

# **Guidelines for the prevention and control of the new Coronavirus pneumonia epidemic for ports and their frontline personnel (fourth edition)**

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[xxgk.mot.gov.cn/2020/jigou/syj/202011/t20201113\\_3489009.html](http://xxgk.mot.gov.cn/2020/jigou/syj/202011/t20201113_3489009.html) (machine translation)

The transportation departments (bureaus and commissions) of all provinces, autonomous regions, and municipalities directly under the Central Government, the Yangtze River Navigation Administration, the Pearl River Navigation Administration, and the directly affiliated maritime administrations:

In order to implement the spirit of the meeting of the Central Leading Group for Response to the New Coronavirus Pneumonia Epidemic, in accordance with the requirements of "external defence import, internal defence rebound" and "personal defence", effective response to the epidemic is still spreading globally, especially due to crew changes and refrigerated containers and Bulk refrigerated cargo poses the risk of contracting new crown pneumonia for crews and front-line personnel at ports, and further pay close attention to the prevention and control of overseas epidemic input. The Ministry organized the revision and formed the "Guidelines for the Prevention and Control of New Coronavirus Pneumonia in Ports and Frontline Personnel (Fourth Edition) )" to strengthen guidance on epidemic prevention and control. Now it is issued to you, please implement it in light of actual conditions. If all units have relevant opinions and suggestions during the implementation process, please give feedback in time.

transportation Department

November 13, 2020

(This piece is publicly released)

Port and its frontline personnel

Guidelines for Prevention and Control of New Coronavirus Pneumonia Epidemic (Fourth Edition)

In order to thoroughly implement the decisions and deployments of the Party Central Committee and the State Council, in accordance with the requirements of "external defence import, internal defence rebound" and "personal defence", we should pay close attention to the prevention and control of overseas epidemic input, and strengthen port employees, especially front-line work Self-protection of personnel, strictly prevent the spread and spread of the new crown pneumonia epidemic through waterways, and formulate this guideline.

## 1. Scope of application

This guide is applicable to the epidemic prevention and control of ship piloting, berthing and unloading, loading and unloading during the new crown pneumonia epidemic, as well as the management and protection of pilots, terminal stevedores, and international shipping agents' field operations.

## 2. Overall requirements

In accordance with the development and changes of the epidemic situation, the relevant units of the port are in accordance with the deployment requirements of lawful, accurate and

effective prevention and control of overseas epidemic input, under the unified leadership of the local government, accurately implement policies and make careful arrangements, and coordinate the epidemic prevention and control, port production, and occupation. For health and other work, we are concerned about the health of front-line workers, actively strive to include high-risk positions in the scope of priority vaccination, and increase the budget for epidemic prevention. Earnestly implement the main responsibility of the enterprise, port enterprises, pilot agencies and other units establish epidemic prevention and control work systems, and determine the risk level of pilotage, port operations and boarding operations based on the port of incoming ships, cargo loading, and crew status, and strengthen information sharing, Material storage, ship-shore isolation, access control, ventilation and disinfection, personal protection, terminal elimination, emergency response, etc. The local transportation authorities strengthen the integrity management of shipping companies and shipping agents, supervise them to provide information about ships, cargo and crews truthfully, and support pilot agencies to take measures to adjust the piloting order of all ships operated by dishonest companies, and resolutely prevent water transportation ports. Import risk of the epidemic.

### 3. Strengthen information management and reporting

#### (1) Timely grasp the information of arriving ships, cargo and crew.

Port enterprises and pilotage agencies should strengthen cooperation and information sharing with ship agents, customs, border inspection, maritime affairs, health and other units, and formulate relevant work plans based on the following information on ships, cargo and crew.

1. Information about ships calling ports, berthing and departing dynamics, etc.
2. The basic information of the crew, physical health, etc., information about crew changes, personnel disembarking, material delivery and personnel contact during the berthing period.
3. Ship quarantine, ship epidemic prevention measures and other information.
4. Information about close contacts of the ship during berthing.
5. Operation information of domestic sewage and ballast water treatment equipment.
6. Information about refrigerated containers and bulk refrigerated goods.

#### (2) Strengthen personnel and vehicle information management.

Port enterprises shall register and check personnel and vehicles entering and leaving the port, strengthen information collection, and implement closed-loop management. The dock is opened to the outside world, Chinese nationals pass by the green code of the health code, and the crew on board and overseas personnel pass in accordance with relevant national regulations.

#### (3) Strengthen information submission.

According to relevant requirements, report the epidemic prevention and control information to the local transportation (port) management department.

#### 4., standard and strict operating procedures

1. Pilot agencies, port companies and other relevant units organize pre-ship meetings to study and judge the risk of ship epidemic prevention and control before the ship enters the port,

arrange operators according to the principle of simplification, clarify specific protective measures and precautions for relevant operators, and implement responsibilities people.

2. Through shipping companies, shipping agents, etc., port companies urge ships to do disinfection, ventilation and other related work, arrange personnel on duty during their stay in the port, and accurately record the identity information of persons disembarking and disembarking, reasons for disembarking, and contact information to ensure that the information is traceable.

3. Ships on international voyages can only carry out loading and unloading operations safely and steadily after passing customs sanitation and quarantine and obtaining inspection and quarantine certification materials. Among them, ships intending to switch from international routes to domestic routes must wait for the crew to undergo a negative nucleic acid test before loading and unloading operations at the port of entry. Ships on international voyages whose crew must undergo nucleic acid testing must wait until the crew has a negative nucleic acid test before loading and unloading personnel and other relevant personnel can board the ship. If a container liner does need to board the ship in advance due to schedule reasons, the personnel on board the ship shall take personal protection, and shall not enter the crew's living area and the confined space of the ship, and shall be closed for management before the crew's nucleic acid detection result is obtained, and shall not leave the port area.

4. Strictly implement prevention and control measures such as non-direct contact between ship and shore personnel, earnestly implement the security plan for opening port and port facilities, strengthen the management of entry and exit personnel, vehicle management and ship port interface management, strengthen the management of embarkation and disembarkation channels, and strictly control the ship-to-shore communication of international sailing ships For activities, crew members are not allowed to go ashore except for production and living requirements and emergency situations.