



2020

모의IMO총회

The 2020 Mock IMO Assembly

Incorporating Pandemic Related Health Information on the Maritime Single Window Data Set

Team: New Normal

Contents

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Background

1. Pandemic Situation
2. Urgency
3. IMO Mission

Pandemic Situation

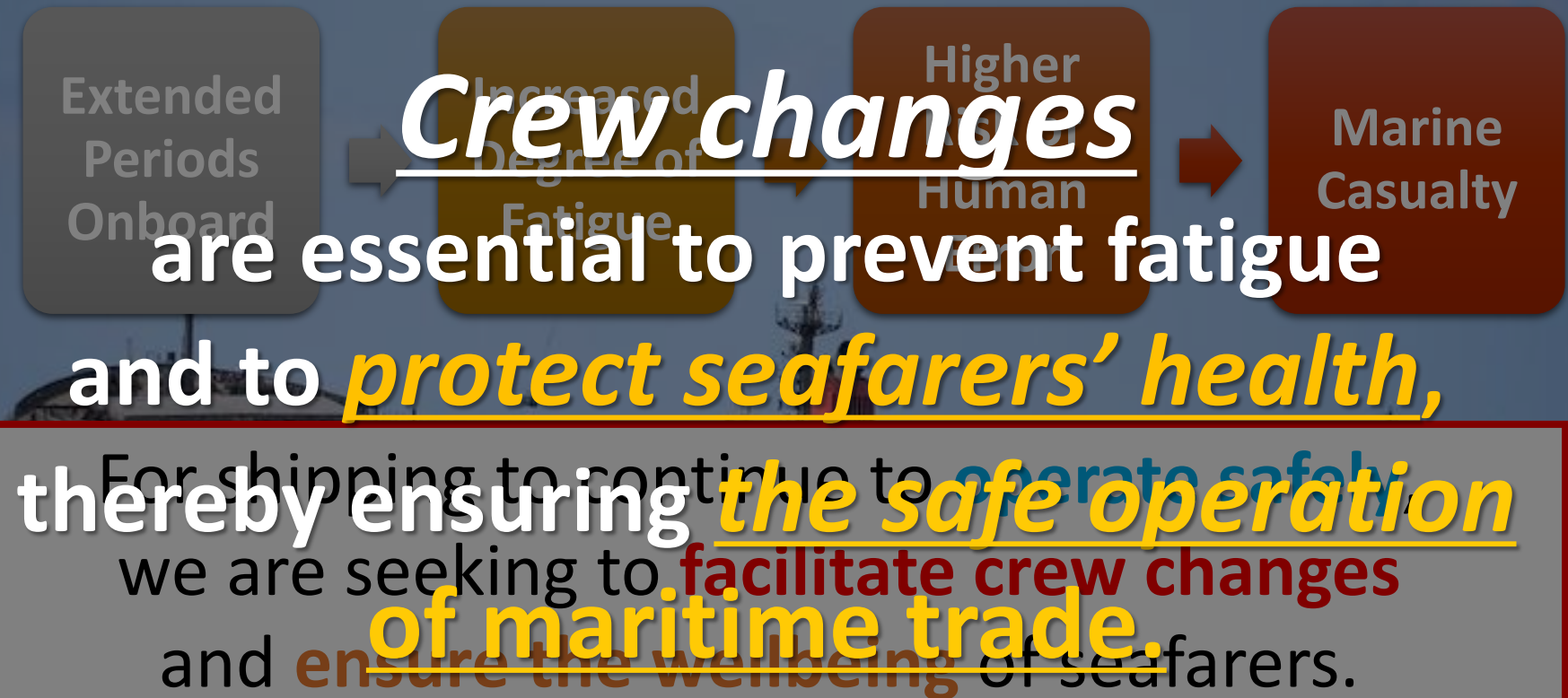
COVID-19 Situation



- **COVID-19** is an **infectious disease** affecting many countries globally.
- Due to the **COVID-19** pandemic, port officials and flag states have become **extremely cautious in making decisions with risks** that can potentially spread the virus.
- As of late September 2020 about **400,000 seafarers exceeded** their contract period, **unable to return** to their homes due to congestion in the process.
- This crisis generated **human distress** and **economic downturn!**

Urgency

Why Crew Change is Urgent ?



IMO Mission

Strategic Plan – SD5

STRATEGIC PLAN FOR THE ORGANIZATION FOR THE SIX-YEAR PERIOD 2018 to 2023

MISSION STATEMENT

1 The mission of the International Maritime Organization (IMO), as a United Nations specialized agency, is to promote safe, secure, environmentally sound, efficient and sustainable shipping through cooperation. This will be accomplished by adopting the highest practicable standards of maritime safety and security, efficiency of navigation and prevention and control of pollution from ships, as well as through consideration of the related legal matters and effective implementation of IMO instruments, with a view to their universal and uniform application.

SD 5: Enhance global facilitation and security of international trade

The prevention of disruption to international shipping through electronic transmission of relevant documents!

SD 5: Enhance global facilitation and security of international trade

26 Shipping moves around 80%¹ of world trade, making it an integral part of the global economy and supply chain. The prevention of disruption to international shipping is therefore in the interest of all. Continued effort is needed to ensure that ships move from port to port without undue delay arising from arrival and departure formalities, to provide for safe transportation and effective facilitation of international trade, and to ensure that appropriate security measures are in place on all international voyages.

27 Threats such as piracy and armed robbery against ships could disrupt international trade, threaten lives, and increase the burden on maritime transport. Furthermore, to ensure the security of the maritime transport network, including vital shipping lanes, IMO will continue to raise awareness of IMO measures for security and to encourage a cooperative approach among Member States and stakeholders.

28 Shipping operations are increasingly dependent on electronics and digital technologies and as such are exposed to cyber risks. The Organization will continue to monitor the issue and encourage a cooperative approach among Member States and stakeholders.

29 Electronic transmission of relevant information, such as, but not limited to, documents and certificates, simplifies communications between ships, ports and authorities and reduces the administrative burden for those on board and ashore. The challenge is to ensure that information is transmitted securely in a universally accepted form and is verifiable. To take full advantage of the electronic exchange of information, closer cooperation is needed between authorities and the industry at the national and, in certain instances, regional levels.

30 To achieve this, IMO will seek further international consensus on reducing, simplifying and standardizing the information required. It will develop global solutions that reduce the burdens by facilitating electronic information exchange and that balance the needs of authorities ashore with the interests of the shipping industry.



Problem Analysis

1. IMO's Response
2. Current Situation
3. Problem Analysis

IMO's Response

International Cooperation

Circular Letter No.4204/Add.29
Page 2

are a matter of great concern. If the crew change crisis is not resolved, ships will no longer be able to operate safely pursuant to the Organization's regulations and guidelines, further exacerbating the economic impacts of the COVID-19 pandemic.

The crew change crisis must be resolved at the soonest possible time. Doing so requires a whole of government approach, across multiple ministries. In that light, I reiterate my call to all Member States to:

1. Designate all seafarers and the personnel of only national jurisdiction as key workers providing an essential service.
2. Implement the protocols and guidance in the Circular Letter No.4204 series and allow for safe and secure crew changes.
3. Remove other barriers to crew changes, such as visa restrictions, flight restrictions, national travel and movement restrictions, access to medical care and testing etc.

Further, I request that Member States consider raising the issue of seafarers and the crew change crisis during the upcoming high-level week of the 75th session of the United Nations General Assembly beginning on 22 September 2020. ILO, IMO and the UN Global Compact are organizing a side event during that week, to raise the visibility of the crew change crisis, most likely to take place on the World Maritime Day on 24 September.

Working together, this challenge to shipping and seafarers can be overcome. I pledge my best efforts and those of the IMO Secretariat in that regard.

1. Designating seafarers
as key workers,

2. Implementing the
protocols,

3. Removing barriers

are required
prior to resolving
the crew change crisis

NEED

INTERNATIONAL
COOPERATION

But why is International Cooperation hard?

Current Situation

Uncertainty During Pandemic

Regardless of the IMO's request, member states are **still reluctant** to cooperate and give exemption to the seafarers because of uncertainty.

originates from the **uncertainty** of crew member's health conditions.

Fear the risk
of COVID-19



27 May 2020



Risk

Communicating and Managing Uncertainty in the
COVID-19 Pandemic: A quick guide

Uncertainty during the COVID-19 Pandemic

- Uncertainty is inevitable – A pandemic like COVID-19 has not been seen in a century, and much remains unknown and evolving about the situation and the virus that causes it.
- Uncertainty leads to fear, panic and loss of trust among people.
- Risk communication and Community Engagement (RCCE) research identifies tactics to communicate and manage uncertainty effectively by building public trust in health authorities and gaining adherence to health recommendations.

Digital Infrastructure only focused on maritime trade and logistics, not on immigration and health declaration yet.

transfer operations from office to home and still able to provide the quality services as trusted counterparts. There is a clear perception from the shipping industry and port authorities that the level of digitalization is still low to be considered for further investment expenditure. With 5G coming soon, industry impacts and lessons learned from COVID-19.

COVID-19 pandemic impacts/lessons

- Existing and new digital services become a priority.
- Remote work of employees can be more productive.
- Remote operation of business is more efficient.

Subject: **Coronavirus (COVID-19) – Accelerating digitalization of maritime trade and logistics – call to action**

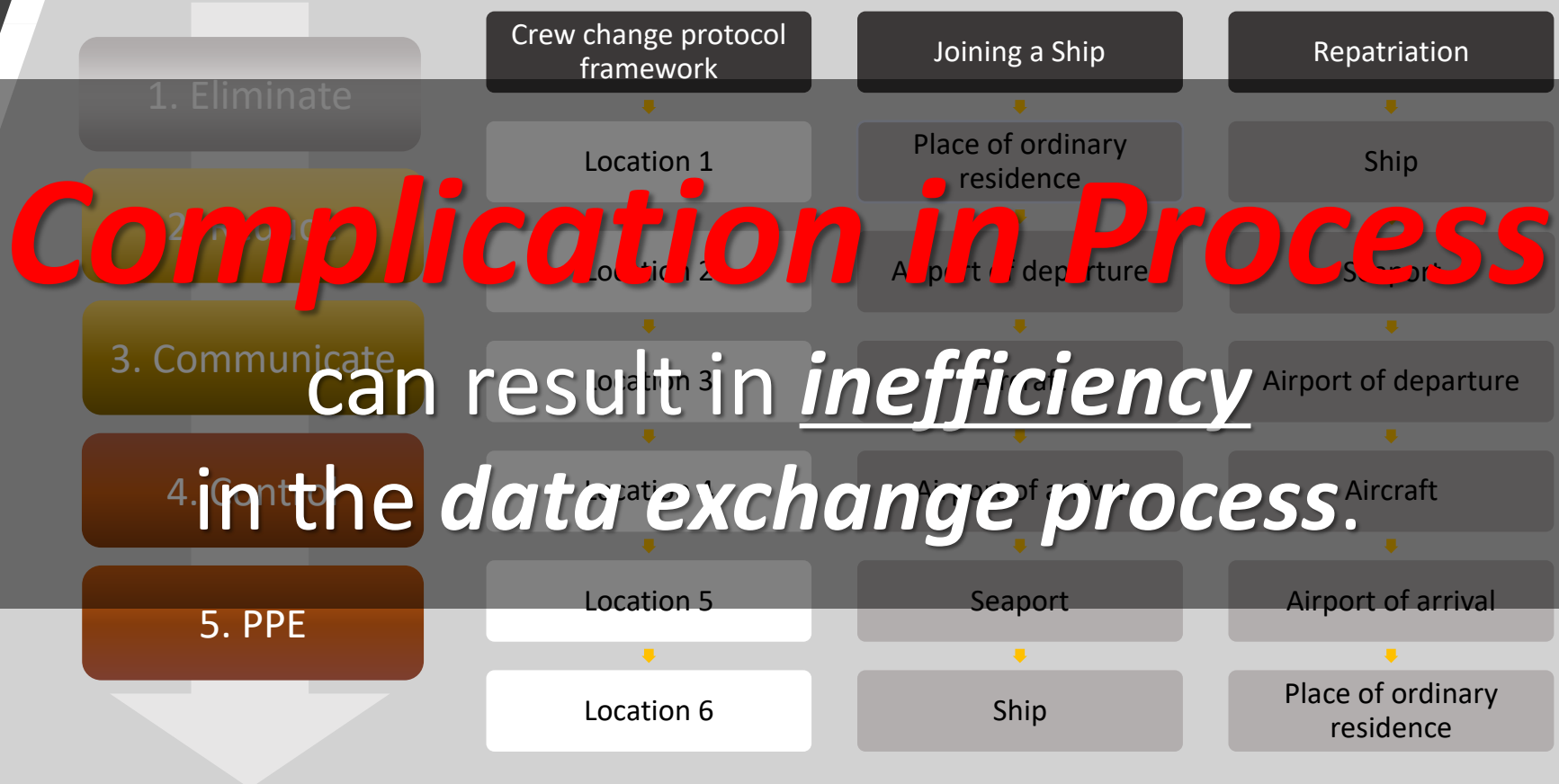
A group of global industry associations in consultative status with the Organization representing the maritime transportation and port sectors, consisting of ICS, IAPH, BIMCO, WCO, IAPH, ISSA, IHMA, ENP, ISPS and IPCSA; also taking into account input from the IMO facilitated PRO ECT, have prepared the attached joint statement calling for intergovernmental collaboration to drive the acceleration of digitalization of maritime trade and

10 / 37

Current Situation

Interrupt Efficiency in Process

Different procedures to mitigate the risk of infection related to the virus.



Problem Analysis



What do we need to secure and enhance global facilitation?

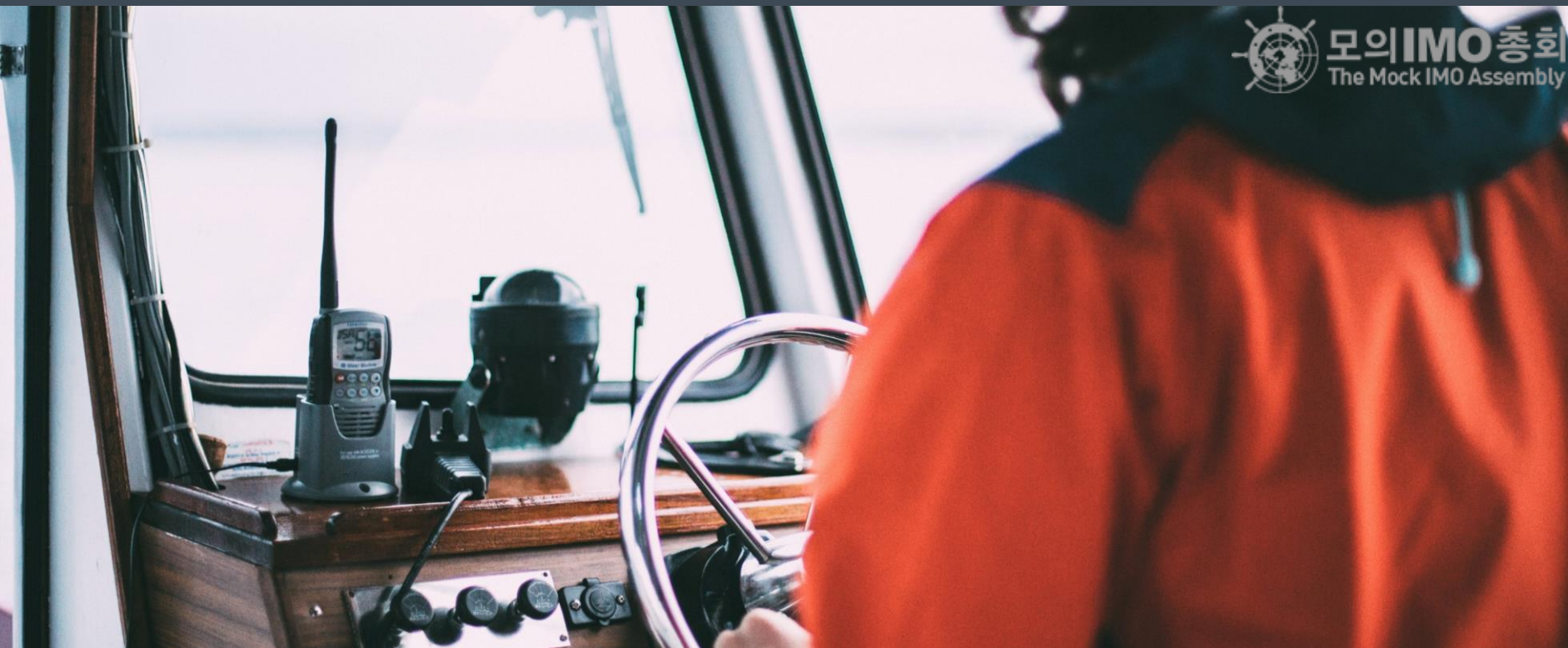
For Efficient Crew Changes

1. *Release Uncertainty*
2. *Better Digital Infrastructure*
3. *Efficient Communication*



Solution

1. Proposal
2. Solution
3. Expected Outcome

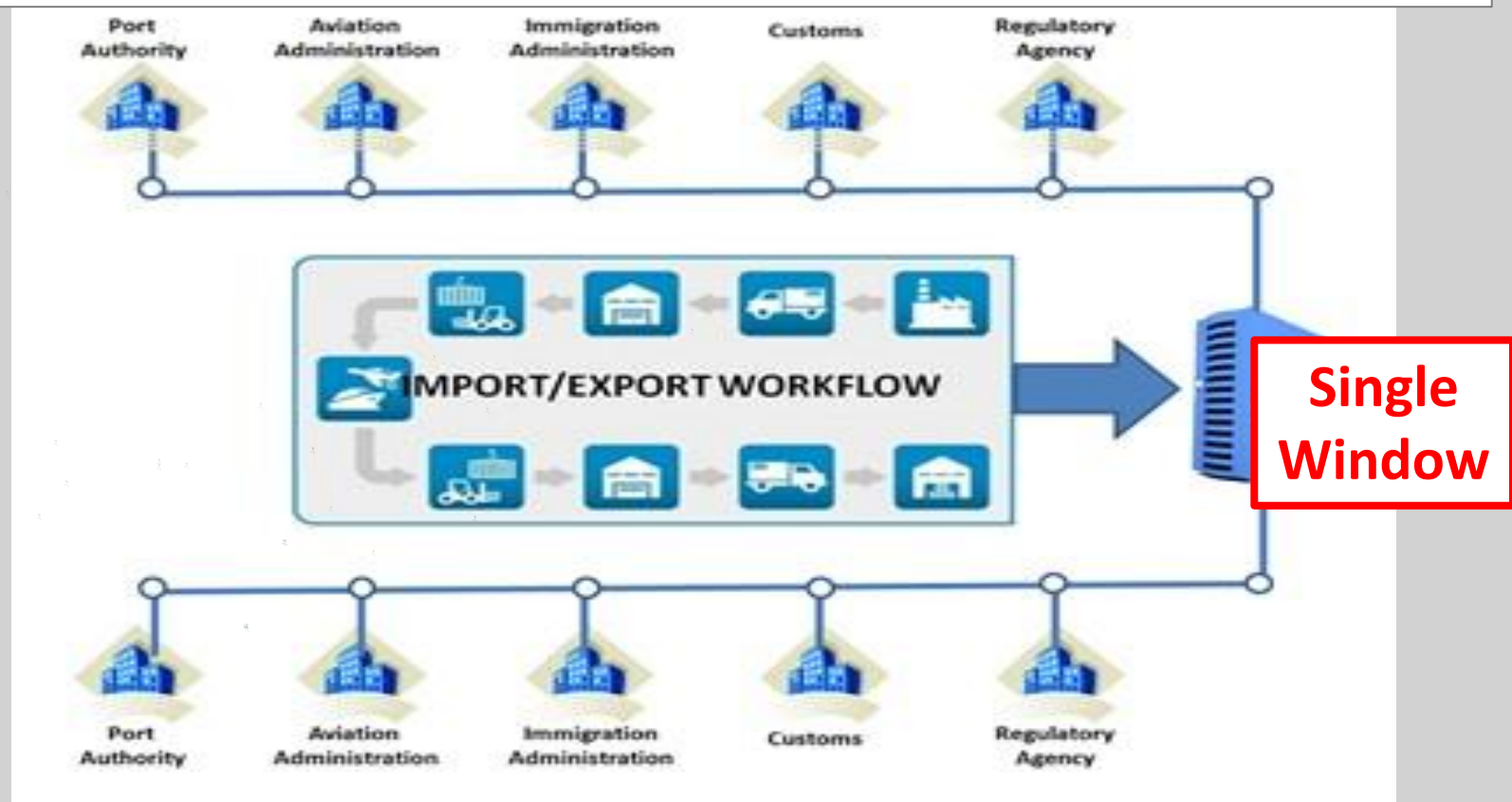


[Proposal]
**Incorporate Pandemic Related
Health Information on the
Maritime Single Window Data Set!!**

Solution

Single Window Concept

- Mandatory for ships and ports to exchange FAL data **electronically**.

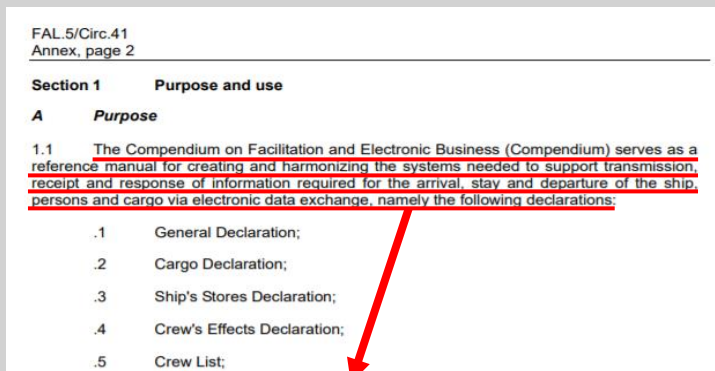
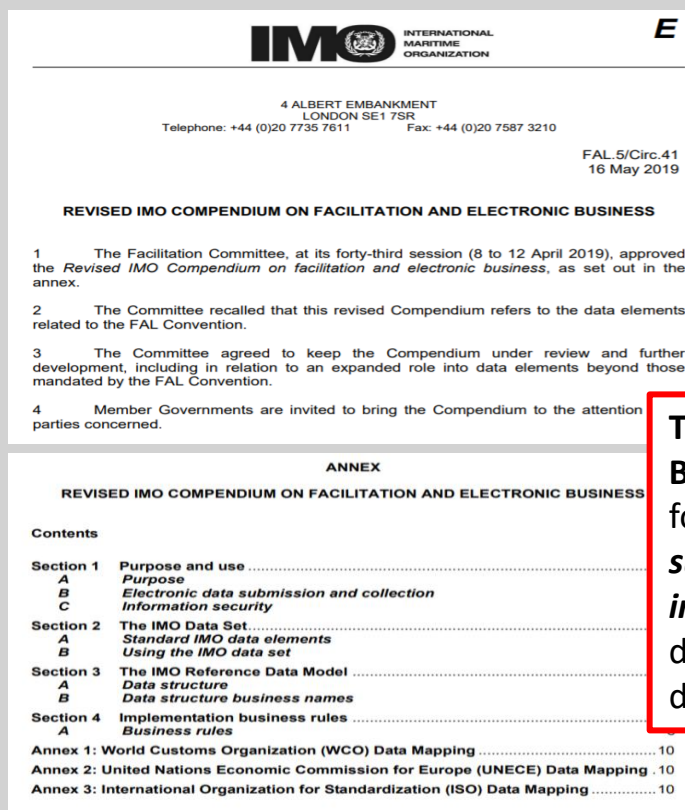


Solution

IMO Compendium

Update on FAL.5/Circ.41

IMO Compendium on Facilitation and Electronic Business



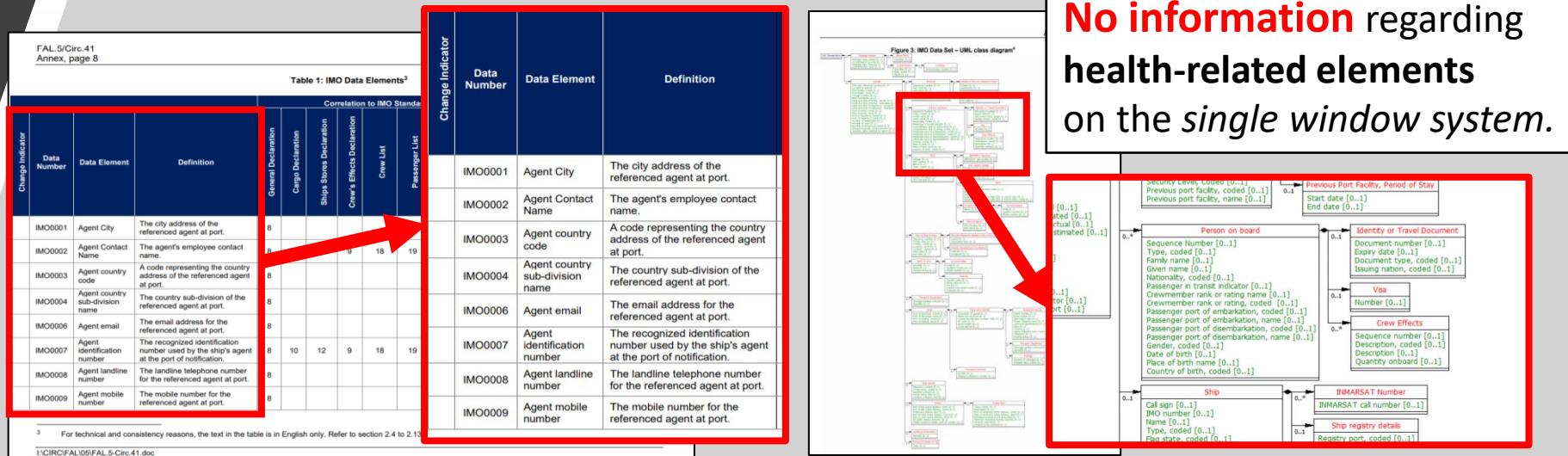
The Compendium on Facilitation and Electronic Business (Compendium) serves as a reference manual for creating and *harmonizing the systems needed to support transmission, receipt and response of information* required for the arrival, stay and departure of the ship, persons and cargo via electronic data exchange, namely the following declarations:

Concept as a high-level priority of the Organization and supports interoperability among single window systems. Single window processes enhance efficient international trade by simplifying communications among stakeholders and creating an electronic information environment that promotes accountability, transparency and informed decision-making.

Solution

Add Health Information

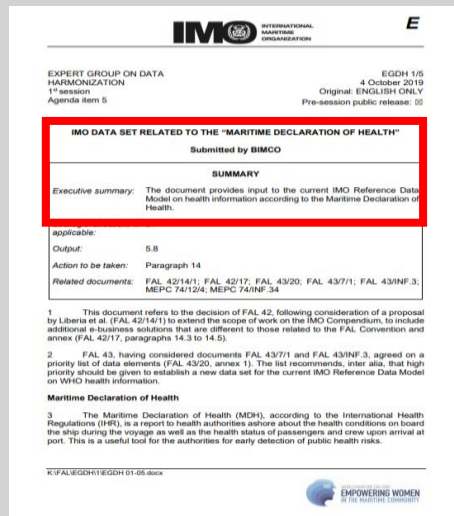
FAL.5/Circ.41 : IMO Data Elements, UML Class Diagram



Absence of health information stalls efficient communication

Solution

EGDH 1st Session Agenda



EGDH 1/5
Page 6

Change Indicator	Data ID	Data Element	Definition
		coded	which the referenced person embarked the ship.
+		Embarkation date	Date when the person embarked the ship.
+		Illness	Nature of illness
+		Symptoms date	Date of onset of symptoms
+		Reported to port medical	Reported to a port medical officer?
+		State	Whether the person recovered, is still ill or died
+		Case Disposal	Whether the person is still on board, was evacuated, or was buried at sea
+		Location of evacuation, name	The name of the port or airport where person was evacuated
+		Location of evacuation, coded	The code of the port or airport where person was evacuated
+		Treatment	Drugs, medicines or other treatment given to patient
+		Comments	Comments on the specific case in the MDH attachment

11 The data elements should be included in the ongoing development of the IMO Reference Data Model.

Notes for discussion

12 For element "Person type, coded" the IMO Reference Data Model says to use the EDIFACT codes 3035. The code does however not include the person type "stowaway". Proposal could be to adopt the EDIFACT code 3035, with an inclusion of the person type "stowaway".

13 Furthermore, the new elements needed to comply with the MDH are the "Port of embarkation, name" and "Port of embarkation, coded". These two data elements have almost similar data elements already in the existing IMO Reference Model: "Passenger port of embarkation, coded" (IMOD091) and "Passenger port of embarkation, name" (IMOD094). A proposal could be to consider renaming the existing elements to a more general wording "Person port of embarkation".

EGDH 1/5
Page 4

Change Indicator	Data ID	Data Element	Definition
	IMOD110	Port of call sequence number	A number indicating the order of a port of call on a list.
	IMOD127	Previous port of call, coded	A code representing a previous port of call.
	IMOD128	Previous port of call, name	The name and country of a previous port of call.
	IMOD125	Previous port facility call end date	The end date of a previous port facility call.
	IMOD086	Number of crew	The count of persons actually employed for duties on board during a voyage in the working or service of a ship and included in the crew list.
	IMOD087	Number of passengers	The count of persons on board the ship who are passengers as defined by SOLAS.
+		Any person died	Has any person died on board during the voyage otherwise than as a result of accident?
+		Number of deaths	Total number of deaths.
+		Disease on board	Is there on board or has there been during the international voyage any case of disease which you suspect to be of an infectious nature?
+		Ill persons greater than expected	Has the total number of ill passengers during the voyage been greater than normal/expected?
+		Number of ill persons	Number of ill persons during the voyage
+		Ill persons now	Is there any ill person on board now?
+		Medical consulted	Was a medical practitioner consulted?
+		Infection condition on board	Are you aware of any condition on board which may lead to infection or spread of disease?
+		Sanitary measure applied	Has any sanitary measure (e.g. quarantine, isolation, disinfection or decontamination) been applied on board?

K:\FAL\EGDH\EGDH 01-05.docx

- EGDH: Expert Group on Data Harmonization
- IMO DATA SET RELATED TO THE "MARITIME DECLARATION OF HEALTH"
- Health related data elements were suggested to add on ship/person level

Solution

Revision on EGDH's Agenda

Annex, page 27

Change indicator	Data ID	Data element	Definitions	Format	Code lists	Business rules
+	MO0125	Previous port facility call end date	The end date of a previous port facility call.	an..35		BR 01 NEW BR: In case of MDH, state the list of port calls taken by the ship in the last thirty days, or during this voyage, whichever is shortest.
	MO0086	Number of crew	The count of persons actually employed for duties on board during a voyage in the working or service of a ship and included in the crew list.	n..4		BR 03 BR 09
	MO0087	Number of passengers	The count of persons on board the ship who are passengers as defined by SOLAS.	n..4		BR 03 BR 09
+		Person died indicator	A yes/no indicator whether any person died on board during the international voyage otherwise than as a result of accident.	n1	yes/no indicator (1=yes, 0=no)	NEW BR: If yes, state particulars in the person level list of ill persons of the Maritime Declaration Health.
+		Disease on board indicator	A yes/no indicator whether there on board or has there been during the international voyage any case of disease which you suspect to be of an infectious nature.	n1	yes/no indicator (1=yes, 0=no)	NEW BR: If yes, state particulars in the person level list of ill persons of the Maritime Declaration Health.

1\FAL\44\FAL 44-6.docx

FAL 44/6
Annex, page 30

Change indicator	Data ID	Data element	Definitions	Format	Code lists	Business rules
+		Infection condition on board indicator	A yes/no indicator whether you are aware of any condition on board which may lead to infection or spread of disease.	n1	yes/no indicator (1=yes, 0=no)	NEW BR: If yes, state particulars in the person level list of ill persons of the Maritime Declaration Health.
+		Ill persons greater than expected indicator	A yes/no indicator whether the total number of ill passengers during the international voyage been greater than normal/expected.	n1	yes/no indicator (1=yes, 0=no)	
+		Ill persons now indicator	A yes/no indicator whether there is any ill person on board now.	n1	yes/no indicator (1=yes, 0=no)	NEW BR: If yes, state particulars in the person level list of ill persons of the Maritime Declaration Health.
+		Medical practitioner consulted indicator	A yes/no indicator whether a medical practitioner was consulted.	n1	yes/no indicator (1=yes, 0=no)	NEW BR: If yes, state particulars in the person level list of ill persons of the Maritime Declaration Health.

1\FAL\44\FAL 44-6.docx

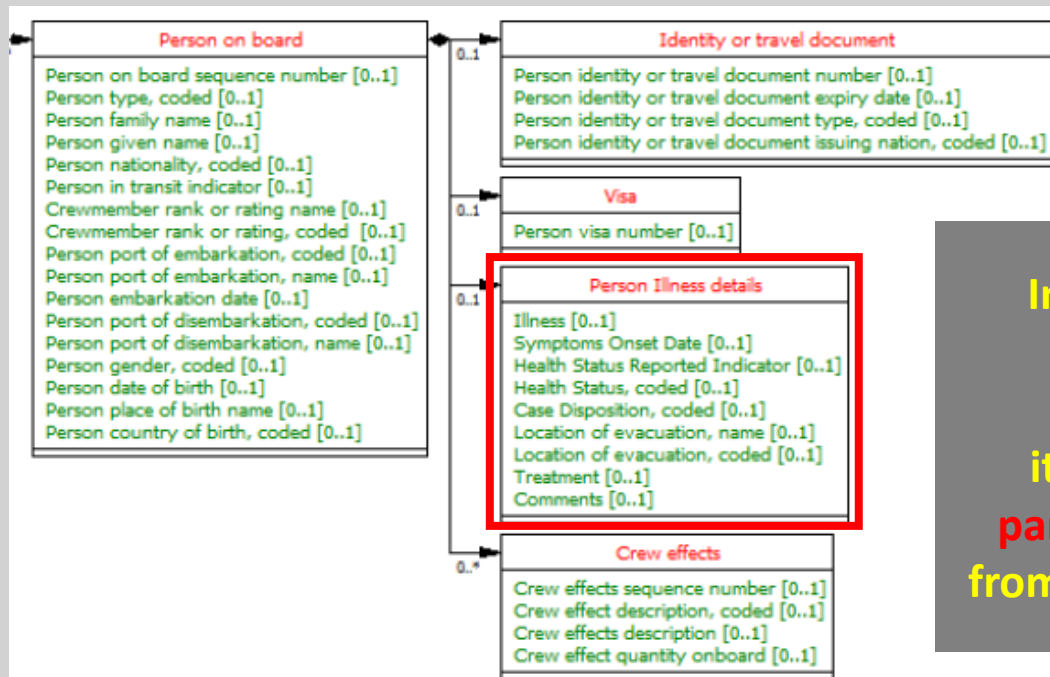
Stating particulars in the **person level list** of ill persons of the Maritime Declaration Health is requested if the answer is '**yes**' to

1. Infection on board indicator
2. Disease on board indicator
3. Person died indicator
4. Ill persons now indicator
5. Medical practitioner consulted indicator

It's hard to distinguish pandemic related information from general health information.

Solution

Revision on EGDH's Agenda



In the person level list of ill persons of the Maritime Declaration Health, it's also hard to distinguish pandemic related information from general health information.

Therefore, incorporating ***pandemic related health information*** on the Maritime Single Window Data Set is needed!

Expected Outcome

Efficient Data Exchange

*Efficient
Data Exchange*

*Enable
Authorities of
Quick Response*

*Enable
International
Cooperation*

Ultimately,

*Better Digital
Infrastructure*

Enhance Global Facilitation

*Enable Faster
Risk Management*

*Contribute to
Designating Key
Workers*

& Secure International Trade

*Release
Uncertainty
of Risk*

*Efficient
Communication*

*Facilitate
Crew Change*



Implementation

1. Amendment
2. Implementation

Amendment

FAL 44/6 – New Business Rules

Change indicator	IMO reference	Data element name	Definition	Format	Code lists	Business rules	Change description	Source
	IMO0206	Person died Indicator	A yes/no indicator whether any person died on board during the international voyage otherwise than as a result of accident.	n1	yes/no indicator (1=yes, 0=no)	BR 26	New Data Element for MDH	EGDH 1-13
*	IMO0207	Disease on board indicator	A yes/no indicator whether there is any person on board during the international voyage, or has been during the international voyage, any case of disease which is suspected to be of an infectious nature.	n1	yes/no indicator (1=yes, 0=no)	NEW BR	New Data Element for MDH	EGDH 1-13
	IMO0209	any ill person on board now indicator	A yes/no indicator whether there is any ill person on board now.	n1	yes/no indicator (1=yes, 0=no)	BR 26	New Data Element for MDH	EGDH 1-13
	IMO0210	Medical practitioner consulted indicator	A yes/no indicator whether there is any ill person on board now.	n1	yes/no indicator (1=yes, 0=no)	BR 26	New Data Element for MDH	EGDH 1-13
*	IMO0211	Infection condition on board indicator	A yes/no indicator whether you are aware of any condition on board which may lead to infection or spread of disease.	n1	yes/no indicator (1=yes, 0=no)	NEW BR	New Data Element for MDH	EGDH 1-13

Add NEW BR on Business rules for ‘Disease on board indicator’ and ‘Infection condition on board indicator’ :

If yes, additionally state particulars in the “Pandemic Related Health Information” level list.

Amendment

Compendium – Elements

EX : Incorporated Pandemic Health Information

Change Indicator	Data Number	Data Element	Definition
	IMO0220	Illness	Nature of illness.
	IMO0221	Symptoms Onset Date	Date of onset of symptoms.
	IMO0222	Health Status Reported Indicator	A yes/no indicator that the person health status is reported to a port medical officer/ radio medical services.
+	IMOXXXX	Pandemic Name	Name of the pandemic.
+	IMOXXXX	Health Status	Expected to be pandemic or confirmed as pandemic?
+	IMOXXXX	Related Symptoms	Related symptoms to each pandemic such as fever, shortness of breath, coughing, and sudden loss of sense of taste or smell.
+	IMOXXXX	Contact Status	Whether the individual had close contact with someone who had symptoms of following pandemic?
+	IMOXXXX	Pandemic Test	Has the person had a positive following pandemic test?
+

Amendment

Compendium – Table, Diagram

Update new data elements on data set and diagram

FAL 44/6/3/Rev.1
Annex, page 1

ANNEX

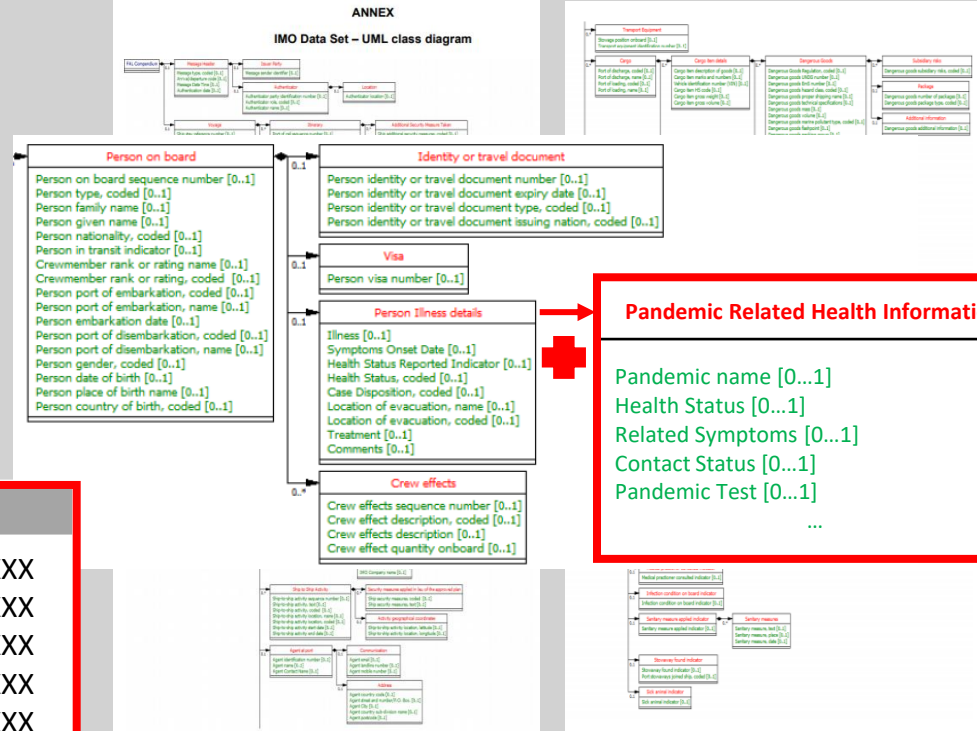
AMENDMENTS TO THE DATA SET APPROVED BY EGDH 1

Occurrence	Components	Reference	Comment
0..1	Message Header		
0..1	Message type, coded	IMO0192	
0..1	Arrival/departure code	IMO0013	
0..1	Message Date Time	IMO0078	
0..1	Authentication date	IMO0014	
0..1	Issuer Party		
0..1	Message sender identifier	IMO0082	
0..1	Authenticator		
0..1	Authenticator party identification number	IMO0017	
0..1	Authenticator role, coded	IMO0128	
0..1	Authenticator name	IMO0016	
0..1	Location		
0..1	Authenticator location	IMO0015	
0..1	Voyage		
0..1	Ship stay reference number	IMO0153	
0..1	Visa		
0..1	Person visa number	IMO0095	
0..1	Person illness details		
0..1	Symptoms Onset Date	IMO0220	
0..1	Health Status	IMO0221	
0..1	Related Symptoms		
0..1	Contact Status		
0..1	Pandemic Test		
0..1	Crew effects		
0..1	Crew effects sequence number		
0..1	Crew effect description		
0..1	Crew effects quantity		
0..1	Ship		
0..1	Ship call sign		

Pandemic Related Health Information

- Pandemic name IMOXXXX
- Health Status IMOXXXX
- Related Symptoms IMOXXXX
- Contact Status IMOXXXX
- Pandemic Test IMOXXXX

ANNEX IMO Data Set – UML class diagram



Pandemic Related Health Information

- Pandemic name [0..1]
- Health Status [0..1]
- Related Symptoms [0..1]
- Contact Status [0..1]
- Pandemic Test [0..1]

Amendment

Compendium – FAL.5/Circ.41

FAL.5/Circ.41
Annex, page 2

Section 1 Purpose and use

A Purpose

1.1 The Compendium on Facilitation and Electronic Business (Compendium) serves as a reference manual for creating and harmonizing the systems needed to support transmission, receipt and response of information required for the arrival, stay and departure of the ship, persons and cargo via electronic data exchange, namely the following declarations:

- .1 General Declaration;
- .2 Cargo Declaration;
- .3 Ship's Stores Declaration;
- .4 Crew's Effects Declaration;
- .5 Crew List;
- .6 Passenger List;
- .7 Dangerous Goods Manifest;
- .8 Security-related information as required under SOLAS regulation XI-2/9.2.2; and
- .9 Advance Notification for Waste Delivery to Port Reception Facilities.

+

Maritime Declaration of Health;

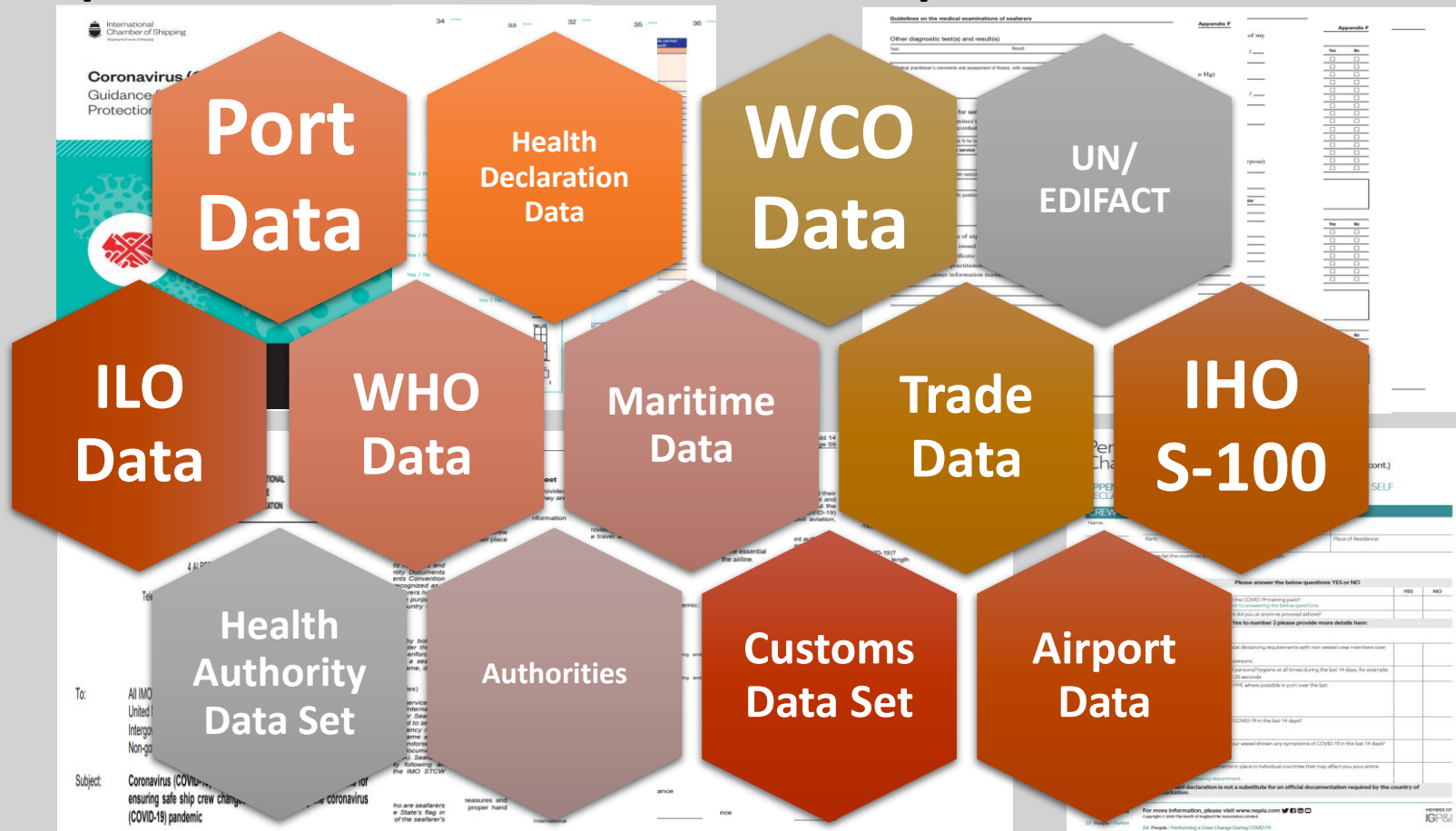
+

Pandemic Related Health Information;

Implementation

Data Collection & Selection

Step 1: Collection and selection of all pandemic-related data.



Implementation

Data Standardization

Step 2: Data standardization with related organizations.



BIMCO



ICHCA
INTERNATIONAL



Health
Declaration

ILO

Port

Border
Control

**IMO
DATA SET**

IMHA

Immigration

Airport

ICS



Implementation Data Application

Step 3: Data application to promote interoperability.

IMO FAL Compendium

- ▼ Preamble of FAL.5/Circ.41
- ▼ History

Compendium

- ▼ Purpose and use
- ▼ IMO Data set
 - IMO Data set
 - IMO Data elements
- ▼ IMO Reference data model
 - Data structure
 - Data structure business names
- ▼ Implementation business rules
- ▼ Syntax mappings

IMO Compendium on Facilitation and Electronic Business


> Data set > Data Elements

Chg.	Data number	Data element	Definition	Gen. Decl.	Cargo Decl.	Ships Stores Decl.	Crew's Effects Decl.	Crew List	Pass. List	Dang. Goods Man.	Sec. Report	Waste Det. Report	Format	Code Lists	Business rules
	IMO0185	Port facility, name	The name and country of a port facility at the port of call.								2.1		an. 256		BR 22
	IMO0186	Dangerous goods additional information	A statement of any other information relevant to the characteristics or hazards of the referenced dangerous goods cargo item.							12			an. 256		
	IMO0187	Dangerous goods package type, coded	A code representing the package type of the referenced dangerous goods.							13			an. 2	EDIFACT codes (7065) = UNECE Recommendation 21 Annex VI	
	IMO0188	Previous port facility, name	The name and country of a previous port facility called at during a previous port call.								3.3		an. 256		BR 22
	IMO0189	Previous port facility, coded	A code representing at during a previous												
	IMO0190	Waste description	Additional descrip												
	IMO0191	Voyage number	An operator-assigne ship's voyage.												
	IMO0192	Message type, coded	Code specifying the												
	IMO0194	Ship-to-ship activity location, latitude	The latitude (geog location of the ship-carried out during th												
	IMO0195	Ship-to-ship activity location, longitude	The longitude (geog location of the ship-carried out during th												
	IMO0196	Remarks	Statement of any ot ship arrival, stay or												
	IMO0197	Vehicle identification number (VIN)	An alphanumeric id shipper to identify a												


IMO Global Integrated Shipping Information System

Welcome to the Public Area


Find module by keyword




Ship and Company Particulars
Search the world fleet of ships by IMO Number and look up company particulars by IMO Company Number.




Recognized Organizations
Information submitted by Member States under MSC/Circ.1010-WHO/Circ.382.




Pollution Prevention Equipment and Anti-fouling Systems
Equipment required by MARPOL 72/78 and the BWM Convention, and anti-fouling systems compliant with the AFS Convention.




Facilitation of International Maritime Traffic
Information on discovery incidents, E-Addresses of Governmental Authorities and notifications pursuant to article VII of the FAL Convention.




Global SAR Plan
Information on the availability of Search and Rescue (SAR) Services.




GMDSS
Global Maritime Distress and Safety System (GMDSS)




MARPOL Annex VI
Notifications communicated under the provisions of MARPOL Annex VI (Regulations for the Prevention of Air Pollution from Ships).




Member State Audits
Information on audits under the IMO Member State Audit Scheme.




Inter-agency platform for information sharing on migrant smuggling by sea




Maritime Security
Information communicated under the provisions of SOLAS regulation XI-2/13 (SOLAS chapter XI-2 and the ISPS Code).




Marine Casualties and Incidents
Data on marine casualties and incidents, as defined by circulars MSC-MERC/Circ.3.




Status of Treaties
Status of ratification of IMO conventions.




Non-mandatory Instruments
Comprehensive list of non-mandatory IMO instruments.




Condition Assessment Scheme
Electronic database for the implementation of the Condition Assessment Scheme - Resolution MSC.94 (45), as amended.




National Maritime Legislation
List of national laws, orders, decrees, regulations and other instruments implementing IMO conventions.




Evaluation of Hooks
Reports on evaluation of hooks according to the Guidelines for evaluation and replacement of lifelift release and retrieval systems (MSC.1/Circ.1392).




Ballast Water Chemicals
RESAMP-BWIS Database of chemicals most commonly associated with treated ballast water.




Contact Points
Contact lists of competent authorities and authorized organizations relating to IMO matters.




Port Reception Facilities
Data on the available port reception facilities for the reception of ship-generated waste.




Piracy and Armed Robbery
Reported incidents of piracy and armed robbery.




Simulators
Information on simulators available for use in maritime training.




Cargoes
Information received from IMO members relating to containers, grain and solid bulk cargoes and dangerous goods in packaged form.



Test Laboratories and Haul Facilities
Test laboratories recognized by administrations and haul banking and reception facilities.



Survey and Certification
Specimen certificate and e-certificate, exemptions and equivalents, and voluntary early implementation.

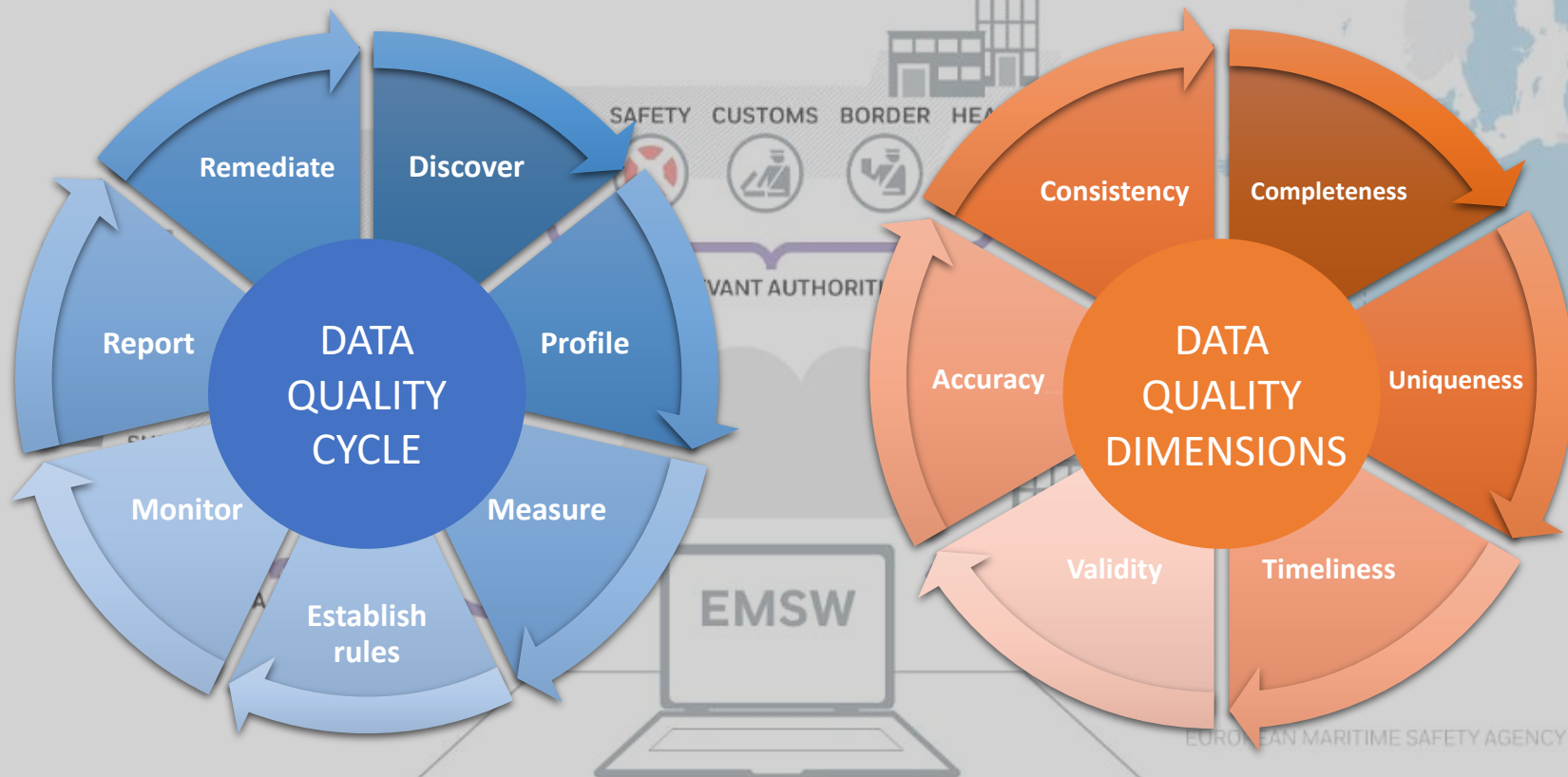


Ballast Water Management
Information on exemptions granted to ships, designated ballast water exchange areas, additional measures and warnings concerning ballast water updates.

Implementation

Data Management

Step 4: Data management to secure the data reliability.





Conclusion

1. Urgency
2. Action Required

Urgency

Overcoming the Pandemic



The *ultimate objective* of our proposal is always to keep every seafarers safe and secure the global economy.

It is urgent that IMO provide *efficient and secure ways* to carry out their tasks.

Action Required

For Safe and Secure Environment



ENOUGH IS ENOUGH

Prepare for a New Normal!



Thank You

Reference

- A 30/Res.1110 (8 December 2017) - STRATEGIC PLAN FOR THE ORGANIZATION FOR THE SIX-YEAR PERIOD 2018 to 2023 (Secretariat)
- Circular Letter No.4204/Add.10 (22 April 2020) - Joint Statement IMO-WHO-ILO on medical certificates of seafarers, ship sanitation certificates and medical care of seafarers in the context of the COVID-19 pandemic
- Circular Letter No.4204/Add.14 (5 May 2020) - Coronavirus (COVID-19) – Recommended framework of protocols for ensuring safe ship crew changes and travel during the coronavirus (COVID-19) pandemic
- Circular Letter No.4204/Add.16 (6 May 2020) - Coronavirus (COVID-19) – COVID-19 related guidelines for ensuring a safe shipboard interface between ship and shore-based personnel
- Circular Letter No.4204/Add.17 (21 May 2020) - Coronavirus (COVID-19) – Preparing for post COVID-19 operations: considerations and practicalities for port community systems, single window and other electronic exchange platforms
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