

CHINA. NEWLY REVISED MARITIME TRAFFIC SAFETY LAW.

Ingosstrakh's P&I Correspondent in China Messrs. Huatai Insurance Agency & Consultant Service Ltd. reports on newly revised maritime traffic safety law which will come into effect on September 1, 2021

The Maritime Traffic Safety Law of the People's Republic of China (MTSL) is the primary law regulating maritime traffic safety in the sea areas within the jurisdiction of the People's Republic of China. The current version of MTSL was adopted on September 2, 1983 and amended on November 7, 2016. On April 29, 2021, the 28th session of the 13th NPC Standing Committee (NPCSC) adopted the revised MTSL which will come into effect on September 1, 2021.

The important amendment in the revised law that may be of concern to the Owners is summarized as follows for reference.

New / Improved Legal Systems

The revised Maritime Traffic Safety Law adds and improves the following legal systems.

- 8 new legal systems have been added

Eight new legal systems have been added, namely the shipping company's safety and pollution prevention management system, the vessel security system, the crew's work rights protection system, the early warning and emergency response mechanisms for overseas emergencies of crew, the planning system of maritime traffic resources, the maritime radio communication guarantee system, the specific reporting system for vessels of foreign nationality entering and exiting the territorial waters, and the maritime ferry management system.

- 6 legal systems have been supplemented and improved

Six legal systems have been supplemented and improved, namely, crew management system, cargo and passenger transportation safety management system, legal system for safeguarding marine rights and interests, maritime search and rescue system, investigation and handling of maritime traffic accidents, legal liability and administrative enforcement legal system.

The Main Content of the Revision

I . Improve maritime traffic conditions and level of safety guarantee

1. Stipulate that the maritime safety administration shall, when necessary, demarcate, adjust and promptly announce the maritime traffic functional areas such as vessel alignment areas (Article 19).
2. Define that the state shall establish and improve the vessel positioning, navigation and other maritime traffic support service systems (Article 21).

3. Define the code of conduct and the subject of responsibility for the construction, maintenance and preservation of aids to navigation (Article 26).

4. Stipulate the scope of compulsory pilotage and define the responsibilities of the pilotage institution, the pilot and the piloted vessel (Article 30 and Article 31).

Pilotage requirements:

Current version: Vessels of foreign nationality entering and leaving a harbour of the People's Republic of China, navigating or shifting berths in the harbour area, or approaching or leaving mooring points or loading spots outside the harbour must be navigated by a pilot designated by the competent authority.

Situations that need to apply for pilotage in the new version are as follows (the specific standards shall be developed by the maritime safety administration in light of the actual conditions of the ports):

- Vessels of foreign nationality, excluding those can be exempted as prescribed by the transport department under the State Council after being reported to the State Council for approval.
- Vessels carrying radioactive materials, and ultra-large oil tankers.
- Vessels carrying bulk liquefied gas and bulk hazardous chemicals that may endanger port safety.
- Vessels whose length, width, and height are close to the limits as prescribed in the navigation conditions of corresponding channels.

II. Strengthen the management of vessels and crew and standardize maritime traffic activities

1. Stipulate that vessels of Chinese nationality shall pass the inspections of vessel survey institutions and obtain the corresponding certificate, document and nationality certificate (Article 9 and Article 10).

2. Stipulate that the crew shall receive relevant professional education and training, hold valid certificates of qualification, and operate and manage the vessel in accordance with the rules, regulations and operating procedures (Article 13, Article 38, Article 39, Article 41, Article 42).

3. Require that the owner, operator or manager of a vessel of Chinese nationality shall establish and run a management system for safe operation and prevention and control of vessel pollution as well as vessel security system, and shall obtain a maritime labor certificate (Article 11, Article 12, Article 14).

4. Define the code of conduct that shall be generally observed in the navigating, berthing, or carrying out operations of vessel, and stipulate the safety precautions for the carrying of passengers and dangerous goods as well as the loading, unloading and lightering of dangerous goods (Chapter IV and Chapter V).

Carrying dangerous goods:

The safe loading and unloading, stowage, isolation, securing and management shall be carried out in accordance with the requirements of relevant laws, administrative regulations, rules and mandatory standards and technical specifications;

When carrying dangerous goods, a valid certificate of fitness for the carriage of dangerous goods shall be obtained, and according to the characteristics of the dangerous goods and the requirements of emergency

measures, the emergency response plan for dangerous goods shall be prepared, and the corresponding fire-fighting and emergency devices and equipment shall be equipped;

When consigning dangerous goods, the consignor shall notify the carrier of its official name, nature of the danger, and protective measures to be taken, properly package it in accordance with the requirements of relevant laws, administrative regulations, rules, and mandatory standards and technical specifications, and set up obvious marks and labels of dangerous goods.

A vessel carrying dangerous goods into or out of a port shall meet specific conditions, including:

- 1) the dangerous goods carried satisfy the requirements for safe maritime transportation;
- 2) the loading of the vessel satisfies the requirements of the certificates held;
- 3) the port where the vessel plans to berth have the corresponding business qualification. The permission of the maritime safety administration shall be obtained and the time of entering or exiting a port, the duration of stay at the port, and other items shall be reported to the maritime safety administration.

Fixed vessels navigating along fixed routes and carrying fixed categories of goods may apply for permission for entering or exiting a port multiple times within a specified period.

For vessels and offshore installations engaged in transportation, loading and unloading, and lightering of dangerous goods, operation plans shall be developed, the relevant mandatory standards and safe operation procedures shall be complied with, and necessary preventive measures shall be taken, to prevent safety accidents.

Conditions that should be satisfied for lightering operation of bulk liquid dangerous goods:

Vessels

1. Satisfy the requirements for maritime traffic safety and the prevention and control of pollution from vessels to the maritime environment;
2. The goods to be lightered satisfy the requirements for safe lightering ;
3. Personnel participating in lightering have the lightering capabilities as prescribed by laws and administrative regulations
4. The intended waters and their bottom quality and surrounding environment are suitable for lightering;
5. The lightering does not pose any threat to maritime resources, nearby military targets and important civilian targets;
6. There are lightering plans, safety guarantee measures and contingency plans that satisfy the safety requirements.

Emergency response to infectious disease

Since the outbreak of the Covid-19, the epidemic prevention and control of vessels has attracted attention from all parties. According to Article 40 of the revised Maritime Traffic Safety Law, "Where a person on board suffers or is suspected of suffering from an infectious disease that seriously threatens the health of others, the master shall immediately launch the corresponding contingency plan, take necessary isolation

measures against the relevant persons within the scope of his functions, and report to the relevant competent department in a timely manner.”

III. Strictly control administrative permissions and standardize administrative law enforcement actions

1. Cancel 12 items of administrative license, and vessel safety inspection to be changed to third-party inspection and certification (Article 9).
2. In order to implement the Maritime Labour Convention, administrative license for maritime labor certificate has been set up (Article 14).
3. Define the scope and conditions of the three permits for offshore construction, vessels carrying dangerous goods into and out of ports, marine transportation, loading, unloading and lightering of dangerous goods (Article 48, Article 64, Article 65).
4. Define the compulsory measures that can implement in the case of vessel overload, posing a threat to port safety etc. Require maritime safety administration to avoid and reduce the impact on normal operations when conducting supervision and inspection (Article 90, Article 91).

IV. Improve the maritime search and rescue mechanism and perfect the investigation and handling of maritime traffic accidents

1. Define that persons in distress at sea have the right to obtain life assistance in accordance with the law, and stipulate the basic principle that life rescue shall take precedence over environmental and property rescue (Article 66).
2. Stipulate to establish a maritime search and rescue coordination mechanism, strengthen the construction of maritime search and rescue forces, establish a maritime search and rescue center responsible for organization, coordination, and command work, establish a regular drill and daily training system, and encourage social forces to participate in maritime search and rescue work (Articles 68 to 71).
3. Stipulate the code of conduct of all parties in distress, rescue and command after the occurrence of a dangerous situation to ensure the orderly development of search and rescue operations (Articles 72 to 78).

Rescue of vessels in distress

Vessels in distress are revised from “shall take all effective measures to organize their own rescue efforts” to “shall take effective measures to prevent and reduce loss of life and property and pollution of the maritime environment.” The revision means that vessels in distress shall not only organize self-rescue, they shall also try to prevent and reduce pollution of the maritime environment. The rights of the master when the vessel is in distress and the responsibilities of the master when abandoning the vessel are also proposed.

Vessels, offshore installations, and aircrafts receiving distress signals or finding that someone is in life danger shall do their best to rescue those who are in distress without seriously endangering their own safety.

Decisions to suspend, resume and terminate search and rescue operations shall be made by the maritime search and rescue centers. Without consent of the maritime search and rescue centers, vessels, offshore installations, aircrafts and personnel participating in search and rescue shall not exit the search and rescue operations.

4. Stipulate the classification standards, investigation subjects, principles and procedures of maritime traffic accidents (Chapter 7).

Investigation procedures of maritime traffic accidents

Maritime traffic accidents are classified into 4 levels: particularly serious accidents, major accidents, relatively large accidents and general accidents on the basis of the consequences of damage caused. The direct economic loss standard for the classification of accident levels shall be determined by the transport department under the State Council in conjunction with relevant departments of the State Council in light of the special circumstances of maritime traffic accidents, and shall be announced and implemented after being approved by the State Council.

After a maritime traffic accident occurs, the vessel shall promptly report to the maritime safety administration and accept investigation.

Among them, particularly serious accidents shall be investigated by accident investigation unit organized by the State Council or its authorized departments.

Where the accident loss is small, the facts are clear, and the responsibilities are specific, the summary investigation procedure may apply in accordance with the provisions of the transport department under the State Council.

A vessel of Chinese nationality involved in a maritime traffic accident outside the sea areas within the jurisdiction of China shall report the accident to the maritime safety administration and accept investigation.

Where a vessel of foreign nationality is involved in an accident outside the sea areas within the jurisdiction of China, causing serious injury or death to a Chinese citizen, the maritime safety administration shall participate in the investigation in accordance with the provisions of the international treaties concluded or acceded to by China.

Where a vessel suffers hostile weather, sea conditions, and accidents at sea, causes or may cause damage, and needs to explain and record the time, sea area, the countermeasures taken, and other specific circumstances, an application may be filed with the maritime safety administration for endorsement for sea protest.

In addition, the revised MTSL stipulates strict legal liabilities for various illegal acts, and defines the arbitration procedures for civil disputes caused by a maritime traffic accident (Chapter 9).

Summary

Considering that there are lots of changes compared with the current version, the revised MTSL may have a significant impact on Owners. Given this, Insured Owners are suggested to look through the revised

Maritime Traffic Safety Law of the People's Republic of China in detail. In case of any need, please find the [link](#) for the English version of MTSL for the Insured Owners' kind reference.

IMPLICATIONS OF THE COVID 19 IN THE CARIBBEAN AREA

Ingosstrakh's P&I Correspondent in Caribbean region Messrs. Caribbean Marine, as usual, are very kind to provide new comprehensive update on current situation and on prevention and control measures implemented by local administrations in response to the latest outbreak of coronavirus (COVID-19) in region.

BAHAMAS:

The government of the Bahamas maintains the protocol and requirements previously established for the entry of travellers to the island:

- All persons traveling to the Bahamas must obtain a negative COVID-19 RT-PCR test taken no more than 5 days prior to the arrival date.
- Once a negative in a COVID-19 RT-PCR test has been obtained, the health visa must be applied for to travel to the Bahamas on the web: <https://travel.gov.bs>
- Fully vaccinated travellers and have passed the two-week immunity period will be exempted from COVID-19 testing requirements for entry and inter-island travel. The only entry formality required is to obtain a Bahamas Travel Health Visa within five days of travel.
- Fully vaccinated travellers must carry valid proof of vaccination. The vaccination test must confirm that they have exceeded the two week period of immunity.
- The status of the visa application must be verified in order to travel.
- Travelers must print the approved travel visa response (green) issued electronically.

All visitors arriving in the Bahamas must take out health insurance coverage when applying for the Health Visa to travel to the Bahamas.

- All persons entering the Bahamas or traveling between islands from Nassau and Paradise Island or Grand Bahama Island, and staying at their destination for more than 4 nights and 5 days will be required to take a rapid antigen test for COVID-19 (If applicable).
- All persons traveling to and through the Bahamas will be required to complete a short health survey daily, which must be completed on arrival and each day thereafter for a maximum of 14 days, or the duration of their stay, whichever be shorter.

Starting June 12, Bahamas welcomed cruise ships again.

On June 11th, 2021, Prime Minister the Most Hon. Dr. Hubert Minnis today announced several changes to the Emergency Powers Order, including among others:

- A curfew on New Providence and mainland Abaco was established at 11 pm – 5 am; on Grand Bahama, at 12 midnight – 5 am; and on Cat Island, North Andros and Central Andros, 10 pm – 5 am.
- The curfew on South Andros and the Berry Islands was lifted.

- The RT-PCR test requirement for travel from Grand Bahama, Cat Island and Andros was removed.
- Effective 1 July, the \$10 Travel Health Visa fee for vaccinated Bahamians and residents returning home from abroad will be waived; however, travellers are still required to apply for the health visa.
- Private gatherings and other social events in homes and elsewhere may now be held, provided that all attendees are fully vaccinated with both doses of the COVID-19 vaccine.
- The mask and sanitization requirements remain in place for everyone.

On July 1th, a daily curfew from 7 pm to 5 am and some restrictions on social gatherings taked effect in North and South Bimini, according to the Emergency Powers Order (Covid 19 Pandemic) (Management and Recovery) (No 2) (Amendment) (No 2) of 2021.

The restrictions and protocols related with the prevention of the spread the COVID 19 announced by the authorities at all Ports remain applicable and compulsory (please see last update).

Crew changes is allowed.

In case that a crew member presents a Non-COVID 19 injury or illness, health authorities has to be informed and they will be the one who authorized the disembark to shore medical assistance in the public or private hospital system.

COLOMBIA:

The health emergency due to COVID 19 in the country established according Resolution 738 of 2021 and the guidelines for health care and life issued according 777 of 2021 of the Ministry of Health and Social Protection, still force.

On June 25, the Ministry of Health published Circular No. 37 of 2021, in which it orders the municipalities and districts that have an ICU occupancy greater than 85% to present to the Ministry of the Interior, a proposal in a period not longer than 24 hours with measures to restrict activities, areas and zones aimed at reducing the speed of the spread of COVID-19 and reducing the burden on the health system.

The current protocol and restrictions applicable to travelers arriving in Colombia are the following:

- Travelers who have visited India in the previous 14 days will not be able to enter the country. This does not apply to residents of Colombia, who will be screened within 24 hours of arrival and must be quarantined for 14 days.
- A negative PCR test taken no more than 4 days prior, must be provided upon departure. Colombian citizens, foreign diplomats, and M.R. or courtesy who arrive without a valid negative test result must declare under oath that they were unable to obtain the test result within the required timeframe and must take the test upon arrival or self-quarantine for 14 days.
- All travelers are subject to additional measures, such as medical examinations on arrival.
- All travelers must complete the online "Check-mig" form that can be done from 24 hours to 1 hour before departure and the confirmation received must be presented upon arrival.

The restrictions and protocols related with the prevention of the spread the COVID 19 announced by the authorities at all Ports remain applicable and compulsory (please see last update).

Crew changes are allowed with restrictions.

In case that a crew member presents a Non-COVID 19 injury or illness, health authorities has to be informed and they will be the one who authorized the disembark to shore medical assistance in the public or private hospital system.

CUBA:

On June 29, 2021, the authorities announced the following:

- Approval of a new Plan to deal with COVID-19, taking into account the epidemiological situation in the country, characterized by an increasing behavior of positive cases that are diagnosed daily.

The new Plan provides, among other matters, to maximize international health control, strengthen epidemiological surveillance, guarantee medical insurance, continue health intervention, prioritize tasks that ensure productive activity and basic services, and reduce mobility as much as possible of people.

- The decision to move all provinces to the community transmission phase of the epidemic stage (previously it was autochthonous transmission).

The restriction of the mobility of people and vehicles is maintained in the 15 municipalities of Havana, every day from 9 pm to 5 am.

All travelers arriving in Cuba must present a negative result of a PCR test for COVID-19 from a certified laboratory in the country of origin of their trip, carried out in a period of 72 hours prior to their arrival in the country. They must also undergo another PCR test upon arrival at the airport paid for with their own resources. Travelers should then proceed to designated hotel facilities to be quarantined for a minimum of 5 days. They will have another PCR test during quarantine. The isolation period ends when the travelers have the negative result of the second PCR carried out in Cuba. The traveler must have an insurance policy that covers COVID-19.

The restrictions and protocols related to the prevention of the spread of COVID 19 announced by the authorities in all ports remain applicable and mandatory.

The ban on crew changes continues.

In the event that any crew member presents a Non-COVID 19 injury or illness, the health authorities must be informed and authorize the disembarkation for medical assistance on the ground in the hospital system.

CURACAO:

On June 9, 2021, the authorities updated the list of risk classifications of the countries. The new classification is as follows: Very Low Risk, Low Risk, High Risk and Very High Risk.

On June 11, 2021, the night curfew was lifted and other measures applied by COVID 19 were relaxed.

According to the announcement of the government of Curaçao No. 318 of June 29, 2021, from June 30, 2021 the classification list of countries was updated, based on the incidence of COVID 19 in that country.

The epidemiological situation of the country is being considered together with the public health protection measures and any agreements with the country / territory. This list can be adjusted according to the latest news about COVID 19 in each country.

Very Low Risk

Anguilla, Antigua and Barbuda, Barbados, Bermuda, China, Curaçao, Czech Republic, Dominica, Finland, Grenada, Hong Kong, Hungary, Jamaica, Montserrat, Morocco, New Zealand, Poland, Puerto Rico, Saba, Saint Barthelemy, Singapore, Saint Eustace, Taiwan, Turks and Caicos, British Virgin Islands. Travelers departing from any of these countries must follow these 2 mandatory steps:

1. Complete the digital immigration card online prior to departure at dicardcuracao.com.
2. Fill in the passenger location card (PLC) digitally at dicardcuracao.com 48 hours before departure and bring a printed test document.

Low Risk

Aruba, Austria, Bahamas, Belgium, Bonaire, Canada, Cayman Islands, Denmark, Dominican Republic, Ecuador, France, Germany, Greece, Guadeloupe, Italy, Luxembourg, Martinique, Netherlands, Norway, Saint Lucia, Spain, Saint Vincent and the Grenadines, Switzerland, Sweden, Turkey, United States of America. Travelers leaving any of these countries must perform, in addition to the 2 mandatory steps established for Very Low Risk countries, the following mandatory steps:

1. Each visitor entering Curacao must show a negative result of a certified COVID-19 PCR test performed no later than 72 hours prior to their flight to Curacao or a negative result of an antigen test performed no later than 24 hours prior to your flight to Curaçao. The traveler should carry a printed test document. It is needed to upload negative COVID-19 PCR test results to dicardcuracao.com prior to departure.
2. All passengers departing these countries will be required to undergo an antigen test at a local laboratory on the third day in Curaçao.

Booking and paying for the third day antigen test is part of the PLC process.

High Risk

Brazil, Costa Rica, Cuba, Guyana, Haiti, Panama, Saint Martin + Sint Maarten, Trinidad and Tobago, United Arab Emirates. Travelers leaving any of these countries must follow the 4 mandatory steps established for Low Risk countries.

Very High Risk

Colombia, French Guiana, India, Portugal, Saint Kitts and Nevis, Suriname, United Kingdom, Uruguay, Venezuela. Travelers leaving any of these countries must follow the 4 mandatory steps established for Low Risk countries and High Risk countries.

Countries that are not on any of the above lists are classified as High Risk countries.

The following general requirements apply to all visitors, regardless of whether they are traveling from a very low risk, low risk, high risk or very high risk country:

- They have not been in contact with a person who has tested positive for COVID-19 in the 14 days prior to their arrival. If this is the case, they will be placed in mandatory quarantine.
- They must carry a printed document certifying the mandatory steps at all times during their trip.
- They must have adequate insurance for medical care and any additional costs if they are quarantined or become ill during their stay.
- If the visitor does not meet the above conditions, they can be quarantined upon arrival.
- Currently there are no exemptions for visitors who are fully vaccinated. All crew changes are subject to approval by the COVID Crisis team and they will arrange all transportation.

The following documents must be presented at least 5 days before the crew change: copy of passport, navigation book, medical certificate, ship's maritime health status and any other information.

The restrictions and protocols related to the prevention of the spread of COVID-19 established by the authorities in all ports remain mandatory.

In the event that any crew member presents an injury or illness other than COVID-19, the health authorities must be informed and they will authorize the disembarkation to receive medical assistance in the hospital system.

DOMINICAN REPUBLIC:

According to Decree 401-21 dated June 29, 2021, until July 7, 2021, the following measures will be in force, among others:

- The curfew is established every day from 6 pm at 5 am in the following provinces:

Santo Domingo, National District, La Romana, Barahona, Monte Cristi, Pedernales, Azua, Bahoruco, Dajabón, Elías Piña, El Seibo, Hato Mayor, Hermanas Mirabal, Independencia, María Trinidad Sánchez, Monsignor Nouel, Monte Plata, Peravia, San Cristóbal, San José de Ocoa, San Juan, San Pedro de Macorís, Sánchez Ramírez, Santiago Rodríguez and Valverde.

- The curfew is established from Monday to Friday from 10 pm at 5 am, and on Saturdays and Sundays from 9 pm at 5 am in the following provinces:

La Altagracia (Punta Cana, Bayahibe), Samaná, Santiago, Puerto Plata, La Vega (Jarabacoa, Constanza), Duarte and Espaillat.

Entry requirements:

Most of the passengers coming from the United States, Canada, Argentina, Mexico, Chile, Colombia, Panama, Spain, France, Germany, Italy, Russia, Puerto Rico, etc. They do not need to present a negative COVID-19 test upon arrival to enter the Dominican Republic. Airports and other ports of entry will conduct a rapid and random breath test on a percentage of passengers and all those with symptoms upon arrival. Those passengers who present a vaccination card with no less than 3 weeks after the last dose or negative PCR test taken within 72 hours before their arrival in the Dominican Republic will be exempt from the random test.

All passengers must also carry out a temperature check.

Passengers who show symptoms or whose test results are positive will be isolated and treated in authorized places.

As of June 28, 2021 all passengers arriving in the Dominican Republic, from Australia, Brazil, India, Indonesia, Iraq, Iran, Ireland, Kuwait, Monaco, United Kingdom (England, Northern Ireland, Scotland and Wales) , Democratic Republic of the Congo, Saint Vincent and the Grenadines, Senegal, Syria, South Africa, Sweden, Thailand and Tunisia, must present the negative result of a PCR test, taken no more than seventy-two (72) hours before arrival , or presentation of the Vaccination Card at least 3 weeks after the last dose was placed. This measure also applies to all passengers from the aforementioned countries who arrive in the Dominican Republic from a third country, and to those who have been in the aforementioned countries in the last fourteen (14) days or less.

Free pratique has always been granted once the ship has docked and has been authorized by the authorities. The following is added to the medical protocol: the crew list, the last ten ports, the P&I certificate and the declaration of maritime health must be sent to PFSO before the arrival of the ship. A ship that comes from ports in China, Italy, Spain, the United States and other places infected with COVID-19, must arrive at the ports of the Dominican Republic after 14 days of departure from said port or must wait the 14 days required in the sea and once the approved time has elapsed, if there are no sick crew members on board, the Medical Commission evaluates when it can dock.

Crew changes are allowed, however, authorization from the High Level Presidential Commission is required. Required documents: crew details, passport copy and preliminary flight details to request authorization.

The restrictions and protocols related to the prevention of the spread of COVID-19 announced by the authorities in all ports continue to be applicable and mandatory.

There are precautionary tests, once the ship arrives, the Port Authorities Medical Commission takes the temperature of all crew members and checks them for other symptoms of COVID-19.

Health Personnel designated by the Ministry of Defense carry out a medical examination of the ship's crew at the berth, so all crew members must disembark from the ship when docking.

Medical assistance is possible once the Authorities allow it; for the moment, it is case by case. It is currently very restrictive.

VENEZUELA:

On June 18, 2021, the National Institute of Civil Aeronautics (INAC) announced that commercial air routes for the transfer of passengers, cargo and mail continue to be open between Venezuela and Turkey, Mexico, Bolivia, Panama and the Dominican Republic, as stipulated in the NOTAM C0598 / 21, A0232 / 21 dated June 18, 2021.

All travelers arriving in Venezuela must present a negative result of a PCR test for COVID-19, carried out in a period of 72 hours prior to their arrival in the country.

Travelers must register online before departure at <http://pasedesalud.casalab.com.ve/>, this will generate a QR code that must be presented upon arrival.

The restrictions and protocols related to the prevention of the spread of COVID 19 announced by the authorities in all ports remain applicable and mandatory.

In the event that any crew member presents an injury or illness other than COVID 19, the health authorities must be informed and they will authorize the landing of medical assistance on the ground in the public or private hospital system.

The issuance of safe conducts to key workers in the sector (seafarers and personnel associated with the port-ship interface) continues, to guarantee their mobilization on land, as indicated by the Maritime Authority in Circular No. 014 (Special Notice 011 COVID-19) April 27, 2020.