



ARGENTINA

01 DEC 2020

Coronavirus, COVID-19

The following information was received from our correspondent on 01 December:

QUOTE

After our latest circular (see below) please note that while the Sanitary Emergency remains in place, as from 9th November 2020 most part of the country shifted from the Mandatory Social Isolation (known locally as ASPO) to a more flexible Mandatory Social Distancing (known as DISPO) which represents the (limited) flexibilisation of the strict lockdown that was enforced as from 20th March. The current DISPO regime has been extended to 20th December 2020 and will be renewed according to the epidemiological developments.

In terms of shipping, please note that as from 30th October regular flights restarted on a limited basis. Tourism is authorized from border countries for short trips and under strict protocols. However, the crew changes remained forbidden and crew is not allowed to disembark (except injury, illness or other humanitarian reason).

The health protocols and the National Protocol remains in place, including the especial pre-arrival information (enclosed)

Please note that at Bahia Blanca, the stevedores union are still requesting 14 days quarantine (as transit time) to all ships calling from abroad (excluding gas and other essential cargoes exempted). Ships calling from Uruguayan or Brazilian ports with less than 14 days transit time are authorized by the Port Administration on a case by case basis.

Apart from above all information included in our Covid article at www.pandi.com.ar remains applicable.

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Trust the above assists, and we remain at your disposal if clarification or additional information is needed.

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The following information was received from our correspondent on 12 October:

QUOTE

Further to previous Circulars related to the COVID19 pandemic and as regularly updated in our COVID19 section in our website (www.pandi.com.ar) please find below latest developments and review on some of the most relevant issues.

Our government has now extended the compulsory isolation up to 26th October. Our international borders continue with restrictions, and the number of international flights is limited.

Furthermore, the change of foreign crewmembers is still not allowed in Argentina. In case of emergencies like injuries and illness, the disembarkation for local attendance is permitted under local sanitary authorities' authorization and supervision. Supposing the crewmember cannot join the vessel before departure, in that case, repatriation will depend on various factors, including the availability of flights and local and foreign authorities' requirements of the country of destination.

For the sake of good order, we are attaching hereto the formalities still required by Argentine Authorities in advance for all vessels calling to Argentine ports.

Another aspect to be taken into account is that pilots are using outbound ships to position themselves at Recalada Pilot Station in the outer River Plate due to Uruguayan authorities' border restrictions, causing some delays inbound vessels at times of congestion.

Finally, please note that stevedores both at Necochea and Bahia Blanca are still requesting 14 days of quarantine for all incoming vessels save for some exceptions. However, Port authorities will allow

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ships arriving from Brazil and Uruguay to berth without the above quarantine time on a case by case.

Unfortunately, COVID-19 cases are picking up in Argentina, who has now reached the world's 6th position with a total of 883,882 cases reported, out of which 23,581 passed away and 709,464 recovered (as reported on 11/10/2020).

We will keep you posted on the local situation and we invite you to visit our website for periodical updates or writing us if further information or clarification is required.

UNQUOTE

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Argentine Republic – National Executive Power
2020 - Year of General Manuel Belgrano

Note

Number: NO-2020-33620898-APN-DNPNYP#MTR

CITY OF BUENOS AIRES

May, Thursday 21st, 2020

Reference: NO-2020-24861352-APN-SSPV NYMM#MTR AND NO-2020-32523794-APN-DNPNYP#MTR

To: Arnaldo Darío Medina (SCS#MS), Judit Marisa Díaz Bazán (SSCRYF#MS),

CC to: Claudia Viviana Madies (DNHFYSF#MS), Carlos Alfredo Villarreal (DIOP#PNA), Miguel Angel Reyes (DIOP#PNA), Alberto Ricardo Cairone (DPSN#PNA), Alfredo Jesús Zappa (PZRP#PNA),

Dear Sir/Madam,

I am writing in reference to the notes mentioned in the reference, by superior indication, and within the framework of the CRISIS COMMITTEE created by the DEPUTY SECRETARY OF PORTS, WATERWAYS AND MERCHANT MARINE.

In this regard, this committee has requested the affected parties after the epidemiological events that have arisen in the last hours and which are in an investigation stage, different documentation in order to perform a comprehensive analysis of the situation and thereby minimize infection risks.

In this sense, and after analyzing them, we understand that considering the aforementioned documentary in advance, nothing would hinder the continuity of operations with greater safety measures.

Therefore, we consider that in all cases and 72 hours before the arrival of vessels at the first road or Pilots' point of embarkation, the Shipping Agency on behalf of the Captain and/or Owner of the vessel, should notify the arrival of the vessel and submit to the health authority the following documents as sworn statement, namely:

1.- General

Applicable to all vessels arriving at the aforementioned areas more than 14 days after the last call, or when the last call has been within the last 14 days, but in countries not included in the list of risk countries:

- a. Maritime Declaration of Health (Appendix 8 - IHR 2005)
 - b. Ship Sanitation Control Certificate or Ship Sanitation Control Exemption Certificate (Appendix 3 - IHR 2005)
 - c. Crew Role, with date, place of embarkation and nationality
 - d. List of Passengers
 - e. List of the last 10 ports
 - f. Health Passenger Statement
 - g. Daily temperature report taken every 12 hours and signed by each crew member.
 - h. Medical records report including stock and use of medication
 - i. Changes within the crew (sworn statement of the vessel's command regarding the existence or not of crew changes during the last 14 or more days, detailing the place and date of the last crew change)
 - j. Non-compulsory additional documentation (vessel's details, ballast water report, and waste certificate)
 - l. Statement of the Captain about the fulfillment of disinfection and cleaning of the areas used by the Pilots (bridge), the change of the elements used by them (for example, sheets, towels, and so on), sanitizing and adequate air circulation of the cabins provided for them. This process shall be complied with the compulsory use of new personal protective equipment (face mask, gloves, safety glasses, coat) by all crew members who must necessarily interact with pilots and it shall be arranged in the closest place to the disembarkation ladder a depository to dispose of the PPE material of the pilot, distinguishable with red labeled and waterproof bags.
- L1. Temperature taking in port
- k. Free Pratique Request

2. Vessels coming from risk areas without crew changes

Applicable in addition to what is detailed in point 1 with respect to any vessel arriving at the aforementioned areas having passed less than 14 days of navigation since the last call, in countries included in the list of risk countries, but without changes in crew for more than 14 days:

- a. Current **protocol of each Shipping Line or vessel** implemented for the management of COVID-19 Pandemic in order to avoid the spread of the virus and the protection of the embarked and ground personnel involved in the operation of the vessel, following recommendations of health protocols by the WHO/IMO(1), informing the crew's isolation traceability program before embarkation, the cleaning and disinfection program of the areas to be used by pilots and authorities from Argentina, instructions on how the vessel operates with the stowage personnel, if it has access to the habitable areas of the vessel; and isolation actions to be carried out in case of suspicious symptoms of COVID-19, to limit interaction among crew members, certified with the intervention of a medical professional and signed by the person responsible for risk management or similar within the company. The protocol shall consider the mechanism for registering compliance and the respective data applicable to each trip so that it shall be available upon request from the health authority.

b. Book of embarkation and disembarkation of people from the vessel during the last 14 days; including personnel interactions, providing detailed information on motives and people who would have interacted with crew members, in order to analyze the degree of vigilance of the personnel on board in ports of call before arriving at an Argentine port (information that shall be considered if there appear suspicious cases on board).

c. Taking temperature in landfall or common area when transiting it, in addition to the temperature in port, as duly established by notes NO-2020-24861352-APN-SSPVNYMM#MTR and NO-2020-24889332-APN- DPYC#MTR.

d- at the request of the health authority, it shall be reported the data considered within the protocol for the respective trip in which the information shall be requested.

3. Vessels coming from risk areas with crew changes

Applicable in addition to what is detailed in points 1 and 2, to all vessels that shall have made crew changes or that shall have had to temporarily disembark a crew member for urgent reasons, prior to the 14 days since the last call, whether such call was in country declared or not as affected area:

a. Crew changes Protocol (in foreign country), in order to analyze the isolation traceability of the last 14 days of each crew member prior to embarkation, it shall be considered the information that shall clearly determine if the isolation place used to comply with isolation during the 14 days prior to embarkation had any sanitary protection (existence of safe corridor) or if the crew member was exposed to the circulation of the virus, certified by a professional from the company.

b. Sworn Statement of all crew members that shall consider the traceability of the 14 days prior to embarkation by crew members or the time they have been ashore, with the following data referring to:

1. Isolation traceability

- usual place of residence,
- departures made,
- trips made,
- way of transfer to the port to fulfill functions and stops made,
- contacts,
- relieves performed and lapse of each stay,
- movements in ports of call before embarkation,

2. Symptoms

- if he/she has had symptoms related to COVID-19:

Fever (37,5 or higher) and one or more of the following symptoms (2)

- o Cough
- o Odynophagia
- o Breathing difficulty
- o Newly occurring anosmia/dysgeusia

3. Medical history

- If he/she has performed studies in medical centers in the last 14 days before embarkation with previous symptoms, cause.
- If he/she has cared for a person diagnosed with COVID 19 and/or suspicious cases.
- If he/she has kept a non-distant close contact with a person diagnosed with COVID 19 and/or suspicious cases.
- If he/she has visited a person diagnosed with COVID 19 and/or suspicious cases.
- If he/she has traveled in any means of transport with a person diagnosed with COVID 19 and/or suspicious cases.
- If he/she lives with a person diagnosed with COVID 19 and/or suspicious case.

c. Certificate issued by the health agent of the shipping company or health agency, signed by the person responsible of risk management or similar within the company that shall consider the variables of the protocol compliance referring to the risk findings that shall arise from sworn statements and crew changes (safe corridor for the fulfillment of social isolation of the crew member during the 14 days before embarkation, if the person has been exposed to the circulation of the virus, usual place of residence, departures made, trips made, way of transfer to the port to fulfill functions and stops made, contacts, relieves performed and lapse of each stay, movements in ports of call before embarkation, if he/she has had symptoms related to COVID-19 and/or performed studies in medical centers in the last 14 days before embarkation (positive case, send copy of such information), and if he/she has been in touch with people with the disease and/or suspicious cases).

d. Extra documentation available on the crew members and/or vessel that shall allow to assess their risks, that shall be required by the health authority and that shall expand the sworn statement.

4. Vessels obliged to comply with quarantine or isolation

Vessels with positive or suspicious cases of COVID-19 aboard shall be declared in quarantine when the Health Authority so provides.

It should be noted, on the other hand, that they shall complete an isolation period of 14 days from the date of departure from the foreign port, all vessels that shall request to enter Argentine ports, regardless the country of origin, and that shall not present the documents mentioned in previous items.

Vessels that shall have free movement granted by the health authority and/or shall have requested to move in national jurisdiction at the date of the implementation of the measure shall continue with their operation in order to guarantee the normal development of their navigation.

Now, in case of registering positive cases of COVID-19 on vessels that have circulated in Argentina during the last 30 days, the shipping agency shall be required to send the following epidemiological information within 12 hours from the detection of the situation to be analyzed for the subsequent intervention of the Deputy Secretary in charge:

- a. Type of medical test/s carried out.
- b. Traceability of the movements of the person/s during the last 14 days upon detection of the positive case.
- c. Captain's statement whether the person/s being investigated as alleged "positive" carried out any activity and/or were in contact with other people in Argentine port/s.
- d. Outbreak study certified by the epidemiological authority of the country that declares the vessel in quarantine.
- e. Health document from the competent national authority with situation report.

5. Pilotage

It is considered relevant to request all those performing **pilotage services**, to certify a **protocol** before the National Health Authority that shall include: 1) Knowledge on the use of Personal Protective Equipment (PPE), which shall be endorsed by a certification (individual and/or group) granted by the pilotage center and/or association to which they shall belong with the participation of a health professional; 2) mechanisms that shall provide the traceability of isolation 14 days prior to embarkation with the time he has been ashore, as well as the crew members of vessels entering the country, filling such information as sworn health statement that shall be required to crew members.

Pilots must comply with the sworn health statement applied to vessels, in section b3 of this note.

Pilotage companies shall adopt the necessary measures that shall limit the epidemiological chain and tend to ensure the continuity of their operations and, therefore, the pilotage service declared essential in the pandemic context, to guarantee the provision of necessary cargoes, critical supplies and international trade. This includes the efficient hygiene of land and water means of transport, observing the isolation conditions as well as reporting the situation in case of non-compliance by vessels.

In this sense and in relation to the transfer of pilots, the means of transport shall be regularly disinfected, with all the necessary hygiene measures, paying special attention to the hygiene of handrails, seats and other surfaces with which pilots shall have frequent contact. Additionally, there shall be permanent air circulation in cabins and reduction of passengers, so as to comply with the required social distance, and they shall have hand sanitizing supplies and a place for the proper disposal of PPE material.

They shall comply with specific rules and recommendations issued by official bodies. Water and land transfers of pilots shall exclude repair places/commissions that share spaces with pilots, in the same trip, paying attention from the departure of the pilot from home until his returning.

These companies shall keep a record of the chain of close contacts of each service performed, so as to be able to trace the epidemiological chain in case of infection. Such transfers shall keep a record of close contacts, including personal contact information (telephone and e-mail) since their entry into jurisdictional waters until their departure, so as to be able to trace the epidemiological chain in case of infection.

Upon detection of a suspicious case, the identification of close and risky contacts (in the case of vessels) shall be issued to the competent authorities.

6. Risk analysis on the information provided in sworn statements of crew members and pilots

In principle, shipping agencies and the chamber/association/group of representatives of pilotage or similar activities shall comply with the protocols for the prevention on the risk of spread of COVID 19, with their own or hired services, reporting the cases in which they shall verify risk situations and, in that case, the health authority shall determine the decision to be adopted.

For such purposes, the reports to be issued on the processing of sworn statements shall be signed by a medical professional together with the person responsible for risk management within the company.

All this information/documentation shall be sent by the vessel's command and/or its ship agent to the National Authorization, Control and Border Control Agency; Under Secretariat of Quality, Regulation and Control, Secretary on Health Quality, Ministry of Health, dnrfysf@gmail.com, cmadies@msal.gov.ar, marcelachipolina@yahoo.com.ar, madies.claudia@gmail.com; with simultaneous copy to the Crisis Prevention Committee COVID-19 in River, Maritime and Lake Transport: Deputy Secretariat of Ports, Waterways and Merchant Marine

Secretariat of Management of Transportation Ministry of Transportation: sspyvn@gmail.com, aeggink@transporte.gob.ar, btonioli@transporte.gob.ar, rmeli@transporte.gob.ar

Lastly, in order to continue with trade operations guaranteed by current regulations, this note is sent so as to reinforce the measures issued with the ARGENTINE COASTGUARD, thus reverting recommendation sent by NO-2020-32523794-APN-DNPYP#MTR.

(1) <http://www.imo.org/es/MediaCentre/HotTopics/Documents/Circular%20n%C2%BA%204204-Add.16.pdf>

(2) <https://www.argentina.gob.ar/salud/coronavirus-COVID-19/definicion-de-caso>