

Harbour Master's Office

Le Port, Tuesday 31 March 2020

DECISION / GPMDLR / CAP/ 22000289
RECEIVING AND HANDLING VESSELS
MEASURES TO PROTECT PORT REUNION PORT USERS AND SHIP
CREWS FROM THE SPREAD OF COVID-19

The Chair of the Executive Board

- *Having regard to the French Transport Code, in particular Title I of Book III of Part Five*
- Having regard to the prefectural instructions enacted in prefectural orders No. 411/2020 of 14 March 2020 and No. 468/2020 of 20 March 2020,
- *Taking into consideration the development of the international situation with an ever-increasing number of countries classified as being in risk areas;*
- *Taking into consideration the current situation of Reunion Island, which is classified as being at Level 2, meaning that the spread of COVID-19 must be curbed by containment measures;*
- *Taking into consideration the strengthening of the measures adopted by the port community to protect themselves from the risk of contamination between ship crews and local operators (shipping agents, dockworkers, Port Reunion employees) as described in the appendix to this decision, said measures meeting health authorities' requirements;*
- *Taking into consideration the health authority's approval of these measures;*
- *Taking into consideration the need to ensure a regular supply of first necessities to Reunion Island;*

On the basis of recommendations by the Harbour Master,

After a favourable opinion from the Executive Board on 31 March 2020,

Hereby decides that

The port authority shall require port users to comply with the Protocol appended to this Decision, making it possible to suspend the application of the two-week quarantine period for vessels calling at Port Reunion that have come from a risk area.

This decision is applicable as of the day of its publication on the Port Reunion website.

Chair of the Executive Board



Eric Legrigeois

Appendix: COVID-19 pandemic protocol for receiving and handling vessels

Appendix to Harbour Master's Decision No. 22000289

COVID-19 Pandemic Protocol for Receiving and Handling Vessels

1 Preamble

- 1.1.1 GPMDLR agrees to implement a strengthened series of procedures for receiving and handling vessels in the port during the current COVID-19 pandemic. The aim is to ensure the health and safety of handling operations in order to protect both port workers and crews. As the risk of cross-contamination will be extremely low, the principle of the two-week quarantine is therefore no longer necessary and can be replaced by measures providing equivalent or even greater health protection.
- 1.1.2 These procedures must also comply with the requirements of the ISPS code on port facility security (as well as the requirements of European regulation No. 725/2004 and of Directive 65/2005 for Reunion Island).
- 1.1.3 These new, standardised procedures, drafted in collaboration with port stevedores, have been established using a common base for all operations. They are supplemented by specific measures for each handling category: container ships, dry bulk cargo, liquid bulk, RORO, and General Cargo.
- 1.1.4 This approach is part of an effort by all of the region's ports to offer alternatives to the two-week quarantine period, especially for regional trade.
- 1.1.5 Lastly, looking beyond the current COVID-19 pandemic period, some of these measures may continue in order to ensure better health and safety in the port supply chain.

2 Before berthing

- 2.1.1 The health authority (i.e. the Regional Health Agency, ARS) specifies the health security measures that apply in the port precinct and the specific response implemented in the pandemic context.

2.2 1st level of control: "Enhanced Maritime Declarations of Health"

- 2.2.1 It is normal practice for all vessels to submit their Maritime Declaration of Health (MHD) to border health control for processing at least 48 hours before arrival.
- 2.2.2 However in order to step up monitoring, the health authority has asked that all vessels entering Reunion's territorial waters send to the Harbour Master's Office and Regional Health Agency (ARS) a list with crew members' date and place of embarkation.
- 2.2.3 If there are no contraindications, the health authority draws up a document entitled "Free movement", which it sends to the Port Authority who can then authorise the vessel's berthing.

2.3 2nd level of control: information checking

- 2.3.1 These measures have now been strengthened. The Harbour Master's office and Reunion's Regional Operational Centre for Monitoring and Rescue (CROSS) contact the captain again just before the vessel's arrival to find out if there has been any change in the health situation since the previous declaration.
- 2.3.2 The captain is required to notify them whether or not individuals showing symptoms of the illness are on board. Failure to do so constitutes an offense punishable by imprisonment and a fine.

2.4 As applicable:

- 2.4.1 If a case of coronavirus is suspected, the vessel is put to anchor pending inspection by a specialised team mandated by the SAMU974 emergency medical services and directly in contact with the *Maritime Medical Consultation Centre*.
- 2.4.2 If case(s) is (are) confirmed, the vessel will remain at anchor for the time required to carry out further investigations. Depending on the health authority's assessment of the situation, various measures may then be implemented, including transport of the subject directly from the vessel to a hospital authorised to treat COVID-19 patients (University CHU North Hospital) without going through the port.
- 2.4.3 If no cases of coronavirus are suspected on board, the ship is allowed to berth.

3 During berthing

3.1 General principles applicable to all operations:

- 3.1.1 Display of notice boards explaining the protective measures to be taken.
- 3.1.2 Keep direct contact to a minimum and use protective measures between:
 - 3.1.2.1 The crew and harbour pilot during port during the shiphandlings of arrival, shifting and unberthing, the latter being equipped with gloves and a mask,
 - 3.1.2.2 The crew involved in handling operations and the vessel's shipping agent; those in charge of handling and their dockworkers.
- 3.1.3 Before berthing, identify the respective contact persons on board and onshore (a representative of the stevedore), and insofar as possible conduct all document exchanges electronically; in particular the name-list of the handlers who will go on board for operations must be sent to the ship's captain before berthing in order to reduce inspection time.
- 3.1.4 Inform crews of the measures to be followed in order to avoid, insofar as possible, any interaction between shipboard personnel and dockworkers who access vessels for handling operations
- 3.1.5 Limit the number of dockworkers on board.
- 3.1.6 Prohibit on board visits not related to vessel safety and handling.
- 3.1.7 If physical exchanges are essential, especially if they are to comply with the ISPS code:
 - 3.1.7.1 do so in a well-ventilated area (quayside or ship's deck), away from common areas, especially when exchanging documents with the vessel's SSO, consignee agent, or PFSO (Port Facility Security Officer),
 - 3.1.7.2 when checking security access to the vessel (which can either be at the accommodation ladder or at the foot of the gangway), ensure there is a physical distance of 1.5 meters during checks (for example by positioning a large enough table, otherwise by marking the minimum distance on the ground). Carry out visual inspection of access passes without physical contact, the pass should be placed on the table in order for the person's name to be recorded.
- 3.1.8 The table where access checking takes place must be cleaned by the ship's staff at each shift change.
- 3.1.9 Avoid exchanging objects; it is therefore not recommended that ship's badges be issued.
- 3.1.10 Prohibit access to the bridge castle by dockworkers.
- 3.1.11 Mark out routes specifically for port dockworkers between the accommodation ladder and their workstations.
- 3.1.12 During the port call, regardless of its duration, the crew must not leave the vessel.
- 3.1.13 An exemption may be granted by the Harbour Master's office if crew members stay within the enclosed perimeter of the marine terminal in order to benefit from a wifi connection. This is under the responsibility of the shipping agent, subject to the latter providing a secure vehicle transfer for the crew.
- 3.1.14 When not carrying out commercial operations berthed vessels must raise their accommodation ladder
- 3.1.15 *Senior vessel staff* will send the Harbour Master's office a daily health report of crew members.

3.1.16 The ship's agent must immediately inform the Harbour Master's office of any deterioration in the health of a crew member on board a vessel at quay.

3.2 For General and dry bulk cargo handled by shipboard cranes

3.2.1 Crew must clean the shipboard cranes' operating compartment before it is made available to dockworkers and at each shift change.

3.2.2 At each shift change, instruct the cargo crane operator to clean the console and handles of the workstation.

3.2.3 Limit the time spent on board by the stevedore' representative and the 2 inspectors (trusted third parties) in charge of tonnage calculations and regulatory audit of the shipboard cranes.

3.2.4 In the event of a technical problem, lower the cargo crane operator while the on board engineer carries out repairs, then disinfect the operating compartment again before resuming operations.

3.2.5 Have the holds open and the cranes prepared before the dockworkers arrive.

3.3 For liquid bulk cargo vessels

3.3.1 The load master and cargo room should communicate using means that will be disinfected before and after use, and at the very least at each shift change.

3.3.2 Limit the time spent on board by the TSO and 2 inspectors (trusted third parties) in charge of tonnage calculations.

3.3.3 Connections and disconnections to and from the various ship manifolds are carried out by the teams onshore (equipped with gloves, mask, and protective glasses). Shipboard personnel remain at a distance and check the connections afterwards.

3.4 For RORO vessels

3.4.1 Dockworkers should be transported as follows: limit the shuttle's capacity to 50%; circulate with open windows; provide dockworkers with soap and hand sanitiser to clean their hands regularly.

3.5 For container ship port calls

3.5.1 Require dockworkers accessing the ship to wear gloves.

3.5.2 Before berthing, email the terminal handler the position of gear boxes and one lashing plan in order to limit interactions between dockworkers & the crew

3.5.3 Recommend that only email and/or telephone be used for communication before and during operations between the ship and quayside.