



# **Framework for UK Cruise Operations during COVID-19 for operators**

**Version: 01**

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## PURPOSE

The purpose of this document is to identify measures and provide recommendations on the resumption of cruise ship operations from the UK, in the context of Coronavirus (COVID-19). This framework has been developed by the UK Chamber of Shipping in partnership with key sector stakeholders and provides information for cruise lines and operators. The UK cruise sector covers a diverse range of ports, ships, and voyages. It is up to each organisation to arrive at a suitable risk control strategy to inform each mitigation plan for each vessel and voyage based on the range of ports, ships, voyages, and operations it provides.

The document outlines general measures which may be taken to enable a phased reopening of cruise travel during the COVID-19 pandemic and provides that the safety and well-being of passengers and employees is paramount. The scientific understanding of COVID-19 is being constantly updated, and the response to it will likewise have the ability to evolve to reflect those constantly changing, which will require the response to evolve accordingly.

Where applicable and practical this document will adopt or reference current UK Government COVID-19 guidance. In other words, UK guidance designed for situations ashore will be replicated onboard cruise ships, where appropriate. Please note, many of the guidance sources provided throughout this document apply to England. There may be different guidance in Scotland, Wales and Northern Ireland, as well as other countries. Operators should check the equivalent guidance and apply as appropriate depending on area of operation.

Fundamental to this approach is the completion of a risk assessment<sup>1</sup> which helps organisations identify appropriate measures to control or manage the risks in workplaces and the services they provide. There are various types of risk mitigations available to control different types of risks. This document mainly focuses on health and safety risk assessments to manage the risks of COVID-19 transmission and infection to seafarers and passengers. It is for this reason that the following information has been produced in a way that encompasses risks to be assessed for both the passenger journey and the seafarers process journey, to allow the introduction of appropriate mitigations to manage these risks. Due to the rapidly evolving pandemic situation it is anticipated that risks will need to be periodically re-assessed, and the appropriate mitigation measures will change appropriately over time and be updated.

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<sup>1</sup> [A unique code](#) has been given to each of the section headings and paragraph headings to allow operators to use this framework when creating their COVID-19 management plans.

## **1. PREREQUISITES (CRO1)**

### **1.1 Risk assessment (CRO1.1)**

*The following guidance should be taken into account:*

- [Health and Safety Executive working safely during the COVID-19 outbreak](#)
- [UK Government guidance on safely reopening during COVID-19](#)
- [UK Government guidance on working safely during COVID-19](#)
- [UK Government COVID-19 guidance for safer transport guidance for operators](#)

Operators should protect their employees and passengers that use their services from harm. This includes taking reasonable steps to protect their employees and the passengers from COVID-19.

*The COVID-19 risk assessment should include:*

- Identifying what activities or situations would be most likely to be associated with transmission of the virus
- Deciding how likely it is that someone could be exposed
- Determining ways to mitigate risks

### **1.2 Risk mitigations (CRO1.2)**

*The following guidance should be taken into account:*

- [UK Government guidance on risk assessment in relation to COVID-19](#)

Operators should consider and set out mitigations already in place or ones which will be introduced in their risk assessment.

### **1.3 Management plan (CRO1.3)**

*The following guidance should be taken into account:*

- [IMO Circular Letter No.4204/Add.3 \(2 March 2020\) – Operational considerations for managing COVID-19 cases/outbreak on-board ships](#)
- [IMO Circular Letter No.4204/Add.4/Rev.1 \(28 May 2020\) – ICS Coronavirus \(COVID-19\) Guidance for ship operators for the protection of the health of seafarers](#)

Operators will have to produce COVID-19 Management Plans containing policies and procedures which will cover operational requirements, including ship to shore interfaces. These company policies and procedures will enable an itinerary and vessel specific risk assessment and document the mitigation measures for those identified risks to provide operator, seafarer and passengers reassurance. More information on how this is done can be found in [paragraph 1.6](#).

### **1.4 Risk mitigations to consider (CRO1.4)**

#### **1.4.1 Reduced capacity onboard (CRO1.4.1)**

*The following guidance should be taken into account:*

- [EU Healthy Gateways suggested procedures for cleaning and disinfection of ships during the COVID-19 pandemic](#)
- [UK Government guidance on social distancing](#)

Operators should review and reduce as necessary the number of passengers onboard to enable certain measures identified below to be achieved. This is key to enable appropriate social distancing and availability of spare cabins for isolation of suspected or confirmed cases of COVID-19 onboard. Isolation cabins are further explained in [paragraph 7.6](#).

### **1.4.2 Social distancing (CRO1.4.2)**

*The following guidance should be taken into account:*

- [UK Government guidance on social distancing](#)

Social distancing is one of several measures that have proven to be effective in reducing the spread of COVID-19, and social distancing rules are to be respected in port and on the cruise ship. Cruise and port staff are to limit the number of passengers onboard the ship or in port following the current Government social distancing requirements. Operators should consider methods needed to maintain physical distance between individuals, including signage or markings.

*Examples of risk mitigations:*

- Physical signage or markings showing the minimum distance people should be from one another
- Limiting the number of passengers in certain venues to allow for social distancing to be achieved
- Encouraging time spent outside on deck
- Updating seating arrangements to facilitate social distancing
- Changing the layout of walkways and lifts
- Waiter only seated service for meals and bar service
- Screens between crew members and passengers at desks

### **1.4.3 Passenger etiquette (CRO1.4.3)**

*The following guidance should be taken into account:*

- [UK Government guidance on handwashing](#)
- [UK Government guidance on cleaning, hygiene and hand sanitiser](#)

Increased personal hand hygiene is an effective way to stop the spread of many infections including COVID-19. It is important that passengers and seafarers have easy access to sanitation products such as hand sanitiser and soap. Operators should consider systems that help facilitate the wide availability of hand sanitiser on board and in terminals, including in public spaces, bathrooms and at interaction points with crew members.

*Examples of Risk Alleviation:*

- Washing hands frequently
  - o Use soap and water
  - o use an alcohol-based hand sanitiser (at least 60% ethanol or 70% isopropanol)
- Reduced physical contact
  - o No hand shaking
  - o No hugging
- Practicing respiratory hygiene by sneezing or coughing into a tissue or a flexed elbow, and throwing away any used tissue into a waste bin
- Avoid touching eyes, nose and mouth at all times and especially when wearing a face covering

#### **1.4.4 Environmental sanitation (CRO1.4.4)**

*The following guidance should be taken into account:*

- [UK Government guidance on cleaning in non-healthcare settings outside the home](#)
- [UK Government guidance on cleaning](#)

COVID-19 is a viral infection primarily spread by the respiratory secretions. This can include touching surfaces which have become contaminated as a result of direct exposure to respiratory secretions such as sneezing or by touch from hands that have had contact with the face. Specific hygiene measures will help further reduce the risk of transmission onboard ships. Good hand and respiratory hygiene procedures should be encouraged for all seafarers and passengers in food preparation and in serving areas, in cabin cleaning and disinfecting, laundry management, onboard venues and increased cleaning and disinfecting of touch points and throughout public areas such as railings, elevator buttons and touch screens.

#### **1.4.5 Face coverings (CRO1.4.5)**

*The following guidance should be taken into account:*

- [UK Government guidance on face coverings](#)
- [UK Government guidance on when to wear a face covering](#)
- [UK Government guidance on those who are exempt from wearing a face covering](#)

Face coverings are not classified as PPE (personal protective equipment). Face coverings are largely intended to protect others, against the spread of infection because they cover the nose and mouth, which help stop transmission via droplets.

Face coverings should be worn at the terminal, and onboard when it is not possible to keep an appropriate social distance or other occasions where deemed appropriate based on completed risk assessments. If a passenger does not arrive with their own face covering, they should be made available at the terminal and onboard during their cruise. Information on the correct use of face coverings should be provided to passengers through announcements and information on posters and screens.

Cruise operators will not discriminate against those who cannot wear a face covering due to age, health, disability or are otherwise exempt based on UK policy.

#### **1.4.6 Contact tracing (CRO1.4.6)**

*The following guidance should be taken into account:*

- [UK Government passenger locator form](#)
- [Track and Trace in England](#)
- [Track and Trace in Northern Ireland](#)
- [Track and Trace in Scotland](#)
- [Track and Trace in Wales](#)
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Passengers arriving in the UK must fill in a Passenger Locator Form prior to disembarkation from a cruise ship. Passengers and seafarers must show the completed form when they arrive at the UK border. The government can use this information to contact passengers or seafarers if someone they travelled with develops COVID-19 symptoms.

In the event of a passenger being contacted by a national authority's Track and Trace system or its equivalent, they will immediately be placed into isolation for 14 days from the day they were last in contact with the infected person. If applicable, the passenger may have to disembark at the closest key port and isolate for the remainder of the 14 days. In addition to this, the contingency plan will also come into effect.

#### **1.4.7 Communications (CRO1.4.7)**

*The following guidance should be taken into account:*

- [UK Government guidance on communications](#)
- [Coronavirus Act, 2020](#)

A communication strategy should be designed and implemented to educate passengers on the changes made to cruising to protect themselves and the seafarers and manage COVID-19. This should be communicated from the time of booking to when they cruise and should form part of the daily messaging during their time on-board in relation to onboard operations, away port requirements and any national requirements. Due to the international nature of cruising this information may be available in various languages.

*This strategy should include:*

- Key information
  - o Hand hygiene
  - o Sneezing and coughing etiquette
  - o Wearing of face coverings and exemptions from this policy
  - o social distancing requirements and mitigations to consider should this not be possible
- Processes relating to ticketing
- Travel advice to the terminal
- Pre-arrival requirements
- New rules at the terminal
- Changes to service facilities made onboard
- Country specific requirements at away ports
- Procedures that will be implemented in the event of a single case of COVID-19 or an outbreak

#### **1.5 Seafarers (CRO1.5)**

*The following guidance should be taken into account:*

- [IMO Circular Letter No. 4204/Add.14 \(5 May 2020\) – Recommended framework of protocols for ensuring safe ship crew changes and travel during the coronavirus pandemic](#)
- [IMO Circular Letter No.4204/Add.4/Rev.1 \(28 May 2020\) – ICS Guidance for ship operators for the protection of the health of seafarers](#)
- [UK Government travel corridors](#)
- [UK Chamber of Shipping framework for UK cruise operations for the management of seafarers during COVID-19](#)

The selection of seafarers should not be restricted based on nationality nor the place of ordinary residence. Prior to embarkation, seafarers joining the ship must comply with the health precautions and requirements provided by the IMO, flag state, port state and national authorities. Whilst not a requirement within UK legislation, it would be considered prudent to quarantine seafarers upon arrival in the UK. Such seafarers will be permitted to start work upon completion of the self-isolation

period and confirmation of a negative test result towards the end of the self-isolation period. Any individual who tests positive will be required to be referred to the national health authority and be required to self-isolate for 10 days from the date of the positive test.

Further information can be found in the UK Chamber of Shipping's framework for UK cruise operations for the management of seafarers during COVID-19.

### **1.6 Review of shipboard operations (CRO1.6)**

*The following guidance should be taken into account:*

- [EMSA COVID-19 guidance for cruise ship operations](#)
- [UK Government guidance for people who work in hotels and guest accommodation, indoor and outdoor attractions, and business events and consumer shows](#)

The specific shipboard operations related to COVID-19 should be assessed by cruise operators. This should include an updated review of procedures, plans, instructional guidance and checklists for all shipboard operations that may bear a risk or be impacted by COVID-19. The review of these operations should be done in a way to verify risk mitigations are in place.

*Operations measures and general principles that should be reviewed and updated include<sup>2</sup>:*

- Updated information and increased communications with passengers at all stages of journey, from booking to disembarkation
- Social distancing requirements
- Enhanced hand hygiene
- Face coverings
- Health screening protocols
- Consideration of the particular needs of those with protected characteristics
- Use of personal protective equipment (PPE)
- Cleaning and disinfection protocols
- Use of onboard public venues
- Food safety
- Persons going ashore and re-embarking
- Isolation wards and cabins for suspected or confirmed cases of COVID-19
- Emergency procedures for care onboard
- Disembarkation plan and arrangements with local facilities
- Waste management
- Ventilation systems

In addition to reviewing shipboard operations, operators should determine how to address and rectify any deficiencies identified.

### **1.7 External verification (CRO1.7)**

*The following guidance should be taken into account:*

- [EMSA COVID-19 guidance for cruise ship operations](#)

Cruise operators should identify where appropriate that the implementation of their COVID-19 Management Plans are verified by an appropriate, qualified, independent third party to demonstrate implementation of policy. This should be done in a way which will demonstrate to both the Flag

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<sup>2</sup> List of IMO and EU shipboard operations reference documents found on page 7 and 8 which should be taken into consideration

State and the Port State the reassurances that are needed for them to permit the resumption of cruise operations for this UK sector.

Due to the specific nature of COVID-19, consideration should be given to the types of qualifications required to perform a verification to confirm that appropriate COVID-19 mitigations have been implemented<sup>3</sup>.

### **1.8 Voyage planning (CRO1.8)**

*The following guidance should be taken into account:*

- [World Health Organisation: International Health Regulations](#)

Prior to the commencement of any cruise voyage, appropriate levels of voyage planning should take place to confirm the ability to achieve both the operational voyage plan and any contingency plans. A key factor in voyage planning of a cruise is the interface between the ship and the port, where roles and responsibilities are well defined and understood by both parties. There will be an exchange of information between the port of call and the cruise ship operator, including clear arrangements for both embarkation and disembarkation at ports. The cruise ship operator should share information from within the COVID-19 Management Plan with the prospective port of call, and the port will share its COVID-19 port management plan.

Both the port and the ship should clarify their roles and responsibilities to verify both parties understand where cooperation is needed prior to the voyage commencing operations to verify the management of risks.

*Areas of cooperation may include:*

- Embarkation
- Disembarkation
- Use of passenger terminal
- Re-embarkation after shore excursions
- Crew changes
- Stores
- Contingency planning
  - o Repatriation
  - o Implementation of the outbreak management plan
  - o PCR testing arrangements
  - o Safe disembarkation of a suspected or confirmed COVID-19 case

Different ports will have varying capabilities of dealing with the disembarkation of passengers or seafarers who are suspected of or confirmed to have COVID-19. In the case of an outbreak onboard a cruise ship, operators are to have prior arrangements established with designated key ports identified for each voyage which are able to handle the disembarkation of passengers with COVID-19. The designated ports should be identified, agreed with the relevant authorities and recorded within the voyage plan in line with the International Health Regulations. The designated key ports should have the capability of providing appropriate public health emergency response, by establishing and maintaining a public health emergency contingency plan. Repatriation requirements will also be considered and are further explained in [paragraph 7.3](#).

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<sup>3</sup> Found on page 13 paragraph 10 (and all its sub-paragraphs)

### **1.9 Reporting requirements (CRO1.9)**

*The following guidance should be taken into account:*

- [UK National Maritime Single Window](#)

Under the International Health Regulations and the National Single Window reporting formalities, the Maritime Declaration of Health is required to be reported prior to arrival at a port. The officer in charge of the ship must inform the competent authority at the next port of call about any suspected or confirmed COVID-19 cases.

*Key Information which should be communicated:*

- Total number of seafarers and passengers onboard
- Number of confirmed COVID-19 cases
- Number of suspected COVID-19 cases

The officer in charge of the ship should also inform the Foreign, Commonwealth and Development Office (FCDO) Global Response Centre with the above information as well as:

- Location of ship, routing, closest port, medical facilities available, ship stores, food and fuel
- Number of UK nationals and resident on board
- Proposed incident handling plan and guidance on information provided to passengers

The FCDO Global Response Centre will then relay this information to the Department for Transport (DfT) and others within the Government. DfT will lead on liaison with the operators and engage relevant authorities as required.

The ship operator should facilitate the application of health measures and provide all relevant public health information requested by the port authority. If it is considered that suspected cases should not stay on board the ship, the disembarkation arrangements should be conducted as quickly as is feasible.

### **1.10 Fly cruise (CRO1.10)**

*The following guidance should be taken into account:*

- [UK Government guidance on international travel](#)
- [UK Government safer aviation guidance for operators](#)
- [UK Government safer aviation guidance for passengers](#)

As cruise restarts, so will the possibility of fly cruising. This document, and the operator specific protocols should be taken into consideration so that the entire passenger and seafarers process journey has been reviewed from the perspective of risk assessment.

Any fly cruise tickets issued by operators, are to be in full compliance with current Governmental advice and guidance. During the booking phase operators must inform the passenger of current aviation advice, and of any additional requirements for travelling by aircraft. This may include filling in a Passenger Locator Form, and other measures to manage risk.

### **1.11 Ship cleaning and disinfection (CRO1.11)**

*The following guidance should be taken into account:*

- [EU Healthy Gateways suggested procedures for cleaning and disinfection of ships during the COVID-19 pandemic](#)
- [UK Government guidance on cleaning in non-healthcare settings outside the home](#)

Enhanced cleaning and disinfection using disinfectants with proven effectiveness against COVID-19 should be implemented as part of the operators updated shipboard policies and procedures, with an

increased frequency in shared public areas and items which are frequently physically touched by passengers and seafarers.

At the time of turnaround within ports, when there is a reduced capacity of passengers onboard, a turnaround cleaning and disinfection plan should be used. All public venues and all cabins should be properly cleaned and disinfected. To verify that cruise ships are properly disinfected, it is suggested that operators who share turnaround ports should agree cleaning protocols with the port to allow for a consistent level of cleaning to be maintained.

#### **1.11.1 Cabins (CRO1.11.1)**

*The following guidance should be taken into account:*

- [UK Government guidance on hotels and other guest accommodation](#)

Between check out and check in, all cabins should be thoroughly cleaned, disinfected and adequately ventilated. As part of the COVID-19 review of shipboard operations, operators should identify disposable items that cannot be cleaned and disinfected between cabin occupancies. These should be removed from the cabin and disposed of in an appropriate manner.

All cabin surfaces and materials which may have been touched or contaminated should be cleaned and disinfected between occupancies. To allow for the cabin to be well ventilated (see [paragraph 1.12](#)), where applicable, any doors and windows should be opened daily to allow for fresh air to be circulated.

It is recommended that individual alcohol-based hand sanitisers are placed in each cabin, so passengers can use them while onboard. Passengers should be advised that cabins should only be used by the occupants themselves, the group that they travelled with and designated seafarers.

#### **1.12 Ventilation systems (CRO1.12)**

*The following guidance should be taken into account:*

- [ECDS Heating, ventilation and air-condition systems in the context of COVID-19](#)
- [Health and Safety Executive guidance on air conditioning and ventilation during the Coronavirus outbreak](#)
- [UK Government guidance on ventilation](#)
- [EU Healthy Gateways interim advice for restarting cruise ship operations after lifting restrictive measures in response to the COVID-19 pandemic](#)
- [EMSA COVID-19 guidance for cruise ship operations](#)

The importance of ventilation systems will be covered in the operators COVID-19 management plans. Effective ventilation systems can help reduce the risk of spreading COVID-19. Operators should review and enhance as necessary the general ventilation operations onboard to maximise circulation of fresh air, in line with the system manufacturer's recommendations. Operators may also consider additional ways of maintaining the supply of fresh air, for example, by opening windows and doors.

In addition, for cabins used for the purpose of isolating or quarantining passengers or seafarers, operators should consider having enhanced designs in the systems in place to achieve enhanced effectiveness of the particular sections of the ventilation systems.

## **2. MEASURES TAKEN PRIOR TO EMBARKATION (CRO2)**

### **2.1 Communication (CRO2.1)**

*The following guidance should be taken into account:*

- [UK Government guidance on communications](#)
- [Coronavirus Act, 2020](#)

Cruise operators should provide relevant pre-travel information about mitigating the risk of COVID-19 to their passengers and seafarers as part of their travel information. This should include information regarding the symptoms of COVID-19, the associated health risks, and the importance of preventative measures in stopping the spread of the virus. Operators may wish to provide passengers and seafarers with a list of recommended personal hygiene items to carry during their travel from home and during their time onboard.

Operators should inform passengers and seafarers that they may be denied boarding if they have symptoms related to COVID-19, have tested positive for COVID-19, or have been in close contact to a confirmed case of COVID-19. The booking phase should include information regarding the latest health and safety regulations, including COVID-19 specific requirements. During this phase it is also important that passengers are informed about eligibility requirements and any travel restrictions.

### **2.2 High risk groups (CRO2.2)**

*The following guidance should be taken into account:*

- [NHS Guidance on persons who are clinically extremely vulnerable](#)

Special precautions may be applied to passengers belonging to high risk groups. Passengers who are classified by the UK Government guidance as *clinically extremely vulnerable* should be advised to visit a doctor for a pre-travel medical consultation to assess if they are fit to travel. Operators should provide all relevant information about their exclusion policy.

### **2.3 Screening (CRO2.3)**

Passengers should be made aware that they will be screened prior to embarking on the cruise, and those identified as having been exposed or potentially infected by COVID-19 may be denied boarding. Those who answer *yes* to any of the questions in the health declaration questionnaire (found at [Annex 1](#)) will be classified as having been exposed or potentially infected.

Operators may require passengers to fill out a health declaration questionnaire (found at [Annex 1](#)) close to the day of departure but prior to arriving at port. If the passenger is identified as having been exposed to, or likely to have been infected by COVID-19, they may be told not to travel to the port.

### **2.4 Travel insurance (CRO2.4)**

*The following guidance should be taken into account:*

- [UK Government guidance on foreign travel insurance](#)

The Government strongly recommends all travellers take out appropriate travel insurance for overseas trips. Due to the current global situation, travellers are advised to check their COVID-19 related cover such as medical costs and travel disruptions. It is the responsibility of the passenger to have the appropriate travel insurance at the time of travel.

### **3. MEASURES TAKEN AT EMBARKATION PORT (CRO3)**

#### **3.1 Terminal management (CRO3.1)**

##### **3.1.1 COVID-19 Port Management Plan (CRO3.1.1)**

*The following guidance should be taken into account:*

- [International Health Regulation guide for public health emergency contingency planning at designated points of entry](#)
- [UK Government safer transport guidance for operators](#)
- [EMSA COVID-19 guidance for cruise ship operations](#)

Operators should engage with ports and verify there is clarity on their COVID-19 Port Management Plan, ports should take account for having screening infrastructure in place to facilitate both primary and secondary screening (more information in [paragraph 3.2](#)). Terminal staff should practise frequent hand hygiene and wear appropriate PPE based on their specific work duties. For the protection of cruise terminal staff and ship crew, the use of protective glass or plastic panels and provisions of face coverings should be considered at locations where social distancing cannot be maintained.

*The following terminal precautions may be considered:*

- The use of floor markings to create spacing
- Arrows to indicate directional passenger flows
- Signage
- Verbal announcements for travellers
- Optimizing terminal layouts to reduce the number of people congregating in one area
- Dedicated lanes or separation of different user flows
- Dividing of terminals into designated zones for arrival, screening, testing and document processing (before being cleared for boarding and embarkation)

These are all measures which are designed to assist in keeping both passengers and seafarers safe.

##### **3.1.2 Terminal flow (CRO3.1.2)**

*The following guidance should be taken into account:*

- [UK Government guidance on queues and passenger flows](#)
- [UK Government guidance accessible transport](#)

Port terminals should conduct a risk assessment to identify the areas where passengers and seafarers queue or normally gather in crowds and then implement measures to enable social distancing. This will require taking into account the total floorspace as well as pinch point and busy areas. This may include staggered arrival times, the use of signage, announcements, floor markings, barriers, supervising staff and directional arrows.

Consideration should be given to how customers and employees will move in congested areas, for example doorways between adjacent indoor spaces and outdoor spaces. There may need to be a review of how customers move through and around the venue (indoors and outdoors) and consideration of any necessary adjustments to the flow of customers and employees to reduce congestion and contact; for example, queue management or one-way flow, where possible.

There should be an increased number of stations with alcohol-based hand sanitiser. These should be available at all entrances both at the terminal and onboard, on gangways to the ship and check-in areas.

During embarkation, multiple gangways should be used, if possible, in order to help avoid crowding of passengers and allow social distancing to be maintained. Specific procedures for boarding should be considered to assist those who are less able or may be more vulnerable.

Enhanced baggage handling precautions should be considered including hand hygiene of those who handle and transport luggage to the ship.

During loading and storing of provisions precautions such as social distancing (of seafarers and stevedores), use of PPE and hand hygiene should be used.

### **3.2 Guest screening (CRO3.2)**

*The following guidance should be taken into account:*

- [ECDC considerations for travel-related measures to reduce spread of COVID-19](#)

Operators may require passengers fill out a health declaration questionnaire (found at [Annex 1](#)) close to the day of departure but prior to arriving at port. If the passenger responds *yes* to any of the questions in the health declaration questionnaire, they may be told not to travel to the port.

Upon arrival at the port, pre-boarding screening may assist in identifying people with unknown COVID-19 infection. These pre-boarding screening measures should be organised into two phases, primary screening and secondary screening.

Primary screening usually includes an initial assessment by non-medical cruise or port staff. This may include using a health declaration questionnaire, observing travellers for any signs of COVID-19 and checking their body temperature. Operators may ask passengers to fill in their health declaration questionnaire prior to arrival at port to help avoid queueing and delays.

Passengers who have suspected COVID-19 symptoms or may have been exposed to someone with COVID-19 should be referred to secondary screening. Secondary screening should be conducted by personnel with medical training. This may include an in-depth interview, a focused medical examination, a second temperature check and potentially a COVID-19 test.

If secondary screening concludes the passenger may have COVID-19 or has been exposed to COVID-19, they will be denied boarding. Each operator should implement a standard policy for the denial of boarding. This process should include consideration of health support and advice, safe exit route from the terminal, safe handling of luggage and transportation home to minimise the risk of contact with others and notification of appropriate Public Health Authorities.

### **3.3 Visitors (CRO3.3)**

To mitigate risk of onboard infection, controls should be put in place to limit and control those who come onboard. Persons who are authorised to visit the ship should be defined in the COVID-19 Plan and appropriate health precautions applied to embarkation (including screening) and while working onboard (including hand hygiene, PPE and social distancing), depending on the specific circumstances.

*Authorised visitors may include:*

- Pilots
- PSC inspectors
- Port health inspectors
- Port chaplains
- Environmental health officers
- Officials
- Suppliers
- Office shoreside staff
- Contractors – both day workers and those sailing with the ship
- Harbour Masters

### **3.4 Shore-based workers (CRO3.4)**

*The following guidance should be taken into account:*

- [The International Chamber of Shipping guidance on the interface between ship and shore-based personnel](#)

Shore-based service providers to ships such as agents, chandlers, inspectors, pilots, stevedores, surveyors, service engineers etc, should implement risk-based procedures and have guidance for all employees related to COVID-19 protection in their internal procedures. Operators should only engage with shore-based contractors of whom they have assurance over the risk mitigations which have been put in place. These should be based on the latest guidance from WHO, IMHA and local port and national requirements as appropriate taking into account the International Chamber of Shipping COVID-19 related guidelines for ensuring a safe shipboard interface between ship and shore-based personnel.

## **4. ONBOARD (CRO4)**

### **4.1 Onboard public venues (CRO4.1)**

#### **4.1.1 Food/Beverage (CRO4.1.1)**

*The following guidance should be taken into account:*

- [UK Food Standards Agency guidance on adapting restaurants during COVID-19](#)
- [UK Government advice for restaurants, pubs and bars](#)

In the updated review of shipboard operations, additional provisions should be in place for minimising the potential for transmission of COVID-19 in food and beverage service areas due to the associated risks.

Self-service food and beverage operations in passenger restaurants will only be made available once this is recommended by UK Government guidance.

Food and beverages should be provided by staff wearing appropriate PPE to seated passengers. For locations and venues where this is not possible, additional specific hygiene management precautions should be implemented. This may include cabin service where available.

Operators should advise passengers to pre-book restaurants. Social distancing should be maintained by passengers at all food service areas, including à la carte restaurants, specialty restaurants, service and breakfast areas, and at indoor and outdoor bars. Operators are recommended to avoid food service provided in public areas of the ship and should take steps to verify hand hygiene precautions etc are in place at every venue and can be effectively managed by staff.

Maximum capacity in the venues are to be evaluated and reduced based on government requirements in order to maintain social distancing, and to verify a safe venue layout and configuration of the space. Passengers should be seated at recommended distance from one another as per current UK Government guidance. Passengers should only dine at the same table with the persons staying in the same cabin, persons from the same household or same travelling group.

Where possible guests should be guided to their tables by staff and where feasible the venue should have one-way systems at entrance and exit points. The duration that restaurants are open may be extended to allow for reduced occupancy in the restaurants and avoid queueing etc. The frequency of food service could also be increased to limit crowding and allow for social distancing to be maintained.

Hand washing stations or alcohol-based hand sanitiser should be available at the entrance to all food or beverage service areas. Waiting staff should advise passengers to sanitise their hands as they enter the room and prior to being seated. Waiting staff should also clean their hands between service of different passengers.

Where practicable the use of room service could be encouraged to avoid any potential overcrowding in food and beverage service areas. Room service staff should maintain appropriate physical distancing and use PPE, as identified from the relevant risk assessment. All routine food hygiene standards and precautions should be followed during the transport of food onboard.

Staff providing room service, should maintain social distancing and wear PPE. It is preferable that the staff do not enter the cabin, but rather deliver food to the door. Likewise, used plates and utensils should be collected by staff from outside the door.

#### **4.1.2 Entertainment (CRO4.1.2)**

*The following guidance should be taken into account:*

- [UK Cinema association guidance on keeping workers and customers safe during COVID-19](#)
- [UK Government guidance for performing arts](#)
- [UK Government guidance on libraries](#)
- [UK Government guidance on casinos](#)

The entertainment programme will be adapted to minimise any risks during events, focusing on physical distancing guidelines and only offering forms of entertainment as deemed appropriate in government guidance to the Entertainment and Arts. The maximum capacity of venues should be evaluated and defined so that social distancing can be maintained in full compliance with UK guidance. This may mean that the frequency of entertainment events may have to be increased to reduce numbers. At the venues social distancing requirements will be facilitated by using precautions such as passengers pre-booking, seat signage, seat blocking and additional personnel to help manage passengers.

Alcohol-based hand sanitiser should be made available to passengers at the entrance of entertainment venues, with staff members monitoring compliance with hand hygiene. Additional alcohol-based hand sanitiser dispensers may also be provided in entertainment venues. Facilities should be cleaned and sanitised after each use – for example between groups attending a show.

All venues should consider steps to be taken to avoid people needing to unduly raise their voices to each other. Operators should adjust music so that it is played at a volume which does not make normal conversation difficult.

#### **4.1.3 Exercise (CRO4.1.3)**

*The following guidance should be taken into account:*

- [UK Government advice on gym and leisure facilities](#)
- [UK Government guidance on the phased return of sport and recreation](#)

Operators should encourage passengers to exercise in the open-air locations where practical as an alternative to indoor gyms. Operators should encourage gym goers to arrive at the gym in workout clothes and to use their cabin to change and shower. Maximum capacity should be based on the government requirement for social distancing, based on the type of activity being undertaken as well as the equipment layout and the configuration of the facilities. This may mean that more people will be able to use static machines whilst doing exercise, compared to those who will be needing to use more space during exercise.

*Fitness centre precautions:*

- Supervision of passengers to verify they are maintaining social distancing
- A record of all passengers and seafarers who use the gym should be maintained
- Hand washing or sanitisation using alcohol-based hand sanitiser should be required when entering and leaving the gym
- Machines should be positioned to facilitate social distancing
- Frequently touched surfaces of equipment should be disinfected after each use such as
  - o Exercise machines
  - o Exercise mats
- Indoor classes should be scheduled to allow for room to be properly ventilated after each use and for social distancing to be maintained

#### **4.1.4 Recreational water facilities (CRO4.1.4)**

*The following guidance should be taken into account:*

- [EU Healthy Gateways interim advice for restarting cruise ship operations after lifting restrictive measures in response to the COVID-19 pandemic](#)
- [Pool Water Treatment Advisory Group guidance on reopening a pool after COVID-19 shutdown](#)
- [UK Government advice on swimming pools](#)

Bathers should be strongly advised to shower before entering the pools and there should be relevant signs informing them to do so. The entrances to showering areas should also be equipped with hand sanitiser dispensers. Where changing facilities are required, operators should have enhanced cleaning and disinfection protocols in place.

The positioning of seats, such as sunbeds, chairs, and lounge chairs should be considered so that social distancing can be maintained. It is recommended that the seats, tables, call buttons for the waiters and menus, are made of, or covered with, materials that are suitable for cleaning and disinfection and after the change of passengers, everything should be properly disinfected. All touched or potentially contaminated surfaces should be cleaned and disinfected between uses.

The swimming pool staff should provide towels or other washable coverings that can cover the entire surface of the seat or sunbed and these should be cleaned and disinfected after each use. Operators may wish to remove the textile surfaces of the sunbeds.

A separate risk assessment will be conducted for the use of hot tubs, whirlpool spas, spa pools, saunas and steam rooms due to the varied designs and locations of where they are sited on board ships in order to define safe operational use.

#### **4.1.5 Non-venue public spaces (CRO4.1.5)**

*The following guidance should be taken into account:*

- [UK Government guidance on offices and contact centres](#)
- [EU Healthy Gateways interim advice for restarting cruise ship operations after lifting restrictive measures in response to the COVID-19 pandemic](#)

If a passenger is mobile, they should be advised to try and avoid the use of the lifts. It is recommended that the maximum capacity of lifts should be revised and reduced based on current government social distancing guidance. Moreover, the wearing of face coverings is recommended when using lifts. Alcohol-based hand sanitiser should be placed at the main lift entrances and passengers advised to use it when entering and exiting them. The lifts should be regularly cleaned and sanitised, and attention should be paid to frequently touched surfaces.

To help with maintaining social distancing, other precautions such as adding floor markings, or placing barriers or cones may be introduced. Public rooms and facilities should be supplied with alcohol-based hand sanitiser stations.

Furniture placement should be evaluated and arranged to avoid overcrowding and allow for physical distance between guests.

#### **4.1.6 Public toilets (CRO4.1.6)**

*The following guidance should be taken into account:*

- [UK Government guidance for the safe use of public toilets](#)
- [WHO guidance on water, sanitation, hygiene and waste management for the COVID-19 virus](#)

Passengers and seafarers should be encouraged to use their own bathroom. Public toilets should be cleaned and disinfected regularly to promote a clean and healthy environment. Where urinals are sited close together every other one should be taken out of use. Where feasible doors should be left open to reduce touching of handles etc. Hand wash basins should ideally be provided with disposable paper towels.

#### **4.1.7 Hair and beauty salons, and close-contact services (CRO4.1.7)**

*The following guidance should be taken into account:*

- [UK Government guidance for hairdressers and beauticians](#)

Operators should evaluate and change the layout of hair salons, beauty salons and other close-contact services to help facilitate social distancing between passengers who are being served simultaneously and following government guidance on close contact services. For example, by closing off or removing alternate chairs. Floor markings and/or signage may also be used to help people comply with social distancing guidelines.

Passengers will be required to book appointments and arrive at the allotted time. This will avoid any waiting areas and salons becoming overcrowded and allow for staff to clean and disinfect the chairs, tables and all equipment used.

Alcohol-based hand sanitiser will be available for use by passengers at the entrance to salons. Where possible, passengers should use contactless payments for services.

#### **4.1.8 Shops (CRO4.1.8)**

*The following guidance should be taken into account:*

- [UK Government guidance for retail shops](#)

Operators should consider the layout of shops onboard to help maintain social distancing. Clothes and other items should not be tried on, and shoppers should be encouraged not to handle items on display. Any item which is returned to the store should be cleaned and disinfected before being put out on display again. If the item cannot be disinfected or laundered, it should be put in storage for a minimum of 48 hours before going back out on display.

Operators should use transparent screens or provide similar protection between the shop staff at the checkout counters and the passengers. Alcohol-based hand sanitiser should be available for use by passengers at the shop entrance. Staff should also monitor and encourage compliance with good hand hygiene in this area. Where possible, passengers should use contactless payments.

#### **4.1.9 Nursery and children play areas (CRO4.1.9)**

*The following guidance should be taken into account:*

- [UK Government guidance for childcare providers](#)
- [UK Government guidance for carers of children attending out-of-school settings](#)

Operators should encourage the use of outdoor children's play areas. If this is not possible, the number of children using the indoor areas should be reduced to a level which allows for staff to maintain social distancing.

Where possible, children should be grouped into teams, and be assigned a designated staff member who looks after a specific team. These teams should be kept in place for the duration of the voyage when using indoor venues. Activities should be limited to those where social distancing measures can be maintained.

Children should be encouraged to regularly wash their hands, especially if any drinks or snacks are provided and when they enter and leave the child activity areas.

#### **4.1.10 Passenger self-service laundrettes (CRO4.1.10)**

Guest laundrettes may be closed to passengers. Passengers should be advised to bring enough clothing for the duration of their cruise and that laundry services will still be available.

### **5. VISITING AWAY PORTS (CRO5)**

#### **5.1 Communications (CRO5.1)**

Passengers who visit local areas at destination ports should be informed in a timely manner about any unique or different national or local preventive measures and laws provided by local or national public health authorities regarding COVID-19.

#### **5.2 Screening (CRO5.2)**

Passengers who go ashore at away ports should be appropriately screened before re-embarking on the ship. Similar information in [paragraph 3.2](#), should be taken into account to mitigate the risk of COVID-19 Infection. This is done to identify passengers with unknown COVID-19 infection.

### **5.3 Shore excursions (CRO5.3)**

*The following guidance should be taken into account:*

- [UK Government guidance on the visitor economy](#)

Operators should take steps to confirm that external excursions, tour providers of excursions, and tours offered to passengers by the operator provides comparable health protection measures, including social distancing measures, use of PPE, hand hygiene facilities and environmental surface cleaning and disinfection protocols. Any local health requirements should be implemented. While travelling in organised excursions, passengers should maintain social distancing from other tour groups. For all guests and seafarers, both independently ashore and on excursions upon disembarking and re-embarking the ship, alcohol-based hand sanitiser should be made available at gangway exits, and all persons should be asked to use them. Operators should remind passengers of any local facemask wearing requirements, in particular if these differ to those in force in the UK. Operators may request passengers going on shore excursions to wear face coverings, even if it is not a local requirement.

### **5.4 Tender operations (CRO5.4)**

If tender boats are used to move passengers, social distancing measures, through limiting the number of passengers, should be maintained as far as possible. Face coverings should be worn and protocols for frequent cleaning and disinfection should be implemented in line with onboard procedures. A risk assessment should be done for passengers who require assistance from crew to help passengers onto tender boats. Cleaning and disinfection of frequently touched surfaces should be conducted between each use.

## **6. DISEMBARKATION (CRO6)**

### **6.1 Terminal management (CRO6.1)**

*The following guidance should be taken into account:*

- [International Health Regulation guide for public health emergency contingency planning at designated points of entry](#)
- [UK Government safer transport guidance for operators](#)

During disembarkation, several gangways should be used if possible, to avoid queues and crowding of passengers. This will help verify a more spaced out process to allow and for social distancing to be maintained. Procedures should be considered to help those who are less able or more vulnerable.

Baggage will be handled with appropriate measures to avoid the spread of COVID-19 (for example hand hygiene precautions for baggage handlers) and in accordance with any local health requirements.

### **6.2 Contact tracing (CRO6.2)**

*The following guidance should be taken into account:*

- [UK Government guidance on entering the UK](#)

All persons arriving in the UK need to comply with current Government entry regulations, including any quarantine requirements. Prior to arrival in the UK, a Passenger Locator Form must be completed online. It may be used by health authorities to contact passengers in order to verify their location in the country. It will also assist contact tracers in the event that a passenger is confirmed as having COVID-19.

Disembarking passengers may be subject to similar requirements when finally disembarking from a cruise ship in other countries or when visiting ports of call. Operators should make passengers aware prior to disembarkation of the rules in place in the country of disembarkation.

## **7. OUTBREAK OF COVID-19 (CRO7)**

### **7.1 Contingency planning (CRO7.1)**

*The following guidance which should be taken into account can be found in this framework in sections:*

- [1.1 Risk assessment](#)
- [1.2 Risk mitigations](#)
- [1.3 Management plan](#)
- [1.4 Risk mitigations to consider \(and all its sub-paragraphs\)](#)
- [1.5 Seafarers](#)
- [1.6 Review of shipboard operations](#)
- [1.8 Voyage planning](#)
- [1.9 Reporting requirements](#)
- [1.11 Ship cleaning and disinfection \(and its sub-paragraphs\)](#)
- [1.12 Ventilation systems](#)
- [2.1 Communication](#)
- [4.1 Onboard public venues \(and all its sub-paragraphs\)](#)
- [7.2 Use of PPE](#)
- [7.3 Repatriation](#)
- [7.4 Port requirements](#)
- [7.5 Ship sanitation plan](#)
- [7.6 Isolation cabins](#)

Cruise ship operators must have a written contingency plan in place for the prevention and control of COVID-19 transmission onboard a ship. Each ship should have a coordinator of the contingency plan who will be able to execute the company's infection prevention and control programme. It is advised that the coordinator be an Environmental Health or Public Health Officer or an onboard medical person who can execute the company's contingency plan.

If **one individual** shows symptoms of COVID-19, the contingency plan should come into effect immediately. The symptomatic person and their immediate close contacts should isolate until test results are produced. Whilst a suspected person is being tested, retroactive contact tracing should be started to identify the locations onboard where the suspected person has been in the past two days and to identify any potential close contacts. The contingency plan may include:

*Preventative measures:*

- Social distancing guidance
- Personal hygiene rules
- PPE
- Health monitoring of seafarers
- Health monitoring of passengers
- Procedures for responding to a suspected case
  - o Temporary isolation
  - o Medical examination
  - o Laboratory testing (PCR testing)
- Updated SOP for cleaning and disinfection

- Updated SOP for laundry of linen and clothing
- Updated SOP for cleaning and disinfection of body fluid spills
- Updated SOP for food safety management
- Potable water safety management
- Recreation water safety management
- Ventilation of indoor areas
- Communication plan
- Advising crew and passengers
  - o Reporting public health events to competent authorities
- Data management of health screening documents
  - o Primary screening health declaration
  - o Passenger Locator Form
  - o Maritime Declaration of Health

*Measures for response and management of possible COVID-19 case:*

- Pre-identified dedicated isolation and quarantine wards on ship
  - o Quarantine plan for a suspected or confirmed case
  - o Enhanced ventilation systems
- Collaboration with the national authorities
  - o Contact tracing
  - o Quarantine of contacts
  - o Isolation of cases
  - o Potential disembarkation of confirmed COVID-19 case
- Healthcare staff should keep a line list with details for cases
- Discuss with medical staff on board and relevant health authorities on land
- Cleaning and disinfection procedures of contaminated spaces
- Graduated approach to implementing further control measures where required. This may include placing restrictions on services and events, and closing of targeted facilities
- Communication strategy with passengers and seafarers
- Immediately inform the Maritime and Coastguard Agency (MCA) and the FCDO Global Response Centre of a suspected or confirmed COVID-19 case

In accordance with International Health Regulations, the officer in charge of the ship should contact the authorities of the next port of call to agree on the appropriate actions which need to take place in port.

**7.2 Use of PPE (CRO7.2)**

*The following guidance should be taken into account:*

- [UK Government guidance on PPE](#)
- [UK Government guidance on how to use PPE](#)

Prior to sailing, operators should take steps to verify that the vessel has a sufficient stock of PPE for an outbreak situation based on their risk assessment, duration of the voyage and number of person onboard.

A risk assessment approach should be used to identify seafarers who should wear PPE in the performance of their duties. This should include at a minimum those who as part of their job role are providing care to suspected or confirmed COVID-19 patients onboard or at port are protected.

### **7.3 Repatriation (CRO7.3)**

*The following guidance should be taken into account:*

- [UK Government commitment to crew changes](#)
- [The Package Travel and Linked Travel Arrangements Regulations, 2018](#)
- [UK Government safer aviation guidance for operators](#)

Operators are responsible for leading in the management and implementation of repatriation of passengers and seafarers. That is, arranging flights or other transport, potentially for symptomatic passengers, to the UK when required. As a part of the voyage planning risk assessment, operators should have identified and agreed protocols in place with key ports geographically appropriate to the planned itinerary. It is a requirement to verify timely notification on the reporting of any intended repatriation plans to appropriate seaports and the agencies associated with the passenger's nationality or residency. For UK nationals and residents, this should be reported as soon as possible via the FCDO Global Response Centre (as set out in [paragraph 1.9](#)).

Operators should check that where possible their home port, and foreign key ports are located close to international airports which operators can facilitate the repatriation of people onboard, whether that be a partial or complete guest repatriation.

Repatriation should be done in a timely manner, whilst still providing good medical care and transport connection for the repatriations. The arrangements may include facilitating the docking of the vessel, disembarking of passengers, health screening, quarantining and potential hospitalisation of passengers or seafarers. Within the repatriation plan, special consideration should be paid to the needs of more vulnerable people.

The repatriation plans should facilitate crew changes to assure that the ship is able to maintain the Minimum Safe Manning requirements. It is recommended that relevant national authorities should do everything possible to make this feasible.

Following any outbreak and the possible need for repatriation, cruise operators should undertake a transparent review process involving epidemiological assessment with third parties involved in the management of the outbreak and relevant government counterparts on how to prevent or alleviate any future incidences.

### **7.4 Port requirements (CRO7.4)**

*The following guidance should be taken into account:*

- [EMSA COVID-19 guidance for cruise ship operations](#)

In the case of an outbreak onboard a cruise ship, operators are to have agreed designated key ports accessible during the voyage which are able to handle the disembarkation of passengers with COVID-19. The designated key port should have the capability of providing appropriate emergency response, by establishing and maintaining a public health emergency contingency plan.

### **7.5 Ship sanitation plan (CRO7.5)**

*The following guidance should be taken into account:*

- [WHO guidance for infection prevention and control during health care when COVID-19 infection is suspected](#)

As well as management of the case and close contacts, appropriate enhanced cleaning and disinfection measures should be implemented on board as per the outbreak management plan.

Medical facilities and isolation cabins occupied by suspected or confirmed COVID-19 cases should be cleaned and disinfected in accordance with the WHO guidance for [Infection prevention and control during health care when COVID-19 infection is suspected](#).

All other areas should be cleaned and disinfected according to the procedures applied in response to the COVID-19 contingency plan. Laundry, food service utensils and waste from cabins of suspect cases and contacts should be handled as infectious, in accordance with the outbreak management plan. Cleaning and disinfection staff should be trained to use the appropriate PPE and maintain good hand hygiene.

Where air filters need to be replaced, this should be by trained crew using appropriate PPE and the filters treated as infectious waste. The air handling units should also then be cleaned and disinfected.

### **7.6 Isolation cabins (CRO7.6)**

Persons with suspected or confirmed cases of COVID-19 should be able to safely isolate away from the general population of the cruise ship. In case of an outbreak, ships should be able to designate appropriate number of cabins to be used solely for isolation purposes. These should be located away from the general population of the ship.

Operators should do a risk assessment to evaluate how many cabins will be needed for both isolation (of those showing symptoms) and quarantining (of the close contacts) purposes.

## **8. EMERGENCY PROCEDURES (CRO8)**

*The following guidance should be taken into account:*

- [UK Government guidance on emergency procedures](#)

In the case of an emergency an updated emergency response procedure will endeavour to achieve appropriate social distancing and the prevention of large gatherings of people.

Alcohol-based hand sanitiser should be made available to passengers at the entrance of venues, with crew members monitoring compliance of hand hygiene. Passengers will also be asked to wear a face covering when congregating and will be given a face covering if they do not have one. It should be noted that in Government guidance on emergencies, social distancing rules can be suspended until people are in a safe environment.

### **8.1 Emergency response procedures (CRO8.1)**

When the passenger initially joins the vessel, each cabin should have an updated information video to demonstrate instructional requirements of SOLAS which could be communicated to passengers via their cabin TV. Operators should consider the use of pre-existing processes that will inform the ship which cabins have viewed the video for the purpose of verifying compliance.

Passenger musters must be performed as per international and flag state requirements. Updated emergency response procedures will be introduced and verify that appropriate social distancing is maintained and prevent large gatherings of people.

Alcohol-based hand sanitiser should be made available to passengers at the entrance of the drill venues, with crew members monitoring compliance of hand hygiene. Passengers should also be wearing a face covering when they congregate for drills, if they do not have one, they will be given one.

## **9. COMPANY CONTACTS (CRO9)**

To facilitate appropriate support for the COVID-19 Management Plan for each ship and the link to the shore operations organisation, a designated duty role should be established in the shore organisation to achieve this goal. The person or persons in this role will have access to highest level of authority in the organisation and direct contact with relevant government bodies. They have both the authority and responsibility to monitor the compliance to COVID-19 Management plan ensuring adequate resources and shore-based support is provided.

## 10. ANNEX

### Annex 1 Pre-boarding health declaration questionnaire

The questionnaire is to be completed by all adults prior to embarkation

| NAME OF VESSEL   | CRUISE LINE   | DATE AND TIME OF ITINERARY | PORT OF DISEMBARKATION |
|--|---|----------------------------|------------------------|
|  |   |                            |                        |
| Contact telephone number for the next 14 days after disembarkation           |   |                            |                        |
| First name as shown on ID Card/Passport                                      | Surname as shown on ID Card/Passport                                      |                            | CABIN NUMBER           |
|  |   |                            |                        |
| First name of all children travelling with you who are under 18 years of age | Surname of all children travelling with you who are under 18 years of age | Guardians name             | CABIN NUMBER           |
|  |   |                            |                        |
|  |   |                            |                        |
|  |   |                            |                        |
|  |   |                            |                        |

### Questions

| Within the past 14 days   | YES | NO |
|---|-----|----|
| Have you, or has any person listed above, shown symptoms of a high temperature, a new continuous cough, shortness of breath, a loss or change to taste or smell?                |     |    |
| Have you, or has any person listed above, had close contact with anyone diagnosed with COVID-19?  |     |    |
| Have you, or has any person listed above, provided care for someone with COVID-19 or worked with a health care worker infected with COVID-19 without using the appropriate PPE? |     |    |
| Have you, or has any person listed above, visited or stayed in close proximity to anyone with COVID-19?   |     |    |
| Have you, or has any person listed above, travelled from, to or through an area subject to governmental lockdown?   |     |    |
| Have you, or has any person listed above, travelled with a patient with COVID-19 in any kind of conveyance?   |     |    |
| Have you, or has any person listed above, lived in the same household as a patient with COVID-19?   |     |    |
| Have you, or has any person listed above, been contact by a national Track and Trace authority?   |     |    |