

**Department: Chief Harbour Master**

**7 January 2021**

**TO BE COMMUNICATED INTERNALLY & EXTERNALLY**

**CHIEF HARBOUR MASTER (CHM)– NOTICE No.10 - HEALTH RISK ALERT – COVID-19 Adjusted Alert Level 3 - Amended**

Note that TNPA Notice No.9 is hereby withdrawn and TNPA Notice No.10 comes into force from the above date.

**2. BACKGROUND**

As per the World Health Organisation (WHO) daily situation reports regarding COVID-19, the number of global cases reported and the number of fatalities related to the disease continues to increase. As of early 2020, the WHO declared the coronavirus a global epidemic and rated the COVID-19 risk as very high. In South Africa, the President declared a State of Natural Disaster and implemented Lockdown Level 5 from 27 March 2020. On 09 April 2020, the State of Natural Disaster was extended but at Lockdown Level 4. The country was at Lockdown Level 3 as from 01 June 2020 until 15 August 2020 and thereafter moved to Lockdown Level 2 extended to 15 September 2020. On 01 October 2020, the President announced that the country would move to Lockdown Level 1 with even further relaxed COVID-19 measures which was extended to 15 November 2020. It was further extended to 15 December 2020 and because of the rise in cases and the second wave hitting South Africa, the President then extended level 1 lockdown to 15

January 2021. On 28 December the President announced that South Africa is now experiencing the 2<sup>nd</sup> wave which is more serious than the 1<sup>st</sup> wave and due to the concerning increase in Covid-19 infections the country will go back to an adjusted Alert Level 3 Disaster for 14 days. In line with COVID-19 Lockdown Level 3, there are a number of relevant legislation that have been revised and are applicable.

Transnet National Ports Authority (TNPA) is responsible for the management of the 8 commercial ports in South Africa. The TNPA values its employees, stakeholders and port users and as such finds it important to continuously review permitted activities against the currently existing risks and addresses any gaps, in preventing the spread of COVID-19. Due to the persistent risks associated with the global pandemic, and the continued existence of cases in South Africa, TNPA has implemented measures as per the regulations published in line with the Disaster Management Act of 2002, relevant amendments and other applicable regulations.

The following regions have been designated hotspots – Western Cape, Eastern Cape, KwaZulu Natal and Gauteng.

### **3. MEASURES IN PLACE**

The following measures must be read in conjunction with the Disaster Management Act of 2002 – Lock down amendments and other applicable COVID-19 regulations including the SAMSA Marine Notices.

- 3.1. It is important that all vessel Masters make accurate Maritime Declarations of Health and well-being of all on-board to the Authorities. Any false declaration will be viewed in a serious light and reported to the South African Maritime Authority and Port Health officials for further action resulting in detention, fines and additional stricter measures.
- 3.2. Vessel Masters must make declaration of crew who joined the vessel in the last 30 days and the transit points they went through and stowaways if any on-board.

#### **3.3. Cargo and Passenger Vessel Crews**

- a) Foreign cargo vessel crew changes can take place in any of the South African Ports as per SAMSA Marine Notice 47 of 2020 and subject to the conditions contained therein.
- b) Passenger ships are not permitted to call at any of the ports except for replenishing fuel, stores, provisions, repairs and crew & passenger shore leave remains prohibited.
- c) Additional permitted activities;
  - Disembarking of returning South African citizens and holders of South African permanent residence permits.
  - Medical evacuation and
  - Search and Rescue

### **3.4. Maritime Safety Precautions**

- (1) Masters of vessels must maintain a medical log of daily temperature screenings of all persons on board and this must be presented to the Port Health Officer on request.
  - (2) All crew signing off must undergo a proper COVID-19 test prior to arrival at any airport – all luggage must be sanitized.
  - (3) All crew signing on vessels must either have a PCR or have done a COVID-19 test done prior to joining a vessel
  - (4) Persons embarking and disembarking vessels must now undergo temperature tests, and fill in COVID-19 declaration forms, wear PPE, maintain physical distancing and ensure good hygiene.
- 3.5. All vessels will be permitted to replenish fuel, stores, provisions, spares and conduct critical maintenance repairs in all South African ports.
- 3.6. All Ports are open for cargo operations under strict COVID-19 protocols with conditions.
- 3.7. The vessel bridge and equipment to be sanitised before the pilot embarks and after the pilot disembarks the vessel. All bridge equipment to be used by the pilot will be sanitised. Social distance must be maintained at all times and external access used to avoid contact with vessel living quarters.
- 3.8. Pens and all stationary to be used by the pilot must be sanitised. Preferred is use of electronic copies where possible.
- 3.9. All crew and visitors to the vessel must make use of PPE and maintain a distance of at least 2m where possible – no crossing in alleyways or narrow passages. Gangways must only accommodate a single file of people at least 2m apart. Only one way traffic on gangway. The rails of the gangway are to be sanitised every 4 hours. Tally offices, reception areas, common use areas and toilets facilities to be regularly sanitised and exceptional hygiene standards to be practiced.
- 3.10. No person must be allowed to board unless on official business. An accurate record/log of all entry of persons and testing must be kept and ready for inspection by any Authority. Temperature screening records of crew must be maintained on daily basis & any persons boarding the vessel must be screened, Vessels Covid-19 plans must include restricted access to vessel
- 3.11. Dedicated sanitising stations must be provided on every vessel. All Terminal Operators to comply with the Disaster Management Act Regulations as amended to limit the spread of the Coronavirus –Social distancing and washing of hands must be observed and all must use the appropriate usual safety PPE as well as the masks and any other PPE deemed necessary.
- 3.12. Wearing of masks in public or when interacting with shore personnel is mandatory – failure to use a mask is punishable by a fine or imprisonment or both.

- 3.13. The disposable PPE from every vessel must be disposed of as hazardous waste. A separate medical waste bin must be provided on every vessel for this purpose.
- 3.14. The transfer of stores and spares for Off Port Limits vessels are permitted subject to compliance with strict COVID-19 Protocols.

#### **4. Medical Evacuations From Vessels**

- (1) All Medical Evacuations to be conducted from vessels out at sea must be communicated by the shipping agent and Maritime Rescue Coordination Centre (MRCC) to Port Health Services of the nearest harbour.
- (2) Evacuation of seafarers, passengers, mariners on board all ships along the South African coastline must be allowed in terms of Search and Rescue as well as the Merchant Shipping Act, 1951 (Act No.57 of 1951) and subject to the following:
  - a) The evacuation must comply with the provisions relating to medical evacuations contained in the South African Maritime and Aeronautical Search and Rescue Act, 2002 (Act No. 44 of 2002) and
  - b) The evacuation must be carried out in terms of the MRCC SOPS and Marine Notice 24.

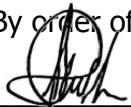
#### **5. General**

- 5.1. All Stevedores must be registered as workers, have contact details to be able to be traced for purposes of sharing information and possible infection risks – also be screened on vessel.
- 5.2. Shore leave for crew will be permitted for essential reasons only or in an emergency. Also note the country's COVID-19 Lockdown Level 3 regulations also restricts the movement of people between 21h00 and 06h00. Non-compliance to these regulations are considered serious and carry a fine or imprisonment or both.
- 5.3. Limited interaction between bunker barge operator and vessels is permitted. Crew to ensure gloves are provided and used when handling mooring lines and all preventative precautions are upheld –. Risk of disease transfer from hoses, flanges, tools and documents must be considered when providing PPE. Strict hygiene control must be in place for all activities conducted onboard. Bunker barges to ensure washing facilities & sanitation is provided onboard. Minimum interaction with Master and crew of vessel –Records of vessels and all interactions as well of any suspected and confirmed cases must be kept by the bunker barge operators and reported to the Port Authority. A Covid Compliance Officer must be nominated as per the regulations.
- 5.4. Any confirmed cases of Coronavirus, suspected cases or other sickness are to be reported immediately to the nearest Port Control and to the Port Health Officer.

- 5.5. South African Ports are at Security level 1(to be revised) of the Maritime Security Regulations 2004 & the ISPS code, however access control, searches and operations will apply. Passenger terminals will remain at security level 3, as well as respective passenger liners intending to call at South African Ports until further notice - as per Department of Transport directive issued on 13 November 2020.
- 5.6. All waste removal will be permitted by licenced service providers with strict adherence to Covid-19 protocols and subject to the Department of Health requirements
- 5.7. Technicians, surveyors and essential maintenance personnel will be permitted to visit vessels in port and anchorage – subject to meeting all COVID19 protocols.
- 5.8. All vessels shall abide by the relevant SAMSA Marine Notices and TNPA Notices in force.

Suspected cases should be discussed with public health call line no. **0800 029 999**. **The local Port Health Office, Harbour Master and Agency must be informed of any suspected cases.**

By order of:



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Captain Sabelo Mdlalose  
Acting Chief Harbour Master  
**Transnet National Ports Authority**

**DATE:** 07/01/2021