

INITIAL REPORT	PORT	SHIP NAME/TYPE	MEDICAL EVENT TYPE	REMARKS	MSQ ACTIONS	COVID-19 TEST CONDUCTED	Test Location	FINAL RESULT	PILOT BOARDED
1/02/2020	Brisbane	Pacific Dawn - Cruise Ship	Cruise	Vessel reported 5 ill onboard in last 14 days, 1 displaying influenza like symptoms, who had responded to treatment. Neither vessel, passenger nor crew reported being within Mainland China in past 14 days.	Referred to SHECC and Commonwealth Bio-security officers.	0		Queensland Health SHECC authorities assessed – no concerns. Vessel permitted to enter port.	1/02/2020
1/02/2020	Brisbane	Seven Seas Voyager - Cruise Ship	Cruise	Vessel reported 7 ill onboard in last 14 days, 1 displaying temperature. Neither vessel, passenger nor crew reported being within Mainland China in past 14 days.	Referred to SHECC and Commonwealth Bio-security officers.	0		Queensland Health SHECC authorities assessed – no concerns. Vessel permitted to enter port.	1/02/2020
2/02/2020	Brisbane	Sea Princess - Cruise Ship	Cruise	Vessel reported 4 ill onboard in last 14 days – nil COVID 19 related symptoms. Neither vessel, passenger nor crew reported being within Mainland China in past 14 days.	Referred to SHECC and Commonwealth Bio-security officers.	0		Queensland Health SHECC authorities assessed – no concerns. Vessel permitted to enter port.	2/02/2020
8/02/2020	Brisbane	Carnival Splendor - Cruise Ship	Cruise	Vessel reported 24 ill onboard in last 14 days – predominantly gastro cases - nil COVID 19 related symptoms. Neither vessel, passenger nor crew reported being within Mainland China in past 14 days.	Referred to SHECC and Commonwealth Bio-security officers.	0		Queensland Health SHECC authorities assessed – no concerns. Vessel permitted to enter port.	8/02/2020
8/02/2020	Brisbane	Pacific Dawn - Cruise Ship	Cruise	Vessel reported 7 ill onboard in last 14 days – nil COVID 19 related symptoms. Neither vessel, passenger nor crew reported being within Mainland China in past 14 days.	Referred to SHECC and Commonwealth Bio-security officers.	0		Queensland Health SHECC authorities assessed – no concerns. Vessel permitted to enter port.	8/02/2020
Not Relevant									
16/02/2020	Brisbane	Sea Princess - Cruise Ship	Cruise	Vessel reported 44 ill onboard in last 14 days – 1with elevated temperature. Neither vessel, passenger nor crew reported being within Mainland China in past 14 days.	Referred to SHECC and Commonwealth Bio-security officers.	0		Health authorities assessed – no concerns. Vessel permitted to enter.	6/02/2020
18/02/2020	Brisbane	Pacific Dawn - Cruise Ship	Cruise	Vessel reported 16 ill onboard in last 14 days – nil COVID 19 related symptoms. Neither vessel, passenger nor crew reported being within Mainland China in past 14 days.	Referred to SHECC and Commonwealth Bio-security officers.	0		Health authorities assessed – no concerns. Vessel permitted to enter.	18/02/2020
Not Relevant									
22/02/2020	Brisbane	Pacific Dawn - Cruise Ship	Cruise	Vessel reported 19 ill onboard in last 14 days – nil COVID-19 related symptoms. Neither vessel, passenger nor crew reported being within Mainland China in past 14 days.	Referred to SHECC and Commonwealth Bio-security officers.	0		Health authorities assessed – no concerns. Vessel permitted to enter.	22/02/2020
22/02/2020	Brisbane	Arcadia - Cruise Ship	Cruise	Vessel reported 7 ill onboard in last 14 days – 1with elevated temperature. Neither vessel, passenger nor crew reported being within Mainland China in past 14 days.	Referred to SHECC and Commonwealth Bio-security officers.	0		Health authorities assessed – no concerns. Vessel permitted to enter.	22/02/2020
23/02/2020	Brisbane	Sea Princess - Cruise Ship	Cruise	Vessel reported 53 ill onboard in last 14 days – nil COVID-19 related symptoms. Neither vessel, passenger nor crew reported being within Mainland China in past 14 days.	Referred to SHECC and Commonwealth Bio-security officers.	0		Health authorities assessed – no concerns. Vessel permitted to enter.	23/02/2020
Not Relevant									
8/03/2020	Brisbane	Sea Princess - Cruise Ship	Cruise	Vessel reported 43 ill onboard in last 14 days. Neither vessel, passenger nor crew reported being within Mainland China in past 14 days.	Referred to SHECC and Commonwealth Bio-security officers.	0		Queensland Health SHECC authorities assessed – no concerns. Vessel permitted to enter port.	8/03/2020
9/03/2020	Brisbane	Artania - Cruise Ship	Cruise	Vessel reported 4 ill onboard in last 14 days – all with gastro symptoms. Neither vessel, passenger nor crew reported being within Mainland China in past 14 days.	Referred to SHECC and Commonwealth Bio-security officers.	0		Health authorities assessed – no concerns. Vessel permitted to enter.	9/03/2020
14/03/2020	Brisbane	Pacific Dawn - Cruise Ship	Cruise	Vessel reported 17 ill onboard in last 14 days – nil COVID-19 related symptoms. Neither vessel, passenger nor crew reported being within Mainland China in past 14 days.	Referred to SHECC and Commonwealth Bio-security officers.	0		Health authorities assessed – no concerns. Vessel permitted to enter.	14/03/2020
Not Relevant									

Ellie L McKinney

From: Angus Mitchell
Sent: Friday, 31 January 2020 7:05 PM
Subject: Update: Novel Coronavirus - 01
Attachments: image001.jpg; ATT00001.htm; Regional Shipping Medical Report (MSQ) - 31.01.2020pm.pdf; ATT00002.htm; MSQ VTS Direction 01-2020 Novel Corona Virus.pdf; ATT00003.htm

Dear Maritime Colleagues,

Further to my email last night, 23 vessels have entered Queensland ports and Reef Vessel Traffic Services since *MSQ VTS Direction 01-2020 Novel Corona Virus* (attached) came into effect at midnight 31 January.

22 vessels have reported **NO** to the two mandatory questions.

One vessel has reported **YES** with a crew member displaying a symptom that could be attributed to the Novel Corona Virus. The vessel in question was directed to remain outside the pilot boarding ground prior to Pilot embarkation. Queensland Health have been contacted for advice and this vessel is currently standing by for further instruction. Early indications suggest the likelihood of this being attributed to Novel Corona Virus is low.

REEFVTS will make all efforts to contact vessels inbound to the compulsory Reef pilotage areas prior to Pilot embarkation, however ground station VHF coverage does not always allow prior communication. In situations where REEFVTS has not informed the assigned Pilot of the ship's status of declaration, Pilots are asked to communicate directly with the vessel on VHF 16 with the following request **"Has Reef VTS contacted your vessel of the presence of Novel Coronavirus onboard"**. In the event of a negative response Pilots are asked to relay the questions directly and inform REEFVTS of the answers prior to embarkation.

If in the event of a vessel failing to provide answers to the questions the vessel will be directed to remain outside the VTS area or port limits until such time as the questions have been answered.

Furthermore, MSQ VTS is not always privy to individual entities engaged by Shipping Agents to service vessels berthing in QLD ports, this can include linesmen, stevedores and so on. Shipping Agents will be provided with vessel's status of declaration at the same time as the boarding Pilot, it is their responsibility to pass this on to their engaged workforce prior to contact with the vessel. Transparency and timely advice is crucial to maintaining the confidence of the extended maritime workforce that services our vital industry.

The next update will be provided at 05:00 Saturday 1 February.

Regional Harbour Masters can be contacted for further information if required. Whilst every effort has been made to inform all affected maritime partners of this update, please ensure wide distribution.

Regards

Angus

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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MSQ Region	ReefVTS		
	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
	Cargo	Y	Anchored outside Goods PBG awaiting ReefVTS direction. RHM Townsville advised.
	Bulk Carrier	N	
MSQ Region	Cairns		
	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
	Bulk Carrier	N	
	Bulk Carrier	N	
	Bulk Carrier	N	
	Bulk Carrier	N	
MSQ Region	Townsville		
	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
	Tanker	N	
	Bulk Carrier	N	
MSQ Region	Mackay		

Ship name	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
	Bulk Carrier	N	
	Bulk Carrier	N	
	Bulk Carrier	N	
	Bulk Carrier	N	
MSQ Region	Gladstone	1640hrs	
	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
	Cargo Ship	N	
	Bulk Carrier	N	
	Bulk Carrier	N	
MSQ Region	Brisbane		
	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
	General Cargo	N	
	General Cargo	N	
	Container	N	
	Passenger	N	

	Tanker	N	
	Car Carrier	N	
	Container	N	
	Car Carrier	N	
	Container	N	

Released under RTI Act - TMR

SQ VTS Direction 01/20

Novel Coronavirus Threat

Issued 31 January 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships scheduled to arrive at Queensland ports proceeding to anchor and/or (**2-3 hours** prior to embarking a Pilot) or,

on receipt of the Reef VTS Pre Entry report (**1 hour** prior to entering the Reef VTS area) to provide the following information until further notice.

- 1) Report if any Crew Member or passenger has visited the Hubei Province in China past 14 days;
- 2) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If answers to both of the above questions are **NO**, MSQ will then inform all parties including Marine and reef Pilots, and ships agent of the clear declaration.

If the answer is **YES** to either question, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. Any such ships may be directed to remain outside of VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

If in the event of a ship is non-compliant by a) not providing a Pre entry report or b) not providing answers to the questions the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the ship prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the ship but were unsuccessful and requesting the pilot company to communicate with the ship on VHF 16.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0430 and 1630 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0500 and 1700 daily. If in the event a member of the public or boating community contact VTS regarding any response from a ship they are to respond *with "MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

Released under RTI Act - TMR

Ellie L McKinney

From: Angus Mitchell
Sent: Saturday, 1 February 2020 6:40 AM
Subject: Update: Novel Coronavirus - 02
Attachments: MSQ VTS Direction 01-2020 Novel Corona Virus.pdf; Regional Shipping Medical Report (MSQ) - 01.02.2020am.pdf; Update: Novel Coronavirus - 01

Dear Maritime Colleagues,

Over the course of the last 12 hours 26 vessels have entered Queensland ports and Reef Vessel Traffic Services since *MSQ VTS Direction 01-2020 Novel Corona Virus* (attached) came into effect at midnight 31 January.

24 vessels have reported **NO** to the two mandatory questions.

Two vessels made human health notifications in line with standing Federal *Department of Agriculture and Water Resources* reporting requirements. Both instances were referred to the Queensland State Health Emergency Coordination Centre (SHECC) prior to allowing port entry.

Following expert medical consultation the one vessel previously reported as being held off the Reef Pilot Boarding Ground has subsequently embarked a pilotage and resumed passage to its intended port.

The next update will be provided at 17:00 Saturday 1 February.

Regional Harbour Masters can be contacted for further information if required.

Whilst every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution.

Regards

Angus

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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SQ VTS Direction 01/20

Novel Coronavirus Threat

Issued 31 January 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships scheduled to arrive at Queensland ports proceeding to anchor and/or **(2-3 hours)** prior to embarking a Pilot) or,

on receipt of the Reef VTS Pre Entry report **(1 hour)** prior to entering the Reef VTS area) to provide the following information until further notice.

- 1) Report if any Crew Member or passenger has visited the Hubei Province in China past 14 days;
- 2) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If answers to both of the above questions are **NO**, MSQ will then inform all parties including Marine and reef Pilots, and ships agent of the clear declaration.

If the answer is **YES** to either question, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. Any such ships may be directed to remain outside of VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

If in the event of a ship is non-compliant by a) not providing a Pre entry report or b) not providing answers to the questions the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the ship prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the ship but were unsuccessful and requesting the pilot company to communicate with the ship on VHF 16.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0430 and 1630 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0500 and 1700 daily. If in the event a member of the public or boating community contact VTS regarding any response from a ship they are to respond *with "MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

Released under RTI Act - TMR

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Tanker	N	
	Tanker	N	
	Cargo	N	
	Bulk Carrier	N	
	Tanker	N	
	Bulk Carrier	N	
	Tanker	N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N	
	Bulk Carrier	N	
	Passenger ship	N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N	
	Bulk Carrier	N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N	
	Bulk Carrier	N	

	Bulk Carrier	N	
	Bulk Carrier	N	
	Bulk Carrier	N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	General Cargo	N/N	
	LNG Carrier	N/N	
	LNG Carrier	N/N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container	N	
	Cruise Ship	N	Cleared by SHECC
	Container	N	
	Cruise Ship	N	Cleared by SHECC
	Container	N	
	Car Carrier	N	

For period 1630 31/01/2020 to 0430 01/02/2020



Novel Coronavirus Update

1 February 2020

The Australian Health Protection Principal Committee (AHPPC), on the advice of the Communicable Diseases Network Australia (CDNA), considered the changes in epidemiology of novel coronavirus in China. AHPPC noted the increasing (but still relatively small) number of cases in provinces outside Hubei Province and the now resulting increased risk posed from travellers from all of mainland China.

AHPPC agreed on the following:

- To expand the case definition for novel coronavirus infection from 1 February 2020 to apply to people from all of mainland China.
- Recommend to the Department of Foreign Affairs and Trade to now increase travel advisory to level 4 – do not travel to all of mainland China.
- As of today, all travellers arriving out of mainland China (not just Hubei Province) be asked to self-isolate for a period of 14 days from the time they leave mainland China.
- That to substantially reduce the volume of travellers coming from mainland China, AHPPC recommends additional border measures be implemented to deny entry to Australia to people who have left or transited through mainland China from 1 February 2020, with the exception of Australian citizens, permanent residents and their immediate family and air crews who have been using appropriate personal protective equipment. This also applies to passengers transiting in Australia, unless they are Australian citizens, permanent residents or their immediate families.



Australian Health Protection Principal Committee (AHPPC)
of the Australian Health Ministers' Advisory Council (AHMAC)

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Coronavirus FAQs

Last Updated 30 January 2020

The safety and health of passengers is the number one priority of CLIA members. CLIA and its member lines maintain close contact with health professionals and regulators around the world, including the World Health Organization (WHO), and are continually assessing and modifying policies and procedures as developments emerge. This includes the modification of itineraries, where needed, in light of evolving circumstances, as well as health, travel and contact screening where appropriate, for guests and crew who have recently traveled from or through the affected area consistent with prevailing guidance from global health authorities. Screening protocols allow for informed decisions on a case-by-case basis whether a guest or crewmember will be denied boarding.

CLIA Members have suspended crew movements from mainland China and will deny boarding to any individual, whether guest or crew, who has travelled from or through mainland China within the previous 14 days.

Importantly, the cruise industry is one of the most well-equipped and experienced when it comes to managing and monitoring health conditions of passengers and crew. Cruise lines take precautions to conduct passive as well as active screening of passengers and crew for illness prior to boarding when circumstances demand. Furthermore, CLIA members implement outbreak prevention and response measures and their ships must be fitted with medical facilities, shipboard and shore side medical professionals available around the clock, 24/7, to provide initial medical care in the event of illness and prevent disease transmission.

What is a coronavirus?

Coronaviruses are a large family of viruses that are known to cause respiratory illness ranging from the common cold to more severe diseases such as Middle East Respiratory Syndrome (MERS) and Severe Acute Respiratory Syndrome (SARS).

What is 2019 novel coronavirus?

A novel coronavirus (CoV) is a new strain of coronavirus that has not been previously identified in humans. The virus at the center of the current outbreak is an example of a novel coronavirus, as the virus does not match any other known virus. This new virus is referred to by health authorities as the 2019 novel coronavirus, or 2019-nCoV for short.

Which countries have been affected?

The 2019 Novel Coronavirus was first detected in Wuhan, China, where the vast majority of confirmed cases have occurred. According to global health authorities, additional cases have been confirmed around the world, including in North America and Europe, however the majority of confirmed cases remain confined to Asia.

What are the symptoms of 2019-nCoV?

Patients with the 2019-nCoV have reportedly experienced mild to severe respiratory illness with symptoms including:

- Fever
- Cough
- Shortness of breath
- Breathing difficulties

Sources: [U.S. Centers for Disease Control and Prevention](#); [World Health Organization](#)

What steps can travelers take to protect themselves from 2019-nCoV?

Leading health authorities are urging the same personal best practices that are standard for a typical flu season, such as the following:

- Avoid close contact with people who show signs of illness, including coughing or sneezing
- Avoid touching your eyes, nose and mouth with unwashed hands
- Wash your hands often with soap and water for at least 20 seconds
- Use alcohol-based hand sanitizer that contains at least 60% alcohol if soap and water are not available

Sources: [U.S. Centers for Disease Control and Prevention](#); [World Health Organization](#)

Are cruise lines changing their itineraries due to 2019-nCoV?

CLIA cruise lines are continually assessing and modifying policies and procedures as developments emerge. This includes the modification of itineraries, where needed, in light of evolving circumstances in some cases. Cruise passengers are encouraged to consult with individual cruise lines via their websites to be informed of the latest guidance available.

How are cruise lines screening passengers for illness?

CLIA cruise lines conduct passenger screenings—including, in some cases, non-touch temperature readings—where appropriate, for guests and crew who have recently traveled from or through the affected area consistent with prevailing guidance from global health authorities. Screening protocols allow for informed decisions on a case-by-case basis whether a guest or crewmember will be denied boarding.

Have there been any cases of 2019-nCoV onboard a cruise ship?

To date, there have been no confirmed cases of 2019-nCoV onboard a cruise ship.

What measures are in place onboard cruise ships in the event of passenger or crew illness?

Importantly, the cruise industry is one of the most well-equipped and experienced when it comes to managing and monitoring health conditions of passengers and crew. Cruise lines take precautions to conduct passive as well as active screening of passengers and crew for illness prior to boarding when circumstances demand. Furthermore, CLIA members implement outbreak prevention and response measures and their ships must be fitted with medical facilities, shipboard and shore side medical professionals available around the clock, 24/7, to provide initial medical care in the event of illness and prevent disease transmission.

Are cruise lines offering refunds to passengers whose trips has been impacted by 2019-nCoV?

Passengers are encouraged to consult with individual cruise lines with regard to compensation policies.

What guidance are cruise ships following when making determinations regarding route restrictions?

CLIA and its member lines maintain close contact with leading global health authorities, including the U.S. Centers for Disease Control and Prevention, the European Centre for Disease Prevention and Control, the World Health Organization and others. CLIA and its member lines are also in contact with port authorities around the world to ensure alignment on guidance and procedures.

Where can I find additional information about the 2019 novel coronavirus?

Please visit the following websites for more information:

- [World Health Organization \(WHO\)](#)
- [WHO Travel Advice](#)
- [United States Centers for Disease Control and Prevention \(U.S. CDC\)](#)
- [European Centre for Disease Prevention and Control \(ECDC\)](#)
- [USA Today: Cruise lines step up coronavirus screening measures, cancel trips, skip Chinese port calls](#)

Barbara Z Tweedle

From: Ellie L McKinney on behalf of Angus Mitchell
Sent: Saturday, 1 February 2020 7:18 PM
To: Ellie L McKinney
Subject: FW: Message from GM MSQ regarding Coronavirus measures

Dear Queensland maritime related Union representatives,

In light of the escalation of Australia's response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

From midnight last night, Queensland's Vessel Traffic Services (VTS) requires all foreign trading ships scheduled to arrive at Queensland ports to provide the following information (2 hours prior to embarking a Pilot);

- 1) Report if any Crew Member has visited the Hubei Province in China past 14 days;
- 2) Report if any Crew Member is showing any of the Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If answers to both questions are **NO**, MSQ will then inform all parties expected to interact with the vessel including Marine Pilots, Tug operators, Linesman, Stevedores of the positive declaration.

If the answer is **YES** to either question, MSQ will make the appropriate notifications to State and Federal agencies for further advice. Any such ships will be either be directed back to sea, or proceed to anchor until assessed and cleared by appropriate government qualified personnel.

Furthermore, I will be providing twice daily updates to industry stakeholders including Port Authorities, Tug Operators, Stevedores etc (05:00 – 17:00) with information as to the number of arrivals over the preceding 12 hours and the status of declarations made – I will ensure you are on this email list also.

Please feel free to contact me should you require any further information.

Regards

Angus

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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Released under RTI Act - TMR

MSQ VTS Direction 02/20

Novel Coronavirus Threat

Issued 1 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships scheduled to arrive at Queensland ports proceeding to anchor and/or (**2-3 hours** prior to embarking a Pilot) or,

on receipt of the Reef VTS Pre Entry report (**1 hour** prior to entering the Reef VTS area) to provide the following information until further notice.

- 1) Report if any Crew Member or passenger has visited Mainland China past 14 days;
- 2) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If answers to both of the above questions are **NO**, MSQ will then inform all parties including Marine and reef Pilots, and ships agent of the clear declaration.

If the answer is **YES** to either question, VTS is to advise the RHM immediately and follow any instructions given. Any crew member identified as being within mainland China within the past 14 days will be asked report to the Captain and to self-isolate on board the vessel for the period of their stay in the Australian port or 14 days, whichever is shortest, in line with Federal Government advice. Directive i MSQ will make the appropriate notifications to State and Federal agencies for further advice. Any such ships may be directed to remain outside of VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

If in the event of a ship is non-compliant by a) not providing a Pre entry report or b) not providing answers to the questions the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the ship prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the ship but were unsuccessful and requesting the pilot company to communicate with the ship on VHF 16.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0430 and 1630 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0500 and 1700 daily. If in the event a member of the public or boating community contact VTS regarding any response from a ship they are to respond *with "MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health. This direction will remain in effect until further notice.

Released under RTI Act - EMR

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N	
	Bulk Carrier	N	
	Container Ship	N	
	Tanker	N	
	Bulk Carrier	N	
	Tanker	N	
	Bulk Carrier	N	
	Bulk Carrier	N	
	Livestock Carrier	N	
	Cargo Ship	N	
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Nil Ships questioned		N/A

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	General Cargo	N	
	Bulk Carrier	N	
	Bulk Carrier	N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N	
	Bulk Carrier	N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Bulk Carrier	N/N	
	Liquified Gas Tanker	N/N	
	General Cargo	N/N	

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Bulk Carrier	N	
	Container Ship	N	

For period 0430 01/02/2020 to 1630 01/02/2020

From: Ellie L McKinney on behalf of Angus Mitchell
Sent: Saturday, 1 February 2020 8:34 PM
Subject: Update - GM, Maritime Safety Queensland - Novel Coronavirus
Attachments: AHPPC update - FINAL.pdf; Regional Shipping Medical Report (MSQ) - 01.02.2020pm.pdf; Coronavirus FAQs_FINAL.pdf; FW: Message from GM MSQ regarding Coronavirus measures; Update: Novel Coronavirus - 01; Update: Novel Coronavirus - 01; MSQ VTS Direction 02-2020 Novel Corona Virus.pdf

Dear Maritime Colleagues,

Over the course of the last 12 hours **20** vessels have entered Queensland ports and Reef Vessel Traffic Services.

All vessels have reported **NO** to the two mandatory questions.

You may be aware a cruise ship berthed in Cairns today disembarked its passengers from China due to the fact that a future port of call is Singapore, who's borders are currently closed to Chinese nationals. This decision was made by the cruise line involved. MSQ understands the passengers, none of whom were displaying any illness associated with the Coronavirus, will return to China once arrangements are made. I have attached a Media Release from the International Cruise Line Association regarding their members position to suspended crew movements from mainland China, and deny boarding to any individual, whether guest or crew, who has travelled from or through mainland China within the previous 14 days.

Additionally, as many of you will be aware the Australian Prime Minister, Scott Morrison has announced this afternoon an upgrade to the travel advice in the wake of the coronavirus outbreak to include all of mainland China to level four, "do not travel" and requesting all travellers returning from mainland china to self-isolate for 14 days.

It is important to note the risks associated with the threat of spread of the virus is different for the maritime environment than that potentially posed via air travel, primarily due to the incubation periods and the already bolstered MSQ reporting protocols for shipping. MSQ is however, currently working with Federal and State agencies to develop further advice for shipping in light of the Prime Ministers announcement.

Following the Prime Ministers announcement, MSQ has updated our VTS reporting protocol to capture any crew member who may have been in mainland China within the past 14 days.

At this stage there has been no direction to restrict the movement of ship's company on the basis that they may have been in China in the past 14 days. Any crew member identified as being within mainland China within the past 14 days (via the MSQ VTS reporting protocol) will be asked to self-isolate on board the vessel in line with Australian Government Department of Health advice.

The current scenario is escalating and based upon advice from Queensland Health, we need to increase our level of vigilance in keeping with the precautionary principles set by Queensland Health.

Whilst every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution.

I will provide a standard shipping report update around 0500 tomorrow morning, Sunday 2nd of February, with further advice on any additional measures that may need to be implemented in light of recent announcements to be advised within 24 hours.

Regional Harbour Masters can be contacted for further information if required.

I appreciate your support and patience through this difficult time.

Regards

Angus

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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Released under RTI Act - TMR

From: Angus Mitchell
Sent: Sunday, 2 February 2020 5:37 AM
Subject: Update - GM, Maritime Safety Queensland - Novel Coronavirus 04
Attachments: Regional Shipping Medical Report (MSQ) - 02.02.2020am.pdf

Dear Maritime Colleagues,

Over the course of the last 12 hours (17:00 Sat 1 Feb – 05:00 Sun 2 Feb) **26** vessels have entered Queensland ports and Reef Vessel Traffic Services.

25 vessels have reported **NO** to the two mandatory questions.

One Bulk Carrier arriving at the anchorage in Amrun has reported a crew member had been within mainland China over the preceding 14 days – no signs of illness have been observed. This vessel is not yet due alongside and as such no further action is necessary at this stage.

Whilst every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution.

Any further advice on any additional measures that may need to be implemented in light of recent announcements to be advised within 24 hours.

Regional Harbour Masters can be contacted for further information if required.

Regards

Angus

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MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Livestock Carrier	N/N	
	Bulk Carrier	N/N	
	General Carrier	N/N	
	Bulk Carrier	N/N	
	General Carrier	N/N	
	Bulk Carrier	N/N	
	Bulk Carrier	N/N	
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N	
	Bulk Carrier	N	
	Bulk Carrier	N	
	Bulk Carrier	Y	RHM Advised.
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Livestock Carrier	N/N	
	Bulk Carrier	N/N	

	General Carrier	N/N	
	Bulk Carrier	N/N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	BULK CARRIER	N	Nil
	BULK CARRIER	N	Nil
	BULK CARRIER	N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	BULK CARRIER	N/N	
	BULK CARRIER	N/N	
	TANKER	N/N	
	BULK CARRIER	N/N	
	BULK CARRIER	N/N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Vehicle Carrier	N	
	Container Ship	N	

	Container ship	N	

Released under RTI Act - TMR

From: Ellie L McKinney on behalf of Angus Mitchell
Sent: Sunday, 2 February 2020 3:58 PM
Subject: Update - GM, Maritime Safety Queensland - Novel Coronavirus 05

Dear Maritime Colleagues,

I'm sure you can appreciate the situation concerning the risks, and mitigation measures, posed by the Novel Coronavirus is dynamic. Maritime Safety Queensland is actively participating with State and Federal agencies to manage the risk – in particular the potential risks posed to, and by, shipping.

What does yesterday's Federal announcement mean to QLD shipping

In summary the Prime Minister's announcement yesterday outlined measures that came into effect Saturday 1 February 2020. In essence, any persons entering Australia who has departed mainland China **AFTER** 1 February are requested to self-isolate for a period of 14 days. This has an immediate effect on passengers from flights that may have departed China **AFTER** the Prime Minister's announcement. Additionally anyone who is showing signs of illness associated with the Novel Coronavirus are to seek appropriate medical attention.

Shipping - This announcement means that vessels (or crew members) departing China **AFTER** 1 Feb and due to arrive in Australia **PRIOR** to 14 Feb will potentially come under the new measures announced yesterday (ie. self-isolation). Any vessel that departed China **BEFORE** 1 Feb (or any crew member joining the ship **BEFORE** 1 Feb who has come from China) does NOT fall into these new measures. **Vessels and crew currently at sea or in Australian ports (who have reported no signs of illness associated with the Novel Coronavirus) are not subject to the new self-isolation measures.**

MSQ is now working with State and Federal authorities to determine what measures may need to be put in place once we start receiving ships (or crew) that have departed China **AFTER** 1 February and due to arrive in our ports **PRIOR** to 14 February. We have around 10 days (shortest steaming time) before this scenario presents. MSQ is working to ensure we can give comprehensive directions well in advance of this date and absolutely understand the logistical challenges any additional measures may bring.

In the event a crew member originating from mainland China **AFTER** 1 February joins a ship enroute to Australia, MSQ will be notified via our new reporting procedures and appropriate measures can be implemented before interaction with Australian maritime industry. At the forefront of considerations will be any protective measures that the Australian maritime workforce may need to adopt.

Whilst we may see airport staff adopting increased protective measures immediately, this is likely to be the case as they will be interacting with personnel originating from mainland China **AFTER** 1 February.

In the meantime MSQ will continue to mandate the reporting of any illness associated with the Novel Coronavirus as well as any crew member who has departed mainland China within the past 14 days. This information will continue to be provided on a twice-daily basis.

Regional Harbour Masters can be contacted for further information if required.

Regards

Angus

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Released under RTI Act - TMR

From: Ellie L McKinney on behalf of Angus Mitchell
Sent: Sunday, 2 February 2020 6:13 PM
Subject: Update - GM, Maritime Safety Queensland - Novel Coronavirus 06
Attachments: Advice to passengers on cruise ships .pdf; MSQ VTS Direction 03-2020 Novel Corona Virus.pdf; Regional Shipping Medical Report (MSQ) - 02.02.2020pm.pdf

Dear Maritime Colleagues,

Over the course of the last 12 hours (05:00 Sun 2 Feb – 17:00 Sun 2 Feb), **16** vessels have entered Queensland ports and Reef Vessel Traffic Services.

14 vessels have reported **NO** to the two mandatory questions.

Two bulk carriers in the Townsville region (inbound Gladstone and Hay Point) departed China within the past 14 days (20/1 and 22/1 respectively). Both vessels reported **NIL** signs of illness associated with the Novel Coronavirus, as such no further action is necessary at this stage.

In light of the most recent advice from health authorities, the VTS Directive (attached) has been updated with immediate effect. The directive adds another mandatory report, now identifying crew members who have visited Hubei Province, China within the past 14 days; any crew member or vessel that has visited mainland China since **1 February 2020**; and/or any crew member displaying illness or signs associated with the Coronavirus. In the event of a **YES** response to any question, existing notification protocols will be implemented.

Additionally, attached is the latest advice from *Australian Border Force* (ABF) with respect to passengers on Cruise Ships. MSQs current measures are in line with the approach adopted by ABF.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards

Angus

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RESTRICTIONS ON ENTRY TO AUSTRALIA RELATING TO THE NOVEL CORONAVIRUS FOR CRUISE SHIPS

On 1 February 2020, the Prime Minister of Australia announced that any foreign travellers who have left or transited through mainland China on or after 1 February 2020 will be refused entry to Australia, in order to minimise the potential spread of Novel Coronavirus.

Australian citizens, permanent residents and their immediate family, legal guardians and spouses will be exempt from these measures, but will be required to self-isolate for a period of 14 days from their arrival into Australia. Limited exemptions also exist for airline and cruise ship crew, where they have taken appropriate precautionary measures.

The Australian Border Force (ABF), working with partner agencies, will establish advanced screening and reception arrangements to facilitate identification of those individuals to whom these measures apply.

The ABF acknowledges the impact this will have on operations and travel plans. The following arrangements are now in place:

For cruise ships from China

If a traveller is not an Australian citizen or permanent resident (or their immediate family, legal guardian or spouse), cruise ships operators are required to contact the Border Operation Centre at +61 1300 368 126.

In most circumstances, if the traveller does not meet the above travel conditions they will be denied boarding (the mechanism for which will be visa cancellation). Arrangements will be made to reinstate visas as appropriate following the lifting of these measures.

All non-essential crew are to remain on board the vessel. Where crew are required to disembark to conduct vessel functions, they are required to wear personal protective equipment.

For industry members engaging with cruise ships, such as ship surveyors and maritime pilots, please ensure you refer to the Department of Health website (www.health.gov.au) for guidelines on the use of personal protective equipment.

For cruise ships from other locations

Cruise ship staff should ask the traveller if they have travelled to or transited through mainland China on or since 1 February 2020. Staff should also examine the passport to determine if there has been any travel stamp for mainland China on or since 1 February 2020.

If the travellers advise they have travelled to or transited through mainland China on or since 1 February 2020 and are not an Australian citizen or permanent resident (or their immediate family, legal guardian or spouse), the cruise ship operators is required to contact Border Operations Centre at +61 1300 368 126.

In most circumstances, if the traveller does not meet the above travel conditions they will be denied boarding (the mechanism for which will be visa cancellation). Arrangements will be made to reinstate visas as appropriate following the lifting of these measures.

Additional messages for travellers

If you arrive in Australia and it is determined that you have travelled to or transited through mainland China on or since 1 February 2020, your visa will be cancelled and you will be restricted on board the cruise ship or placed in an alternative place of detention for a quarantine period.

Please do not travel to Australia unless you are an Australian citizen or permanent resident (or their immediate family, legal guardian or spouse) if you have travelled in China in the last 14 days.

The Australian Government will review these arrangements in 14 days.

The ABF appreciates your ongoing support and cooperation during this time. For additional support, please contact the Border Operation Centre at +61 1300 368 126.

Released under RTI Act 2010

MSQ VTS Direction 03/20

Novel Coronavirus Threat

Issued 2 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships scheduled to arrive at Queensland ports or picking up a Reef Pilot to provide the following information until further notice.

- 1) Report if any Crew Member or passenger has visited Hubei Province, China within the past 14 days;
- 2) Report if any Crew Member or passenger has visited mainland China since 1 February 2020;
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

Ships **MUST** provide this information to VTS **2-3 hours** prior to embarking a Pilot and/or going to anchor, and with the Reef VTS Pre-Entry report (**1 hour** prior to entering the Reef VTS area).

Negative Response

If answers to all above questions are **NO**, MSQ will then inform all parties including Marine and Reef Pilots, port authority and ships agent of the clear declaration.

Positive Response

If the answer is **YES** to any question for inbound vessels to a port or anchorage, VTS is to advise the respective Regional Harbour Master (RHM) immediately and follow any instructions given.

If the answer is **YES** to any question for vessels picking up Reef Pilot, Reef VTS is to notify the pilotage provider immediately, Regional Harbour Master Townsville, and AMSA

operationscoastalpilotagemanager@amsa.gov.au

Any crew member identified as having visited Hubei Province, China within the past 14 days OR having visited mainland China since 1 Feb will be asked report to the Captain and to self-isolate on board the vessel for the period of their stay in the Australian port or for a period that spans 14 days since leaving the province or mainland China (whichever is shortest). **Such crew members are not to have personal interaction with Australian based maritime industry staff.**

MSQ will make the appropriate notifications to State health authorities for further advice if any crew reports as falling in these categories.

If in the event of a ship is non-compliant by;

- a) not providing a Pre-entry report, or
- b) not providing answers to the questions

the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the ship prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the ship but were unsuccessful and requesting the pilot company to communicate with the ship on VHF 16.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0430 and 1630 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0500 and 1700 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health.

This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Livestock Carrier	N	
	Bulk Carrier	N	
	Passenger Ship	N	
	Cargo Ship	N	
	Passenger Ship	N	
	General Cargo	N	
	Bulk Carrier	N	
	Bulk Carrier	Y/ N	RHM Townsville & Gladstone VTS Advised.
	Bulk Carrier	Y/ N	RHM Townsville & Hay Point VTS Advised.
	Tanker	N	
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Nil vessels questioned		
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	General Cargo	N	

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Tanker	N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Bulk Carrier	No/No	
	Bulk Carrier	No/No	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Passenger ship	N	
	Container ship	N	

Ellie L McKinney

From: Ellie L McKinney on behalf of Angus Mitchell
Sent: Monday, 3 February 2020 7:52 AM
Subject: Update - GM, Maritime Safety Queensland - Novel Coronavirus 07
Attachments: MSQ VTS Direction 03-2020 Novel Corona Virus.pdf; Regional Shipping Medical Report (MSQ) - 03.02.2020am..pdf

Dear Maritime Colleagues,

Over the course of the last 12 hours (17:00 Sun 2 Feb – 05:00 Mon 3 Feb), **22** vessels have entered Queensland ports and Reef Vessel Traffic Services (Regional Shipping Report attached).

All vessels have reported **NO** to the three mandatory questions contained in VTS Direction 03-2020 (attached).

MSQ continues to work with State and Federal authorities to monitor the situation as well as make preparations (including pre-positioning of P2 masks in ports) should increase measures be required.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards

Angus

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MSQ VTS Direction 03/20

Novel Coronavirus Threat

Issued 2 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships scheduled to arrive at Queensland ports or picking up a Reef Pilot to provide the following information until further notice.

- 1) Report if any Crew Member or passenger has visited Hubei Province, China within the past 14 days;
- 2) Report if any Crew Member or passenger has visited mainland China since 1 February 2020;
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

Ships **MUST** provide this information to VTS **2-3 hours** prior to embarking a Pilot and/or going to anchor, and with the Reef VTS Pre-Entry report (**1 hour** prior to entering the Reef VTS area).

Negative Response

If answers to all above questions are **NO**, MSQ will then inform all parties including Marine and Reef Pilots, port authority and ships agent of the clear declaration.

Positive Response

If the answer is **YES** to any question for inbound vessels to a port or anchorage, VTS is to advise the respective Regional Harbour Master (RHM) immediately and follow any instructions given.

If the answer is **YES** to any question for vessels picking up Reef Pilot, Reef VTS is to notify the pilotage provider immediately, Regional Harbour Master Townsville, and AMSA

operationscoastalpilotagemanager@amsa.gov.au

Any crew member identified as having visited Hubei Province, China within the past 14 days OR having visited mainland China since 1 Feb will be asked report to the Captain and to self-isolate on board the vessel for the period of their stay in the Australian port or for a period that spans 14 days since leaving the province or mainland China (whichever is shortest). **Such crew members are not to have personal interaction with Australian based maritime industry staff.**

MSQ will make the appropriate notifications to State health authorities for further advice if any crew reports as falling in these categories.

If in the event of a ship is non-compliant by;

- a) not providing a Pre-entry report, or
- b) not providing answers to the questions

the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the ship prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the ship but were unsuccessful and requesting the pilot company to communicate with the ship on VHF 16.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0430 and 1630 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0500 and 1700 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health.

This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N / N / N	Nil
	Tanker	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Gas Tanker	N / N / N	Nil
	Gas Tanker	N / N / N	Nil
	Container Ship	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Livestock Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Livestock Carrier	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil

	PASSENGER VESSEL	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Bulk Carrier	N / N / N	Nil
	Livestock Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Vehicle Carrier	N / N / N	Nil
	Container	N / N / N	Nil
	Passenger	N / N / N	Nil

Ellie L McKinney

From: Ellie L McKinney on behalf of Angus Mitchell
Sent: Monday, 3 February 2020 7:47 PM
Subject: Update - GM, Maritime Safety Queensland - Novel Coronavirus 08
Attachments: MSQ VTS Direction 03-2020 Novel Corona Virus.pdf; Regional Shipping Medical Report (MSQ) - 03.02.2020pm.pdf

Dear Maritime Colleagues,

Over the course of the last 12 hours (05:00 Mon 3 Feb – 17:00 Mon 3 Feb), **24** vessels have entered Queensland ports and Reef Vessel Traffic Services (Regional Shipping Report attached).

All vessels have reported **NO** to the three mandatory questions contained in VTS Direction 03-2020 (attached).

A number of discussions were held today at a State and Federal level around procedures that may need to be implemented once we start receiving vessels or crew that departed mainland China **AFTER** 1 Feb. MSQ does not expect this threshold to be reached before **10 Feb** (noting typical shortest steaming time). Rest assured MSQ is working hard to give the Queensland maritime industry as much lead time as possible so that appropriate plans and any required contingencies can be put in place.

While additional border control measures may be implemented further to those announced by the Prime Minister on Sunday (2 February), none of the crew currently being received in our ports have departed mainland China **AFTER** 1 Feb. Any crew that may have been in Hubei Province, China within the past 14 days (and as such already subject to self-isolation) will have been reported to MSQ pre-arrival and required to self-isolate onboard – of note: no crew member arriving in a QLD port has fallen into this category since our additional reporting protocol was introduced Fri 31 Jan.

MSQ's threat minimisation protocols are in-line with State and Federal measures for the remainder of the community.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards

Angus

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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Released under RTI Act - TMR

MSQ VTS Direction 03/20

Novel Coronavirus Threat

Issued 2 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships scheduled to arrive at Queensland ports or picking up a Reef Pilot to provide the following information until further notice.

- 1) Report if any Crew Member or passenger has visited Hubei Province, China within the past 14 days;
- 2) Report if any Crew Member or passenger has visited mainland China since 1 February 2020;
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

Ships **MUST** provide this information to VTS **2-3 hours** prior to embarking a Pilot and/or going to anchor, and with the Reef VTS Pre-Entry report (**1 hour** prior to entering the Reef VTS area).

Negative Response

If answers to all above questions are **NO**, MSQ will then inform all parties including Marine and Reef Pilots, port authority and ships agent of the clear declaration.

Positive Response

If the answer is **YES** to any question for inbound vessels to a port or anchorage, VTS is to advise the respective Regional Harbour Master (RHM) immediately and follow any instructions given.

If the answer is **YES** to any question for vessels picking up Reef Pilot, Reef VTS is to notify the pilotage provider immediately, Regional Harbour Master Townsville, and AMSA

operationscoastalpilotagemanager@amsa.gov.au

Any crew member identified as having visited Hubei Province, China within the past 14 days OR having visited mainland China since 1 Feb will be asked report to the Captain and to self-isolate on board the vessel for the period of their stay in the Australian port or for a period that spans 14 days since leaving the province or mainland China (whichever is shortest). **Such crew members are not to have personal interaction with Australian based maritime industry staff.**

MSQ will make the appropriate notifications to State health authorities for further advice if any crew reports as falling in these categories.

If in the event of a ship is non-compliant by;

- a) not providing a Pre-entry report, or
- b) not providing answers to the questions

the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the ship prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the ship but were unsuccessful and requesting the pilot company to communicate with the ship on VHF 16.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0430 and 1630 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0500 and 1700 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health.

This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Tanker	N / N / N	
	Tanker	N / N / N	
	Container	N / N / N	
	Container	N / N / N	
	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Container	TBA	Still 10hrs out from Palm Passage (no reef pilot required), bound for Townsville

	Bulk Carrier	TBA	Still 6hrs out from entering Hydro Passage
	Bulk Carrier	TBA	Entering at Swain in 1 hr (no reef pilot required), bound for Gladstone
	Bulk Carrier	TBA	Entering at Swain in 1 hr (no reef pilot required), bound for Gladstone
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Nil vessels for this period		
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc

Gladstone	LNG CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
	LNG CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container ship	N / N / N	
	Container ship	N / N / N	
	Container ship	N / N / N	
	Container ship	N / N / N	
	Container ship	N / N / N	
	Bulk carrier	N / N / N	
	Bulk carrier	N / N / N	
	Bulk carrier	N / N / N	
	Bulk carrier	N / N / N	
	Tanker	N / N / N	
	Tanker	N / N / N	
	Tanker	N / N / N	

Ellie L McKinney

From: Ellie L McKinney on behalf of Angus Mitchell
Sent: Tuesday, 4 February 2020 9:12 PM
Subject: Update - GM, Maritime Safety Queensland - Novel Coronavirus 09
Attachments: MSQ VTS Direction 03-2020 Novel Corona Virus.pdf; Regional Shipping Medical Report (MSQ) - 04.02.2020pm.pdf

Dear Maritime Colleagues,

Over the course of the last 12 hours (05:00 Tue 4 Feb – 17:00 Tue 4 Feb), **23** vessels have entered Queensland ports and Reef Vessel Traffic Services (Regional Shipping Report attached).

22 vessels have reported **NO** to the three mandatory questions contained in VTS Direction 03-2020 (attached).

One Bulk Carrier who previously reported **YES** to having a crew member who had displayed a symptom potentially associated with the Novel Coronavirus on **Sat 1 Feb** (the vessel was subsequently cleared on medical advice 7 hours later to take a Reef Pilot through the compulsory pilotage area) is now due into Gladstone pm Thursday. Whilst the crew member is no longer displaying the one reported symptom, the vessel is cleared to take a Port Pilot on Thursday. The crew member will however, undergo a further precautionary medical assessment on arrival Gladstone.

During the course of the day a number of our industry partners have requested clarity regarding;

Q. 2 “Report if any Crew Member or passenger has visited mainland China since 1 February 2020”.

Explanation: Captured within this report is **any** crew member/s, whether they were onboard a vessel or ashore, that have been in mainland China since 1 Feb 2020. **Of note:** no crew member arriving in a QLD port or requiring the services of a Reef Pilot since increased reporting measures were put in place **Fri 31 Jan** has fallen into the category of **Q. 1** ‘having been in **Hubei Province, China in the past 14 days**’ OR **Q2**. ‘having been in **mainland China since 1 Feb**’. Furthermore, it is assessed as unlikely QLD will see any crew members fall within these two categories Prior to 10 Feb (given typical transit times), however, any that do will be subject to ‘**self-isolation**’ measures.

In respect to ‘*what happens*’ when we start receiving vessels that **HAVE** been in mainland China since **1 Feb** (potentially from **10 Feb** onward) - further advice on this is expected to be promulgated within the next few days. MSQ is very conscious that the adoption of potential ‘harder’ boarder measures has significant logistical consequences to the shipping and maritime industry, hence we are working hard to get as early advise as possible to minimise impacts.

MSQs threat minimisation protocols remain in-line with State and Federal measures for the remainder of the community.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution.

Queensland’s Regional Harbour Masters can be contacted for further information if required.

Regards

Angus

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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Released under RTI Act - TMR

MSQ VTS Direction 03/20

Novel Coronavirus Threat

Issued 2 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships scheduled to arrive at Queensland ports or picking up a Reef Pilot to provide the following information until further notice.

- 1) Report if any Crew Member or passenger has visited Hubei Province, China within the past 14 days;
- 2) Report if any Crew Member or passenger has visited mainland China since 1 February 2020;
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

Ships **MUST** provide this information to VTS **2-3 hours** prior to embarking a Pilot and/or going to anchor, and with the Reef VTS Pre-Entry report (**1 hour** prior to entering the Reef VTS area).

Negative Response

If answers to all above questions are **NO**, MSQ will then inform all parties including Marine and Reef Pilots, port authority and ships agent of the clear declaration.

Positive Response

If the answer is **YES** to any question for inbound vessels to a port or anchorage, VTS is to advise the respective Regional Harbour Master (RHM) immediately and follow any instructions given.

If the answer is **YES** to any question for vessels picking up Reef Pilot, Reef VTS is to notify the pilotage provider immediately, Regional Harbour Master Townsville, and AMSA

operationscoastalpilotagemanager@amsa.gov.au

Any crew member identified as having visited Hubei Province, China within the past 14 days OR having visited mainland China since 1 Feb will be asked report to the Captain and to self-isolate on board the vessel for the period of their stay in the Australian port or for a period that spans 14 days since leaving the province or mainland China (whichever is shortest). **Such crew members are not to have personal interaction with Australian based maritime industry staff.**

MSQ will make the appropriate notifications to State health authorities for further advice if any crew reports as falling in these categories.

If in the event of a ship is non-compliant by;

- a) not providing a Pre-entry report, or
- b) not providing answers to the questions

the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the ship prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the ship but were unsuccessful and requesting the pilot company to communicate with the ship on VHF 16.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0430 and 1630 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0500 and 1700 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health.

This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Container Vessel	N / N / N	Nil
	Passenger Vessel	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Tanker	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N / N / N	Nil
	Passenger Vessel	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Livestock Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N / N / N	NIL
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Liquified Gas Tanker	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / Y	Nil
	Cement Carrier	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container Vessel	N / N / N	Nil
	Container Vessel	N / N / N	Nil
	Container Vessel	N / N / N	Nil

Ellie L McKinney

From: Ellie L McKinney on behalf of Angus Mitchell
Sent: Tuesday, 4 February 2020 6:30 AM
Subject: Update - GM, Maritime Safety Queensland - Novel Coronavirus 09
Attachments: Regional Shipping Medical Report (MSQ) - 04.02.2020am.pdf; MSQ VTS Direction 03-2020 Novel Corona Virus.pdf

Dear Maritime Colleagues,

Over the course of the last 12 hours (17:00 Mon 3 Feb – 05:00 Tue 4 Feb), **26** vessels have entered Queensland ports and Reef Vessel Traffic Services (Regional Shipping Report attached).

All vessels have reported **NO** to the three mandatory questions contained in VTS Direction 03-2020 (attached).

As reported last night, a number of discussions were held yesterday at a State and Federal level around procedures that may need to be implemented once we start receiving vessels or crew that departed mainland China **AFTER** 1 Feb. MSQ does not expect this threshold to be reached before **10 Feb** (noting typical shortest steaming time). Rest assured MSQ is working hard to give the Queensland maritime industry as much lead time as possible so that appropriate plans and any required contingencies can be put in place.

While additional border control measures may be implemented further to those announced by the Prime Minister on Sunday (2 February), none of the crew currently being received in our ports have departed mainland China **AFTER** 1 Feb. Any crew that may have been in Hubei Province, China within the past 14 days (and as such already subject to self-isolation) will have been reported to MSQ pre-arrival and required to self-isolate onboard – of note: no crew member arriving in a QLD port has fallen into this category since our additional reporting protocol was introduced **Fri 31 Jan**.

MSQ's threat minimisation protocols are in-line with State and Federal measures for the remainder of the community.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards

Angus

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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Released under RTI Act - TMR

From: [Ellie L McKinney](#) on behalf of [Angus Mitchell](#)
Subject: Update - GM, Maritime Safety Queensland - Novel Coronavirus 10
Date: Wednesday, 5 February 2020 10:04:56 AM
Attachments: [MSQ VTS Direction 03-2020 Novel Corona Virus.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 05.02.2020am.pdf](#)
[MSQ GUIDELINE - Isolating Crew Onboard Ships.pdf](#)
[novel-coronavirus-2019-ncov-information-about-home-isolation_1.pdf](#)

Dear Maritime Colleagues,

Over the course of the last 12 hours (17:00 Tue 4 Feb – 05:00 Wed 5 Feb), **29** vessels have entered Queensland ports and Reef Vessel Traffic Services (Regional Shipping Report attached).

28 vessels have reported **NO** to the three mandatory questions contained in VTS Direction 03-2020 (attached).

One passenger vessel not due to anchor until Thursday 6 Feb reported **YES** to having a crew member who had displayed influenza-like symptoms. This vessel has however reported **NO** to any crew member or passenger having been within Hubei Province, China within the past 14 days or within mainland China since 1 Feb. Queensland Health have been informed of the situation. The crew member has been isolated and appropriate monitoring taking place.

Yesterday a number of our industry partners have requested clarity regarding;

Q. 2 “Report if any Crew Member or passenger has visited mainland China since 1 February 2020”.

Explanation: Captured within this report is **any** crew member/s, whether they were onboard a vessel or ashore, that have been in mainland China since 1 Feb 2020. **Of note:** no crew member arriving in a QLD port or requiring the services of a Reef Pilot since increased reporting measures were put in place **Fri 31 Jan** has fallen into the category of **Q. 1** ‘having been in **Hubei Province, China in the past 14 days**’ OR **Q2**. ‘having been in **mainland China since 1 Feb**’. Furthermore, it is assessed as unlikely QLD will see any crew members fall within these two categories Prior to 10 Feb (given typical transit times), however, any that do will be subject to ‘**self-isolation**’ measures.

What is self-isolation: Further guidance on what constitutes self-isolation onboard a vessel is contained at the attachment ‘**MSQ Guidelines – Isolating Crew Onboard Ships**’ as well as a Mandarin version of the Australian Government’s advise on home-isolation.

In respect to ‘*what happens*’ when we start receiving vessels that **HAVE** been in mainland China since **1 Feb** (potentially from **10 Feb** onward) - further advice on this is expected to be promulgated within the next few days. MSQ is very conscious that the adoption of potential ‘harder’ boarder measures has significant logistical consequences to the shipping and maritime industry, hence we are working hard to get as early advise as possible to minimise impacts.

MSQs threat minimisation protocols remain in-line with State and Federal measures for the remainder of the community.

While every effort has been made to inform all Queensland maritime partners of this update,

please ensure wide distribution.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards

Angus

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Released under RTI Act - TMR

Isolating crew on board ships

Background

Outbreaks of influenza and other respiratory viral diseases such as Novel Coronavirus can occur among the crew of foreign trading ships. Early detection, prevention, and control of are important, not only to protect the health of crew, but also to avoid spread of disease into home and visiting ports by disembarking sick crew and/or exposing them to shore workers going onboard.

Purpose

This document provides guidance for ships originating from mainland China and arriving in Queensland waters and ports and focuses on preventing the spread of the Novel Coronavirus, including personal protective measures for crew members and control of outbreaks.

Guideline

Commercial maritime travel is characterized by the movement of people in closed and semi-closed settings. Like other close-contact environments, these settings can facilitate the transmission of influenza viruses and other respiratory viruses from person to person through droplet spread or potentially through contact with contaminated surfaces.

Specific management should include early identification and isolation of crew members with (virus), encouraging good respiratory hygiene and cough etiquette.

Respiratory Hygiene and Cough Etiquette

People with Novel Coronavirus symptoms that include fever, flu-like symptoms, cough, sore throat, headache or difficulty breathing should be advised of the importance of covering coughs and sneezes with a tissue or cloth. Used tissue/cloths should be disposed of immediately in a disposable container (e.g., plastic bag) or a washable bin. Crew members should be reminded to wash their hands often with soap and water, especially after coughing or sneezing. If soap and water are not available, they can use an alcohol-based hand sanitiser.

Managing Crew with symptoms while onboard

Crew members with virus symptoms should take the following actions:

- Notify the Master.
- Report to the infirmary for medical evaluation, according to shipboard protocols.
- Remain isolated in their cabins, quarters or other suitable location onboard.
- Continue to practice respiratory hygiene, cough etiquette, and hand hygiene after returning to work, because respiratory viruses can continue to be shed for long periods after symptoms resolve.

Crew members who are experiencing severe illness should seek medical care as soon as possible and be evaluated. While temporarily in common areas, crew members with virus symptoms should be encouraged to remain as far away from others as possible (at least 1 metre), and either wear P2 face masks or cover their mouths and noses with a tissue or cloth.

Managing crew following exposure to a person with virus symptoms

Passengers and crew members who may have been exposed to a person suspected of having the Novel Coronavirus should monitor their health for **14 days** after the possible exposure. Upon disembarkation, a crew member with virus symptoms should be referred to a healthcare facility off the ship. The facility should be informed before arrival. The crew member should wear a face mask when travelling to healthcare facility.

Preventing Novel Coronavirus in Crew Members

The following recommendations should be followed, when possible, by crew members whose work activities involve contact with others who have virus symptoms:

- Maintain a distance of 1 metre from the sick person while interviewing, escorting, or providing other assistance.
- Keep interactions with sick people as brief as possible.
- Limit the number of people who interact with sick people. To the extent possible, the sick person should receive care and meals from a single person.
- Avoid touching your eyes, nose, and mouth.
- Wash your hands with soap and water. If soap and water are not available, use an alcohol-based hand sanitiser.
- Ask the sick person to wear a face mask, and provide one, if wearing it can be tolerated.
- Provide tissues and access to soap and water and ask the sick person to:
 - Cover his or her mouth and nose with a tissue (or face mask) when coughing or sneezing.
 - Throw away used tissues immediately in a disposable container (plastic bag) or a washable trash can.
 - Wash his or her hands often with soap and water for 20 seconds.
 - If soap and water are not available, the sick person should use an alcohol-based hand sanitizer.

References

Center for Disease Control and Prevention *Guidance for Cruise Ships on Influenza-like Illness (ILI) Management* retrieved 4 February 2020 from <https://www.cdc.gov/quarantine/cruise/management/guidance-cruise-ships-influenza-updated.html>

MSQ VTS Direction 03/20

Novel Coronavirus Threat

Issued 2 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships scheduled to arrive at Queensland ports or picking up a Reef Pilot to provide the following information until further notice.

- 1) Report if any Crew Member or passenger has visited Hubei Province, China within the past 14 days;
- 2) Report if any Crew Member or passenger has visited mainland China since 1 February 2020;
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

Ships **MUST** provide this information to VTS **2-3 hours** prior to embarking a Pilot and/or going to anchor, and with the Reef VTS Pre-Entry report (**1 hour** prior to entering the Reef VTS area).

Negative Response

If answers to all above questions are **NO**, MSQ will then inform all parties including Marine and Reef Pilots, port authority and ships agent of the clear declaration.

Positive Response

If the answer is **YES** to any question for inbound vessels to a port or anchorage, VTS is to advise the respective Regional Harbour Master (RHM) immediately and follow any instructions given.

If the answer is **YES** to any question for vessels picking up Reef Pilot, Reef VTS is to notify the pilotage provider immediately, Regional Harbour Master Townsville, and AMSA

operationscoastalpilotagemanager@amsa.gov.au

Any crew member identified as having visited Hubei Province, China within the past 14 days OR having visited mainland China since 1 Feb will be asked report to the Captain and to self-isolate on board the vessel for the period of their stay in the Australian port or for a period that spans 14 days since leaving the province or mainland China (whichever is shortest). **Such crew members are not to have personal interaction with Australian based maritime industry staff.**

MSQ will make the appropriate notifications to State health authorities for further advice if any crew reports as falling in these categories.

If in the event of a ship is non-compliant by;

- a) not providing a Pre-entry report, or
- b) not providing answers to the questions

the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the ship prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the ship but were unsuccessful and requesting the pilot company to communicate with the ship on VHF 16.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0430 and 1630 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0500 and 1700 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health.

This direction will remain in effect until further notice.



新型冠状病毒（2019-nCoV）

居家隔离指南

2019 年 12 月下旬，中国湖北省武汉市发生了由一种新型冠状病毒（2019-nCoV）引发的疫情。

给近距离接触感染者与最近从中国大陆返澳人士的建议

如果因到过高风险地区或与新型冠状病毒确诊病例有过近距离接触而被建议自我隔离，则应遵从以下指南。

居家或酒店隔离

如果您被建议须自我隔离，则不应去任何公共场所，尤其是工作单位、学校、幼儿园或大学。只有通常住在家里的人应在家中居住，外人不得进入家中。

在家隔离时，没有必要戴口罩。尽可能请那些不需要自我隔离的朋友或家人，为您提供食物或其他必需品。如果您必须离家，比如寻求医疗救治，则要尽可能带上外科口罩。

监测症状

隔离期间，应监控自己是否出现染病症状。注意是否：

- 发烧
- 咳嗽
- 气短。

其他需要注意的早期症状有发冷、身体疼痛、喉咙痛、头痛和流鼻涕、肌肉疼痛或腹泻。

如果生病了，该怎么办？

如果症状轻微：

- 将自己与其他人隔离，如有可能，请佩戴口罩；以及
- 致电给医生或医院，告知最近曾到过的地方。

如果症状严重，比如呼吸困难：

- 拨打 000 叫救护车，并告知救护人员您最近曾到过的地方。

洗手

遵循良好的手部卫生习惯和打喷嚏/咳嗽礼仪是防御大多数病毒的最好方法。应该：

- 饭前便后用肥皂洗手；
- 避免与他人近距离接触（包括触摸、亲吻、拥抱和亲密接触），以及
- 咳嗽和打喷嚏时用肘部掩面。

给家中其他人的建议

家中其他人不需要进行隔离，除非他们在过去 14 天内也曾到过中国大陆，或与您有过近距离接触。

外出

如果您住的是私家住宅，那么到花园或院子里走走是安全的。如果花园或院子里还有其他人，则要戴上外科口罩。如果您住的是公寓，戴着外科口罩到外面的花园也是安全的。然而，在去花园的路上应快速穿过任何公共区域。如果您必须穿过这些区域，则要戴上外科口罩。如果有阳台的话，去阳台也是安全的。

居家隔离保持心情愉悦

隔离可能是很可怕的经历，对小孩子来说，尤其如此。我们的建议包括：

- 与其他家庭成员谈论病情。了解新型冠状病毒能减少焦虑感。
- 使用适龄语言安抚幼儿。
- 尽可能保持正常的日常生活。
- 想想过去是如何应对困难局面的，并给自己打气，相信这次也能应对困难局面。要知道隔离的时间不会持续很久。
- 通过电话、电子邮件或社交媒体与家人和朋友保持联系。
- 有规律地锻炼。可以选择运动光盘、舞蹈、自由体操、瑜伽、在后院散步或使用家用锻炼设备，如室内自行车（如果有的话）。锻炼是治疗压力和抑郁的有效方法。

居家隔离期间克服无聊情绪

长时间呆在家里可能会导致无聊、紧张和抵触情绪。我们的建议包括：

- 如果可能，与雇主协商在家工作。
- 要求孩子的学校通过邮寄或电子邮件提供功课任务、习题和家庭作业。
- 不要过于依赖电视和科技产品。把隔离当成一次机会，做一些通常没有时间做的事情，比如棋盘游戏、手工艺、绘画和阅读。

从哪里可以获得更多信息？

请访问澳大利亚联邦政府卫生部网站：www.health.gov.au

拨打全国冠状病毒健康信息热线：1800 020 080。

请联系您所在州或领地的公共卫生机构：

- 首都领地 拨打 02 5124 9213
- 新州 拨打 1300 066 055
- 北领地 拨打 08 8922 8044
- 昆州 致电 13HEALTH（电话：13 43 25 84）
- 南澳州 拨打 1300 232 272
- 塔州 拨打 1800 671 738
- 维州 拨打 1300 651 160
- 西澳州 拨打 08 9328 0553

Released under RTI Act - TMR



Novel coronavirus (2019-nCoV)

Home isolation guidance

An outbreak of novel coronavirus (2019-nCoV) was detected in Wuhan, Hubei Province, China in late December 2019.

Advice for close contacts and recently returned travellers from mainland China

If you have been advised to isolate yourself because of travel to a high risk area or close contact with a confirmed case of novel coronavirus then the following guidelines apply.

Stay at home or in your hotel

People who are recommended to be isolated should not attend public places, in particular work, school, childcare or university. Only people who usually live in the household should be in the home. Do not allow visitors into the home.

There is no need to wear masks in the home. Where possible, get others such as friends or family, who are not required to be isolated to get food or other necessities for you. If you must leave the home, such as to seek medical care, wear a surgical mask if you have one.

Monitor symptoms

When in quarantine, you should monitor yourself for symptoms. Watch for:

- fever
- cough
- shortness of breath.

Other early symptoms to watch for are chills, body aches, sore throat, headache and runny nose, muscle pain or diarrhoea.

What do I do if I get sick?

If you develop mild symptoms:

- Isolate yourself from other people and put on a mask if you have one; and
- Call a doctor or hospital and tell them your recent travel history.

If you have serious symptoms such as difficulty breathing:

- Call 000 and ask for an ambulance and notify the officers of your recent travel history.

Wash your hands

Practising good hand hygiene and sneeze/cough hygiene is the best defence against most viruses. You should:

- wash your hands often with soap and water before and after eating as well as after attending the toilet;
- avoid contact with others (including touching, kissing, hugging, and other intimate contact); and
- cough and sneeze into your elbow.

Advice for others in the household

Other members of the household are not required to be isolated unless they have also travelled to mainland China in the past 14 days, or have been in close contact with you.

Going outside

If you live in a private house, then it is safe for you to go outside into your garden or courtyard. Wear a surgical mask if there is anyone else there.

If you live in an apartment it is also safe for you to go outside into the garden while wearing a surgical mask. However you should go quickly through any common areas on the way to the garden. Wear a surgical mask if you have to move through these areas. It's safe to go onto your balcony if you have one.

Keeping spirits up in isolation at home

Being under quarantine can be frightening, particularly for young children. Suggestions include:

- Talk to the other members of the family about the infection. Understanding novel coronavirus will reduce anxiety.
- Reassure young children using age-appropriate language.
- Keep up a normal daily routine as much as possible.
- Think about how you have coped with difficult situations in the past and reassure yourself that you will cope with this situation too. Remember that quarantine won't last for long.
- Keep in touch with family members and friends via telephone, email or social media.
- Exercise regularly. Options could include exercise DVDs, dancing, floor exercises, yoga, walking around the backyard or using home exercise equipment, such as a stationary bicycle, if you have it. Exercise is a proven treatment for stress and depression.

Reducing boredom while in quarantine at home

Being confined to home for an extended period of time can cause boredom, stress and conflict. Suggestions include:

- Arrange with your employer to work from home, if possible.
- Ask your child's school to supply assignments, work sheets and homework by post or email.
- Don't rely too heavily on the television and technology. Treat quarantine as an opportunity to do some of those things you never usually have time for, such as board games, craft, drawing and reading.

Where can I get more information?

Visit the Australian Government Department of Health homepage at www.health.gov.au

Call the National Coronavirus Health Information Line on 1800 020 080.

Contact your state or territory public health agency:

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- Vic call 1300 651 160
- WA call 08 9328 0553

Released under RTI Act - TMR

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Gas Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Passenger Ship	N/N/Y	OOW on board advises 1 Crew Member has been isolated with Influenza like Illness. QLD Health has been notified and appropriate measures have been implemented. Vessel not due to anchor until Thu 6 Feb.
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc

Townsville	Bulk Carrier	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
	LNG CARRIER	N/N/N	Nil
	LIQUIFIED NATURAL GAS CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
Gladstone	CEMENT CARRIER	N/N/N	Nil
	LIVESTOCK CARRIER	N/N/N	Nil

	CEMENT CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container	N/N/N	Nil
	Container	N/N/N	Nil
	Cruise ship	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
	Car Carrier	N/N/N	Nil

From: Ellie L McKinney on behalf of Angus Mitchell
Sent: Wednesday, 5 February 2020 7:24 PM
Subject: Update - GM, Maritime Safety Queensland - Novel Coronavirus 11
Attachments: MSQ GUIDELINE - Isolating Crew Onboard Ships.pdf; novel-coronavirus-2019-ncov-information-about-home-isolation_1.pdf; Regional Shipping Medical Report (MSQ) - 05.02.pdf; MSQ VTS Direction 03-2020 Novel Corona Virus.pdf

A message from the General Manager (Maritime Safety Queensland)



Dear Maritime Colleagues,

Over the course of the last 12 hours (05:00 Wed 5 Feb – 17:00 Wed 5 Feb), 21 vessels have entered Queensland ports and Reef Vessel Traffic Services (Regional Shipping Report attached).

21 vessels have reported **NO** to the three mandatory questions contained in VTS Direction 03-2020 (attached).

AMSA briefly detained a vessel this morning, 5 Feb, after it was discovered after arriving in port that a crew member had presented as being unwell. The symptoms on initial assessment appeared not to be related to the novel coronavirus. Queensland Health have been informed of the situation. The crew member has been isolated and appropriate monitoring taking place. Further investigations by AMSA are continuing.

The Bulk Carrier that had a crew member report a possible symptom associated with the novel coronavirus on Sat 1 Feb (of which the vessel was subsequently cleared to embark a Pilot following medical advice) has now arrived at anchor. A Queensland Health officer boarded the vessel today to conduct a further assessment and obtain a swab which will be tested for the novel coronavirus. Whilst the crew members symptoms subsided on Sat 1 Feb, the measures implemented by Queensland Health have been purely precautionary in nature. Test results are expected in coming days and if clear, the vessel will be permitted take a Pilot and proceed to berth.

What is self-isolation: Further guidance on what constitutes self-isolation onboard a vessel is contained at the attachment '**MSQ Guidelines – Isolating Crew Onboard Ships**' as well as a Mandarin version of the Australian Government's advice on home-isolation.

In respect to '*what happens*' when we start receiving vessels that **HAVE** been in mainland China since **1 Feb** (potentially from **10 Feb** onward). MSQ has had preliminary discussion with QLD Port Authorities, representative industry groups, and a number of terminal operators on this matter this afternoon and expect to have further advice within the next day or so. MSQ is very conscious that the adoption of potential 'harder' boarder measures has significant logistical consequences to the shipping and maritime industry, hence we are working hard to get as early advise as possible to minimise impacts. The safety and well being of our maritime industry personnel will be paramount to the adoption of any potential increased measures.

MSQs threat minimisation protocols remain in-line with State and Federal measures for the remainder of the community.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au .

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards

Angus

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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Isolating crew on board ships

Background

Outbreaks of influenza and other respiratory viral diseases such as Novel Coronavirus can occur among the crew of foreign trading ships. Early detection, prevention, and control of are important, not only to protect the health of crew, but also to avoid spread of disease into home and visiting ports by disembarking sick crew and/or exposing them to shore workers going onboard.

Purpose

This document provides guidance for ships originating from mainland China and arriving in Queensland waters and ports and focuses on preventing the spread of the Novel Coronavirus, including personal protective measures for crew members and control of outbreaks.

Guideline

Commercial maritime travel is characterized by the movement of people in closed and semi-closed settings. Like other close-contact environments, these settings can facilitate the transmission of influenza viruses and other respiratory viruses from person to person through droplet spread or potentially through contact with contaminated surfaces.

Specific management should include early identification and isolation of crew members with (virus), encouraging good respiratory hygiene and cough etiquette.

Respiratory Hygiene and Cough Etiquette

People with Novel Coronavirus symptoms that include fever, flu-like symptoms, cough, sore throat, headache or difficulty breathing should be advised of the importance of covering coughs and sneezes with a tissue or cloth. Used tissue/cloths should be disposed of immediately in a disposable container (e.g., plastic bag) or a washable bin. Crew members should be reminded to wash their hands often with soap and water, especially after coughing or sneezing. If soap and water are not available, they can use an alcohol-based hand sanitiser.

Managing Crew with symptoms while onboard

Crew members with virus symptoms should take the following actions:

- Notify the Master.
- Report to the infirmary for medical evaluation, according to shipboard protocols.
- Remain isolated in their cabins, quarters or other suitable location onboard.
- Continue to practice respiratory hygiene, cough etiquette, and hand hygiene after returning to work, because respiratory viruses can continue to be shed for long periods after symptoms resolve.

Crew members who are experiencing severe illness should seek medical care as soon as possible and be evaluated. While temporarily in common areas, crew members with virus symptoms should be encouraged to remain as far away from others as possible (at least 1 metre), and either wear P2 face masks or cover their mouths and noses with a tissue or cloth.

Managing crew following exposure to a person with virus symptoms

Passengers and crew members who may have been exposed to a person suspected of having the Novel Coronavirus should monitor their health for **14 days** after the possible exposure. Upon disembarkation, a crew member with virus symptoms should be referred to a healthcare facility off the ship. The facility should be informed before arrival. The crew member should wear a face mask when travelling to healthcare facility.

Preventing Novel Coronavirus in Crew Members

The following recommendations should be followed, when possible, by crew members whose work activities involve contact with others who have virus symptoms:

- Maintain a distance of 1 metre from the sick person while interviewing, escorting, or providing other assistance.
- Keep interactions with sick people as brief as possible.
- Limit the number of people who interact with sick people. To the extent possible, the sick person should receive care and meals from a single person.
- Avoid touching your eyes, nose, and mouth.
- Wash your hands with soap and water. If soap and water are not available, use an alcohol-based hand sanitiser.
- Ask the sick person to wear a face mask, and provide one, if wearing it can be tolerated.
- Provide tissues and access to soap and water and ask the sick person to:
 - Cover his or her mouth and nose with a tissue (or face mask) when coughing or sneezing.
 - Throw away used tissues immediately in a disposable container (plastic bag) or a washable trash can.
 - Wash his or her hands often with soap and water for 20 seconds.
 - If soap and water are not available, the sick person should use an alcohol-based hand sanitizer.

References

Center for Disease Control and Prevention *Guidance for Cruise Ships on Influenza-like Illness (ILI) Management* retrieved 4 February 2020 from <https://www.cdc.gov/quarantine/cruise/management/guidance-cruise-ships-influenza-updated.html>

MSQ VTS Direction 03/20

Novel Coronavirus Threat

Issued 2 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships scheduled to arrive at Queensland ports or picking up a Reef Pilot to provide the following information until further notice.

- 1) Report if any Crew Member or passenger has visited Hubei Province, China within the past 14 days;
- 2) Report if any Crew Member or passenger has visited mainland China since 1 February 2020;
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

Ships **MUST** provide this information to VTS **2-3 hours** prior to embarking a Pilot and/or going to anchor, and with the Reef VTS Pre-Entry report (**1 hour** prior to entering the Reef VTS area).

Negative Response

If answers to all above questions are **NO**, MSQ will then inform all parties including Marine and Reef Pilots, port authority and ships agent of the clear declaration.

Positive Response

If the answer is **YES** to any question for inbound vessels to a port or anchorage, VTS is to advise the respective Regional Harbour Master (RHM) immediately and follow any instructions given.

If the answer is **YES** to any question for vessels picking up Reef Pilot, Reef VTS is to notify the pilotage provider immediately, Regional Harbour Master Townsville, and AMSA

operationscoastalpilotagemanager@amsa.gov.au

Any crew member identified as having visited Hubei Province, China within the past 14 days OR having visited mainland China since 1 Feb will be asked report to the Captain and to self-isolate on board the vessel for the period of their stay in the Australian port or for a period that spans 14 days since leaving the province or mainland China (whichever is shortest). **Such crew members are not to have personal interaction with Australian based maritime industry staff.**

MSQ will make the appropriate notifications to State health authorities for further advice if any crew reports as falling in these categories.

If in the event of a ship is non-compliant by;

- a) not providing a Pre-entry report, or
- b) not providing answers to the questions

the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the ship prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the ship but were unsuccessful and requesting the pilot company to communicate with the ship on VHF 16.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0430 and 1630 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0500 and 1700 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health.

This direction will remain in effect until further notice.



新型冠状病毒（2019-nCoV）

居家隔离指南

2019 年 12 月下旬，中国湖北省武汉市发生了由一种新型冠状病毒（2019-nCoV）引发的疫情。

给近距离接触感染者与最近从中国大陆返澳人士的建议

如果因到过高风险地区或与新型冠状病毒确诊病例有过近距离接触而被建议自我隔离，则应遵从以下指南。

居家或酒店隔离

如果您被建议须自我隔离，则不应去任何公共场所，尤其是工作单位、学校、幼儿园或大学。只有通常住在家里的人应在家中居住，外人不得进入家中。

在家隔离时，没有必要戴口罩。尽可能请那些不需要自我隔离的朋友或家人，为您提供食物或其他必需品。如果您必须离家，比如寻求医疗救治，则要尽可能带上外科口罩。

监测症状

隔离期间，应监控自己是否出现染病症状。注意是否：

- 发烧
- 咳嗽
- 气短。

其他需要注意的早期症状有发冷、身体疼痛、喉咙痛、头痛和流鼻涕、肌肉疼痛或腹泻。

如果生病了，该怎么办？

如果症状轻微：

- 将自己与其他人隔离，如有可能，请佩戴口罩；以及
- 致电给医生或医院，告知最近曾到过的地方。

如果症状严重，比如呼吸困难：

- 拨打 000 叫救护车，并告知救护人员您最近曾到过的地方。

洗手

遵循良好的手部卫生习惯和打喷嚏/咳嗽礼仪是防御大多数病毒的最好方法。应该：

- 饭前便后用肥皂洗手；
- 避免与他人近距离接触（包括触摸、亲吻、拥抱和亲密接触），以及
- 咳嗽和打喷嚏时用肘部掩面。

给家中其他人的建议

家中其他人不需要进行隔离，除非他们在过去 14 天内也曾到过中国大陆，或与您有过近距离接触。

外出

如果您住的是私家住宅，那么到花园或院子里走走是安全的。如果花园或院子里还有其他人，则要戴上外科口罩。如果您住的是公寓，戴着外科口罩到外面的花园也是安全的。然而，在去花园的路上应快速穿过任何公共区域。如果您必须穿过这些区域，则要戴上外科口罩。如果有阳台的话，去阳台也是安全的。

居家隔离保持心情愉悦

隔离可能是很可怕的经历，对小孩子来说，尤其如此。我们的建议包括：

- 与其他家庭成员谈论病情。了解新型冠状病毒能减少焦虑感。
- 使用适龄语言安抚幼儿。
- 尽可能保持正常的日常生活。
- 想想过去是如何应对困难局面的，并给自己打气，相信这次也能应对困难局面。要知道隔离的时间不会持续很久。
- 通过电话、电子邮件或社交媒体与家人和朋友保持联系。
- 有规律地锻炼。可以选择运动光盘、舞蹈、自由体操、瑜伽、在后院散步或使用家用锻炼设备，如室内自行车（如果有的话）。锻炼是治疗压力和抑郁的有效方法。

居家隔离期间克服无聊情绪

长时间呆在家里可能会导致无聊、紧张和抵触情绪。我们的建议包括：

- 如果可能，与雇主协商在家工作。
- 要求孩子的学校通过邮寄或电子邮件提供功课任务、习题和家庭作业。
- 不要过于依赖电视和科技产品。把隔离当成一次机会，做一些通常没有时间做的事情，比如棋盘游戏、手工艺、绘画和阅读。

从哪里可以获得更多信息？

请访问澳大利亚联邦政府卫生部网站：www.health.gov.au

拨打全国冠状病毒健康信息热线：1800 020 080。

请联系您所在州或领地的公共卫生机构：

- 首都领地 拨打 02 5124 9213
- 新州 拨打 1300 066 055
- 北领地 拨打 08 8922 8044
- 昆州 致电 13HEALTH（电话：13 43 25 84）
- 南澳州 拨打 1300 232 272
- 塔州 拨打 1800 671 738
- 维州 拨打 1300 651 160
- 西澳州 拨打 08 9328 0553

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Home isolation guidance

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Advice for close contacts and recently returned travellers from mainland China

If you have been advised to isolate yourself because of travel to a high risk area or close contact with a confirmed case of novel coronavirus then the following guidelines apply.

Stay at home or in your hotel

People who are recommended to be isolated should not attend public places, in particular work, school, childcare or university. Only people who usually live in the household should be in the home. Do not allow visitors into the home.

There is no need to wear masks in the home. Where possible, get others such as friends or family, who are not required to be isolated to get food or other necessities for you. If you must leave the home, such as to seek medical care, wear a surgical mask if you have one.

Monitor symptoms

When in quarantine, you should monitor yourself for symptoms. Watch for:

- fever
- cough
- shortness of breath.

Other early symptoms to watch for are chills, body aches, sore throat, headache and runny nose, muscle pain or diarrhoea.

What do I do if I get sick?

If you develop mild symptoms:

- Isolate yourself from other people and put on a mask if you have one; and
- Call a doctor or hospital and tell them your recent travel history.

If you have serious symptoms such as difficulty breathing:

- Call 000 and ask for an ambulance and notify the officers of your recent travel history.

Wash your hands

Practising good hand hygiene and sneeze/cough hygiene is the best defence against most viruses. You should:

- wash your hands often with soap and water before and after eating as well as after attending the toilet;
- avoid contact with others (including touching, kissing, hugging, and other intimate contact); and
- cough and sneeze into your elbow.

Advice for others in the household

Other members of the household are not required to be isolated unless they have also travelled to mainland China in the past 14 days, or have been in close contact with you.

Going outside

If you live in a private house, then it is safe for you to go outside into your garden or courtyard. Wear a surgical mask if there is anyone else there.

If you live in an apartment it is also safe for you to go outside into the garden while wearing a surgical mask. However you should go quickly through any common areas on the way to the garden. Wear a surgical mask if you have to move through these areas. It's safe to go onto your balcony if you have one.

Keeping spirits up in isolation at home

Being under quarantine can be frightening, particularly for young children. Suggestions include:

- Talk to the other members of the family about the infection. Understanding novel coronavirus will reduce anxiety.
- Reassure young children using age-appropriate language.
- Keep up a normal daily routine as much as possible.
- Think about how you have coped with difficult situations in the past and reassure yourself that you will cope with this situation too. Remember that quarantine won't last for long.
- Keep in touch with family members and friends via telephone, email or social media.
- Exercise regularly. Options could include exercise DVDs, dancing, floor exercises, yoga, walking around the backyard or using home exercise equipment, such as a stationary bicycle, if you have it. Exercise is a proven treatment for stress and depression.

Reducing boredom while in quarantine at home

Being confined to home for an extended period of time can cause boredom, stress and conflict. Suggestions include:

- Arrange with your employer to work from home, if possible.
- Ask your child's school to supply assignments, work sheets and homework by post or email.
- Don't rely too heavily on the television and technology. Treat quarantine as an opportunity to do some of those things you never usually have time for, such as board games, craft, drawing and reading.

Where can I get more information?

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Call the National Coronavirus Health Information Line on 1800 020 080.

Contact your state or territory public health agency:

- ACT call 02 5124 9213 during business hours or (02) 9962 4155 after hours
- NSW call 1300 066 055
- NT call 08 8922 8044
- Qld call 13HEALTH (13 43 25 84)
- SA call 1300 232 272
- Tas call 1800 671 738
- Vic call 1300 651 160
- WA call 08 9328 0553

Released under RTI Act - TMR

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Tanker	N/N/N	NIL
	Bulk carrier	N/N/N	NIL
	Tanker	N/N/N	NIL
	Cargo	N/N/N	NIL
	Cargo	N/N/N	NIL
	Bulk carrier		
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk carrier	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk carrier	N / N / N	NIL
	Bulk carrier	N / N / N	NIL
	Bulk carrier	N / N / N	NIL
	Bulk carrier	N / N / N	NIL

	Bulk carrier	N / N / N	NIL
	Tanker	N / N / N	NIL
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Tanker	N / N / N	Nil
	Bulk carrier	N / N / N	Nil
	Bulk carrier	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Passenger	N / N / N	
	Tanker	N / N / N	
	Vehicles carrier	N / N / N	
	Container	N / N / N	

Correct as of 05.02.2020 1700hrs

From: Ellie L McKinney on behalf of Angus Mitchell
Sent: Thursday, 6 February 2020 6:08 AM
Subject: Update - GM, Maritime Safety Queensland - Novel Coronavirus 12
Attachments: MSQ VTS Direction 03-2020 Novel Corona Virus.pdf; Regional Shipping Medical Report (MSQ) - 06.02.2020am.pdf

A message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 12 hours (17:00 Wed 5 Feb – 05:00 Thu 6 Feb), **24** vessels have entered Queensland pilotage areas and Reef Vessel Traffic Services (Regional Shipping Medical Report attached).

23 vessels have reported **NO** to the three mandatory questions contained in *VTS Direction 03-2020* (attached).

One vessel reported **YES** to having crew who had been within mainland China since 1 Feb 2020. This vessel is not due to take a Pilot until 13 Feb, MSQ will make a further assessment before this time and work with Qld Health authorities as required. This vessel has also reported **NO** to any crew displaying symptoms associated with the Coronavirus.

MSQ will continue to work collaboratively with Qld Health, Qld's Port corporations and representative industry groups to minimize the risks associated with the Coronavirus and its impact to our vital trade corridor. The safety and well-being of our maritime industry personnel however, will continue to be of paramount priority.

MSQ's threat minimisation protocols remain in-line with State and Federal measures for the remainder of the community.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards

Angus

Angus Mitchell
General Manager
Maritime Safety Queensland

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Released under RTI Act - TMR

MSQ VTS Direction 03/20

Novel Coronavirus Threat

Issued 2 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships scheduled to arrive at Queensland ports or picking up a Reef Pilot to provide the following information until further notice.

- 1) Report if any Crew Member or passenger has visited Hubei Province, China within the past 14 days;
- 2) Report if any Crew Member or passenger has visited mainland China since 1 February 2020;
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

Ships **MUST** provide this information to VTS **2-3 hours** prior to embarking a Pilot and/or going to anchor, and with the Reef VTS Pre-Entry report (**1 hour** prior to entering the Reef VTS area).

Negative Response

If answers to all above questions are **NO**, MSQ will then inform all parties including Marine and Reef Pilots, port authority and ships agent of the clear declaration.

Positive Response

If the answer is **YES** to any question for inbound vessels to a port or anchorage, VTS is to advise the respective Regional Harbour Master (RHM) immediately and follow any instructions given.

If the answer is **YES** to any question for vessels picking up Reef Pilot, Reef VTS is to notify the pilotage provider immediately, Regional Harbour Master Townsville, and AMSA

operationscoastalpilotagemanager@amsa.gov.au

Any crew member identified as having visited Hubei Province, China within the past 14 days OR having visited mainland China since 1 Feb will be asked report to the Captain and to self-isolate on board the vessel for the period of their stay in the Australian port or for a period that spans 14 days since leaving the province or mainland China (whichever is shortest). **Such crew members are not to have personal interaction with Australian based maritime industry staff.**

MSQ will make the appropriate notifications to State health authorities for further advice if any crew reports as falling in these categories.

If in the event of a ship is non-compliant by;

- a) not providing a Pre-entry report, or
- b) not providing answers to the questions

the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the ship prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the ship but were unsuccessful and requesting the pilot company to communicate with the ship on VHF 16.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0430 and 1630 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0500 and 1700 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health.

This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N / N / N	Nil
	Tanker	N / N / N	Nil
	Container	N / N / N	Nil
	Bulk Carrier	N / Y / N	RHM Townsville. Vessel ETA ReefVTS area 13th February 2020 bound for Abbot Point
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	nil vessels for this period		

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	General Cargo	N / N / N	Nil
	Livestock	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Cruise Ship	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	LIQUEFIED GAS TANKER	N / N / N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container	N / N / N	Nil
	Container	N / N / N	Nil
	Vehicle Carrier	N / N / N	Nil
	Container	N / N / N	Nil

From: [Ellie L McKinney](#) on behalf of [Angus Mitchell](#)
Subject: Update - GM, Maritime Safety Queensland - Novel Coronavirus 13
Date: Thursday, 6 February 2020 7:44:06 PM
Attachments: [General Manager Direction to Masters of all ships Queensland - Coronavirus.pdf](#)
[MSQ GUIDELINE - Isolating Crew Onboard Ships.pdf](#)
[novel-coronavirus-2019-ncov-information-about-home-isolation_1.pdf](#)
[MSQ VTS Direction 03-2020 Novel Corona Virus.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 06.02.pdf](#)
[image002.png](#)

A message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 12 hours (05:00 Thu 6 Feb – 17:00 Thu 6 Feb), **32** vessels have entered Queensland ports and Reef Vessel Traffic Services (Regional Shipping Report attached).

All vessels have reported **NO** to the three mandatory questions contained in VTS Direction 03-2020 (attached).

At 12 pm today on Thursday 6 February 2020, I issued a General Manager's Direction under section 191A of the Transport Operations (Marine Safety) Act 1994.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China on or after 1 February 2020.

(To remove any doubt, this means for example that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020 and a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

I have issued this direction due to the exceptional circumstances that exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health.

Note: This Direction will be reviewed within 7 days and an update provided.

MSQ will continue to work collaboratively with QLD Health, QLDs Port corporations and representative industry groups to minimize the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

MSQs threat minimisation protocols remain in-line with State and Federal measures for the remainder of the community.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au .

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards

Angus

Angus Mitchell

General Manager

Maritime Safety Queensland

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Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China on or after 1 February 2020.
(To remove any doubt, this means for example that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020 and a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

Isolating crew on board ships

Background

Outbreaks of influenza and other respiratory viral diseases such as Novel Coronavirus can occur among the crew of foreign trading ships. Early detection, prevention, and control of are important, not only to protect the health of crew, but also to avoid spread of disease into home and visiting ports by disembarking sick crew and/or exposing them to shore workers going onboard.

Purpose

This document provides guidance for ships originating from mainland China and arriving in Queensland waters and ports and focuses on preventing the spread of the Novel Coronavirus, including personal protective measures for crew members and control of outbreaks.

Guideline

Commercial maritime travel is characterized by the movement of people in closed and semi-closed settings. Like other close-contact environments, these settings can facilitate the transmission of influenza viruses and other respiratory viruses from person to person through droplet spread or potentially through contact with contaminated surfaces.

Specific management should include early identification and isolation of crew members with (virus), encouraging good respiratory hygiene and cough etiquette.

Respiratory Hygiene and Cough Etiquette

People with Novel Coronavirus symptoms that include fever, flu-like symptoms, cough, sore throat, headache or difficulty breathing should be advised of the importance of covering coughs and sneezes with a tissue or cloth. Used tissue/cloths should be disposed of immediately in a disposable container (e.g., plastic bag) or a washable bin. Crew members should be reminded to wash their hands often with soap and water, especially after coughing or sneezing. If soap and water are not available, they can use an alcohol-based hand sanitiser.

Managing Crew with symptoms while onboard

Crew members with virus symptoms should take the following actions:

- Notify the Master.
- Report to the infirmary for medical evaluation, according to shipboard protocols.
- Remain isolated in their cabins, quarters or other suitable location onboard.
- Continue to practice respiratory hygiene, cough etiquette, and hand hygiene after returning to work, because respiratory viruses can continue to be shed for long periods after symptoms resolve.

Crew members who are experiencing severe illness should seek medical care as soon as possible and be evaluated. While temporarily in common areas, crew members with virus symptoms should be encouraged to remain as far away from others as possible (at least 1 metre), and either wear P2 face masks or cover their mouths and noses with a tissue or cloth.

Managing crew following exposure to a person with virus symptoms

Passengers and crew members who may have been exposed to a person suspected of having the Novel Coronavirus should monitor their health for **14 days** after the possible exposure. Upon disembarkation, a crew member with virus symptoms should be referred to a healthcare facility off the ship. The facility should be informed before arrival. The crew member should wear a face mask when travelling to healthcare facility.

Preventing Novel Coronavirus in Crew Members

The following recommendations should be followed, when possible, by crew members whose work activities involve contact with others who have virus symptoms:

- Maintain a distance of 1 metre from the sick person while interviewing, escorting, or providing other assistance.
- Keep interactions with sick people as brief as possible.
- Limit the number of people who interact with sick people. To the extent possible, the sick person should receive care and meals from a single person.
- Avoid touching your eyes, nose, and mouth.
- Wash your hands with soap and water. If soap and water are not available, use an alcohol-based hand sanitiser.
- Ask the sick person to wear a face mask, and provide one, if wearing it can be tolerated.
- Provide tissues and access to soap and water and ask the sick person to:
 - Cover his or her mouth and nose with a tissue (or face mask) when coughing or sneezing.
 - Throw away used tissues immediately in a disposable container (plastic bag) or a washable trash can.
 - Wash his or her hands often with soap and water for 20 seconds.
 - If soap and water are not available, the sick person should use an alcohol-based hand sanitizer.

References

Center for Disease Control and Prevention *Guidance for Cruise Ships on Influenza-like Illness (ILI) Management* retrieved 4 February 2020 from <https://www.cdc.gov/quarantine/cruise/management/guidance-cruise-ships-influenza-updated.html>

MSQ VTS Direction 03/20

Novel Coronavirus Threat

Issued 2 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships scheduled to arrive at Queensland ports or picking up a Reef Pilot to provide the following information until further notice.

- 1) Report if any Crew Member or passenger has visited Hubei Province, China within the past 14 days;
- 2) Report if any Crew Member or passenger has visited mainland China since 1 February 2020;
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

Ships **MUST** provide this information to VTS **2-3 hours** prior to embarking a Pilot and/or going to anchor, and with the Reef VTS Pre-Entry report (**1 hour** prior to entering the Reef VTS area).

Negative Response

If answers to all above questions are **NO**, MSQ will then inform all parties including Marine and Reef Pilots, port authority and ships agent of the clear declaration.

Positive Response

If the answer is **YES** to any question for inbound vessels to a port or anchorage, VTS is to advise the respective Regional Harbour Master (RHM) immediately and follow any instructions given.

If the answer is **YES** to any question for vessels picking up Reef Pilot, Reef VTS is to notify the pilotage provider immediately, Regional Harbour Master Townsville, and AMSA

operationscoastalpilotagemanager@amsa.gov.au

Any crew member identified as having visited Hubei Province, China within the past 14 days OR having visited mainland China since 1 Feb will be asked report to the Captain and to self-isolate on board the vessel for the period of their stay in the Australian port or for a period that spans 14 days since leaving the province or mainland China (whichever is shortest). **Such crew members are not to have personal interaction with Australian based maritime industry staff.**

MSQ will make the appropriate notifications to State health authorities for further advice if any crew reports as falling in these categories.

If in the event of a ship is non-compliant by;

- a) not providing a Pre-entry report, or
- b) not providing answers to the questions

the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the ship prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the ship but were unsuccessful and requesting the pilot company to communicate with the ship on VHF 16.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0430 and 1630 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0500 and 1700 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health.

This direction will remain in effect until further notice.



新型冠状病毒（2019-nCoV）

居家隔离指南

2019 年 12 月下旬，中国湖北省武汉市发生了由一种新型冠状病毒（2019-nCoV）引发的疫情。

给近距离接触感染者与最近从中国大陆返澳人士的建议

如果因到过高风险地区或与新型冠状病毒确诊病例有过近距离接触而被建议自我隔离，则应遵从以下指南。

居家或酒店隔离

如果您被建议须自我隔离，则不应去任何公共场所，尤其是工作单位、学校、幼儿园或大学。只有通常住在家里的人应在家中居住，外人不得进入家中。

在家隔离时，没有必要戴口罩。尽可能请那些不需要自我隔离的朋友或家人，为您提供食物或其他必需品。如果您必须离家，比如寻求医疗救治，则要尽可能带上外科口罩。

监测症状

隔离期间，应监控自己是否出现染病症状。注意是否：

- 发烧
- 咳嗽
- 气短。

其他需要注意的早期症状有发冷、身体疼痛、喉咙痛、头痛和流鼻涕、肌肉疼痛或腹泻。

如果生病了，该怎么办？

如果症状轻微：

- 将自己与其他人隔离，如有可能，请佩戴口罩；以及
- 致电给医生或医院，告知最近曾到过的地方。

如果症状严重，比如呼吸困难：

- 拨打 000 叫救护车，并告知救护人员您最近曾到过的地方。

洗手

遵循良好的手部卫生习惯和打喷嚏/咳嗽礼仪是防御大多数病毒的最好方法。应该：

- 饭前便后用肥皂洗手；
- 避免与他人近距离接触（包括触摸、亲吻、拥抱和亲密接触），以及
- 咳嗽和打喷嚏时用肘部掩面。

给家中其他人的建议

家中其他人不需要进行隔离，除非他们在过去 14 天内也曾到过中国大陆，或与您有过近距离接触。

外出

如果您住的是私家住宅，那么到花园或院子里走走是安全的。如果花园或院子里还有其他人，则要戴上外科口罩。如果您住的是公寓，戴着外科口罩到外面的花园也是安全的。然而，在去花园的路上应快速穿过任何公共区域。如果您必须穿过这些区域，则要戴上外科口罩。如果有阳台的话，去阳台也是安全的。

居家隔离保持心情愉悦

隔离可能是很可怕的经历，对小孩子来说，尤其如此。我们的建议包括：

- 与其他家庭成员谈论病情。了解新型冠状病毒能减少焦虑感。
- 使用适龄语言安抚幼儿。
- 尽可能保持正常的日常生活。
- 想想过去是如何应对困难局面的，并给自己打气，相信这次也能应对困难局面。要知道隔离的时间不会持续很久。
- 通过电话、电子邮件或社交媒体与家人和朋友保持联系。
- 有规律地锻炼。可以选择运动光盘、舞蹈、自由体操、瑜伽、在后院散步或使用家用锻炼设备，如室内自行车（如果有的话）。锻炼是治疗压力和抑郁的有效方法。

居家隔离期间克服无聊情绪

长时间呆在家里可能会导致无聊、紧张和抵触情绪。我们的建议包括：

- 如果可能，与雇主协商在家工作。
- 要求孩子的学校通过邮寄或电子邮件提供功课任务、习题和家庭作业。
- 不要过于依赖电视和科技产品。把隔离当成一次机会，做一些通常没有时间做的事情，比如棋盘游戏、手工艺、绘画和阅读。

从哪里可以获得更多信息？

请访问澳大利亚联邦政府卫生部网站：www.health.gov.au

拨打全国冠状病毒健康信息热线：1800 020 080。

请联系您所在州或领地的公共卫生机构：

- 首都领地 拨打 02 5124 9213
- 新州 拨打 1300 066 055
- 北领地 拨打 08 8922 8044
- 昆州 致电 13HEALTH（电话：13 43 25 84）
- 南澳州 拨打 1300 232 272
- 塔州 拨打 1800 671 738
- 维州 拨打 1300 651 160
- 西澳州 拨打 08 9328 0553

Released under RTI Act - TMR



Novel coronavirus (2019-nCoV)

Home isolation guidance

An outbreak of novel coronavirus (2019-nCoV) was detected in Wuhan, Hubei Province, China in late December 2019.

Advice for close contacts and recently returned travellers from mainland China

If you have been advised to isolate yourself because of travel to a high risk area or close contact with a confirmed case of novel coronavirus then the following guidelines apply.

Stay at home or in your hotel

People who are recommended to be isolated should not attend public places, in particular work, school, childcare or university. Only people who usually live in the household should be in the home. Do not allow visitors into the home.

There is no need to wear masks in the home. Where possible, get others such as friends or family, who are not required to be isolated to get food or other necessities for you. If you must leave the home, such as to seek medical care, wear a surgical mask if you have one.

Monitor symptoms

When in quarantine, you should monitor yourself for symptoms. Watch for:

- fever
- cough
- shortness of breath.

Other early symptoms to watch for are chills, body aches, sore throat, headache and runny nose, muscle pain or diarrhoea.

What do I do if I get sick?

If you develop mild symptoms:

- Isolate yourself from other people and put on a mask if you have one; and
- Call a doctor or hospital and tell them your recent travel history.

If you have serious symptoms such as difficulty breathing:

- Call 000 and ask for an ambulance and notify the officers of your recent travel history.

Wash your hands

Practising good hand hygiene and sneeze/cough hygiene is the best defence against most viruses. You should:

- wash your hands often with soap and water before and after eating as well as after attending the toilet;
- avoid contact with others (including touching, kissing, hugging, and other intimate contact); and
- cough and sneeze into your elbow.

Advice for others in the household

Other members of the household are not required to be isolated unless they have also travelled to mainland China in the past 14 days, or have been in close contact with you.

Going outside

If you live in a private house, then it is safe for you to go outside into your garden or courtyard. Wear a surgical mask if there is anyone else there.

If you live in an apartment it is also safe for you to go outside into the garden while wearing a surgical mask. However you should go quickly through any common areas on the way to the garden. Wear a surgical mask if you have to move through these areas. It's safe to go onto your balcony if you have one.

Keeping spirits up in isolation at home

Being under quarantine can be frightening, particularly for young children. Suggestions include:

- Talk to the other members of the family about the infection. Understanding novel coronavirus will reduce anxiety.
- Reassure young children using age-appropriate language.
- Keep up a normal daily routine as much as possible.
- Think about how you have coped with difficult situations in the past and reassure yourself that you will cope with this situation too. Remember that quarantine won't last for long.
- Keep in touch with family members and friends via telephone, email or social media.
- Exercise regularly. Options could include exercise DVDs, dancing, floor exercises, yoga, walking around the backyard or using home exercise equipment, such as a stationary bicycle, if you have it. Exercise is a proven treatment for stress and depression.

Reducing boredom while in quarantine at home

Being confined to home for an extended period of time can cause boredom, stress and conflict. Suggestions include:

- Arrange with your employer to work from home, if possible.
- Ask your child's school to supply assignments, work sheets and homework by post or email.
- Don't rely too heavily on the television and technology. Treat quarantine as an opportunity to do some of those things you never usually have time for, such as board games, craft, drawing and reading.

Where can I get more information?

Visit the Australian Government Department of Health homepage at www.health.gov.au

Call the National Coronavirus Health Information Line on 1800 020 080.

Contact your state or territory public health agency:

- ACT call 02 5124 9213 during business hours or (02) 9962 4155 after hours
- NSW call 1300 066 055
- NT call 08 8922 8044
- Qld call 13HEALTH (13 43 25 84)
- SA call 1300 232 272
- Tas call 1800 671 738
- Vic call 1300 651 160
- WA call 08 9328 0553

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MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk	N/N/N	Nil
	Bulk	N/N/N	Nil
	General Cargo	N/N/N	Nil
	Tanker	N/N/N	Nil
	Bulk	N/N/N	Nil
	Tanker	N/N/N	Nil
	Tanker	N/N/N	Nil
	Tanker	N/N/N	Nil
	Bulk	N/N/N	Nil
	Bulk	N/N/N	Nil
	Bulk	N/N/N	Nil
	Bulk	N/N/N	Nil
	Tanker	N/N/N	Nil
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N/N/N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Livestock Carrier	N/N/N	
	Bulk Carrier	N/N/N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	BULK CARRIER	N / N / N	NIL
	BULK CARRIER	N / N / N	NIL
	BULK CARRIER	N / N / N	NIL
	BULK CARRIER	N / N / N	NIL
	BULK CARRIER	N / N / N	NIL
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	BULK CARRIER	N / N / N	-
	BULK CARRIER	N / N / N	-
	BULK CARRIER	N / N / N	-
	BULK CARRIER	N / N / N	-
	BULK CARRIER	N / N / N	-

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	BULK CARRIER	NNN	
	CONTAINER	NNN	
	FRENCH NAVY	NNN	
	CONTAINER	NNN	
	CONTAINER	NNN	
	BULK CARRIER	NNN	

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From: [Ellie L McKinney](#) on behalf of [Angus Mitchell](#)
Subject: Update - GM, Maritime Safety Queensland - Novel Coronavirus 14
Date: Friday, 7 February 2020 6:23:35 AM
Attachments: [General Manager Direction to Masters of all ships Queensland - Coronavirus.pdf](#)
[MSQ GUIDELINE - Isolating Crew Onboard Ships.pdf](#)
[novel-coronavirus-2019-ncov-information-about-home-isolation_1.pdf](#)
[MSQ VTS Direction 03-2020 Novel Corona Virus.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 07.02.2020am.pdf](#)
[image004.png](#)

A message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 12 hours (17:00 Thu 6 Feb – 05:00 Fri 7 Feb), **20** vessels have entered Queensland ports and Reef Vessel Traffic Services (Regional Shipping Report attached).

All vessels have reported NO to the three mandatory questions contained in VTS Direction 03-2020 (attached).

At 12 pm Thursday 6 February 2020, a General Manager's Direction was issued under section 191A of the Transport Operations (Marine Safety) Act 1994.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China on or after 1 February 2020.

This Direction was issued 'due to the exceptional circumstances that exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health'.

Note: This Direction will be reviewed within 7 days and an update provided.

MSQ will update VTS Direction 03-2020 at midday today to include the separate measures being applied to Reef and Torres Strait transits, and those applying to vessels inbound Queensland Port Pilotage areas as a result of yesterday's General Manager's Direction.

MSQ will continue to work collaboratively with Queensland Health, Queensland's Port corporations and representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

MSQs threat minimisation protocols remain in-line with State and Federal measures for the remainder of the community.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au .

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards

Angus

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China on or after 1 February 2020.
(To remove any doubt, this means for example that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020 and a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

Isolating crew on board ships

Background

Outbreaks of influenza and other respiratory viral diseases such as Novel Coronavirus can occur among the crew of foreign trading ships. Early detection, prevention, and control of are important, not only to protect the health of crew, but also to avoid spread of disease into home and visiting ports by disembarking sick crew and/or exposing them to shore workers going onboard.

Purpose

This document provides guidance for ships originating from mainland China and arriving in Queensland waters and ports and focuses on preventing the spread of the Novel Coronavirus, including personal protective measures for crew members and control of outbreaks.

Guideline

Commercial maritime travel is characterized by the movement of people in closed and semi-closed settings. Like other close-contact environments, these settings can facilitate the transmission of influenza viruses and other respiratory viruses from person to person through droplet spread or potentially through contact with contaminated surfaces.

Specific management should include early identification and isolation of crew members with (virus), encouraging good respiratory hygiene and cough etiquette.

Respiratory Hygiene and Cough Etiquette

People with Novel Coronavirus symptoms that include fever, flu-like symptoms, cough, sore throat, headache or difficulty breathing should be advised of the importance of covering coughs and sneezes with a tissue or cloth. Used tissue/cloths should be disposed of immediately in a disposable container (e.g., plastic bag) or a washable bin. Crew members should be reminded to wash their hands often with soap and water, especially after coughing or sneezing. If soap and water are not available, they can use an alcohol-based hand sanitiser.

Managing Crew with symptoms while onboard

Crew members with virus symptoms should take the following actions:

- Notify the Master.
- Report to the infirmary for medical evaluation, according to shipboard protocols.
- Remain isolated in their cabins, quarters or other suitable location onboard.
- Continue to practice respiratory hygiene, cough etiquette, and hand hygiene after returning to work, because respiratory viruses can continue to be shed for long periods after symptoms resolve.

Crew members who are experiencing severe illness should seek medical care as soon as possible and be evaluated. While temporarily in common areas, crew members with virus symptoms should be encouraged to remain as far away from others as possible (at least 1 metre), and either wear P2 face masks or cover their mouths and noses with a tissue or cloth.

Managing crew following exposure to a person with virus symptoms

Passengers and crew members who may have been exposed to a person suspected of having the Novel Coronavirus should monitor their health for **14 days** after the possible exposure. Upon disembarkation, a crew member with virus symptoms should be referred to a healthcare facility off the ship. The facility should be informed before arrival. The crew member should wear a face mask when travelling to healthcare facility.

Preventing Novel Coronavirus in Crew Members

The following recommendations should be followed, when possible, by crew members whose work activities involve contact with others who have virus symptoms:

- Maintain a distance of 1 metre from the sick person while interviewing, escorting, or providing other assistance.
- Keep interactions with sick people as brief as possible.
- Limit the number of people who interact with sick people. To the extent possible, the sick person should receive care and meals from a single person.
- Avoid touching your eyes, nose, and mouth.
- Wash your hands with soap and water. If soap and water are not available, use an alcohol-based hand sanitiser.
- Ask the sick person to wear a face mask, and provide one, if wearing it can be tolerated.
- Provide tissues and access to soap and water and ask the sick person to:
 - Cover his or her mouth and nose with a tissue (or face mask) when coughing or sneezing.
 - Throw away used tissues immediately in a disposable container (plastic bag) or a washable trash can.
 - Wash his or her hands often with soap and water for 20 seconds.
 - If soap and water are not available, the sick person should use an alcohol-based hand sanitizer.

References

Center for Disease Control and Prevention *Guidance for Cruise Ships on Influenza-like Illness (ILI) Management* retrieved 4 February 2020 from <https://www.cdc.gov/quarantine/cruise/management/guidance-cruise-ships-influenza-updated.html>

MSQ VTS Direction 03/20

Novel Coronavirus Threat

Issued 2 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships scheduled to arrive at Queensland ports or picking up a Reef Pilot to provide the following information until further notice.

- 1) Report if any Crew Member or passenger has visited Hubei Province, China within the past 14 days;
- 2) Report if any Crew Member or passenger has visited mainland China since 1 February 2020;
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

Ships **MUST** provide this information to VTS **2-3 hours** prior to embarking a Pilot and/or going to anchor, and with the Reef VTS Pre-Entry report (**1 hour** prior to entering the Reef VTS area).

Negative Response

If answers to all above questions are **NO**, MSQ will then inform all parties including Marine and Reef Pilots, port authority and ships agent of the clear declaration.

Positive Response

If the answer is **YES** to any question for inbound vessels to a port or anchorage, VTS is to advise the respective Regional Harbour Master (RHM) immediately and follow any instructions given.

If the answer is **YES** to any question for vessels picking up Reef Pilot, Reef VTS is to notify the pilotage provider immediately, Regional Harbour Master Townsville, and AMSA

operationscoastalpilotagemanager@amsa.gov.au

Any crew member identified as having visited Hubei Province, China within the past 14 days OR having visited mainland China since 1 Feb will be asked report to the Captain and to self-isolate on board the vessel for the period of their stay in the Australian port or for a period that spans 14 days since leaving the province or mainland China (whichever is shortest). **Such crew members are not to have personal interaction with Australian based maritime industry staff.**

MSQ will make the appropriate notifications to State health authorities for further advice if any crew reports as falling in these categories.

If in the event of a ship is non-compliant by;

- a) not providing a Pre-entry report, or
- b) not providing answers to the questions

the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the ship prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the ship but were unsuccessful and requesting the pilot company to communicate with the ship on VHF 16.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0430 and 1630 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0500 and 1700 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health.

This direction will remain in effect until further notice.



新型冠状病毒（2019-nCoV）

居家隔离指南

2019 年 12 月下旬，中国湖北省武汉市发生了由一种新型冠状病毒（2019-nCoV）引发的疫情。

给近距离接触感染者与最近从中国大陆返澳人士的建议

如果因到过高风险地区或与新型冠状病毒确诊病例有过近距离接触而被建议自我隔离，则应遵从以下指南。

居家或酒店隔离

如果您被建议须自我隔离，则不应去任何公共场所，尤其是工作单位、学校、幼儿园或大学。只有通常住在家里的人应在家中居住，外人不得进入家中。

在家隔离时，没有必要戴口罩。尽可能请那些不需要自我隔离的朋友或家人，为您提供食物或其他必需品。如果您必须离家，比如寻求医疗救治，则要尽可能带上外科口罩。

监测症状

隔离期间，应监控自己是否出现染病症状。注意是否：

- 发烧
- 咳嗽
- 气短。

其他需要注意的早期症状有发冷、身体疼痛、喉咙痛、头痛和流鼻涕、肌肉疼痛或腹泻。

如果生病了，该怎么办？

如果症状轻微：

- 将自己与其他人隔离，如有可能，请佩戴口罩；以及
- 致电给医生或医院，告知最近曾到过的地方。

如果症状严重，比如呼吸困难：

- 拨打 000 叫救护车，并告知救护人员您最近曾到过的地方。

洗手

遵循良好的手部卫生习惯和打喷嚏/咳嗽礼仪是防御大多数病毒的最好方法。应该：

- 饭前便后用肥皂洗手；
- 避免与他人近距离接触（包括触摸、亲吻、拥抱和亲密接触），以及
- 咳嗽和打喷嚏时用肘部掩面。

给家中其他人的建议

家中其他人不需要进行隔离，除非他们在过去 14 天内也曾到过中国大陆，或与您有过近距离接触。

外出

如果您住的是私家住宅，那么到花园或院子里走走是安全的。如果花园或院子里还有其他人，则要戴上外科口罩。如果您住的是公寓，戴着外科口罩到外面的花园也是安全的。然而，在去花园的路上应快速穿过任何公共区域。如果您必须穿过这些区域，则要戴上外科口罩。如果有阳台的话，去阳台也是安全的。

居家隔离保持心情愉悦

隔离可能是很可怕的经历，对小孩子来说，尤其如此。我们的建议包括：

- 与其他家庭成员谈论病情。了解新型冠状病毒能减少焦虑感。
- 使用适龄语言安抚幼儿。
- 尽可能保持正常的日常生活。
- 想想过去是如何应对困难局面的，并给自己打气，相信这次也能应对困难局面。要知道隔离的时间不会持续很久。
- 通过电话、电子邮件或社交媒体与家人和朋友保持联系。
- 有规律地锻炼。可以选择运动光盘、舞蹈、自由体操、瑜伽、在后院散步或使用家用锻炼设备，如室内自行车（如果有的话）。锻炼是治疗压力和抑郁的有效方法。

居家隔离期间克服无聊情绪

长时间呆在家里可能会导致无聊、紧张和抵触情绪。我们的建议包括：

- 如果可能，与雇主协商在家工作。
- 要求孩子的学校通过邮寄或电子邮件提供功课任务、习题和家庭作业。
- 不要过于依赖电视和科技产品。把隔离当成一次机会，做一些通常没有时间做的事情，比如棋盘游戏、手工艺、绘画和阅读。

从哪里可以获得更多信息？

请访问澳大利亚联邦政府卫生部网站：www.health.gov.au

拨打全国冠状病毒健康信息热线：1800 020 080。

请联系您所在州或领地的公共卫生机构：

- 首都领地 拨打 02 5124 9213
- 新州 拨打 1300 066 055
- 北领地 拨打 08 8922 8044
- 昆州 致电 13HEALTH（电话：13 43 25 84）
- 南澳州 拨打 1300 232 272
- 塔州 拨打 1800 671 738
- 维州 拨打 1300 651 160
- 西澳州 拨打 08 9328 0553

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Novel coronavirus (2019-nCoV)

Home isolation guidance

An outbreak of novel coronavirus (2019-nCoV) was detected in Wuhan, Hubei Province, China in late December 2019.

Advice for close contacts and recently returned travellers from mainland China

If you have been advised to isolate yourself because of travel to a high risk area or close contact with a confirmed case of novel coronavirus then the following guidelines apply.

Stay at home or in your hotel

People who are recommended to be isolated should not attend public places, in particular work, school, childcare or university. Only people who usually live in the household should be in the home. Do not allow visitors into the home.

There is no need to wear masks in the home. Where possible, get others such as friends or family, who are not required to be isolated to get food or other necessities for you. If you must leave the home, such as to seek medical care, wear a surgical mask if you have one.

Monitor symptoms

When in quarantine, you should monitor yourself for symptoms. Watch for:

- fever
- cough
- shortness of breath.

Other early symptoms to watch for are chills, body aches, sore throat, headache and runny nose, muscle pain or diarrhoea.

What do I do if I get sick?

If you develop mild symptoms:

- Isolate yourself from other people and put on a mask if you have one; and
- Call a doctor or hospital and tell them your recent travel history.

If you have serious symptoms such as difficulty breathing:

- Call 000 and ask for an ambulance and notify the officers of your recent travel history.

Wash your hands

Practising good hand hygiene and sneeze/cough hygiene is the best defence against most viruses. You should:

- wash your hands often with soap and water before and after eating as well as after attending the toilet;
- avoid contact with others (including touching, kissing, hugging, and other intimate contact); and
- cough and sneeze into your elbow.

Advice for others in the household

Other members of the household are not required to be isolated unless they have also travelled to mainland China in the past 14 days, or have been in close contact with you.

Going outside

If you live in a private house, then it is safe for you to go outside into your garden or courtyard. Wear a surgical mask if there is anyone else there.

If you live in an apartment it is also safe for you to go outside into the garden while wearing a surgical mask. However you should go quickly through any common areas on the way to the garden. Wear a surgical mask if you have to move through these areas. It's safe to go onto your balcony if you have one.

Keeping spirits up in isolation at home

Being under quarantine can be frightening, particularly for young children. Suggestions include:

- Talk to the other members of the family about the infection. Understanding novel coronavirus will reduce anxiety.
- Reassure young children using age-appropriate language.
- Keep up a normal daily routine as much as possible.
- Think about how you have coped with difficult situations in the past and reassure yourself that you will cope with this situation too. Remember that quarantine won't last for long.
- Keep in touch with family members and friends via telephone, email or social media.
- Exercise regularly. Options could include exercise DVDs, dancing, floor exercises, yoga, walking around the backyard or using home exercise equipment, such as a stationary bicycle, if you have it. Exercise is a proven treatment for stress and depression.

Reducing boredom while in quarantine at home

Being confined to home for an extended period of time can cause boredom, stress and conflict. Suggestions include:

- Arrange with your employer to work from home, if possible.
- Ask your child's school to supply assignments, work sheets and homework by post or email.
- Don't rely too heavily on the television and technology. Treat quarantine as an opportunity to do some of those things you never usually have time for, such as board games, craft, drawing and reading.

Where can I get more information?

Visit the Australian Government Department of Health homepage at www.health.gov.au

Call the National Coronavirus Health Information Line on 1800 020 080.

Contact your state or territory public health agency:

- ACT call 02 5124 9213 during business hours or (02) 9962 4155 after hours
- NSW call 1300 066 055
- NT call 08 8922 8044
- Qld call 13HEALTH (13 43 25 84)
- SA call 1300 232 272
- Tas call 1800 671 738
- Vic call 1300 651 160
- WA call 08 9328 0553

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MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Tanker	N / N / N	Nil
	Tanker	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	General Cargo	N / Y / N	Nil
	Container	N / N / N	Nil
	Tanker	N / N / N	Nil
	Tanker	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Tanker	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N / N / N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Tanker – Gas [LNG]	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Tanker	N / N / N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Bulk Carrier	N / N / N	Nil
	Product Tanker	N / N / N	Nil
	Vehicle Carrier	N / N / N	Nil

Released under RTI Act - TMR

From: Ellie L McKinney on behalf of Angus Mitchell
Subject: Update - GM, Maritime Safety Queensland - Novel Coronavirus 16
Date: Saturday, 8 February 2020 6:34:35 AM
Attachments: MSQ Reef VTS Direction 02-2020 Novel Corona Virus.pdf
MSQ VTS Direction 05-2020 Novel Corona Virus.pdf
Regional Shipping Medical Report (MSQ)- 08.02.pdf

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 12 hours (17:00 Fri 7 Feb – 05:00 Sat 8 Feb), 29 vessels have entered Queensland port pilotage areas or Reef and Torres Straits (Regional Shipping Report attached).

All vessels have reported NO to the three mandatory questions contained in VTS Direction 03-2020.

On Thursday 6 February 2020, a General Manager's Direction was issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

MSQ has issued two new VTS Directions (MSQ REEFVTS 02-2020 and MSQ VTS 05-2020) applicable to vessels proceeding to Queensland port pilotage areas and vessels proceeding through Torres Straits and undertaking Reef passage through Compulsory Pilotage areas.

These Directions bring into effect the General Managers Direction to all ships Queensland, issued 6 Feb.

MSQ VTS Direction 03-2020 is now cancelled.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website..

Hong Kong

MSQ has received some enquires regarding whether vessels originating from Hong Kong are treated as having come from China and as such covered by the *General Managers Direction to all ships Queensland*. Personnel arriving from Hong Kong are presently **NOT** subject to restrictive travel advice nor any increased Federal or State quarantine measures. Hence, the *General Managers Direction to all ships Queensland* does **NOT** apply to vessels traveling through, or from Hong Kong.

Vessels other than those covered by VTS reporting

All vessels regardless of size entering Australian waters are mandated to report to Australian Border Force (ABF) before arrival at their declared port.

International vessels less than 35m in length are not mandated to report to Vessel Traffic Service (VTS) before entering port limits (for example but not limited to, international fishing vessels or private recreational yachts). ABF and Department of Agriculture assume responsibility to ensure health declarations are made prior to arrival. These reporting protocols and any necessary action remains the responsibility of ABF and Department of Agriculture

Conclusion

MSQ will continue to work collaboratively with Queensland Health, Queensland's Port corporations and representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell
Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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Released under RTI Act - TMR

MSQ Reef VTS Direction 02/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 07 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days,**
- 2) **Report if any Crew Member or passenger has visited Mainland China the past 14 days;**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all of the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to any of the 3 questions, VTS is to advise the RHM and the pilotage company immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. Any such ships may be directed to remain outside of VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

In the case of ships entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If the response from a ship entering Swain is three x "No" then this will form part of the vessel handover/takeover

procedure with (generally) Gladstone VTS. If any response is "yes" the Townsville Region Harbour Master will be contacted.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the ship is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the ship prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the ship but were unsuccessful and requesting the pilot company to communicate with the ship

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a ship they are to respond *with "MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health. This direction will remain in effect until further notice.

MSQ VTS Direction 05/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 07 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

(To remove any doubt, this means that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020).

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether they have departed mainland China within the past 14 days.
- 2) Report if any Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If answer is **NO** to questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Question 1 (ie they have departed mainland China within the past 14 days) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days since departing or transited through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS.

If the answer is **YES** to question 2 (ie they have a Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days since that crew member or passenger departed Hubei Province, China. Question 3 is to be repeated to the vessel on its call into VTS.

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health. This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N/N/N	Nil
	General Cargo	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container	N/N/N	Nil
	General Cargo	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N/N/N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N N N	Nil
	Bulk Carrier	N, N, N	Nil
	Bulk Carrier	N, N, N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	LIQUIFIED GAS TANKER	N/N/N	
	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Gas Tanker	NNN	
	Bulk Carrier	NNN	
	Cruise Ship	NNN	
	Bulk Carrier	NNN	
	General Cargo	NNN	
	Cruise Ship	NNN	
	Container	NNN	

From: [Ellie L McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - Novel Coronavirus 17
Date: Saturday, 8 February 2020 5:39:51 PM
Attachments: [MSQ Reef VTS Direction 03-2020 Novel Corona Virus.pdf](#)
[Regional Shipping Medical Report \(MSO\)- 08.02.2020pm.pdf](#)
[MSO VTS Direction 06-2020 Novel Corona Virus.pdf](#)
[General Manager Direction to Masters of all ships Queensland - Coronavirus.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 12 hours (05:00 Sat 8 Feb – 17:00 Sat 8 Feb), **20** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (Regional Shipping Report attached).

18 vessels have reported NO to the mandatory questions contained in REEF VTS Directions 02-2020 and VTS Direction 05-2020. These Directions have subsequently been updated to REEF VTS 03-2020 and VTS Direction 06-2020 (attached).

Two vessels entering Reef VTS reported YES to Question 1 (they had departed mainland China within the past 14 days – however NOT since 1 Feb when the new federal travel restrictions came into effect). Both vessels could proceed as scheduled. REEF VTS Directive 03-2020 (which replaces Reef VTS 02-2020) will mean such YES reports will no longer be captured unless the departure date from mainland China is on, or after 1 Feb 2020.

On Thursday 6 February 2020, a General Manager's Direction was issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 03-2020 and VTS Direction 06-2020 are now in effect.

REEF VTS Directions 02-2020 and VTS Direction 05-2020 are now cancelled.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Hong Kong

Personnel arriving from Hong Kong are presently NOT subject to restrictive travel advice nor any increased Federal or State quarantine measures. Hence, the *General Managers Direction to all ships Queensland* does NOT apply to vessels traveling through, or from Hong Kong.

Vessels other than those covered by VTS reporting

All vessels regardless of size entering Australian waters are mandated to report to Australian Border Force (ABF) before arrival at their declared port.

International vessels less than 35m in length are not mandated to report to Vessel Traffic Service (VTS) before entering port limits (for example but not limited to: international fishing vessels or private recreational yachts). ABF and Department of Agriculture assume responsibility to ensure health declarations are made prior to arrival. These reporting protocols and any necessary action remains the responsibility of ABF and Department of Agriculture.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please

also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au .

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China on or after 1 February 2020.
(To remove any doubt, this means for example that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020 and a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 03/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 08 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days since 1 Feb 2020.**
- 2) **Report if any Crew Member or passenger has visited Mainland China the past 14 days since 1 Feb 2020.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is YES to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is YES Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond *with "MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 06/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 08 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

(To remove any doubt, this means that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020).

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China since 1 Feb 2020.
- 2) Report if any Crew Member or passenger has visited Mainland China since 1 Feb 2020.
- 3) Report if any Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.
- 4) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2, 3 and 4, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Question 1 (ie they have departed mainland China since 1 Feb 2020) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days since departing or transited through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days since 1 Feb has elapsed.

If the answer is **YES** to Question 2 (ie they have reported a Crew Member or passenger has visited Mainland China since 1 Feb) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days has elapsed since the crew member or passenger visited Mainland China. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days since 1 Feb has elapsed.

If the answer is **YES** to Question 3 (ie they have a Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days since that crew member or passenger departed Hubei Province, China. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

If the answer is **YES** to question 4, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container	N/N/N	Nil
	Bulk Carrier	Y/N/N	Departed 24/01/20 – Advised Gladstone VTS
	Tanker	Y/N/N	Departed 29/01/20 – Advised pilot company and RHM
	Tanker	N/N/N	Nil
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Nil vessels for this period		
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N/N/N	Nil
	Container	N/N/N	Nil

	Cement Carrier	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N, N, N	Nil
	Bulk Carrier	N, N, N	Nil
	Bulk Carrier	N, N, N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	LNG CARRIER	N / N / N	
	TANKER	N / N / N	
	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Car Carrier	N, N, N	

	Tanker	N, N, N	
	Container Ship	N, N, N	

Released under RTI Act - TMR

From: [Ellie L McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - Novel Coronavirus 18
Date: Sunday, 9 February 2020 6:22:00 AM
Attachments: [MSQ VTS Direction 06-2020 Novel Corona Virus.pdf](#)
[MSQ Reef VTS Direction 03-2020 Novel Corona Virus.pdf](#)
[General Manager Direction to Masters of all ships Queensland - Coronavirus.pdf](#)
[Regional Shipping Medical Report \(MSQ\)- 09.02.2020am.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 12 hours (17:00 Sat 8 Feb – 05:00 Sun 9 Feb), **18** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (Regional Shipping Report attached).

All vessels have reported NO to the mandatory questions contained in REEF VTS Directions 03-2020 and VTS Direction 06-2020.

General Managers Direction

On Thursday 6 February 2020, a General Manager's Direction was issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 03-2020 and VTS Direction 06-2020 are now in effect.

REEF VTS Directions 02-2020 and VTS Direction 05-2020 are now cancelled.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China on or after 1 February 2020.
(To remove any doubt, this means for example that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020 and a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 03/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 08 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days since 1 Feb 2020.**
- 2) **Report if any Crew Member or passenger has visited Mainland China the past 14 days since 1 Feb 2020.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is YES to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is YES Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond *with "MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 06/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 08 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

(To remove any doubt, this means that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020).

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China since 1 Feb 2020.
- 2) Report if any Crew Member or passenger has visited Mainland China since 1 Feb 2020.
- 3) Report if any Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.
- 4) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2, 3 and 4, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Question 1 (ie they have departed mainland China since 1 Feb 2020) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days since departing or transited through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days since 1 Feb has elapsed.

If the answer is **YES** to Question 2 (ie they have reported a Crew Member or passenger has visited Mainland China since 1 Feb) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days has elapsed since the crew member or passenger visited Mainland China. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days since 1 Feb has elapsed.

If the answer is **YES** to Question 3 (ie they have a Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days since that crew member or passenger departed Hubei Province, China. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

If the answer is **YES** to question 4, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Nil vessels for this period		
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk	N/N/N/N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N/N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N/N	Nil
	General Cargo	N/N/N/N	Nil
	Bulk Carrier	N/N/N/N	Nil
	Tanker	N/N/N/N	Nil
	Liquefied Gas Tanker	N/N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container	N/N/N/N	Nil
	Container	N/N/N/N	Nil

From: [Ellie L McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - Novel Coronavirus 19
Date: Sunday, 9 February 2020 5:14:24 PM
Attachments: [MSQ VTS Direction 06-2020 Novel Corona Virus.pdf](#)
[MSQ Reef VTS Direction 03-2020 Novel Corona Virus.pdf](#)
[General Manager Direction to Masters of all ships Queensland - Coronavirus.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 09.02.2020pm.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 12 hours (05:00 Sun 09 Feb –17:00 Sun 09 Feb), **15** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (Regional Shipping Report attached).

15 vessels have reported NO to the mandatory questions contained in REEF VTS Directions 03-2020 and VTS Direction 06-2020.

General Managers Direction

On Thursday 6 February 2020, a General Manager's Direction was issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 03-2020 and VTS Direction 06-2020 are now in effect.

REEF VTS Directions 02-2020 and VTS Direction 05-2020 are now cancelled.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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M: NR
E: angus.g.mitchell@msq.qld.gov.au
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Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China on or after 1 February 2020.
(To remove any doubt, this means for example that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020 and a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 03/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 08 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days since 1 Feb 2020.**
- 2) **Report if any Crew Member or passenger has visited Mainland China the past 14 days since 1 Feb 2020.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is YES to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is YES Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond *with "MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 06/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 08 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

(To remove any doubt, this means that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020).

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China since 1 Feb 2020.
- 2) Report if any Crew Member or passenger has visited Mainland China since 1 Feb 2020.
- 3) Report if any Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.
- 4) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2, 3 and 4, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Question 1 (ie they have departed mainland China since 1 Feb 2020) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days since departing or transited through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days since 1 Feb has elapsed.

If the answer is **YES** to Question 2 (ie they have reported a Crew Member or passenger has visited Mainland China since 1 Feb) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days has elapsed since the crew member or passenger visited Mainland China. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days since 1 Feb has elapsed.

If the answer is **YES** to Question 3 (ie they have a Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days since that crew member or passenger departed Hubei Province, China. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

If the answer is **YES** to question 4, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Gas Tanker	N, N, N	Nil
	Bulk Carrier	N, N, N	Nil
	Bulk Carrier	N, N, N	Nil
	Bulk Carrier	N, N, N	Nil
	Container Ship	N, N, N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N, N, N, N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N, N, N, N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N, N, N, N	Nil
	Bulk Carrier	N, N, N, N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	BULK CARRIER	N	
	BULK CARRIER	N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Tanker	N, N, N, N	
	Container Ship	N, N, N, N	
	General Cargo	N, N, N, N	
	Container Ship	N, N, N, N	

From: [Ellie L McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - Novel Coronavirus 20
Date: Monday, 10 February 2020 9:06:11 AM
Attachments: [Regional Shipping Medical Report \(MSQ\) - 10.02.2020am.pdf](#)
[MSQ VTS Direction 06-2020 Novel Corona Virus.pdf](#)
[MSQ Reef VTS Direction 03-2020 Novel Corona Virus.pdf](#)
[General Manager Direction to Masters of all ships Queensland - Coronavirus.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 12 hours (17:00 Sun 09 Feb –05:00 Mon 10 Feb), **22** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (Regional Shipping Report attached).

21 vessels have reported **NO** to the mandatory questions contained in REEF VTS Directions 03-2020 and VTS Direction 06-2020.

One vessel reported a crew member having breathing related issues. Vessel last port Korea. After further questioning, symptoms linked to work related factors and already assessed by medical personal. Vessel cleared.

General Managers Direction

On Thursday 6 February 2020, a General Manager's Direction was issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 03-2020 and VTS Direction 06-2020 are now in effect.

REEF VTS Directions 02-2020 and VTS Direction 05-2020 are now cancelled.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

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W: www.msq.qld.gov.au



General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China on or after 1 February 2020.
(To remove any doubt, this means for example that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020 and a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 03/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 08 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days since 1 Feb 2020.**
- 2) **Report if any Crew Member or passenger has visited Mainland China the past 14 days since 1 Feb 2020.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is YES to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is YES Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond *with "MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 06/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 08 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

(To remove any doubt, this means that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020).

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China since 1 Feb 2020.
- 2) Report if any Crew Member or passenger has visited Mainland China since 1 Feb 2020.
- 3) Report if any Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.
- 4) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2, 3 and 4, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Question 1 (ie they have departed mainland China since 1 Feb 2020) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days since departing or transited through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days since 1 Feb has elapsed.

If the answer is **YES** to Question 2 (ie they have reported a Crew Member or passenger has visited Mainland China since 1 Feb) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days has elapsed since the crew member or passenger visited Mainland China. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days since 1 Feb has elapsed.

If the answer is **YES** to Question 3 (ie they have a Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days since that crew member or passenger departed Hubei Province, China. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

If the answer is **YES** to question 4, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N/N/N	NIL
	Tanker	N/N/N	NIL
	Tanker	N/N/N	NIL
	Bulk Carrier	N/N/N	NIL
	Bulk Carrier	N/N/N	NIL
	General Cargo	N/N/N	NIL
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N / N / N / N	NIL
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N / N / N / N	NIL
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N / N / N / N	NIL
	Bulk Carrier	N / N / N / N	NIL
	Bulk Carrier	N / N / N / N	NIL
	Bulk Carrier	N / N / N / N	NIL
	Bulk Carrier	N / N / N / N	NIL

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Tanker	N / N / N / N	NIL
	Bulk Carrier	N / N / N / N	NIL
	Bulk Carrier	N / N / N / N	NIL
	Liquefied Gas Tanker	N / N / N / N	NIL
	Bulk Carrier	N / N / N / N	NIL
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container ship	N / N / N / N	NIL
	Container ship	N / N / N / N	NIL
	Car Carrier	N / N / N / N	RHM advised and SHECC – vessel given approval to proceed to take pilot
	Container ship	N / N / N / N	NIL

From: [Ellie L. McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - Novel Coronavirus 21
Date: Monday, 10 February 2020 6:47:09 PM
Attachments: [MSQ Reef VTS Direction 03-2020 Novel Corona Virus.pdf](#)
[MSQ VTS Direction 06-2020 Novel Corona Virus.pdf](#)
[General Manager Direction to Masters of all ships Queensland - Coronavirus.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 10.02.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 12 hours (05:00 Mon 10 Feb – 17:00 Mon 10 Feb), **28** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (Regional Shipping Report attached).

27 vessels have reported **NO** to the mandatory questions contained in REEF VTS Directions 03-2020 and VTS Direction 06-2020.

The Cruise Ship in Mackay that reported **YES** had two crew members displaying influenza type symptoms, the two crew members are recovering after treatment and are in isolation until tomorrow. The crew members did not fit the case definition of suspected Coronavirus infection. The vessel is currently at anchor in Whitsunday Islands. Neither the vessel nor crew have reported to being within mainland China for the past 14 days.

A disembarking Pilot on a vessel arriving in Mackay (operating on Australian station in excess of 14 days - last international port Indonesia) reported the Captain appeared to have a cough. The vessel was temporary isolated on the berth and medical advice was sought. Vessel subsequently cleared to continue loading.

General Managers Direction

On Thursday 6 February 2020, a General Manager's Direction was issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 03-2020 and VTS Direction 06-2020 are now in effect.
REEF VTS Directions 02-2020 and VTS Direction 05-2020 are now cancelled.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China on or after 1 February 2020.
(To remove any doubt, this means for example that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020 and a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 03/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 08 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days since 1 Feb 2020.**
- 2) **Report if any Crew Member or passenger has visited Mainland China the past 14 days since 1 Feb 2020.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is YES to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is YES Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond *with "MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 06/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 08 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

(To remove any doubt, this means that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020).

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China since 1 Feb 2020.
- 2) Report if any Crew Member or passenger has visited Mainland China since 1 Feb 2020.
- 3) Report if any Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.
- 4) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2, 3 and 4, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Question 1 (ie they have departed mainland China since 1 Feb 2020) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days since departing or transited through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days since 1 Feb has elapsed.

If the answer is **YES** to Question 2 (ie they have reported a Crew Member or passenger has visited Mainland China since 1 Feb) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days has elapsed since the crew member or passenger visited Mainland China. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days since 1 Feb has elapsed.

If the answer is **YES** to Question 3 (ie they have a Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days since that crew member or passenger departed Hubei Province, China. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

If the answer is **YES** to question 4, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N/N/N/N	Nil
	Bitumen	N/N/N/N	Nil
	Tanker	N/N/N/N	Nil
	Bulk Carrier	N/N/N/N	Nil
	Container	N/N/N/N	Nil
	Tanker	N/N/N/N	Nil
	General Cargo	N/N/N/N	Nil
	Bulk Carrier	N/N/N/N	Nil
	Bulk Carrier	N/N/N/N	Nil
	Livestock	N/N/N/N	Nil
	Bulk Carrier	N/N/N/N	Nil
	Bulk Carrier	N/N/N/N	Nil
	Bulk Carrier	N/N/N/N	Nil
	Bulk Carrier	N/N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N / N / N / N	Nil
	Tanker	N / N / N / N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Tanker	N/N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	CRUISE SHIP	N / N / N / Y	2 x Crew Isolated in the medical Bay until tomorrow.
	BULK CARRIER	N / N / N / N	Marine Pilot reported Master coughing, vessel temporarily quarantined until advice from Queensland Health sought. Vessel subsequently cleared and quarantine lifted
	BULK CARRIER	N / N / N / N	NIL
	BULK CARRIER	N / N / N / N	NIL
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	BULK CARRIER	N/N/N/N	Nil
	TANKER	N/N/N/N	Nil
	BULK CARRIER	N/N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container	N/N/N/N	Nil
	Tanker	N/N/N/N	Nil
	Tanker	N/N/N/N	Nil

	Car carrier	N/N/N/N	Nil
	LNG Tanker	N/N/N/N	Nil

Released under RTI Act - TMR

From: Ellie L. McKinney on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - Novel Coronavirus 22
Date: Tuesday, 11 February 2020 6:20:46 AM
Attachments: General Manager Direction to Masters of all ships Queensland - Coronavirus.pdf
MSQ Reef VTS Direction 03-2020 Novel Corona Virus.pdf
MSQ VTS Direction 06-2020 Novel Corona Virus.pdf
Regional Shipping Medical Report (MSQ) - 11.02.2020am.pdf

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 12 hours (17:00 Mon 10 Feb – 05:00 Tue 11 Feb), **26** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (Regional Shipping Report attached).

All vessels have reported NO to the mandatory questions contained in REEF VTS Directions 03-2020 and VTS Direction 06-2020.

General Managers Direction

On Thursday 6 February 2020, a General Manager's Direction was issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 03-2020 and VTS Direction 06-2020 are now in effect.

REEF VTS Directions 02-2020 and VTS Direction 05-2020 are now cancelled.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msg.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

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Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China on or after 1 February 2020.
(To remove any doubt, this means for example that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020 and a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 03/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 08 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days since 1 Feb 2020.**
- 2) **Report if any Crew Member or passenger has visited Mainland China the past 14 days since 1 Feb 2020.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is YES to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is YES Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond *with "MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 06/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 08 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

(To remove any doubt, this means that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020).

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China since 1 Feb 2020.
- 2) Report if any Crew Member or passenger has visited Mainland China since 1 Feb 2020.
- 3) Report if any Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.
- 4) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2, 3 and 4, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Question 1 (ie they have departed mainland China since 1 Feb 2020) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days since departing or transited through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days since 1 Feb has elapsed.

If the answer is **YES** to Question 2 (ie they have reported a Crew Member or passenger has visited Mainland China since 1 Feb) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days has elapsed since the crew member or passenger visited Mainland China. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days since 1 Feb has elapsed.

If the answer is **YES** to Question 3 (ie they have a Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days since that crew member or passenger departed Hubei Province, China. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

If the answer is **YES** to question 4, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Gas Tanker	N, N, N	Nil
	Bulk Carrier	N, N, N	Nil
	Car Carrier	N, N, N	Nil
	Bulk Carrier	N, N, N	Nil
	Bulk Carrier	N, N, N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N, N, N, N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	General Cargo	N, N, N, N	Nil
	Bulk Carrier	N, N, N, N	Nil
	Bulk Carrier	N, N, N, N	Nil
	Bulk Carrier	N, N, N, N	Nil
	Bulk Carrier	N, N, N, N	Nil
	Car Carrier	N, N, N, N	Nil
	Bulk Carrier	N, N, N, N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N, N, N, N	Nil
	Tanker	N, N, N, N	Nil
	Bulk Carrier	N, N, N, N	Nil
	Bulk Carrier	N, N, N, N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Liquified Gas Tanker	N, N, N, N	Nil
	Tanker	N, N, N, N	Nil
	Bulk Carrier	N, N, N, N	Nil
	Bulk Carrier	N, N, N, N	Nil
	Bulk Carrier	N, N, N, N	Nil
	Bulk Carrier	N, N, N, N	Nil
	Bulk Carrier	N, N, N, N	Nil
	Bulk Carrier	N, N, N, N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Passenger	N, N, N, N	Nil
	Container	N, N, N, N	Nil

Released under RTI Act - TMR

From: [Ellie L. McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - Novel Coronavirus 23
Date: Tuesday, 11 February 2020 7:02:57 PM
Attachments: [General Manager Direction to Masters of all ships Queensland - Coronavirus.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 11.02.2020pm.pdf](#)
[MSQ VTS Direction 07-2020 Novel Corona Virus.pdf](#)
[MSQ Reef VTS Direction 04-2020 Novel Corona Virus.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 12 hours (05:00 Tue 11 Feb –17:00 Tue 11 Feb), **22** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (Regional Shipping Report attached).

22 vessels have reported NO to the mandatory questions contained in REEF VTS Directions 03-2020 and VTS Direction 06-2020.

General Managers Direction

On Thursday 6 February 2020, a General Manager's Direction was issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 03-2020 and VTS Direction 07-2020 are now in effect.

REEF VTS 02-2020 and VTS Direction 06-2020 are now cancelled.

We have updated these Directions to allow vessels under Reef or Torres pilotage to enter port limits and anchor vessels in inner anchorages, thus reducing the transit times of disembarking Pilots and allowing vessels to proceed to the most suitable anchorage available. Such vessel however, will continue to be held off taking Port Pilots and berthing until the 14 days has elapsed since visiting China and the vessel reports no unwell crew in accordance with the Directions.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China on or after 1 February 2020.
(To remove any doubt, this means for example that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020 and a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 04/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 11 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days since 1 Feb 2020.**
- 2) **Report if any Crew Member or passenger has visited Mainland China the past 14 days since 1 Feb 2020.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 07/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 11 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

(To remove any doubt, this means that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020).

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China since 1 Feb 2020.
- 2) Report if any Crew Member or passenger has visited Mainland China since 1 Feb 2020.
- 3) Report if any Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.
- 4) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2, 3 and 4, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

- they have departed mainland China since 1 Feb 2020
- they have reported a Crew Member or passenger has visited Mainland China since 1 Feb
- they have a Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days since 1 Feb has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 4, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N / N / N	Nil
	Container Ship	N / N / N	Nil
	General Cargo	N / N / N	Nil
	Roro Cargo	N / N / N	Nil
	Container Ship	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Nil vessels for this period		
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N / N / N / N	RHM TSV, Vessels left China 28/01/2020
	Bulk Carrier	N / N / N / N	RHM TSV, Vessels left China 28/01/2020
	Bulk Carrier	N / N / N / N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
	BULK CARRIER	N / N / N / N	NIL
	BULK CARRIER	N / N / N / N	NIL
	BULK CARRIER	N / N / N / N	NIL
	BULK CARRIER	N / N / N / N	NIL
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Liquified Gas Tanker	N / N / N / N	Nil
	Liquified Gas Tanker	N / N / N / N	Nil
	Bulk Carrier	N / N / N / N	Nil
	Bulk Carrier	N / N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Vehicle	N / N / N / N	nil
	Tanker	N / N / N / N	nil
	Vehicle	N / N / N / N	nil
	Container	N / N / N / N	nil

From: [Ellie L. McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - Novel Coronavirus 24
Date: Wednesday, 12 February 2020 5:33:21 AM
Attachments: [MSQ VTS Direction 07-2020 Novel Corona Virus.pdf](#)
[General Manager Direction to Masters of all ships Queensland - Coronavirus.pdf](#)
[MSQ Reef VTS Direction 04-2020 Novel Corona Virus.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 12.02.2020am.pdf](#)
[MSQ Reef VTS Direction 04-2020 Novel Corona Virus.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 12 hours (17:00 Tue 11 Feb – 05:00 Wed 12 Feb), **22** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (Regional Shipping Report attached).

22 vessels have reported NO to the mandatory questions contained in REEF VTS Directions 04-2020 and VTS Direction 07-2020.

General Managers Direction

On Thursday 6 February 2020, a General Manager's Direction was issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 04-2020 and VTS Direction 07-2020 are now in effect.

REEF VTS 03-2020 and VTS Direction 06-2020 are now cancelled.

We have updated these Directions to allow vessels under Reef or Torres pilotage to enter port limits and anchor vessels in inner anchorages, thus reducing the transit times of disembarking Pilots and allowing vessels to proceed to the most suitable anchorage available. Such vessel however, will continue to be held off taking Port Pilots and berthing until the 14 days has elapsed since visiting China and the vessel reports no unwell crew in accordance with the Directions.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

P: (07) 3066 3977

M: **Not Relevant**

E: angus.g.mitchell@msq.qld.gov.au

W: www.msq.qld.gov.au



Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

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DIRECTION:

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- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China on or after 1 February 2020.
(To remove any doubt, this means for example that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020 and a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 04/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 11 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days since 1 Feb 2020.**
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If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 07/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 11 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

(To remove any doubt, this means that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020).

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China since 1 Feb 2020.
- 2) Report if any Crew Member or passenger has visited Mainland China since 1 Feb 2020.
- 3) Report if any Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.
- 4) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2, 3 and 4, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

- they have departed mainland China since 1 Feb 2020
- they have reported a Crew Member or passenger has visited Mainland China since 1 Feb
- they have a Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days since 1 Feb has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 4, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Gas Tanker	N/N/N	Nil
	Container	N/N/N	Nil
	Container	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
	Tanker	N/N/N	Nil
	Container	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N/N/N/N	Nil
	Bulk Carrier	N/N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N/N/N/N	Nil
	Livestock Carrier	N/N/N/N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N / N / N / N	Nil
	Bulk Carrier	N / N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	BULK CARRIER	N/N/N/N	Nil
	BULK CARRIER	N/N/N/N	Nil
	CEMENT CARRIER	N/N/N/N	Nil
	BULK CARRIER	N/N/N/N	Nil
	BULK CARRIER	N/N/N/N	Nil
	BULK CARRIER	N/N/N/N	Nil
	GAS TANKER	N/N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container	N/N/N/N	Nil
	Tanker	N/N/N/N	Nil

From: [Ellie L. McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - Novel Coronavirus 25
Date: Wednesday, 12 February 2020 5:39:14 PM
Attachments: [MSQ VTS Direction 07-2020 Novel Corona Virus.pdf](#)
[General Manager Direction to Masters of all ships Queensland - Coronavirus.pdf](#)
[MSQ Reef VTS Direction 04-2020 Novel Corona Virus.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 12.02.2020pm.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 12 hours (05 Wed 2 Feb – 17:00 Wed 12 Feb), **18** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (Regional Shipping Report attached).

17 vessels have reported NO to the mandatory questions contained in REEF VTS Directions 04-2020 and VTS Direction 07-2020.

One vessel reported yes to departing mainland China since 1 Feb, the vessel departed China on 1 Feb bound for Hay Point. The vessel will be required to wait until a period of 14 days has elapsed since departing China to take Port Pilot and berth.

General Managers Direction

On Thursday 6 February 2020, a General Manager's Direction was issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 04-2020 and VTS Direction 07-2020 are now in effect.

REEF VTS 03-2020 and VTS Direction 06-2020 are now cancelled.

We have updated these Directions to allow vessels under Reef or Torres pilotage to enter port limits and anchor vessels in inner anchorages, thus reducing the transit times of disembarking Pilots and allowing vessels to proceed to the most suitable anchorage available. Such vessel however, will continue to be held off taking Port Pilots and berthing until the 14 days has elapsed since visiting China and the vessel reports no unwell crew in accordance with the Directions.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

P: (07) 3066 3977

M: Not Relevant

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W: www.msq.qld.gov.au



Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China on or after 1 February 2020.
(To remove any doubt, this means for example that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020 and a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 04/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 11 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days since 1 Feb 2020.**
- 2) **Report if any Crew Member or passenger has visited Mainland China the past 14 days since 1 Feb 2020.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 07/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 11 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

(To remove any doubt, this means that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020).

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China since 1 Feb 2020.
- 2) Report if any Crew Member or passenger has visited Mainland China since 1 Feb 2020.
- 3) Report if any Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.
- 4) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2, 3 and 4, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

- they have departed mainland China since 1 Feb 2020
- they have reported a Crew Member or passenger has visited Mainland China since 1 Feb
- they have a Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days since 1 Feb has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 4, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N / N / N	Nil
	Passenger	N / N / N	Nil
	Tanker	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Chemical Tanker	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	Y / N / N	Departed last port (Taicang, China) on Feb 1 st and bound for Hay Point. Informed duty pilot at Torres Pilots (who are proceeding with reef pilotage through Hydrographer's Passage), and Hay Point VTS. Vessel will be required to wait until a period of 14 days has elapsed since departing China to take Port Piot and berth.
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N/N/N/N	Nil
	Bulk Carrier	N/N/N/N	Nil
	Bulk Carrier	N/N/N/N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Container Ship	N/N/N/N	Nil
	Bulk Carrier	N/N/N/N	Nil
	Bulk Carrier	N/N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N/N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	LIQUIFIED GAS TANKER	N/N/N/N	Nil
	BULK CARRIER	N/N/N/N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Bulk Carrier	N/N/N/N	Nil

From: Daisy Z Leigh on behalf of Angus Mitchell
To: Media
Cc: Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 26
Date: Thursday, 13 February 2020 5:42:35 PM
Attachments: MSQ Reef VTS Direction 04-2020 Novel Corona Virus.pdf
MSQ VTS Direction 07-2020 Novel Corona Virus.pdf
Regional Shipping Medical Report (MSQ) - 13.02.2020pm.pdf
General Manager Direction to Masters of all ships Queensland - Coronavirus.pdf
Importance: High

Good afternoon

Please see below update for DDG and DG approval and noting of the decision to continue the GMs direction to masters of all ships QLD.



Dear maritime colleagues,

The previously named Novel Corona Virus has been renamed COVID-19 IAW WHO naming conventions.

Over the course of the last 12 hours (05:00 Thu 13 Feb – 17:00 Thu 13 Feb), 22 vessels have entered Queensland port pilotage areas or Reef and Torres Straits (Regional Shipping Report attached).

20 vessels have reported NO to mandatory questions regarding crew and transit through mainland China, and have been able to continue to ports.

One vessel transiting the Reef (no pilot required) reported YES to having departed mainland China since February 1 and is required to anchor until a period of 14 days has elapsed since departure.

Another vessel bound for Mackay reported YES to both departing mainland China since February 1 and having crew on board that have been within mainland China since 1 February. This vessel will also remain at anchorage until 14 days have elapsed.

General Managers Direction

Today Thursday 13 February 2020, The General Manager's Direction that came into effect on the 6 February 2020 was reviewed.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders (noting this afternoon's Prime Minister announcement to extend the current travel ban to foreign nationals entering Australia for a further 7 days). Additionally, MSQ has been unable to confirm any specific mitigation measures have been implemented at point-of-departure and/or in-transit to suggest there is any decrease in the risk of COVID-19 being introduced via shipping.

Hence, the current Directive will remain effective until further advised.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 04-2020 and VTS Direction 07-2020 are now in effect.

On 11 February 2020, These Directions were updated to allow vessels under Reef or Torres pilotage to enter port limits and anchor vessels in inner anchorages, thus reducing the transit times of disembarking Pilots and allowing vessels to proceed to the most suitable anchorage available. Such vessel however, will continue to be held off taking Port Pilots and berthing until the 14 days has elapsed since visiting China and the vessel reports no unwell crew in accordance with the Directions.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An Advice to Mariners advising of the General Manager's Direction to all ships Queensland has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

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Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China on or after 1 February 2020.
(To remove any doubt, this means for example that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020 and a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 04/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 11 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days since 1 Feb 2020.**
- 2) **Report if any Crew Member or passenger has visited Mainland China the past 14 days since 1 Feb 2020.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 07/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 11 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

(To remove any doubt, this means that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020).

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China since 1 Feb 2020.
- 2) Report if any Crew Member or passenger has visited Mainland China since 1 Feb 2020.
- 3) Report if any Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.
- 4) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2, 3 and 4, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

- they have departed mainland China since 1 Feb 2020
- they have reported a Crew Member or passenger has visited Mainland China since 1 Feb
- they have a Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days since 1 Feb has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 4, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N / N / N	Nil
	Vehicles Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Tanker	N / N / N	Nil
	Bulk Carrier	Y / N / N	Entered Palm Passage (no reef pilot). VTS Hay Point advised. Departed Zhoushan, China 02/02/2020 1236 CST 14 Days End: 16/02/2020 1436 AEST (Vessel bunkered at anchorage at Zhoushan Port)
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Tanker	N / N / N	Nil
	Container Ship	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	No vessel arrivals to report		
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Vehicles Carrier	N / N / N / N	Nil
	Bulk Carrier	N / N / N / N	Nil
	Bulk Carrier	N / N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	Y / Y / N / N	Ship sent to S10, 14 day period ends on 15/02/20
	Bulk Carrier	N / N / N / N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Bulk Carrier	N / N / N / N	Nil
	Bulk Carrier	N / N / N / N	Nil
	Gas Tanker	N / N / N / N	Nil
	Bulk Carrier	N / N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container	N / N / N	Nil
	Car Carrier	N / N / N	Nil
	General Cargo	N / N / N	Nil
	Tanker	N / N / N	Nil

From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 27
Date: Thursday, 13 February 2020 6:22:18 PM
Attachments: MSQ Reef VTS Direction 04-2020 Novel Corona Virus.pdf
MSQ VTS Direction 07-2020 Novel Corona Virus.pdf
Regional Shipping Medical Report (MSQ) - 13.02.2020pm.pdf
General Manager Direction to Masters of all ships Queensland - Coronavirus.pdf
Importance: High

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

The previously named Novel Corona Virus has been renamed COVID-19 IAW WHO naming conventions.

Over the course of the last 12 hours (05:00 Thu 13 Feb – 17:00 Thu 13 Feb), **22** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (Regional Shipping Report attached).

20 vessels have reported NO to mandatory questions regarding crew and transit through mainland China, and have been able to continue to ports.

One vessel transiting the Reef (no pilot required) reported YES to having departed mainland China since February 1 and is required to anchor until a period of 14 days has elapsed since departure.

Another vessel bound for Mackay reported YES to both departing mainland China since February 1 and having crew on board that have been within mainland China since 1 February. This vessel will also remain at anchorage until 14 days have elapsed.

**Please note from Friday 14 February 2020, General Manager MSQ updates will be sent at 1700 daily.*

General Managers Direction

Today Thursday 13 February 2020, The General Manager's Direction that came into effect on the 6 February 2020 was reviewed.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders (noting this afternoon's Prime Minister announcement to extend the current travel ban to foreign nationals entering Australia for a further 7 days). Additionally, MSQ has been unable to confirm any specific mitigation measures have been implemented at point-of-departure and/or in-transit to suggest there is any decrease in the risk of COVID-19 being introduced via shipping.

Hence, the current Directive will remain effective until further advised.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 04-2020 and VTS Direction 07-2020 are now in effect.

On 11 February 2020, These Directions were updated to allow vessels under Reef or Torres pilotage to enter port limits and anchor vessels in inner anchorages, thus reducing the transit times of disembarking Pilots and allowing vessels to proceed to the most suitable anchorage available. Such vessel however, will continue to be held off taking Port Pilots and berthing until the 14 days has elapsed since visiting China and the vessel reports no unwell crew in accordance with the Directions.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An Advice to Mariners advising of the General Manager's Direction to all ships Queensland has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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M: Not Relevant

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Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China on or after 1 February 2020.
(To remove any doubt, this means for example that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020 and a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 04/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 11 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days since 1 Feb 2020.**
- 2) **Report if any Crew Member or passenger has visited Mainland China the past 14 days since 1 Feb 2020.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 07/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 11 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

(To remove any doubt, this means that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020).

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China since 1 Feb 2020.
- 2) Report if any Crew Member or passenger has visited Mainland China since 1 Feb 2020.
- 3) Report if any Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.
- 4) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2, 3 and 4, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

- they have departed mainland China since 1 Feb 2020
- they have reported a Crew Member or passenger has visited Mainland China since 1 Feb
- they have a Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days since 1 Feb has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 4, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N / N / N	Nil
	Vehicles Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Tanker	N / N / N	Nil
	Bulk Carrier	Y / N / N	Entered Palm Passage (no reef pilot). VTS Hay Point advised. Departed Zhoushan, China 02/02/2020 1236 CST 14 Days End: 16/02/2020 1436 AEST (Vessel bunkered at anchorage at Zhoushan Port)
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Tanker	N / N / N	Nil
	Container Ship	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	No vessel arrivals to report		
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Vehicles Carrier	N / N / N / N	Nil
	Bulk Carrier	N / N / N / N	Nil
	Bulk Carrier	N / N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	Y / Y / N / N	Ship sent to S10, 14 day period ends on 15/02/20
	Bulk Carrier	N / N / N / N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Bulk Carrier	N / N / N / N	Nil
	Bulk Carrier	N / N / N / N	Nil
	Gas Tanker	N / N / N / N	Nil
	Bulk Carrier	N / N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container	N / N / N	Nil
	Car Carrier	N / N / N	Nil
	General Cargo	N / N / N	Nil
	Tanker	N / N / N	Nil

From: [Daisy Z Leigh](#) on behalf of [Angus Mitchell](#)
To: [Media](#)
Cc: [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - COVID-19 update 28
Date: Friday, 14 February 2020 4:48:15 PM
Attachments: [Regional Shipping Medical Report \(MSQ\) - 14.02.2020am.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 14.02.2020pm.pdf](#)
[General Manager Direction to Masters of all ships Queensland - COVID-19.pdf](#)
[MSQ Reef VTS Direction 05-2020 COVID-19.pdf](#)
[MSQ VTS Direction 08-2020 COVID-19.pdf](#)
Importance: High

Good afternoon

For approval and FYI please.



Dear maritime colleagues,

The previously named Novel Corona Virus has been renamed COVID-19 IAW WHO naming conventions.

Over the course of the last 12 hours (17:00 Thu 13 Feb – 17:00 Fri 14 Feb), **45** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (Regional Shipping Report attached).

41 vessels have reported **NO** to mandatory questions regarding crew and transit through mainland China, and have been able to continue to ports.

Two vessels transiting the Reef (no pilot required) reported **YES** to having departed mainland China since February 1 and one of these vessels also reported having crew on board that have visited mainland China. These vessels are required to anchor until a period of 14 days has elapsed since departure.

Another two vessels bound for Mackay reported **YES** to departing mainland China since February 1 and one of these vessels also reported having crew on board that have been within mainland China since 1 February. These vessels will also remain at anchorage until 14 days have elapsed.

**Please note from Friday 14 February 2020, General Manager MSQ updates will be sent at 1700 daily.*

General Managers Direction

On Thursday 13 February 2020, The General Manager's Direction that came into effect on the 6 February 2020 was reviewed.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders (noting this afternoon's Prime Minister announcement to extend the current travel ban to foreign nationals entering Australia for a further 7 days). Additionally, MSQ has been unable to confirm any specific mitigation measures have been implemented at point-of-departure and/or in-transit to suggest there is any decrease in the risk of COVID-19 being introduced via shipping.

Hence, the current Directive will remain effective until further advised.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

Reef VTS Direction 04-2020 and VTS Direction 07-2020 have been updated and superseded by REEF VTS 05-2020 and VTS Direction 08-2020.

The directions have been updated to reflect that the 1st February date is no longer relevant as all vessels will now fall within the 14 day reporting requirement and also to reflect that reporting out of Hubei Province is no longer applicable as Mainland China captures the reporting requirements.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

P: (07) 3066 3977

M: Not Relevant

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W: www.msq.qld.gov.au



Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.
(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N / N / N	Nil
	Tanker	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Vessel stayed at Hong Kong OPL for bunkering and crew change 03/02/2020 to 04/02/2020. 6 crew members embarked on 04/02/2020 at Hong Kong OPL anchorage (crew change). Crew members transited from Ukraine to Hong Kong. ARP advised of this information by Master on 05/02/2020.
	Bulk Carrier	N / N / N	Nil
	Tanker	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	Y / N / N	Dep Zhenjiang, China 01/02/2020 0600hrs CST. Next Port – Hay Point. ARP and VTS Hay Point notified. 14 days complete: 15/02/2020 0800hrs AEST.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N / N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	No vessel arrivals to report		
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N / N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Bulk Carrier	N / N / N / N	Nil
	LNG Carrier	N / N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Cruise ship	N / N / N / N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N / N / N	Nil
	Specialised Cargo	N / N / N	Nil
	Tanker	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	Y / Y / N	Dep Taicang, China 0001 01/02/2020 Pilot company notified. Next Port – Mackay
	Bulk Carrier	N / N / N	Nil
	General Cargo	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Tanker	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Container	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N / N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc

Townsville	Bulk Carrier	N/N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	BULK CARRIER	N N N N	NIL
	BULK CARRIER	Y N N N	Ship sent to anchor S12, 14 day period ends on 16 th Feb
	BULK CARRIER	Y Y N N	Ship sent to anchor S5, 14 day period ends on 15 th Feb
	BULK CARRIER	N N N N	NIL
	BULK CARRIER	N N N N	NIL
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	BULK CARRIER	N/N/N/N	
	BULK CARRIER	N/N/N/N	
	BULK CARRIER	N/N/N/N	
	BULK CARRIER	N/N/N/N	
	BULK CARRIER	N/N/N/N	
	BULK CARRIER	N/N/N/N	
	LIQUEFIED GAS TANKER	N/N/N/N	

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container	N/N/N/N	
	Bulk Carrier	N/N/N/N	
	Container	N/N/N/N	
	Container	N/N/N/N	

Correct as at 1600hrs 14.02.2020

Released under RTI Act - TMR

From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 29
Date: Saturday, 15 February 2020 5:47:20 PM
Attachments: Regional Shipping Medical Report (MSQ) - 15.02.2020pm.pdf
MSQ Reef VTS Direction 05-2020 COVID-19.pdf
General Manager Direction to Masters of all ships Queensland - COVID-19.pdf
MSQ VTS Direction 08-2020 COVID-19.pdf
Regional Shipping Medical Report (MSQ) - 15.02.2020am.pdf

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 24 hours (17:00 Fri 14 Feb – 17:00 Sat 15 Feb), **45** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (2 x 12 hr period Regional Shipping Reports attached). (2)

39 vessels have reported NO to mandatory questions regarding crew and transit through mainland China, and have been able to continue to ports.

Two vessels transiting the Reef (no pilot required) reported YES to having departed mainland China. The mandatory 14 day period for one vessel has been completed today 15 Feb 2020 and the second vessels 14 day period will be completed on the 16 Feb 2020.

One vessel bound for Gladstone reported YES to both having departed mainland China and having crew that have visited mainland China. The vessel completed the mandatory 14 day period today 15 Feb 2020.

Another Three vessels bound for Mackay reported YES to departing mainland China and two completed the mandatory 14 day elapse period today 15 Feb 2020 and have continued to port. One vessel will be required to anchor until the 14 day period elapses.

**Please note from Friday 14 February 2020, General Manager MSQ updates will be sent at 1700 daily.*

General Managers Direction

On Thursday 13 February 2020, The General Manager's Direction that came into effect on the 6 February 2020 was reviewed.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and has been extended until further notice.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 are in effect.

The directions were updated Fri 14 Feb to reflect that the 1st February date is no longer relevant as all vessels will now fall within the 14 day reporting requirement and also to reflect that reporting out of Hubei Province is no longer applicable as Mainland China captures the reporting requirements.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the General Manager's Direction to all ships Queensland has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

Floor 2 | 61 Mary Street | Brisbane QLD 4000.

GPO Box 2595 | Brisbane Qld 4001

P: (07) 3066 3977

M: **Not Relevant**

E: angus.g.mitchell@msq.qld.gov.au

W: www.msq.qld.gov.au



Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.
(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with "MSQ will make the appropriate notifications to State and Federal agencies for further advice".

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	LNG Tanker	Y / N / N	Vessel departed Beihai, China, 1242 CST 01/02/2020, bound for Gladstone. 14 days end 1442 AEST, 15/02/2020.
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Nil arrivals to report		
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Car Carrier	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc

Mackay	Bulk Carrier	Y / N / N / N	Ship sent to anchor S21, 14 day period ends 1612 AEST 15/02/2020
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Cement Carrier	N/N/N/N	Nil
	Bulk Carrier	N/N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Passenger	N,N,N,N	Nil
	Container	N,N,N,N	Nil
	Tanker	N,N,N,N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	Y/N/N	Dep Zhoushan 0730LT 2 Feb 2020. Next port Gladstone. Quarantine period ends 16/2/2020 0930 LT. Gladstone VTS advised
	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Gas Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N/N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Cargo Ship	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Cruise Ship	N / N / N / N	Nil
	Bulk Carrier	Y / N / N / N	ETB 15/02/2020 0800
	Bulk Carrier	Y / N / N / N	ETB 16/02/2020 1445

	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	BULK CARRIER	N/N/N/N	Nil
	GENERAL CARGO	N/N/N/N	Nil
	BULK CARRIER	N/N/N/N	Nil
	BULK/CONTAINER CARRIER	N/N/N/N	Nil
	BULK CARRIER	N/N/N/N	Nil
	BULK CARRIER	N/N/N/N	Nil
	BULK CARRIER	N/N/N/N	Nil
	BULK CARRIER	N/N/N/N	Nil
	TANKER	N/N/N/N	Nil
	LIQUEFIED GAS TANKER	Y/Y/N/N	Vessel was quarantined until 1442hrs15/02/2020 at the end of the quarantine period the vessel reported no change in the health of crew or passengers and the RHM advised the vessel can enter the port as scheduled.
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Bulk Carrier	N/N/N/N	Nil

	Bulk Carrier	N/N/N/N	Nil
	Vehicle Carrier	N/N/N/N	Nil
	Container Ship	N/N/N/N	Nil
	Bulk Carrier	N/N/N/N	Nil

Released under RTI Act - TMR

From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 30
Date: Sunday, 16 February 2020 5:01:23 PM
Attachments: MSQ Reef VTS Direction 05-2020 COVID-19.pdf
General Manager Direction to Masters of all ships Queensland - COVID-19.pdf
MSQ VTS Direction 08-2020 COVID-19.pdf
Regional Shipping Medical Report (MSQ) - 16.02.2020.pdf
Importance: High

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 24 hours (17:00 Sat 15 Feb - 17:00 Sun 16 Feb), 49 vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Reports attached).

43 vessels have reported NO to mandatory questions regarding crew and transit through mainland China, and have been able to continue to ports.

Two vessels transiting the Reef (no pilot required) reported YES to having departed mainland China, one of these vessels has already completed the 14 day period since departing China and the other vessels also reported YES to having a crew member on board who had visited mainland China and will remain at anchorage until the mandatory 14 day period has been completed.

One vessel bound for Townsville reported YES to both having departed mainland China and having crew that have visited mainland China. The vessel has met specific exemption criteria to continue.

One vessel bound for Mackay reported YES to departing mainland China and will have completed the mandatory 14 day elapse period today at 1730 16 Feb 2020.

Another Two vessels bound for Gladstone reported YES to having departed mainland China and having crew on board that have visited mainland China and will remain anchored outside port limits until the mandatory 14 day period elapses.

**Please note, MSQ COVID-19 updates are sent at 1700 daily.*

General Managers Direction

On Thursday 13 February 2020, The General Manager's Direction that came into effect on the 6 February 2020 was reviewed.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and has been extended until further notice.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 are in effect.

The directions were updated Fri 14 Feb to reflect that the 1st February date is no longer relevant as all vessels will now fall within the 14 day reporting requirement and also to reflect that reporting out of Hubei Province is no longer applicable as Mainland China captures the reporting requirements.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the General Manager's Direction to all ships Queensland has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus - www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

Floor 2 | 61 Mary Street | Brisbane QLD 4000.

GPO Box 2595 | Brisbane Qld 4001

P: (07) 3066 3977

M: Not Relevant

E: angus.g.mitchell@msq.qld.gov.au

W: www.msq.qld.gov.au



Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.
(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	Y/Y/N	Dep Zhoushan 1342 CST 3 rd Feb. Vessel Quarantine exp 17 th Feb 1542hrs. Gladstone advised.
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
	Bulk Carrier	Y/N/N	Dep China 02/02/2020 12:00 UTC. Torres Pilots advised. Next port – Hay Point.
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container	N/N/N	Nil
	Tanker	N/N/N	Nil
	Container	N/N/N	Nil
	Tanker	N/N/N	Nil
	Container	N/N/N	Nil

	Bulk Carrier	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	No vessel arrivals to report		
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N/N/N	Nil
	Specialised Cargo	N/N/N	Nil
	Bulk Carrier	Y/Y/N	Vessel Dep Hong Kong 0400 4 th Feb. Currently exempt from Quarantine period. No symptoms. Anchoring Abbot Point 16/2 1330. RHM/pilots advised.
	Bulk Carrier	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	BULK CARRIER	N / N / N	CHINA PA 1455 - 01/02/20 (POB 1845 15/02)
	BULK CARRIER	N / N / N	CHINA PA 1412 - 01/02/20 (POB 2012 15/02)
	BULK CARRIER	Y / N / N / N	CHINA PA 1530 - 02/02/20 ETB: 1730 16/02/18
	BULK CARRIER	N / N / N	NIL

	BULK CARRIER	N / N / N	NIL
	BULK CARRIER	N / N / N	NIL
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	BULK CARRIER	N/N/N/N	
	BULK CARRIER	N/N/N/N	
	BULK CARRIER	N/N/N/N	
	BULK CARRIER	Y/Y/N/N	Departed China 02 Feb 0730, Local time China Anchored outside port limits
	BULK CARRIER	N/N/N/N	
	BULK CARRIER	N/N/N/N	
	LIQUIFIED GAS TANKER	N/N/N/N	
	BULK CARRIER	Y/Y/N/N	Departed China 03 Feb 1342, Local time China Anchored outside port limits
	BULK CARRIER	N/N/N/N	
	BULK CARRIER	N/N/N/N	
	BULK CARRIER	N/N/N/N	
	BULK CARRIER	N/N/N/N	
	BULK CARRIER	N/N/N/N	

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Passenger	N,N,N,N	
	Bulk	N,N,N,N	
	Vehicles Carrier	N,N,N,N	
	Container ship	N, N, N, N	
	Vehicles Carrier	N, N, N, N	
	Tanker	N, N, N, N	
	Container Ship	N, N, N, N	

Correct as at 1600 16.02.2020

From: [Daisy Z Leigh](#) on behalf of [Angus Mitchell](#)
Subject: Update - GM, Maritime Safety Queensland - Novel Coronavirus 15
Date: Friday, 7 February 2020 6:02:03 PM
Attachments: [General Manager Direction to Masters of all ships Queensland - Coronavirus.pdf](#)
[MSQ Reef VTS Direction 02-2020 Novel Corona Virus.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 07.02.2020pm.pdf](#)
[Advice to Mariners GM Direction.pdf](#)
[MSQ VTS Direction 05-2020 Novel Corona Virus.pdf](#)
[MSQ VTS Direction 03-2020 Novel Corona Virus.pdf](#)



Dear maritime colleagues,

Over the course of the last 12 hours (17:00 Thu 6 Feb – 17:00 Fri 7 Feb), **28** vessels have entered Queensland ports and Reef Vessel Traffic Services (Regional Shipping Report attached).

28 vessels have reported NO to the three mandatory questions contained in VTS Direction 03-2020 (attached).

At 12 pm Thursday 6 February 2020, a General Manager's Direction was issued under section 191A of the Transport Operations (Marine Safety) Act 1994.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China on or after 1 February 2020.

This Direction was issued 'due to the exceptional circumstances that exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health'.

Note: This Direction will be reviewed within 7 days and an update provided.

VTS Directions

MSQ has issued two new VTS Directions (MSQ REEFVTS 02-2020 and MSQ VTS 05-2020) applicable to vessels proceeding to Queensland port pilotage areas and vessels proceeding through Torres Straits and undertaking Reef passage through Compulsory Pilotage areas. These Directions bring into effect the GM Directive issued yesterday. MSQ VTS Direction 03-2020 is now cancelled.

Advice to Mariners

An *Advice to Mariners* advising of my General Manager's Direction to all ships was promulgated today through Maritime Safety Queensland's website to reach as wide an audience as possible.

Hong Kong

MSQ has received some enquires regarding whether vessels originating from Hong Kong are treated as having come from China and as such covered by the GM Direction issued attached. Personnel arriving from Hong Kong are presently NOT subject to restrictive travel advice nor any increased Federal or State quarantine measures. Hence, the GM Directive issued yesterday does NOT apply to vessels traveling through, or from Hong Kong.

Vessels other than those covered by VTS reporting

All vessels regardless of size entering Australian waters are mandated to report to Australian Border Force (ABF) before arrival at their declared port.

International vessels less than 35m in length not mandated to report to regional Vessel Traffic Service (VTS) before entering port limits (for example but not limited to, international fishing vessels or private recreational yachts) - ABF and *Department of Agriculture* assume responsibility to ensure health declarations are made prior to arrival. These reporting protocols and any necessary action remains the responsibility of these Federal Agencies.

Bulk Carrier - update

The crew member onboard a Bulk Carrier that reported a possible symptom associated with the novel coronavirus on **Sat 1 Feb** (of which the vessel was subsequently cleared to embark a Pilot and proceed to a port anchorage) has undergone a swab test for the Coronavirus. This test returned NEGATIVE this afternoon. The vessel is subsequently cleared to proceed to berth IAW their schedule. This case was previously reported in some media outlets.

Conclusion

MSQs threat minimisation protocols remain in-line with State and Federal measures for the remainder of the community.

MSQ will continue to work collaboratively with Queensland Health, Queensland's Port corporations and representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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M: Not Relevant

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W: www.msq.qld.gov.au



ADVICE

Issued by Maritime Safety Queensland on 7 February 2020

Area: Queensland pilotage areas

Locality: Queensland Coast

Activity: Direction to person about operation of ships in relation to pilotage area

Mariners are advised that at 12pm, Thursday 6 February 2020, a General Manager's Direction was issued under section 191A of the Transport Operations (Marine Safety) Act 1994.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

(To remove any doubt, this means that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020).

This direction has been issued due to the exceptional circumstances that exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health.

Note: This Direction will be reviewed within 7 days and an update provided.

MSQ will continue to work collaboratively with Queensland Health, Queensland's Ports and representative industry groups to minimize the risks associated with the Coronavirus and its impact to our vital trade corridor. The safety and well-being of our maritime industry personnel however, will continue to be of paramount priority.

MSQs threat minimisation protocols remain in-line with State and Federal measures.

A copy of the General Manager's Direction and updates on the novel coronavirus is available at

www.msq.qld.gov.au

For further information about this notice, please contact:

Queensland's Regional Harbour Masters

Brisbane Regional Harbour Master:	Phone: 07 3632 7500	Email: RHMBrisbane@msq.qld.gov.au
Gladstone Regional Harbour Master:	Phone: 07 4971 5200	Email: RHMGladstone@msq.qld.gov.au
Mackay Regional Harbour Master:	Phone: 07 4944 3700	Email: RHMMackay@msq.qld.gov.au
Townsville Regional Harbour Master:	Phone: 07 4421 8100	Email: RHMTownsville@msq.qld.gov.au
Cairns Regional Harbour Master:	Phone: 07 4052 7400	Email: RHMCairns@msq.qld.gov.au

Notice authorised by: Executive Director (Maritime Operations) - Maritime Safety Queensland

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China on or after 1 February 2020.
(To remove any doubt, this means for example that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020 and a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 02/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 07 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days,**
- 2) **Report if any Crew Member or passenger has visited Mainland China the past 14 days;**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all of the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to any of the 3 questions, VTS is to advise the RHM and the pilotage company immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. Any such ships may be directed to remain outside of VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

In the case of ships entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If the response from a ship entering Swain is three x "No" then this will form part of the vessel handover/takeover

procedure with (generally) Gladstone VTS. If any response is "yes" the Townsville Region Harbour Master will be contacted.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the ship is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the ship prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the ship but were unsuccessful and requesting the pilot company to communicate with the ship

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a ship they are to respond *with "MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health. This direction will remain in effect until further notice.

MSQ VTS Direction 03/20

Novel Coronavirus Threat

Issued 2 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships scheduled to arrive at Queensland ports or picking up a Reef Pilot to provide the following information until further notice.

- 1) Report if any Crew Member or passenger has visited Hubei Province, China within the past 14 days;
- 2) Report if any Crew Member or passenger has visited mainland China since 1 February 2020;
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

Ships **MUST** provide this information to VTS **2-3 hours** prior to embarking a Pilot and/or going to anchor, and with the Reef VTS Pre-Entry report (**1 hour** prior to entering the Reef VTS area).

Negative Response

If answers to all above questions are **NO**, MSQ will then inform all parties including Marine and Reef Pilots, port authority and ships agent of the clear declaration.

Positive Response

If the answer is **YES** to any question for inbound vessels to a port or anchorage, VTS is to advise the respective Regional Harbour Master (RHM) immediately and follow any instructions given.

If the answer is **YES** to any question for vessels picking up Reef Pilot, Reef VTS is to notify the pilotage provider immediately, Regional Harbour Master Townsville, and AMSA

operationscoastalpilotagemanager@amsa.gov.au

Any crew member identified as having visited Hubei Province, China within the past 14 days OR having visited mainland China since 1 Feb will be asked report to the Captain and to self-isolate on board the vessel for the period of their stay in the Australian port or for a period that spans 14 days since leaving the province or mainland China (whichever is shortest). **Such crew members are not to have personal interaction with Australian based maritime industry staff.**

MSQ will make the appropriate notifications to State health authorities for further advice if any crew reports as falling in these categories.

If in the event of a ship is non-compliant by;

- a) not providing a Pre-entry report, or
- b) not providing answers to the questions

the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the ship prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the ship but were unsuccessful and requesting the pilot company to communicate with the ship on VHF 16.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0430 and 1630 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0500 and 1700 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health.

This direction will remain in effect until further notice.

MSQ VTS Direction 05/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 07 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

(To remove any doubt, this means that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020).

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether they have departed mainland China within the past 14 days.
- 2) Report if any Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If answer is **NO** to questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Question 1 (ie they have departed mainland China within the past 14 days) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days since departing or transited through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS.

If the answer is **YES** to question 2 (ie they have a Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.) the vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until 14 days since that crew member or passenger departed Hubei Province, China. Question 3 is to be repeated to the vessel on its call into VTS.

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Pilotage Area nor embark a Marine Pilot and be directed to remain outside of VTS area or port limits until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health. This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Passenger	N, N, N	Nil
	Tanker	N, N, N	Nil
	Bulk Carrier	N, N, N	Nil
	Container Ship	N, N, N	Nil
	Tanker	N, N, N	Nil
	General Cargo	N, N, N	Nil
	Bulk Carrier	N, N, N	Nil
	Bulk Carrier	N, N, N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Tanker	N, N, N	Nil
	Tanker	N, N, N	Nil
	Passenger Ship	N, N, N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N, N, N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Tanker	N, N, N	Nil
	Bulk Carrier	N, N, N	Nil
	Bulk Carrier	N, N, N	Nil
	Frigate	N, N, N	Nil
	Bulk Carrier	N, N, N	Nil
	Bulk Carrier	N, N, N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	GENERAL CARGO	N, N, N	Nil
	TANKER	N, N, N	Nil
	BULK CARRIER	N, N, N	Nil
	BULK CARRIER	N, N, N	Nil
	BULK CARRIER	N, N, N	Nil

	BULK CARRIER	N, N, N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Bitumen Carrier	N, N, N	Nil
	General Cargo	N, N, N	Nil
	Liquefied Gas Tanker	N, N, N	Nil
	Container	N, N, N	Nil

Released under RTI Act - TMR

From: [Ellie L. McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - COVID-19 update 31
Date: Monday, 17 February 2020 6:41:15 PM
Attachments: [MSQ Reef VTS Direction 05-2020 COVID-19.pdf](#)
[General Manager Direction to Masters of all ships Queensland - COVID-19.pdf](#)
[MSQ VTS Direction 08-2020 COVID-19.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 17.02.2020.pdf](#)
Importance: High

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 24 hours (17:00 Sun 16 Feb - 17:00 Mon 17 Feb), 42 vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Reports attached).

36 vessels have reported NO to mandatory questions regarding crew and transit through mainland China, and have been able to continue to ports.

5 vessels reported YES to having departed mainland China after 1 Feb. These vessels will not proceed to port until 14 days have elapsed since leaving mainland China.

1 passenger vessel transiting the Reef has reported to a number of crew and passengers with Influenza A type symptoms. This vessel has been operating in Australia and NZ for the past 2 months. No passenger or crew have reported to being within mainland China in the past 14 days. Further assessment and monitoring is being undertaken prior to the vessel proceeding to anchor tomorrow (*Note: It is not unusual for passenger ships to treat cases of Influenza, such as being reported, notwithstanding specialist medical advice is being undertaken prior to interaction with Australian maritime personnel as an additional precaution*).

**Please note, MSQ COVID-19 updates are sent at 1700 daily.*

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General Managers Direction

On Thursday 13 February 2020, The General Manager's Direction that came into effect on the 6 February 2020 was reviewed.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and has been extended until further notice.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

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VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 are in effect.

The directions were updated Fri 14 Feb to reflect that the 1st February date is no longer relevant as all vessels will now fall within the 14 day reporting requirement and also to reflect that reporting out of Hubei Province is no longer applicable as Mainland China captures the reporting requirements.

-

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

-

Advice to Mariners

An *Advice to Mariners* advising of the General Manager's Direction to all ships *Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,
Angus Mitchell

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

Floor 2 | 61 Mary Street | Brisbane QLD 4000.

GPO Box 2595 | Brisbane Qld 4001

P: (07) 3066 3977

M: Not Relevant

E: angus.g.mitchell@msq.qld.gov.au

W: www.msq.qld.gov.au



General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.
(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with "MSQ will make the appropriate notifications to State and Federal agencies for further advice".

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Gas Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Gas Tanker	Y/Y/N	Dep Qingdao 03/02/2020 2 Crew joined on 02/02/2020 Next Port – Gladstone / RHM notified
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Passenger Vessel	N/N/Y	Mild cases of influenza being monitored, both crew and passengers. Last stop Brisbane – Next stop Whitsundays – RHM notified
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil – Departed Hong Kong 3 Feb 2020
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container Ship	N/N/N	Nil – Departed Hong Kong 0200 4 Feb 2020

	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	Y / N / N	Vessel departed mainland China 03.02.2020 at 1823hrs. Port Pilot boards vessel 1500hrs 18.02.2020 (15 days). Cairns VTS will ask question three, two hours prior to Pilot Boarding time 18.02.2020.
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Container Ship	N/N/N	Nil
	Livestock Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	BULK CARRIER	Y / N / N	CHINA PA 1436 - 02/02/20 (POB 1930 16/02)
	BULK CARRIER	Y / N / N	CHINA PA 0240 - 03/02/20 HPT ETB: 17/02/20 0440
	BULK CARRIER	N / N / N	NIL
	TANKER	N / N / N	NIL
	BULK CARRIER	N / N / N	NIL
	BULK CARRIER	N / N / N	NIL
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Cement Carrier	N/N/N	
	General Cargo	N/N/N	
	Tanker	N/N/N	
	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	LNG Carrier	N/N/N	

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane			
	Container	Y,Y,N	Pilot off Ningbo 1230LT 3 Feb. Earliest POB Brisbane 1430LT 17 Feb. Pilot scheduled to board 1530hrs 17 Feb.
	17/1430	N / N / N	Vessel ETA Pt Cartwright 2100/16. Vessel requested to anchor Outside Compulsory Pilotage Area. AHM advised Confirmed Question #3 negative after quarantine period expired.
	Car Carrier	N / N / N	
	Container	N / N / N	

From: [Ellie L. McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - COVID-19 update 32
Date: Tuesday, 18 February 2020 5:54:42 PM
Attachments: [MSQ Reef VTS Direction 05-2020 COVID-19.pdf](#)
[General Manager Direction to Masters of all ships Queensland - COVID-19.pdf](#)
[MSQ VTS Direction 08-2020 COVID-19.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 18.02.2020.pdf](#)
Importance: High

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 24 hours (17:00 Mon 17 Feb -17:00 Tue 18 Feb), **61** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x24hr period Regional Shipping Reports attached).

55 vessels have reported **NO** to mandatory questions regarding crew and transit through mainland China, and have been able to continue to ports.

5 vessels reported **YES** to having departed mainland China after 1 Feb. These vessels will not proceed to port until 14 days have elapsed since leaving mainland China and no crew are displaying any of the symptoms associated with COVID-19

1 passenger vessel transiting the Reef has reported to a number of crew and passengers with Influenza A type symptoms. This vessel has been operating in Australia and NZ for the past 2 months. No passenger or crew have reported to being within mainland China in the past 14 days. Further assessment and monitoring has been undertaken and vessel is proceeding as scheduled. *(Note: It is not unusual for passenger ships to treat cases of Influenza, such as being reported, notwithstanding specialist medical advice was sought as an additional precaution).*

**Please note, MSQ COVID-19 updates are sent at 1700 daily.*

General Managers Direction

On Thursday 13 February 2020, The General Manager's Direction that came into effect on the 6 February 2020 was reviewed.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and has been extended until further notice.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Manager's Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 are in effect.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety

Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

Floor 2 | 61 Mary Street | Brisbane QLD 4000.

GPO Box 2595 | Brisbane Qld 4001

P: (07) 3066 3977

M: **Not Relevant**

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W: www.msq.qld.gov.au



General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.
(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health. This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Gas Tanker	N / N / N	Nil
	Gas Tanker	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Tanker	N / N / N	Nil
	Bulk Carrier	Y / Y / N	Dep. Xiamen, China 2018LT 05/02/2020 Next port Abbott Point 14 days complete 19/02/2020 2218 LT
	Livestock	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Container Ship	N / N / Y	1 crew member with cough like symptoms Last port Singapore / Next port Brisbane ETA Cairns PBG 1330lt/19th Pilot Co. / RHM / VTS BNE notified
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil (Dep Nanjing, China 20/01/2020)
	Roro Cargo	N / N / N	Nil
	Tanker	N / N / N	Nil

	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Gas Tanker	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil (Dep Jiangyin, China 25/01/2020)
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	Y / N / N	Vessel departed mainland China 07.02.2020 at 1210hrs UTC. Port Pilot scheduled to board vessel 0330hrs on the 23.02.2020 (16 days). Question three to be asked again two hours prior to Pilot boarding.
	Bulk Carrier	Y / N / N	Vessel departed mainland China 06.02.2020 at 0100hrs UTC. Port Pilot scheduled to board vessel 0330hrs on 20.02.2020 (14 days). Question three to be asked again two hours prior to Pilot boarding.
	Passenger	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	Y/Y/N	Departed Xiamen, China 05/02/2020 2018hrs.

			Quarantine expires 19/02/2020 2218hrs. Vessel has no berthing prospects. Master reports no signs or symptoms of Coronavirus. RHM, MVTM, Pilots and Agent notified.
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	Y/N/N	DEP HK 03 Feb - HPT ETB: 18/02/20
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Passenger	N/N/Y	15 CREW MEMBERS AS PREVIOUSLY REPORTED WITH INFLUENZA A SYMPTOMS, NO NEW CASES. RHM ADVISED. VESSEL PROCEEDING AS SCHEDULED.
	Bulk Carrier	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil

	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Liquid Gas Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Liquid Gas Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Liquid Gas Tanker	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container Ship	N / N / N	Nil
	Container Ship	N / N / N	Nil
	Passenger Ship	N / N / N	Nil
	Container Ship	N / N / N	Nil

	Vehicles Carrier	N / N / N	Nil
	Cruise Ship	N / N / N	Nil
	General Cargo	N / N / N	Nil
	Container	N / N / N	Nil
	Container	N / N / N	Nil

Released under RTI Act - TMR

From: [Ellie L. McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - COVID-19 update 33
Date: Wednesday, 19 February 2020 6:04:24 PM
Attachments: [MSQ Reef VTS Direction 05-2020 COVID-19.pdf](#)
[General Manager Direction to Masters of all ships Queensland - COVID-19.pdf](#)
[MSQ VTS Direction 08-2020 COVID-19.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 19.02.2020.pdf](#)
Importance: High

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 24 hours (17:00 Tue 18 Feb -17:00 Wed 19 Feb), **42** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x24hr period Regional Shipping Reports attached).

39 vessels have reported **NO** to mandatory questions regarding crew and transit through mainland China, and have been able to continue to ports.

3 vessels reported **YES** to having departed mainland China after 1 Feb. These vessels will not proceed to port until 14 days have elapsed since leaving mainland China and no crew are displaying any of the symptoms associated with COVID-19

**Please note, MSQ COVID-19 updates are sent at 1700 daily.*

General Managers Direction

On Thursday 13 February 2020, The General Manager's Direction that came into effect on the 6 February 2020 was reviewed.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and has been extended until further notice.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 are in effect.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

Floor 2 | 61 Mary Street | Brisbane QLD 4000.

GPO Box 2595 | Brisbane Qld 4001

P: (07) 3066 3977

M: Not Relevant

E: angus.g.mitchell@msq.qld.gov.au

W: www.msq.qld.gov.au



Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.
(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N/N/N	Nil
	Liquefied Gas Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	General Cargo	N/N/N	Nil
	Tanker	N/N/N	Nil
	Passenger	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	General Cargo	N/N/N	Nil
	Gas Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Gas Tanker	Y/Y/N	Dep Tianjin 05/02/2020 Next Port - Gladstone
	Tanker	Y/Y/N	Dep Quanzhou 05/02/2020 1200LT Next Port - Townsville
	Bulk Carrier	Y/Y/N	Dep Rizhao 05/02/2020 Next Port – Hay Point
	Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil

MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Nil vessels for this period		
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	General Cargo	N / N / N	Nil
	Tanker	N / N / N	Nil
	Tanker	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	BULK CARRIER	N / N / N	POB 1930 HP1
	BULK CARRIER	N / N / N	NIL. QUARANTINE PERIOD ENDED 16/2/20.
	TANKER	N / N / N	POB 0553 M1
	BULK CARRIER	N / N / N	POB 0730 DB2
	BULK CARRIER	N / N / N	POB 0930 HP2
	BULK CARRIER	N / N / N	POB 2130 HP1
	BULK CARRIER	N / N / N	POB 2000 DB1

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
	LNG CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
	LNG CARRIER	N/N/N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container	N, N, N	
	Container	N, N, N	
	Bulk Carrier	N, N, N	
	Passenger	N, N, N	
	Container	N, N, N	
	Container	N, N, N	
	Container	N, N, N	
	Vehicle	N, N, N	
	Container	N, N, N	
	Bulk Carrier	N, N, N	

From: [Daisy Z Leigh](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - COVID-19 update 34
Date: Thursday, 20 February 2020 5:39:06 PM
Attachments: [General Manager Direction to Masters of all ships Queensland - COVID-19.pdf](#)
[MSQ VTS Direction 08-2020 COVID-19.pdf](#)
[MSQ Reef VTS Direction 05-2020 COVID-19.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 20.02.2020.pdf](#)
Importance: High

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 24 hours (17:00 Wed 19 Feb -17:00 Thurs 20), **71** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x24hr period Regional Shipping Reports attached).

67 vessels have reported NO to mandatory questions regarding crew and transit through mainland China, and have been able to continue to ports.

4 vessels reported YES to both having departed mainland China in the past 14 days' and having crew on board who have visited mainland China.

These vessels will not proceed to port until 14 days have elapsed since leaving mainland China and no crew are displaying any of the symptoms associated with COVID-19

**Please note, MSQ COVID-19 updates are sent at 1700 daily.*

General Managers Direction

On Thursday 13 February 2020, The General Manager's Direction that came into effect on the 6 February 2020 was reviewed.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and has been extended until further notice.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 are in effect.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry

personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

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Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.
(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N/N/N	Nil
	General Cargo	N/N/N	Nil
	Tanker	N/N/N	Nil
	Livestock	N/N/N	Nil
	General Cargo	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	Y/Y/N	Dep Hong Kong 10/02. Torres Pilots and VTS Gladstone advised.
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
	Bulk Carrier	N / N / N	Nil
	Passenger	N / N / N	Nil

	Vehicle Carrier	N / N / N	Nil
	General Cargo	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	General Cargo	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Tanker	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	Y / Y / N	Torres Pilots, Last Port: Zhenjiang 07/02/2020 1300CST - 14 days at 21/02/2020 1500hrsEST
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	Y / Y / N	Vessel departed mainland China 08.02.2020 at 0324hrs UTC. Direction given not to enter the pilotage area until 14 days have elapsed since the ship's departure from mainland China. Port Pilot scheduled to board vessel 0330hrs on 24.02.2020 (15 days). Cairns VTS will ask question three, two hours prior to Pilot Boarding time.

	Bulk Carrier	Y / Y / N	Vessel departed mainland China 08.02.2020 at 0430hrs UTC. Direction given not to enter the pilotage area until 14 days have elapsed since the ship's departure from mainland China. Port Pilot scheduled to board vessel 1445hrs on 22.02.2020 (14 days). Cairns VTS will ask question three, two hours prior to Pilot Boarding time.
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Livestock Carrier	N/N/N	Nil
	General Cargo	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	General Cargo	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N / N / N	Inbound to N2
	Bulk Carrier	N / N / N	POB 0430/20 N12 To Db4
	Passenger	N / N / N	Sea Sth To Pioneer Bay
	Bulk Carrier	N / N / N	Inbound to S9
	Bulk Carrier	N / N / N	Inbound to S1

	Bulk Carrier	N / N / N	Inbound to S11
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Bulk Carrier	N/N/N	
	Liquified Gas Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Tanker	N/N/N	
	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Liquified Gas Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Tanker	N/N/N	
	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Tanker	N/N/N	
	Bulk Carrier	N/N/N	

	Bulk Carrier	N/N/N	
	Tanker	N/N/N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Bulk Carrier	N / N / N	
	Container	N / N / N	
	Container	N / N / N	
	Crude Tanker	N / N / N	
	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Vehicle Carrier	N / N / N	

From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 35
Date: Friday, 21 February 2020 5:00:26 PM
Attachments: General Manager Direction to Masters of all ships Queensland - COVID-19.pdf
MSQ VTS Direction 08-2020 COVID-19.pdf
MSQ Reef VTS Direction 05-2020 COVID-19.pdf
Regional Shipping Medical Report (MSQ) - 21.02.2020.pdf
Review of General Managers Direction - COVID 19 13 February 2020.pdf
Review of General Managers Direction - COVID 19 21 February 2020.pdf
Importance: High

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 24 hours (17:00 Thur 20 Feb -17:00 Fri 21 Feb), **49** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x24hr period Regional Shipping Reports attached).

46 vessels have reported **NO** to mandatory questions regarding crew and transit through mainland China, and have been able to continue to ports.

3 vessels reported **YES** to both having departed mainland China in the past 14 days and having crew on board who have visited mainland China. These vessels will not proceed to port until 14 days have elapsed since leaving mainland China and no crew are displaying any of the symptoms associated with COVID-19

1 vessel has reported **YES** to a crew member being ill but **NO** to having visited mainland China or having crew on board who have visited mainland China within the past 14 days. A thorough investigation of the circumstances in conjunction with Health authorities has determined that this is a pre-existing condition not related to COVID-19 and as such, the vessel has been allowed to proceed without delays.

**Please note, MSQ COVID-19 updates are sent at 1700 daily.*

General Managers Direction

On Thursday 13 February 2020, The General Manager's Direction that came into effect on the 6 February 2020 was reviewed.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and has been extended until further notice.

7 days have passed since I undertook an initial review (attached) of the **GM Direction to Masters of all Ships Queensland** (attached).

In the preceding week, whilst more is known about the virus as well as the success or otherwise of specific measures that have been implemented to help arrest its spread, the federal government yesterday extended the current travel ban on personnel arriving out of mainland China.

Please see attached a secondary review I have undertaken based on current information and considerations. Unfortunately at this time I am unable to justify a revised position with regard to the extant GM Direction.

I do however note the reported mitigation measures that may be being implemented at the point-of-origin, however in the absence of independent verification I must put more weight on what I know to be fact in weighing up such considerations. I will however continue to seek further clarity on such measures as well as be guided by relevant health advice moving forward.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 are in effect.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

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General Manager

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Department of Transport and Main Roads

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General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

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DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

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(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

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6 February 2020

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If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

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the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

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MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Container Ship	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	LNG Carrier	N/N/N	Nil
	General Cargo	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Bulk Carrier	Y/Y/N	Dep Jiangyin, China 7 th Feb, 2020 RHM Mackay / VTS advised
	Passenger	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil

MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N/N/N	Nil
	Cruise Ship	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
	Cement Carrier	N/N/N	Nil
	Livestock Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	General Cargo	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	BULK CARRIER	N / N / N	SEA TO DB1 POB 0001/21
	BULK CARRIER	Y / Y / N	SEA TO N26 DEP CHINA 06/02/20. PILOT DISEMBARK 1300LT 07/02/20 - HPT ETB: 1500 21/02/20
	BULK CARRIER	N / N / N	SEA TO S3
	BULK CARRIER	N / N / N	SEA TO N25

	BULK CARRIER	N / N / N	S1 TO HP3 POB 0500/21
	BULK CARRIER	N / N / N	SEA TO M3 POB 0721/21
	BULK CARRIER	N / N / N	N17 TO DB3 POB 0900/21
	BULK CARRIER	N / N / N	POB 1400 INBOUND TO DB2
	BULK CARRIER	N / N / N	POB 1630 INBOUND TO DB2
	BULK CARRIER	Y / Y / N	SEA TO N12 DEP CHINA 08/02/20 PILOT DISEMBARK 0315 LT – HPT ETB: 0515 22/02/20
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	BULK CARRIER	N/N/N	Nil
	LIQUIFIED GAS CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	TANKER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Vehicle Carrier	N/N/N	
	Container Ship	N/N/Y	Pre existing condition, Health Authorities approved entry.
	Bulk Carrier	N/N/N	

Released under RTI Act - TMP

As at 13 February 2020, the number of reported confirmed cases of COVID-19 IAW WHO (*previously named Novel Coronavirus*) is 60,329 worldwide. The total number of deaths recorded worldwide is 1,369 with the majority of 1,068 deaths occurring in Hubei, Mainland China.¹ News outlets are continuing to report on the increased numbers of reported cases and the spread of the virus.

The General Manager's Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994* was issued on 6 February 2020. The Direction restricted entry to Queensland port pilotage areas to all ships that left or transited through mainland China on or after 1 February 2020, until a 14-day quarantine period has lapsed. This Direction was in-line with the enhanced travel and isolation measures the Commonwealth Government introduced on 1 February 2020.

I undertook to review the Direction, having regard to mitigation strategies and monitoring measures that may be put in place to reduce the potential for the persons onboard to fall ill or potentially fall ill by the virus. My email covered several potential measures that could be implemented at the point of departure, during a voyage and on arrival such as the temperature monitoring of crew and/or the carriage of specialist medical personnel and other similar actions.

At this point in time, the Australian Government's travel restrictions (extended for a further 7 days as of Thu 13 Feb) and human control orders apply to **all** travellers who have left or transited through mainland China on or after 1 February 2020. Foreign travellers are being refused entry to Australia, while Australian citizens, permanent residents and New Zealand citizens on a 444 visa are subject to strict consent orders of health screening, quarantine and isolation.

I note that the latest Australian Border Force statement (published on 12 February 2020) provides that for commercial vessels, all crew are to remain on-board while the vessel is berthed in Australia and crew are only able to disembark to conduct essential vessel functions. The crew must wear personal protective equipment when performing those functions. These restrictions apply until 14 days has elapsed since the vessel or any person on-board left mainland China.

Other measures may limit the potential cross-infection between incoming crew and Queensland maritime personnel. For example, mandating the use of personal protective equipment or limiting crew/shore interaction. Some of these measures have been recommended by the Australian Maritime Safety Authority (AMSA). For coastal pilotage services, the AMSA are recommending a precautionary approach be taken.

¹ Figures sourced from Coronavirus COVID-19 Global Cases by Johns Hopkins CSSEv
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AMSA has also recommended coastal pilots with diagnosed heart or respiratory conditions should not be allocated the pilotage. Additionally, pilots should limit contact with crew and wear appropriate personal protective equipment (PPE), (surgical masks and gloves) while on board and in contact with crew. Queensland Reef VTS remains the contact point to report illness or suspected crew member illness.

At present however, the World Health Organisation (WHO) is reporting that it could be possible that people infected with CoVID-2019 may be infectious before showing significant symptoms. However, based on currently available data, the people who have symptoms are causing the majority of virus spread.² MSQ are continuing to monitor information being released from the WHO regarding the possible contagion period of the virus.

The WHO reports that the incubation period (the time between infection and the onset of clinical symptoms of disease) is currently estimated from 1 day to 12.5 days, with median estimates of 5 to 6 days.³ Compared to other coronavirus diseases, WHO⁴ reports the incubation period could be up to 14 days.⁵ Recent news articles report this period could be up to 28 days, these reports are yet to be scientifically validated.⁶ The current quarantine period of 14 days aligns with the Australian Government's restrictions on entry for vessels leaving or transiting through mainland China on or after 1 February 2020.

Should the Federal Government alter or relax their restrictions in the coming days or weeks, or more information regarding the contagion and incubation periods become available, then I will consider potential amendments to the Direction. I will continue to seek advice from the Commonwealth's Department of Health and Queensland Health medical personnel.

Decision

While I appreciate the economic consequences of the GM Direction, and will look at any other measures I can influence so as not to unnecessarily impede efficient shipping in and out of Queensland ports, given the number of positive test cases being reported continues to rise (with media reporting another 14,840 cases being added overnight)⁷ I have directed that the current measures remain in place for a further 7 days' in line with federal reviews.

² World Health Organisation (2020), Frequently Asked Questions. <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>

³ World Health Organisation (2020), Frequently Asked Questions Available at: <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>. Accessed 12/2/2020.

⁴ Ibid.

⁵ Ibid.

⁶ The Financial Review, 'Huge impact of China travel ban a factor in review', Andrew Tillett, published 12 February 2020. Accessed online at

⁷ The Sydney Morning Herald, 'Coronavirus death rate surges as infections climb by almost 15,000', Eryk Bagshaw, published 13 February 2020. Accessed online at <https://www.smh.com.au/world/asia/coronavirus-death-rate-surges-as-infections-climb-by-14-000-20200213-p540fr.html>

Second Review of General Manager's Directive – under s.191A of the *Transport Operations (Marine Safety) Act 1994*, issued on 6 February 2020

21 February 2020

Data

The World Health Organisation (WHO) situational report indicates the number of confirmed cases of COVID-19 (*previously named Novel Coronavirus*) as at 20 February 2020* is 75,748 globally (an addition of 548 new cases).¹ Majority of cases are reported from China (at 74,675 confirmed cases (representing 399 new cases)).² The WHO risk assessment globally remains high and notes that new cases of COVID-19 in the Islamic Republic of Iran have been reported in the past 24 hours.³

Slightly higher numbers are being reported by The John Hopkins CSSE, reporting global cases at 76,200 confirmed cases, 75,000 occurring in China.⁴ The death toll is at 2,247 with the majority of deaths attributed to Hubei, Mainland China.⁵

The available data shows that the rate of growth of confirmed cases, while slowing, continues to rise.⁶

General Manager's Direction

On 13 February 2020, I determined that the General Manager's Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994* issued on 6 February 2020, would continue until further notice, but gave a commitment to review my position in 7 days' time. This decision was in-line with the Australian Government's stance and travel restrictions.

Yesterday, the Australian Government announced its travel restrictions will be maintained for a further week to 29 February 2020.

Today, in reviewing the General Manager's Direction, I have considered the approach of the Australian Government to commercial vessels destined for other Australian ports, both in reporting obligations and human control restrictions. Specifically, that all vessels that report persons who have been in mainland China in the last 14 days are subject to restrictions that;

- All crew is to remain onboard while the vessel is berthed.
- Crew are only able to disembark to conduct essential vessel functions, and crew must wear personal protective equipment while performing these functions.
- These restrictions apply until 14 days has elapsed since the vessel or any person on-board left mainland China.

I also take onboard the precautions and restrictions reportedly imposed by the Chinese authorities. Equally I am also guided by my chain-of-responsibility obligations to the

¹ World Health Organisation, Situation Report No. 31, dated 20 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200218-sitrep-29-covid-19.pdf?sfvrsn=6262de9e_2. Accessed on 21 February 2020.

² Ibid.

³ Ibid.

⁴ John Hopkins CSSE data on Coronavirus COVID-19 Global available at: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>. Accessed on 21 February 2020.

⁵ Ibid.

⁶ Ibid.

international seafarers that may be affected by Queensland's current measures. I am aware that seafarers originating or transiting through mainland China are reportedly being confined to vessels for the duration of their time alongside (although still potentially being exposed to mainland personnel in the course of normal operations, albeit with some PPE measures in place). Adopting a similar isolation and confined to vessel approach to the same seafarers whilst in Queensland ports in the case where vessels were to be received inside 14 days from China (as would be no doubt necessitated under current Aust approach to commercial vessels) would explicablely create a situation where these crew may in effect be captive on-board for extended periods of time.

I have also considered the risk mitigation strategies and control measures aimed at reducing the risks of contagion and infection being implemented at ports of departure, during the voyage and on arrival. On this, I am guided by state and federal health authorities' advice.

Although precautionary measures of hand washing, face masks and temperature monitoring may have been engaged to help limit the spread of the virus, there appears not to be a collective consensus that these measures are failsafe nor temperature being a reliable indicator of illness. I am also conscious that these, and similar other measures, were undertaken onboard the cruise ship, Diamond Princess, which still saw the spread of the virus.

While those measures may well reduce the risk of contagion and incubation, there is no new additional information available on periods of contagion and incubation since my last review. The WHO reports that it *'may be possible that people infected with 2019-nCoV may be infectious before showing significant symptoms'*⁷ It is important to note that one of the current measures in place with regard to managing the risk of infection posed by maritime trade relies on reporting of symptoms.

While these risk mitigation strategies and activities may be successful, and I appreciate the economic and scheduling impacts that may occur as a result of complying with the Direction - the safety and wellbeing of our maritime personnel and the Queensland public, continues to be my paramount concern and priority.

Maritime Safety Queensland appreciates the proactive approach being undertaken by Shipping Australia Ltd in prioritising maritime personnel, as well as seeking to limit the economic impact that this virus is having on the industry. Maritime Safety Queensland will continue to work collaboratively with Shipping Australia Ltd, and the broader maritime and shipping industry to inform our approach into the future.

Should more information become available, I will consider potential amendments to the Direction. I will continue to seek advice from the Commonwealth's Department of Health and Queensland Health medical personnel and continue to monitor the situation on a daily basis.

Decision

I have directed that the current measures remain in place for a further 7 days', remaining in-line with federal reviews.

⁷ Ibid at [1], Available at <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>. Accessed on 20 February 2020.

From: [Ellie L. McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - COVID-19 update 36
Date: Saturday, 22 February 2020 4:45:55 PM
Attachments: [General Manager Direction to Masters of all ships Queensland - COVID-19.pdf](#)
[MSQ VTS Direction 08-2020 COVID-19.pdf](#)
[MSQ Reef VTS Direction 05-2020 COVID-19.pdf](#)
[Review of General Managers Direction - COVID 19 13 February 2020.pdf](#)
[Review of General Managers Direction - COVID 19 21 February 2020.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 22.02.2020.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 24 hours (17:00 Fri 21 -17:00 Sat 22 Feb), **44** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x24hr period Regional Shipping Reports attached).

44 vessels have reported NO to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

**Please note, MSQ COVID-19 updates are sent at 1700 daily.*

General Managers Direction

On Thursday 13 February 2020, The General Manager's Direction that came into effect on the 6 February 2020 was reviewed.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and has been extended until further notice.

7 days have passed since I undertook an initial review (attached) of the **GM Direction to Masters of all Ships Queensland** (attached).

In the preceding week, whilst more is known about the virus as well as the success or otherwise of specific measures that have been implemented to help arrest its spread, the federal government yesterday extended the current travel ban on personnel arriving out of mainland China.

Please see attached a secondary review I have undertaken based on current information and considerations. Unfortunately at this time I am unable to justify a revised position with regard to the extant GM Direction.

I do however note the reported mitigation measures that may be being implemented at the point-of-origin, however in the absence of independent verification I must put more weight on what I know to be fact in weighing up such considerations. I will however continue to seek further clarity on such measures as well as be guided by relevant health advice moving forward.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 are in effect.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An Advice to Mariners advising of the General Manager's Direction to all ships Queensland has been promulgated through Maritime Safety

Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

Floor 2 | 61 Mary Street | Brisbane QLD 4000.

GPO Box 2595 | Brisbane Qld 4001

P: (07) 3066 3977

M: **Not Relevant**

E: angus.g.mitchell@msq.qld.gov.au

W: www.msq.qld.gov.au



General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.
(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with "MSQ will make the appropriate notifications to State and Federal agencies for further advice".

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Tanker	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Container Ship	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N / N / N	Nil
	Tanker	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Tanker	N / N / N	Nil
	Tanker	N / N / N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	BULK CARRIER	N / N / N	N17 TO DB1 POB 1900/21
	BULK CARRIER	N / N / N	S10 TO HP2 POB 2030/21
	BULK CARRIER	N / N / N	SEA TO S5
	BULK CARRIER	N / N / N	SEA TO MKY N21
	BULK CARRIER	N / N / N	S13 TO HP1 POB 0900/22
	BULK CARRIER	N / N / N	N21 TO M1 POB 0755/22
	BULK CARRIER	N / N / N	SEA TO MKY OS07
	BULK CARRIER	N / N / N	SEA TO N4 (ETB 19FEB)
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	LIQUIFIED GAS CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Tanker	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Passenger Ship	N / N / N	Nil
	Container Ship	N / N / N	Nil
	Passenger Ship	N / N / N	Nil
	Container Ship	N / N / N	Nil
	Vehicle Carrier	N / N / N	Nil
	General Cargo	N / N / N	Nil
	Container Ship	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Container Ship	N / N / N	Nil
	Container Ship	N / N / N	Nil
	Tanker	N / N / N	Nil

As at 13 February 2020, the number of reported confirmed cases of COVID-19 IAW WHO (*previously named Novel Coronavirus*) is 60,329 worldwide. The total number of deaths recorded worldwide is 1,369 with the majority of 1,068 deaths occurring in Hubei, Mainland China.¹ News outlets are continuing to report on the increased numbers of reported cases and the spread of the virus.

The General Manager's Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994* was issued on 6 February 2020. The Direction restricted entry to Queensland port pilotage areas to all ships that left or transited through mainland China on or after 1 February 2020, until a 14-day quarantine period has lapsed. This Direction was in-line with the enhanced travel and isolation measures the Commonwealth Government introduced on 1 February 2020.

I undertook to review the Direction, having regard to mitigation strategies and monitoring measures that may be put in place to reduce the potential for the persons onboard to fall ill or potentially fall ill by the virus. My email covered several potential measures that could be implemented at the point of departure, during a voyage and on arrival such as the temperature monitoring of crew and/or the carriage of specialist medical personnel and other similar actions.

At this point in time, the Australian Government's travel restrictions (extended for a further 7 days as of Thu 13 Feb) and human control orders apply to **all** travellers who have left or transited through mainland China on or after 1 February 2020. Foreign travellers are being refused entry to Australia, while Australian citizens, permanent residents and New Zealand citizens on a 444 visa are subject to strict consent orders of health screening, quarantine and isolation.

I note that the latest Australian Border Force statement (published on 12 February 2020) provides that for commercial vessels, all crew are to remain on-board while the vessel is berthed in Australia and crew are only able to disembark to conduct essential vessel functions. The crew must wear personal protective equipment when performing those functions. These restrictions apply until 14 days has elapsed since the vessel or any person on-board left mainland China.

Other measures may limit the potential cross-infection between incoming crew and Queensland maritime personnel. For example, mandating the use of personal protective equipment or limiting crew/shore interaction. Some of these measures have been recommended by the Australian Maritime Safety Authority (AMSA). For coastal pilotage services, the AMSA are recommending a precautionary approach be taken.

¹ Figures sourced from Coronavirus COVID-19 Global Cases by Johns Hopkins CSSEv
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AMSA has also recommended coastal pilots with diagnosed heart or respiratory conditions should not be allocated the pilotage. Additionally, pilots should limit contact with crew and wear appropriate personal protective equipment (PPE), (surgical masks and gloves) while on board and in contact with crew. Queensland Reef VTS remains the contact point to report illness or suspected crew member illness.

At present however, the World Health Organisation (WHO) is reporting that it could be possible that people infected with CoVID-2019 may be infectious before showing significant symptoms. However, based on currently available data, the people who have symptoms are causing the majority of virus spread.² MSQ are continuing to monitor information being released from the WHO regarding the possible contagion period of the virus.

The WHO reports that the incubation period (the time between infection and the onset of clinical symptoms of disease) is currently estimated from 1 day to 12.5 days, with median estimates of 5 to 6 days.³ Compared to other coronavirus diseases, WHO⁴ reports the incubation period could be up to 14 days.⁵ Recent news articles report this period could be up to 28 days, these reports are yet to be scientifically validated.⁶ The current quarantine period of 14 days aligns with the Australian Government's restrictions on entry for vessels leaving or transiting through mainland China on or after 1 February 2020.

Should the Federal Government alter or relax their restrictions in the coming days or weeks, or more information regarding the contagion and incubation periods become available, then I will consider potential amendments to the Direction. I will continue to seek advice from the Commonwealth's Department of Health and Queensland Health medical personnel.

Decision

While I appreciate the economic consequences of the GM Direction, and will look at any other measures I can influence so as not to unnecessarily impede efficient shipping in and out of Queensland ports, given the number of positive test cases being reported continues to rise (with media reporting another 14,840 cases being added overnight)⁷ I have directed that the current measures remain in place for a further 7 days' in line with federal reviews.

² World Health Organisation (2020), Frequently Asked Questions. <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>

³ World Health Organisation (2020), Frequently Asked Questions Available at: <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>. Accessed 12/2/2020.

⁴ Ibid.

⁵ Ibid.

⁶ The Financial Review, 'Huge impact of China travel ban a factor in review', Andrew Tillett, published 12 February 2020. Accessed online at

⁷ The Sydney Morning Herald, 'Coronavirus death rate surges as infections climb by almost 15,000', Eryk Bagshaw, published 13 February 2020. Accessed online at <https://www.smh.com.au/world/asia/coronavirus-death-rate-surges-as-infections-climb-by-14-000-20200213-p540fr.html>

Second Review of General Manager's Directive – under s.191A of the *Transport Operations (Marine Safety) Act 1994*, issued on 6 February 2020

21 February 2020

Data

The World Health Organisation (WHO) situational report indicates the number of confirmed cases of COVID-19 (*previously named Novel Coronavirus*) as at 20 February 2020* is 75,748 globally (an addition of 548 new cases).¹ Majority of cases are reported from China (at 74,675 confirmed cases (representing 399 new cases)).² The WHO risk assessment globally remains high and notes that new cases of COVID-19 in the Islamic Republic of Iran have been reported in the past 24 hours.³

Slightly higher numbers are being reported by The John Hopkins CSSE, reporting global cases at 76,200 confirmed cases, 75,000 occurring in China.⁴ The death toll is at 2,247 with the majority of deaths attributed to Hubei, Mainland China.⁵

The available data shows that the rate of growth of confirmed cases, while slowing, continues to rise.⁶

General Manager's Direction

On 13 February 2020, I determined that the General Manager's Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994* issued on 6 February 2020, would continue until further notice, but gave a commitment to review my position in 7 days' time. This decision was in-line with the Australian Government's stance and travel restrictions.

Yesterday, the Australian Government announced its travel restrictions will be maintained for a further week to 29 February 2020.

Today, in reviewing the General Manager's Direction, I have considered the approach of the Australian Government to commercial vessels destined for other Australian ports, both in reporting obligations and human control restrictions. Specifically, that all vessels that report persons who have been in mainland China in the last 14 days are subject to restrictions that;

- All crew is to remain onboard while the vessel is berthed.
- Crew are only able to disembark to conduct essential vessel functions, and crew must wear personal protective equipment while performing these functions.
- These restrictions apply until 14 days has elapsed since the vessel or any person on-board left mainland China.

I also take onboard the precautions and restrictions reportedly imposed by the Chinese authorities. Equally I am also guided by my chain-of-responsibility obligations to the

¹ World Health Organisation, Situation Report No. 31, dated 20 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200218-sitrep-29-covid-19.pdf?sfvrsn=6262de9e_2. Accessed on 21 February 2020.

² Ibid.

³ Ibid.

⁴ John Hopkins CSSE data on Coronavirus COVID-19 Global available at: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>. Accessed on 21 February 2020.

⁵ Ibid.

⁶ Ibid.

international seafarers that may be affected by Queensland's current measures. I am aware that seafarers originating or transiting through mainland China are reportedly being confined to vessels for the duration of their time alongside (although still potentially being exposed to mainland personnel in the course of normal operations, albeit with some PPE measures in place). Adopting a similar isolation and confined to vessel approach to the same seafarers whilst in Queensland ports in the case where vessels were to be received inside 14 days from China (as would be no doubt necessitated under current Aust approach to commercial vessels) would explicablely create a situation where these crew may in effect be captive on-board for extended periods of time.

I have also considered the risk mitigation strategies and control measures aimed at reducing the risks of contagion and infection being implemented at ports of departure, during the voyage and on arrival. On this, I am guided by state and federal health authorities' advice.

Although precautionary measures of hand washing, face masks and temperature monitoring may have been engaged to help limit the spread of the virus, there appears not to be a collective consensus that these measures are failsafe nor temperature being a reliable indicator of illness. I am also conscious that these, and similar other measures, were undertaken onboard the cruise ship, Diamond Princess, which still saw the spread of the virus.

While those measures may well reduce the risk of contagion and incubation, there is no new additional information available on periods of contagion and incubation since my last review. The WHO reports that it *'may be possible that people infected with 2019-nCoV may be infectious before showing significant symptoms'*⁷ It is important to note that one of the current measures in place with regard to managing the risk of infection posed by maritime trade relies on reporting of symptoms.

While these risk mitigation strategies and activities may be successful, and I appreciate the economic and scheduling impacts that may occur as a result of complying with the Direction - the safety and wellbeing of our maritime personnel and the Queensland public, continues to be my paramount concern and priority.

Maritime Safety Queensland appreciates the proactive approach being undertaken by Shipping Australia Ltd in prioritising maritime personnel, as well as seeking to limit the economic impact that this virus is having on the industry. Maritime Safety Queensland will continue to work collaboratively with Shipping Australia Ltd, and the broader maritime and shipping industry to inform our approach into the future.

Should more information become available, I will consider potential amendments to the Direction. I will continue to seek advice from the Commonwealth's Department of Health and Queensland Health medical personnel and continue to monitor the situation on a daily basis.

Decision

I have directed that the current measures remain in place for a further 7 days', remaining in-line with federal reviews.

⁷ Ibid at [1], Available at <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>. Accessed on 20 February 2020.

From: [Ellie L. McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - COVID-19 update 37
Date: Sunday, 23 February 2020 4:53:10 PM
Attachments: [General Manager Direction to Masters of all ships Queensland - COVID-19.pdf](#)
[MSQ VTS Direction 08-2020 COVID-19.pdf](#)
[MSQ Reef VTS Direction 05-2020 COVID-19.pdf](#)
[Review of General Managers Direction - COVID 19 13 February 2020.pdf](#)
[Review of General Managers Direction - COVID 19 21 February 2020.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 23.02.2020.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 24 hours (17:00 Sat 22 - 17:00 Sun 23 Feb), **51** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x24hr period Regional Shipping Reports attached).

50 vessels have reported **NO** to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

1 vessel reported **YES** to having departed mainland China in the past 14 days' and will not proceed to port until 14 days have elapsed since leaving mainland China.

**Please note, MSQ COVID-19 updates are sent at 1700 daily.*

General Managers Direction

On Thursday 13 February 2020, The General Manager's Direction that came into effect on the 6 February 2020 was reviewed.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and has been extended until further notice.

7 days have passed since I undertook an initial review (attached) of the **GM Direction to Masters of all Ships Queensland** (attached).

In the preceding week, whilst more is known about the virus as well as the success or otherwise of specific measures that have been implemented to help arrest its spread, the federal government yesterday extended the current travel ban on personnel arriving out of mainland China.

Please see attached a secondary review I have undertaken based on current information and considerations. Unfortunately at this time I am unable to justify a revised position with regard to the extant GM Direction.

I do however note the reported mitigation measures that may be being implemented at the point-of-origin, however in the absence of independent verification I must put more weight on what I know to be fact in weighing up such considerations. I will however continue to seek further clarity on such measures as well as be guided by relevant health advice moving forward.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 are in effect.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

Floor 2 | 61 Mary Street | Brisbane QLD 4000.

GPO Box 2595 | Brisbane Qld 4001

P: (07) 3066 3977

M: **Not Relevant**

E: angus.g.mitchell@msq.qld.gov.au

W: www.msq.qld.gov.au



General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.
(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with "MSQ will make the appropriate notifications to State and Federal agencies for further advice".

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
	Passenger	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tanker - Gas	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
	General Cargo	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Vehicle Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil

	Bulk Carrier	Y/N/N	Vessel departed Zhoushan 2130hrs 09/02/2020. 14 day period ends 2330hrs 23/02/2020.
	Bulk Carrier	N/N/N	Nil
MSQ Region	Ship Type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Nil Vessels for this Period		
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	BULK CARRIER	N/N/N	ETA 1800 SEA TO S10
	BULK CARRIER	N/N/N	Anchored N9> 2322/22
	BULK CARRIER	N/N/N	Anchored S4> 0142/23
	BULK CARRIER	N/N/N	Anchored N17>0235/23
	BULK CARRIER	N/N/N	Anchored N10>
	BULK CARRIER	N/N/N	POB 1000 TO DB3
	BULK CARRIER	N/N/N	POB 1230 TO DB1
	BULK CARRIER	N/N/N	POB 1030 TO HP2
	CRUISE SHIP	N/N/N	PIONEER BAY WEATHER CANCELLATION DEPARTED TO TOWNSVILLE

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	BULK CARRIER	N/N/N	Nil
	CONTAINER SHIP	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	LIQUEFIED GAS TANKER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Vehicle Carrier	N/N/N	Nil
	Vehicle Carrier	N/N/N	Nil
	Cruise Ship	N/N/N	Nil
	Product Tanker	N/N/N	Nil
	Super Yacht	N/N/N	Nil
	Container Ship	N/N/N	Nil

	Container Ship	N/N/N	Nil
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Released under RTI Act - TMR

As at 13 February 2020, the number of reported confirmed cases of COVID-19 IAW WHO (*previously named Novel Coronavirus*) is 60,329 worldwide. The total number of deaths recorded worldwide is 1,369 with the majority of 1,068 deaths occurring in Hubei, Mainland China.¹ News outlets are continuing to report on the increased numbers of reported cases and the spread of the virus.

The General Manager's Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994* was issued on 6 February 2020. The Direction restricted entry to Queensland port pilotage areas to all ships that left or transited through mainland China on or after 1 February 2020, until a 14-day quarantine period has lapsed. This Direction was in-line with the enhanced travel and isolation measures the Commonwealth Government introduced on 1 February 2020.

I undertook to review the Direction, having regard to mitigation strategies and monitoring measures that may be put in place to reduce the potential for the persons onboard to fall ill or potentially fall ill by the virus. My email covered several potential measures that could be implemented at the point of departure, during a voyage and on arrival such as the temperature monitoring of crew and/or the carriage of specialist medical personnel and other similar actions.

At this point in time, the Australian Government's travel restrictions (extended for a further 7 days as of Thu 13 Feb) and human control orders apply to **all** travellers who have left or transited through mainland China on or after 1 February 2020. Foreign travellers are being refused entry to Australia, while Australian citizens, permanent residents and New Zealand citizens on a 444 visa are subject to strict consent orders of health screening, quarantine and isolation.

I note that the latest Australian Border Force statement (published on 12 February 2020) provides that for commercial vessels, all crew are to remain on-board while the vessel is berthed in Australia and crew are only able to disembark to conduct essential vessel functions. The crew must wear personal protective equipment when performing those functions. These restrictions apply until 14 days has elapsed since the vessel or any person on-board left mainland China.

Other measures may limit the potential cross-infection between incoming crew and Queensland maritime personnel. For example, mandating the use of personal protective equipment or limiting crew/shore interaction. Some of these measures have been recommended by the Australian Maritime Safety Authority (AMSA). For coastal pilotage services, the AMSA are recommending a precautionary approach be taken.

¹ Figures sourced from Coronavirus COVID-19 Global Cases by Johns Hopkins CSSEv
RTI-1101 - Page 396 of 752

AMSA has also recommended coastal pilots with diagnosed heart or respiratory conditions should not be allocated the pilotage. Additionally, pilots should limit contact with crew and wear appropriate personal protective equipment (PPE), (surgical masks and gloves) while on board and in contact with crew. Queensland Reef VTS remains the contact point to report illness or suspected crew member illness.

At present however, the World Health Organisation (WHO) is reporting that it could be possible that people infected with CoVID-2019 may be infectious before showing significant symptoms. However, based on currently available data, the people who have symptoms are causing the majority of virus spread.² MSQ are continuing to monitor information being released from the WHO regarding the possible contagion period of the virus.

The WHO reports that the incubation period (the time between infection and the onset of clinical symptoms of disease) is currently estimated from 1 day to 12.5 days, with median estimates of 5 to 6 days.³ Compared to other coronavirus diseases, WHO⁴ reports the incubation period could be up to 14 days.⁵ Recent news articles report this period could be up to 28 days, these reports are yet to be scientifically validated.⁶ The current quarantine period of 14 days aligns with the Australian Government's restrictions on entry for vessels leaving or transiting through mainland China on or after 1 February 2020.

Should the Federal Government alter or relax their restrictions in the coming days or weeks, or more information regarding the contagion and incubation periods become available, then I will consider potential amendments to the Direction. I will continue to seek advice from the Commonwealth's Department of Health and Queensland Health medical personnel.

Decision

While I appreciate the economic consequences of the GM Direction, and will look at any other measures I can influence so as not to unnecessarily impede efficient shipping in and out of Queensland ports, given the number of positive test cases being reported continues to rise (with media reporting another 14,840 cases being added overnight)⁷ I have directed that the current measures remain in place for a further 7 days' in line with federal reviews.

² World Health Organisation (2020), Frequently Asked Questions. <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>

³ World Health Organisation (2020), Frequently Asked Questions Available at: <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>. Accessed 12/2/2020.

⁴ Ibid.

⁵ Ibid.

⁶ The Financial Review, 'Huge impact of China travel ban a factor in review', Andrew Tillett, published 12 February 2020. Accessed online at

⁷ The Sydney Morning Herald, 'Coronavirus death rate surges as infections climb by almost 15,000', Eryk Bagshaw, published 13 February 2020. Accessed online at <https://www.smh.com.au/world/asia/coronavirus-death-rate-surges-as-infections-climb-by-14-000-20200213-p540fr.html>

From: [Ellie L. McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - COVID-19 update 38
Date: Monday, 24 February 2020 5:01:18 PM
Attachments: [General Manager Direction to Masters of all ships Queensland - COVID-19.pdf](#)
[MSQ VTS Direction 08-2020 COVID-19.pdf](#)
[MSQ Reef VTS Direction 05-2020 COVID-19.pdf](#)
[Review of General Managers Direction - COVID 19 13 February 2020.pdf](#)
[Review of General Managers Direction - COVID 19 21 February 2020.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 24022020.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 24 hours (17:00 Sun 23 Feb -17:00 Mon 24 Feb), **62** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x24hr period Regional Shipping Reports attached).

57 vessels have reported **NO** to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

5 vessels reported **YES** to both having departed mainland China in the past 14 days' and having crew on board who have visited mainland China. These vessels will not proceed to port until 14 days have elapsed since leaving mainland China and no crew are displaying any of the symptoms associated with COVID-19 .

**Please note, MSQ COVID-19 updates are sent at 1700 daily.*

General Managers Direction

On Thursday 13 February 2020, The General Manager's Direction that came into effect on the 6 February 2020 was reviewed.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and has been extended until further notice.

7 days have passed since I undertook an initial review (attached) of the **GM Direction to Masters of all Ships Queensland** (attached).

In the preceding week, whilst more is known about the virus as well as the success or otherwise of specific measures that have been implemented to help arrest its spread, the federal government yesterday extended the current travel ban on personnel arriving out of mainland China.

Please see attached a secondary review I have undertaken based on current information and considerations. Unfortunately at this time I am unable to justify a revised position with regard to the extant GM Direction.

I do however note the reported mitigation measures that may be being implemented at the point-of-origin, however in the absence of independent verification I must put more weight on what I know to be fact in weighing up such considerations. I will however continue to seek further clarity on such measures as well as be guided by relevant health advice moving forward.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 are in effect.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

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General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.
(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with "MSQ will make the appropriate notifications to State and Federal agencies for further advice".

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	Y/Y/N	Dep China 13/Feb. Torres Pilots & VTS Hay Point Notified.
	Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	Y/Y/N	Dep China, Longkou 10/Feb 0400UTC. Pilots & Hay Point notified.
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Cargo Ship	N/N/N	Nil

	Cargo Ship	N/N/N	Nil
	Cargo Ship	N/N/N	Nil
	Cargo Ship	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Cargo Ship	N/N/N	Nil
	Cargo Ship	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Cargo Ship	Y/Y/N	Dep China 10/Feb 2118hrs. Master advised no crew members visited mainland China in past 14 days and no crew showing signs or symptoms of Coronavirus. Reef Pilot and Hay Point VTS notified.
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N / N / N	Nil
	Tanker	N / N / N	Nil
	Bulk Carrier	Y / Y / N	Vessel departed mainland China 11.02.2020. Vessel not scheduled to take pilot until 26.02.2020 (15 days). VTS will ask question 3 again prior to pilot boarding.
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	Y / Y / N	Vessel departed mainland China 14.02.2020. Vessel not scheduled to take pilot until

			28.02.2020 (14 Days). VTS will ask question 3 again prior to pilot boarding.
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Departed China 9 February 2020 1036hrs.
	Bulk Carrier	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N / N / N	Anchor S6
	Bulk Carrier	N / N / N	HP2 POB 0545
	Bulk Carrier	N / N / N	BOA SEA - M1
	Bulk Carrier	N / N / N	DB1 POB 1430
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Bulk Carrier	N/N/N	
	LNG Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Tanker	N/N/N	

	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	LNG Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	General Cargo	N/N/N	
	Bulk Carrier	N/N/N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container Ship	N / N / N	
	NGF Tanker	N / N / N	
	Vehicle Carrier	N / N / N	
	Container Ship	N / N / N	
	Vehicles Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Container Ship	N / N / N	
	Super Yacht	N / N / N	
	Container Ship	N / N / N	

As at 13 February 2020, the number of reported confirmed cases of COVID-19 IAW WHO (*previously named Novel Coronavirus*) is 60,329 worldwide. The total number of deaths recorded worldwide is 1,369 with the majority of 1,068 deaths occurring in Hubei, Mainland China.¹ News outlets are continuing to report on the increased numbers of reported cases and the spread of the virus.

The General Manager's Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994* was issued on 6 February 2020. The Direction restricted entry to Queensland port pilotage areas to all ships that left or transited through mainland China on or after 1 February 2020, until a 14-day quarantine period has lapsed. This Direction was in-line with the enhanced travel and isolation measures the Commonwealth Government introduced on 1 February 2020.

I undertook to review the Direction, having regard to mitigation strategies and monitoring measures that may be put in place to reduce the potential for the persons onboard to fall ill or potentially fall ill by the virus. My email covered several potential measures that could be implemented at the point of departure, during a voyage and on arrival such as the temperature monitoring of crew and/or the carriage of specialist medical personnel and other similar actions.

At this point in time, the Australian Government's travel restrictions (extended for a further 7 days as of Thu 13 Feb) and human control orders apply to **all** travellers who have left or transited through mainland China on or after 1 February 2020. Foreign travellers are being refused entry to Australia, while Australian citizens, permanent residents and New Zealand citizens on a 444 visa are subject to strict consent orders of health screening, quarantine and isolation.

I note that the latest Australian Border Force statement (published on 12 February 2020) provides that for commercial vessels, all crew are to remain on-board while the vessel is berthed in Australia and crew are only able to disembark to conduct essential vessel functions. The crew must wear personal protective equipment when performing those functions. These restrictions apply until 14 days has elapsed since the vessel or any person on-board left mainland China.

Other measures may limit the potential cross-infection between incoming crew and Queensland maritime personnel. For example, mandating the use of personal protective equipment or limiting crew/shore interaction. Some of these measures have been recommended by the Australian Maritime Safety Authority (AMSA). For coastal pilotage services, the AMSA are recommending a precautionary approach be taken.

¹ Figures sourced from Coronavirus COVID-19 Global Cases by Johns Hopkins CSSEv
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AMSA has also recommended coastal pilots with diagnosed heart or respiratory conditions should not be allocated the pilotage. Additionally, pilots should limit contact with crew and wear appropriate personal protective equipment (PPE), (surgical masks and gloves) while on board and in contact with crew. Queensland Reef VTS remains the contact point to report illness or suspected crew member illness.

At present however, the World Health Organisation (WHO) is reporting that it could be possible that people infected with CoVID-2019 may be infectious before showing significant symptoms. However, based on currently available data, the people who have symptoms are causing the majority of virus spread.² MSQ are continuing to monitor information being released from the WHO regarding the possible contagion period of the virus.

The WHO reports that the incubation period (the time between infection and the onset of clinical symptoms of disease) is currently estimated from 1 day to 12.5 days, with median estimates of 5 to 6 days.³ Compared to other coronavirus diseases, WHO⁴ reports the incubation period could be up to 14 days.⁵ Recent news articles report this period could be up to 28 days, these reports are yet to be scientifically validated.⁶ The current quarantine period of 14 days aligns with the Australian Government's restrictions on entry for vessels leaving or transiting through mainland China on or after 1 February 2020.

Should the Federal Government alter or relax their restrictions in the coming days or weeks, or more information regarding the contagion and incubation periods become available, then I will consider potential amendments to the Direction. I will continue to seek advice from the Commonwealth's Department of Health and Queensland Health medical personnel.

Decision

While I appreciate the economic consequences of the GM Direction, and will look at any other measures I can influence so as not to unnecessarily impede efficient shipping in and out of Queensland ports, given the number of positive test cases being reported continues to rise (with media reporting another 14,840 cases being added overnight)⁷ I have directed that the current measures remain in place for a further 7 days' in line with federal reviews.

² World Health Organisation (2020), Frequently Asked Questions. <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>

³ World Health Organisation (2020), Frequently Asked Questions Available at: <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>. Accessed 12/2/2020.

⁴ Ibid.

⁵ Ibid.

⁶ The Financial Review, 'Huge impact of China travel ban a factor in review', Andrew Tillett, published 12 February 2020. Accessed online at

⁷ The Sydney Morning Herald, 'Coronavirus death rate surges as infections climb by almost 15,000', Eryk Bagshaw, published 13 February 2020. Accessed online at <https://www.smh.com.au/world/asia/coronavirus-death-rate-surges-as-infections-climb-by-14-000-20200213-p540fr.html>

From: [Ellie L. McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - COVID-19 update 39
Date: Tuesday, 25 February 2020 6:04:04 PM
Attachments: [General Manager Direction to Masters of all ships Queensland - COVID-19.pdf](#)
[MSQ VTS Direction 08-2020 COVID-19.pdf](#)
[MSQ Reef VTS Direction 05-2020 COVID-19.pdf](#)
[Review of General Managers Direction - COVID 19 13 February 2020.pdf](#)
[Review of General Managers Direction - COVID 19 21 February 2020.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 24022020.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 25.02.2020.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 24 hours (17:00 Mon 24 -17:00 Tues 25 Feb), **41** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x24hr period Regional Shipping Reports attached).

38 vessels have reported NO to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

3 vessels reported YES to both having departed mainland China in the past 14 days' and having crew on board who have visited mainland China. These vessels will not proceed to port until 14 days have elapsed since leaving mainland China and no crew are displaying any of the symptoms associated with COVID-19 .

**Please note, MSQ COVID-19 updates are sent at 1700 daily.*

General Managers Direction

On Thursday 13 February 2020, The General Manager's Direction that came into effect on the 6 February 2020 was reviewed.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and has been extended until further notice.

7 days have passed since I undertook an initial review (attached) of the **GM Direction to Masters of all Ships Queensland** (attached).

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Please see attached a secondary review I have undertaken based on current information and considerations. Unfortunately at this time I am unable to justify a revised position with regard to the extant GM Direction.

I do however note the reported mitigation measures that may be being implemented at the point-of-origin, however in the absence of independent verification I must put more weight on what I know to be fact in weighing up such considerations. I will however continue to seek further clarity on such measures as well as be guided by relevant health advice moving forward.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

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Advice to Mariners

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Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

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M: **Not Relevant**

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General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
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DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

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(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

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- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

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If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	Y/Y/N	Dep China 13/Feb. Torres Pilots & VTS Hay Point Notified.
	Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	Y/Y/N	Dep China, Longkou 10/Feb 0400UTC. Pilots & Hay Point notified.
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Cargo Ship	N/N/N	Nil

	Cargo Ship	N/N/N	Nil
	Cargo Ship	N/N/N	Nil
	Cargo Ship	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Cargo Ship	N/N/N	Nil
	Cargo Ship	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Cargo Ship	Y/Y/N	Dep China 10/Feb 2118hrs. Master advised no crew members visited mainland China in past 14 days and no crew showing signs or symptoms of Coronavirus. Reef Pilot and Hay Point VTS notified.
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N / N / N	Nil
	Tanker	N / N / N	Nil
	Bulk Carrier	Y / Y / N	Vessel departed mainland China 11.02.2020. Vessel not scheduled to take pilot until 26.02.2020 (15 days). VTS will ask question 3 again prior to pilot boarding.
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	Y / Y / N	Vessel departed mainland China 14.02.2020. Vessel not scheduled to take pilot until

			28.02.2020 (14 Days). VTS will ask question 3 again prior to pilot boarding.
	Bulk Carrier	N / N / N	Nil
	Bulk Carrier	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Departed China 9 February 2020 1036hrs.
	Bulk Carrier	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N / N / N	Anchor S6
	Bulk Carrier	N / N / N	HP2 POB 0545
	Bulk Carrier	N / N / N	BOA SEA - M1
	Bulk Carrier	N / N / N	DB1 POB 1430
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Bulk Carrier	N/N/N	
	LNG Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Tanker	N/N/N	

	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	LNG Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	General Cargo	N/N/N	
	Bulk Carrier	N/N/N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container Ship	N / N / N	
	NGF Tanker	N / N / N	
	Vehicle Carrier	N / N / N	
	Container Ship	N / N / N	
	Vehicles Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Container Ship	N / N / N	
	Super Yacht	N / N / N	
	Container Ship	N / N / N	

As at 13 February 2020, the number of reported confirmed cases of COVID-19 IAW WHO (*previously named Novel Coronavirus*) is 60,329 worldwide. The total number of deaths recorded worldwide is 1,369 with the majority of 1,068 deaths occurring in Hubei, Mainland China.¹ News outlets are continuing to report on the increased numbers of reported cases and the spread of the virus.

The General Manager's Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994* was issued on 6 February 2020. The Direction restricted entry to Queensland port pilotage areas to all ships that left or transited through mainland China on or after 1 February 2020, until a 14-day quarantine period has lapsed. This Direction was in-line with the enhanced travel and isolation measures the Commonwealth Government introduced on 1 February 2020.

I undertook to review the Direction, having regard to mitigation strategies and monitoring measures that may be put in place to reduce the potential for the persons onboard to fall ill or potentially fall ill by the virus. My email covered several potential measures that could be implemented at the point of departure, during a voyage and on arrival such as the temperature monitoring of crew and/or the carriage of specialist medical personnel and other similar actions.

At this point in time, the Australian Government's travel restrictions (extended for a further 7 days as of Thu 13 Feb) and human control orders apply to **all** travellers who have left or transited through mainland China on or after 1 February 2020. Foreign travellers are being refused entry to Australia, while Australian citizens, permanent residents and New Zealand citizens on a 444 visa are subject to strict consent orders of health screening, quarantine and isolation.

I note that the latest Australian Border Force statement (published on 12 February 2020) provides that for commercial vessels, all crew are to remain on-board while the vessel is berthed in Australia and crew are only able to disembark to conduct essential vessel functions. The crew must wear personal protective equipment when performing those functions. These restrictions apply until 14 days has elapsed since the vessel or any person on-board left mainland China.

Other measures may limit the potential cross-infection between incoming crew and Queensland maritime personnel. For example, mandating the use of personal protective equipment or limiting crew/shore interaction. Some of these measures have been recommended by the Australian Maritime Safety Authority (AMSA). For coastal pilotage services, the AMSA are recommending a precautionary approach be taken.

¹ Figures sourced from Coronavirus COVID-19 Global Cases by Johns Hopkins CSSEv
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AMSA has also recommended coastal pilots with diagnosed heart or respiratory conditions should not be allocated the pilotage. Additionally, pilots should limit contact with crew and wear appropriate personal protective equipment (PPE), (surgical masks and gloves) while on board and in contact with crew. Queensland Reef VTS remains the contact point to report illness or suspected crew member illness.

At present however, the World Health Organisation (WHO) is reporting that it could be possible that people infected with CoVID-2019 may be infectious before showing significant symptoms. However, based on currently available data, the people who have symptoms are causing the majority of virus spread.² MSQ are continuing to monitor information being released from the WHO regarding the possible contagion period of the virus.

The WHO reports that the incubation period (the time between infection and the onset of clinical symptoms of disease) is currently estimated from 1 day to 12.5 days, with median estimates of 5 to 6 days.³ Compared to other coronavirus diseases, WHO⁴ reports the incubation period could be up to 14 days.⁵ Recent news articles report this period could be up to 28 days, these reports are yet to be scientifically validated.⁶ The current quarantine period of 14 days aligns with the Australian Government's restrictions on entry for vessels leaving or transiting through mainland China on or after 1 February 2020.

Should the Federal Government alter or relax their restrictions in the coming days or weeks, or more information regarding the contagion and incubation periods become available, then I will consider potential amendments to the Direction. I will continue to seek advice from the Commonwealth's Department of Health and Queensland Health medical personnel.

Decision

While I appreciate the economic consequences of the GM Direction, and will look at any other measures I can influence so as not to unnecessarily impede efficient shipping in and out of Queensland ports, given the number of positive test cases being reported continues to rise (with media reporting another 14,840 cases being added overnight)⁷ I have directed that the current measures remain in place for a further 7 days' in line with federal reviews.

² World Health Organisation (2020), Frequently Asked Questions. <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>

³ World Health Organisation (2020), Frequently Asked Questions Available at: <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>. Accessed 12/2/2020.

⁴ Ibid.

⁵ Ibid.

⁶ The Financial Review, 'Huge impact of China travel ban a factor in review', Andrew Tillett, published 12 February 2020. Accessed online at

⁷ The Sydney Morning Herald, 'Coronavirus death rate surges as infections climb by almost 15,000', Eryk Bagshaw, published 13 February 2020. Accessed online at <https://www.smh.com.au/world/asia/coronavirus-death-rate-surges-as-infections-climb-by-14-000-20200213-p540fr.html>

From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 40
Date: Wednesday, 26 February 2020 5:13:16 PM
Attachments: General Manager Direction to Masters of all ships Queensland - COVID-19.pdf
MSQ VTS Direction 08-2020 COVID-19.pdf
MSQ Reef VTS Direction 05-2020 COVID-19.pdf
Review of General Managers Direction - COVID 19 13 February 2020.pdf
Review of General Managers Direction - COVID 19 21 February 2020.pdf
Regional Shipping Medical Report (MSQ) - 26.02.2020.pdf
Importance: High

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 24 hours (17:00 Tues 26 Nov 24 -17:00 Wed 26 Feb), **44** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x24hr period Regional Shipping Reports attached).

43 vessels have reported **NO** to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

1 vessels reported **YES** to both having departed mainland China in the past 14 days and having crew on board who have visited mainland China. These vessels will not proceed to port until 14 days have elapsed since leaving mainland China and no crew are displaying any of the symptoms associated with COVID-19.

**Please note, MSQ COVID-19 updates are sent at 1700 daily.*

General Managers Direction

The General Manager's Direction came into effect on the 6 February 2020 has been reviewed on both the 13 & 21st February (attached) to ensure that current information and considerations regarding specific measures are taken in to account.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and continues to be extended until further notice.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 are in effect.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry

personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

Floor 2 | 61 Mary Street | Brisbane QLD 4000.

GPO Box 2595 | Brisbane Qld 4001

P: (07) 3066 3977

M: **Not Relevant**

E: angus.g.mitchell@msq.qld.gov.au

W: www.msq.qld.gov.au



Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.
(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

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These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Landing Craft	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Livestock Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Gas Tanker	N/N/N	Nil
	Tanker	N/N/N	Nil
	Gas Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Gas Tanker	N/N/N	Nil
	Vehicle Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil

MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	Y / Y / N	Vessel departed mainland China 13.02.2020, Pilot disembarked 1430hrs 13/02/2020. Port Pilot due to board vessel 1915hrs 27.02.2020 (14 days). Cairns VTS will ask question three, prior to Pilot Boarding time 27.02.2020.
	Passenger Vessel	N / N / N	
	Bulk Carrier	N / N / N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container Vessel	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Vehicle Carrier	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	

	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	BULK CARRIER	N/N/N	
	GENERAL CARGO	N/N/N	
	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Liquefied Gas Tanker	N / N / N	
	Container Ship	N / N / N	
	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Bitumen Carrier	N / N / N	
	Open Hatch Cargo Ship	N / N / N	

	Crude Tanker	N / N / N	

Released under RTI Act - TMR

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I undertook to review the Direction, having regard to mitigation strategies and monitoring measures that may be put in place to reduce the potential for the persons onboard to fall ill or potentially fall ill by the virus. My email covered several potential measures that could be implemented at the point of departure, during a voyage and on arrival such as the temperature monitoring of crew and/or the carriage of specialist medical personnel and other similar actions.

At this point in time, the Australian Government's travel restrictions (extended for a further 7 days as of Thu 13 Feb) and human control orders apply to **all** travellers who have left or transited through mainland China on or after 1 February 2020. Foreign travellers are being refused entry to Australia, while Australian citizens, permanent residents and New Zealand citizens on a 444 visa are subject to strict consent orders of health screening, quarantine and isolation.

I note that the latest Australian Border Force statement (published on 12 February 2020) provides that for commercial vessels, all crew are to remain on-board while the vessel is berthed in Australia and crew are only able to disembark to conduct essential vessel functions. The crew must wear personal protective equipment when performing those functions. These restrictions apply until 14 days has elapsed since the vessel or any person on-board left mainland China.

Other measures may limit the potential cross-infection between incoming crew and Queensland maritime personnel. For example, mandating the use of personal protective equipment or limiting crew/shore interaction. Some of these measures have been recommended by the Australian Maritime Safety Authority (AMSA). For coastal pilotage services, the AMSA are recommending a precautionary approach be taken.

¹ Figures sourced from Coronavirus COVID-19 Global Cases by Johns Hopkins CSSEv
RTI-1101 - Page 438 of 752

AMSA has also recommended coastal pilots with diagnosed heart or respiratory conditions should not be allocated the pilotage. Additionally, pilots should limit contact with crew and wear appropriate personal protective equipment (PPE), (surgical masks and gloves) while on board and in contact with crew. Queensland Reef VTS remains the contact point to report illness or suspected crew member illness.

At present however, the World Health Organisation (WHO) is reporting that it could be possible that people infected with CoVID-2019 may be infectious before showing significant symptoms. However, based on currently available data, the people who have symptoms are causing the majority of virus spread.² MSQ are continuing to monitor information being released from the WHO regarding the possible contagion period of the virus.

The WHO reports that the incubation period (the time between infection and the onset of clinical symptoms of disease) is currently estimated from 1 day to 12.5 days, with median estimates of 5 to 6 days.³ Compared to other coronavirus diseases, WHO⁴ reports the incubation period could be up to 14 days.⁵ Recent news articles report this period could be up to 28 days, these reports are yet to be scientifically validated.⁶ The current quarantine period of 14 days aligns with the Australian Government's restrictions on entry for vessels leaving or transiting through mainland China on or after 1 February 2020.

Should the Federal Government alter or relax their restrictions in the coming days or weeks, or more information regarding the contagion and incubation periods become available, then I will consider potential amendments to the Direction. I will continue to seek advice from the Commonwealth's Department of Health and Queensland Health medical personnel.

Decision

While I appreciate the economic consequences of the GM Direction, and will look at any other measures I can influence so as not to unnecessarily impede efficient shipping in and out of Queensland ports, given the number of positive test cases being reported continues to rise (with media reporting another 14,840 cases being added overnight)⁷ I have directed that the current measures remain in place for a further 7 days' in line with federal reviews.

² World Health Organisation (2020), Frequently Asked Questions. <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>

³ World Health Organisation (2020), Frequently Asked Questions Available at: <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>. Accessed 12/2/2020.

⁴ Ibid.

⁵ Ibid.

⁶ The Financial Review, 'Huge impact of China travel ban a factor in review', Andrew Tillett, published 12 February 2020. Accessed online at

⁷ The Sydney Morning Herald, 'Coronavirus death rate surges as infections climb by almost 15,000', Eryk Bagshaw, published 13 February 2020. Accessed online at <https://www.smh.com.au/world/asia/coronavirus-death-rate-surges-as-infections-climb-by-14-000-20200213-p540fr.html>

From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 41
Date: Thursday, 27 February 2020 4:31:57 PM
Attachments: General Manager Direction to Masters of all ships Queensland - COVID-19.pdf
MSQ VTS Direction 08-2020 COVID-19.pdf
MSQ Reef VTS Direction 05-2020 COVID-19.pdf
Review of General Managers Direction - COVID 19 13 February 2020.pdf
Review of General Managers Direction - COVID 19 21 February 2020.pdf
Regional Shipping Medical Report (MSQ) - 27.02.2020.pdf
Importance: High

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 24 hours (17:00 Weds 26 Feb -17:00 Thurs 27 Feb), **51** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x24hr period Regional Shipping Reports attached).

49 vessels have reported **NO** to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

2 vessels reported **YES** to both having departed mainland China in the past 14 days* and having crew on board who have visited mainland China. These vessels will not proceed to port until 14 days have elapsed since leaving mainland China and no crew are displaying any of the symptoms associated with COVID-19.

**Please note, MSQ COVID-19 updates are sent at 1700 daily.*

General Managers Direction

The General Manager's Direction came into effect on the 6 February 2020 has been reviewed on both the 13 & 21st February (attached) to ensure that current information and considerations regarding specific measures are taken in to account.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and continues to be extended until further notice.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 are in effect.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry

personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

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P: (07) 3066 3977

M: **Not Relevant**

E: angus.g.mitchell@msq.qld.gov.au

W: www.msq.qld.gov.au



Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.
(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with "MSQ will make the appropriate notifications to State and Federal agencies for further advice".

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tug	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Liquified Gas Carrier	N/N/N	Nil
	Container	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Passenger	N/N/N	Nil
	Tanker	N/N/N	Nil
	Passenger	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil

MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	Y/Y/N	Vessel departed mainland China 15.02.2020. Vessel not scheduled to take pilot until 02.03.2020 (16 days). Question 3 will be asked again prior to pilot boarding.
	Passenger Vessel	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Livestock	N/N/N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	Y/Y/N	SEA – OS 13 - HPT ETB: 1048 27/02/20
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Bulk Carrier	N/N/N	Nil
	General Cargo	N/N/N	Nil
	Liquified Gas Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container Ship	N/N/N	Nil
	General Cargo	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Vehicles Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
	Container Ship	N/N/N	Nil

As at 13 February 2020, the number of reported confirmed cases of COVID-19 IAW WHO (*previously named Novel Coronavirus*) is 60,329 worldwide. The total number of deaths recorded worldwide is 1,369 with the majority of 1,068 deaths occurring in Hubei, Mainland China.¹ News outlets are continuing to report on the increased numbers of reported cases and the spread of the virus.

The General Manager's Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994* was issued on 6 February 2020. The Direction restricted entry to Queensland port pilotage areas to all ships that left or transited through mainland China on or after 1 February 2020, until a 14-day quarantine period has lapsed. This Direction was in-line with the enhanced travel and isolation measures the Commonwealth Government introduced on 1 February 2020.

I undertook to review the Direction, having regard to mitigation strategies and monitoring measures that may be put in place to reduce the potential for the persons onboard to fall ill or potentially fall ill by the virus. My email covered several potential measures that could be implemented at the point of departure, during a voyage and on arrival such as the temperature monitoring of crew and/or the carriage of specialist medical personnel and other similar actions.

At this point in time, the Australian Government's travel restrictions (extended for a further 7 days as of Thu 13 Feb) and human control orders apply to **all** travellers who have left or transited through mainland China on or after 1 February 2020. Foreign travellers are being refused entry to Australia, while Australian citizens, permanent residents and New Zealand citizens on a 444 visa are subject to strict consent orders of health screening, quarantine and isolation.

I note that the latest Australian Border Force statement (published on 12 February 2020) provides that for commercial vessels, all crew are to remain on-board while the vessel is berthed in Australia and crew are only able to disembark to conduct essential vessel functions. The crew must wear personal protective equipment when performing those functions. These restrictions apply until 14 days has elapsed since the vessel or any person on-board left mainland China.

Other measures may limit the potential cross-infection between incoming crew and Queensland maritime personnel. For example, mandating the use of personal protective equipment or limiting crew/shore interaction. Some of these measures have been recommended by the Australian Maritime Safety Authority (AMSA). For coastal pilotage services, the AMSA are recommending a precautionary approach be taken.

¹ Figures sourced from Coronavirus COVID-19 Global Cases by Johns Hopkins CSSEv
RTI-1101 - Page 452 of 752

AMSA has also recommended coastal pilots with diagnosed heart or respiratory conditions should not be allocated the pilotage. Additionally, pilots should limit contact with crew and wear appropriate personal protective equipment (PPE), (surgical masks and gloves) while on board and in contact with crew. Queensland Reef VTS remains the contact point to report illness or suspected crew member illness.

At present however, the World Health Organisation (WHO) is reporting that it could be possible that people infected with CoVID-2019 may be infectious before showing significant symptoms. However, based on currently available data, the people who have symptoms are causing the majority of virus spread.² MSQ are continuing to monitor information being released from the WHO regarding the possible contagion period of the virus.

The WHO reports that the incubation period (the time between infection and the onset of clinical symptoms of disease) is currently estimated from 1 day to 12.5 days, with median estimates of 5 to 6 days.³ Compared to other coronavirus diseases, WHO⁴ reports the incubation period could be up to 14 days.⁵ Recent news articles report this period could be up to 28 days, these reports are yet to be scientifically validated.⁶ The current quarantine period of 14 days aligns with the Australian Government's restrictions on entry for vessels leaving or transiting through mainland China on or after 1 February 2020.

Should the Federal Government alter or relax their restrictions in the coming days or weeks, or more information regarding the contagion and incubation periods become available, then I will consider potential amendments to the Direction. I will continue to seek advice from the Commonwealth's Department of Health and Queensland Health medical personnel.

Decision

While I appreciate the economic consequences of the GM Direction, and will look at any other measures I can influence so as not to unnecessarily impede efficient shipping in and out of Queensland ports, given the number of positive test cases being reported continues to rise (with media reporting another 14,840 cases being added overnight)⁷ I have directed that the current measures remain in place for a further 7 days' in line with federal reviews.

² World Health Organisation (2020), Frequently Asked Questions. <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>

³ World Health Organisation (2020), Frequently Asked Questions Available at: <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>. Accessed 12/2/2020.

⁴ Ibid.

⁵ Ibid.

⁶ The Financial Review, 'Huge impact of China travel ban a factor in review', Andrew Tillett, published 12 February 2020. Accessed online at

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From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 42 & Review of GM Direction
Date: Friday, 28 February 2020 5:03:45 PM
Attachments: Review of General Manager Direction to all Ships Queensland - COVID 19 28 Feb 2020.pdf
General Manager Direction to Masters of all ships Queensland - COVID-19.pdf
MSQ VTS Direction 08-2020 COVID-19.pdf
MSQ Reef VTS Direction 05-2020 COVID-19.pdf
Review of General Managers Direction - COVID 19 21 February 2020.pdf
Review of General Managers Direction - COVID 19 13 February 2020.pdf
Regional Shipping Medical Report (MSQ) - 26.02.2020.pdf

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 24 hours (17:00 Thurs 27 Feb – 17:00 Fri 28 Feb), 44 vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x24hr period Regional Shipping Reports attached).

43 vessels have reported NO to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

1 vessel reported YES to both having departed mainland China in the past 14 days' and having crew on board who have visited mainland China. These vessels will not proceed to port until 14 days have elapsed since leaving mainland China and no crew are displaying any of the symptoms associated with COVID-19.

**Please note, MSQ COVID-19 updates are sent at 1700 daily.*

General Managers Direction

Today, Friday 28 February I have undertaken a third review of the General Manager's Direction that came into effect on the 6 February 2020.

I can confirm that this Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and continues to be extended until further notice. All three reviews are attached for noting.

MSQ will continue to monitor and report daily on shipping numbers into Queensland ports and appreciates the potential economic consequences of the further extension of the GM Direction.

To date, since the increased reporting protocol and 14 day restrictions were enacted 58 ships have arrived in Queensland ports directly from China's mainland (period 14 – 24 Feb 2020). This compares to 37 vessels arriving from a China over the same period last year – a 56.8% increase.

While I understand there has been wide ranging impacts across various maritime sectors due to COVID-19, most notably those attributed to supply chain issues within China, MSQ will continue to influence where possible to the efficient servicing of vessels to minimise delays.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 are in effect.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the General Manager's Direction to all ships Queensland has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

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P: (07) 3066 3977

M: **Not Relevant**

E: angus.g.mitchell@msq.qld.gov.au

W: www.msq.qld.gov.au



Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.
(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with "MSQ will make the appropriate notifications to State and Federal agencies for further advice".

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Landing Craft	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Livestock Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Gas Tanker	N/N/N	Nil
	Tanker	N/N/N	Nil
	Gas Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Gas Tanker	N/N/N	Nil
	Vehicle Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil

MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	Y / Y / N	Vessel departed mainland China 13.02.2020, Pilot disembarked 1430hrs 13/02/2020. Port Pilot due to board vessel 1915hrs 27.02.2020 (14 days). Cairns VTS will ask question three, prior to Pilot Boarding time 27.02.2020.
	Passenger Vessel	N / N / N	
	Bulk Carrier	N / N / N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container Vessel	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Vehicle Carrier	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	

	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	BULK CARRIER	N/N/N	
	GENERAL CARGO	N/N/N	
	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Liquefied Gas Tanker	N / N / N	
	Container Ship	N / N / N	
	Bulk Carrier	N / N / N	
	Bulk Carrier	N / N / N	
	Bitumen Carrier	N / N / N	
	Open Hatch Cargo Ship	N / N / N	

	Crude Tanker	N / N / N	

Released under RTI Act - TMR

Third Review of the General Manager's Directive – under s.191A of the *Transport Operations (Marine Safety) Act 1994*, issue on 6 February 2020

28 February 2020

Data

Figures on the reported number of confirmed cases globally total 82,294 (an additional 1185 new cases). Of those reported cases, 78,630 cases are reported in China (reporting an additional 439 new cases).¹

The John Hopkins CSSE reports slightly higher numbers of global confirmed cases of 83,373 and 2,858 deaths, with 2,682 occurring in Hubei, Mainland China.²

The WHO Situational Report No. 38, states that COVID-19 has been reported by nine new member states (Brazil, Denmark, Estonia, Georgia, Greece, Norway, Pakistan, Romania and North Macedonia) in the past 24 hours (as at 27 February 2020).³

News outlets are reporting on the continued global spread of COVID-19,⁴ with several newspapers highlighting the increasing rates at which the virus is spreading, suggesting it is now spreading faster outside of China.⁵ There are 47 countries affected by the coronavirus, including China.⁶

Yesterday, on advice from the Chief Medical Officer, Australia's Prime Minister announced to the media that Australia's travel ban and restrictions will be extended for a further 7 days, to 7 March 2020.⁷ These measures are part of activation of an emergency plan to deal with the spread of the coronavirus, amid expectations that the WHO will soon declare it a global pandemic.⁸

This is the third extension of the Australian Government's travel restrictions for travellers from mainland China since 1 February 2020.

Decision

Since issuing the Direction, I have maintained that I would continue to be informed by health authorities and take a measured approach and monitor the situation and review my decision.

¹ World Health Organisation, 'Situation Report No. 38', dated 27 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200227-sitrep-38-covid-19.pdf?sfvrsn=9f98940c_2. Accessed on 28 February 2020.

² The John Hopkins CSSE data on Coronavirus COVID-19 Global Cases available at: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>. Accessed 28 February 2020.

³ World Health Organisation, 'Situation Report No. 38', dated 27 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200227-sitrep-38-covid-19.pdf?sfvrsn=9f98940c_2. Accessed on 28 February 2020.

⁴ The Australian, 'Coronavirus now spreading faster outside China', by Richard Ferguson published on 27 February 2020.

⁵ ABC News, 'Coronavirus COVID-19 now spreading faster outside China for the first time, WHO cautions against pandemic fears as Iran, Italy, Korea battle outbreaks', published on 27 February 2020. Available at: <https://www.abc.net.au/news/2020-02-27/coronavirus-spreading-faster-outside-of-china-for-the-first-time/12005194>. Accessed 27 February 2020

⁶ Ibid; World Health Organisation, 'Situation Report No. 38', dated 27 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200227-sitrep-38-covid-19.pdf?sfvrsn=9f98940c_2. Accessed 28 February 2020.

⁷ Ibid.

⁸ ABC News, 'Coronavirus pandemic fears prompt Government to activate emergency response and extend travel ban', published on 27 February 2020. Available at: <https://www.abc.net.au/news/2020-02-27/federal-government-coronavirus-pandemic-emergency-plan/12005734>. Accessed on 27 February 2020.

There is no new information released by state or federal health authorities on the contagion or incubation period of COVID-19. The WHO states that estimates range from 1-14 days, with most around 5 days.⁹

In view of:

- the continuing spread of COVID-19 across the globe;
- the imminent possibility of the WHO declaring a pandemic;
- the absence of an effective vaccine for COVID-19; and
- the continuing uncertainty of the contagion period and effectiveness of risk mitigation strategies and restrictions

I consider it vital to continue to protect the health and wellbeing of marine pilots and crew, port personnel and Queenslanders and determine that the existing General Manager's Direction issued under section 191A of the *Transport Operations (Marine Safety) Act 1994* initially released on 6 February 2020, will remain in place.

Shipping numbers

MSQ will continue to monitor and report daily on shipping numbers into QLDs ports and appreciates the potential economic consequences of the further extension of the GM Direction.

To date, since the increased reporting protocol and 14 day restrictions were enacted 58 ships have arrived in Queensland ports directly from China's mainland (period 14 – 24 Feb 2020). This compares to 37 vessels arriving from a China over the same period last year.

⁹ World Health Organisation, *Frequently Asked Questions*. Available at: <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>. Accessed on 28 February 2020.

As at 13 February 2020, the number of reported confirmed cases of COVID-19 IAW WHO (*previously named Novel Coronavirus*) is 60,329 worldwide. The total number of deaths recorded worldwide is 1,369 with the majority of 1,068 deaths occurring in Hubei, Mainland China.¹ News outlets are continuing to report on the increased numbers of reported cases and the spread of the virus.

The General Manager's Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994* was issued on 6 February 2020. The Direction restricted entry to Queensland port pilotage areas to all ships that left or transited through mainland China on or after 1 February 2020, until a 14-day quarantine period has lapsed. This Direction was in-line with the enhanced travel and isolation measures the Commonwealth Government introduced on 1 February 2020.

I undertook to review the Direction, having regard to mitigation strategies and monitoring measures that may be put in place to reduce the potential for the persons onboard to fall ill or potentially fall ill by the virus. My email covered several potential measures that could be implemented at the point of departure, during a voyage and on arrival such as the temperature monitoring of crew and/or the carriage of specialist medical personnel and other similar actions.

At this point in time, the Australian Government's travel restrictions (extended for a further 7 days as of Thu 13 Feb) and human control orders apply to **all** travellers who have left or transited through mainland China on or after 1 February 2020. Foreign travellers are being refused entry to Australia, while Australian citizens, permanent residents and New Zealand citizens on a 444 visa are subject to strict consent orders of health screening, quarantine and isolation.

I note that the latest Australian Border Force statement (published on 12 February 2020) provides that for commercial vessels, all crew are to remain on-board while the vessel is berthed in Australia and crew are only able to disembark to conduct essential vessel functions. The crew must wear personal protective equipment when performing those functions. These restrictions apply until 14 days has elapsed since the vessel or any person on-board left mainland China.

Other measures may limit the potential cross-infection between incoming crew and Queensland maritime personnel. For example, mandating the use of personal protective equipment or limiting crew/shore interaction. Some of these measures have been recommended by the Australian Maritime Safety Authority (AMSA). For coastal pilotage services, the AMSA are recommending a precautionary approach be taken.

¹ Figures sourced from Coronavirus COVID-19 Global Cases by Johns Hopkins CSSEv
RTI-1101 - Page 468 of 752

AMSA has also recommended coastal pilots with diagnosed heart or respiratory conditions should not be allocated the pilotage. Additionally, pilots should limit contact with crew and wear appropriate personal protective equipment (PPE), (surgical masks and gloves) while on board and in contact with crew. Queensland Reef VTS remains the contact point to report illness or suspected crew member illness.

At present however, the World Health Organisation (WHO) is reporting that it could be possible that people infected with CoVID-2019 may be infectious before showing significant symptoms. However, based on currently available data, the people who have symptoms are causing the majority of virus spread.² MSQ are continuing to monitor information being released from the WHO regarding the possible contagion period of the virus.

The WHO reports that the incubation period (the time between infection and the onset of clinical symptoms of disease) is currently estimated from 1 day to 12.5 days, with median estimates of 5 to 6 days.³ Compared to other coronavirus diseases, WHO⁴ reports the incubation period could be up to 14 days.⁵ Recent news articles report this period could be up to 28 days, these reports are yet to be scientifically validated.⁶ The current quarantine period of 14 days aligns with the Australian Government's restrictions on entry for vessels leaving or transiting through mainland China on or after 1 February 2020.

Should the Federal Government alter or relax their restrictions in the coming days or weeks, or more information regarding the contagion and incubation periods become available, then I will consider potential amendments to the Direction. I will continue to seek advice from the Commonwealth's Department of Health and Queensland Health medical personnel.

Decision

While I appreciate the economic consequences of the GM Direction, and will look at any other measures I can influence so as not to unnecessarily impede efficient shipping in and out of Queensland ports, given the number of positive test cases being reported continues to rise (with media reporting another 14,840 cases being added overnight)⁷ I have directed that the current measures remain in place for a further 7 days' in line with federal reviews.

² World Health Organisation (2020), Frequently Asked Questions. <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>

³ World Health Organisation (2020), Frequently Asked Questions Available at: <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>. Accessed 12/2/2020.

⁴ Ibid.

⁵ Ibid.

⁶ The Financial Review, 'Huge impact of China travel ban a factor in review', Andrew Tillett, published 12 February 2020. Accessed online at

⁷ The Sydney Morning Herald, 'Coronavirus death rate surges as infections climb by almost 15,000', Eryk Bagshaw, published 13 February 2020. Accessed online at <https://www.smh.com.au/world/asia/coronavirus-death-rate-surges-as-infections-climb-by-14-000-20200213-p540fr.html>

Second Review of General Manager's Directive – under s.191A of the *Transport Operations (Marine Safety) Act 1994*, issued on 6 February 2020

21 February 2020

Data

The World Health Organisation (WHO) situational report indicates the number of confirmed cases of COVID-19 (*previously named Novel Coronavirus*) as at 20 February 2020* is 75,748 globally (an addition of 548 new cases).¹ Majority of cases are reported from China (at 74,675 confirmed cases (representing 399 new cases)).² The WHO risk assessment globally remains high and notes that new cases of COVID-19 in the Islamic Republic of Iran have been reported in the past 24 hours.³

Slightly higher numbers are being reported by The John Hopkins CSSE, reporting global cases at 76,200 confirmed cases, 75,000 occurring in China.⁴ The death toll is at 2,247 with the majority of deaths attributed to Hubei, Mainland China.⁵

The available data shows that the rate of growth of confirmed cases, while slowing, continues to rise.⁶

General Manager's Direction

On 13 February 2020, I determined that the General Manager's Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994* issued on 6 February 2020, would continue until further notice, but gave a commitment to review my position in 7 days' time. This decision was in-line with the Australian Government's stance and travel restrictions.

Yesterday, the Australian Government announced its travel restrictions will be maintained for a further week to 29 February 2020.

Today, in reviewing the General Manager's Direction, I have considered the approach of the Australian Government to commercial vessels destined for other Australian ports, both in reporting obligations and human control restrictions. Specifically, that all vessels that report persons who have been in mainland China in the last 14 days are subject to restrictions that;

- All crew is to remain onboard while the vessel is berthed.
- Crew are only able to disembark to conduct essential vessel functions, and crew must wear personal protective equipment while performing these functions.
- These restrictions apply until 14 days has elapsed since the vessel or any person on-board left mainland China.

I also take onboard the precautions and restrictions reportedly imposed by the Chinese authorities. Equally I am also guided by my chain-of-responsibility obligations to the

¹ World Health Organisation, Situation Report No. 31, dated 20 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200218-sitrep-29-covid-19.pdf?sfvrsn=6262de9e_2. Accessed on 21 February 2020.

² Ibid.

³ Ibid.

⁴ John Hopkins CSSE data on Coronavirus COVID-19 Global available at: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>. Accessed on 21 February 2020.

⁵ Ibid.

⁶ Ibid.

international seafarers that may be affected by Queensland's current measures. I am aware that seafarers originating or transiting through mainland China are reportedly being confined to vessels for the duration of their time alongside (although still potentially being exposed to mainland personnel in the course of normal operations, albeit with some PPE measures in place). Adopting a similar isolation and confined to vessel approach to the same seafarers whilst in Queensland ports in the case where vessels were to be received inside 14 days from China (as would be no doubt necessitated under current Aust approach to commercial vessels) would explicablely create a situation where these crew may in effect be captive on-board for extended periods of time.

I have also considered the risk mitigation strategies and control measures aimed at reducing the risks of contagion and infection being implemented at ports of departure, during the voyage and on arrival. On this, I am guided by state and federal health authorities' advice.

Although precautionary measures of hand washing, face masks and temperature monitoring may have been engaged to help limit the spread of the virus, there appears not to be a collective consensus that these measures are failsafe nor temperature being a reliable indicator of illness. I am also conscious that these, and similar other measures, were undertaken onboard the cruise ship, Diamond Princess, which still saw the spread of the virus.

While those measures may well reduce the risk of contagion and incubation, there is no new additional information available on periods of contagion and incubation since my last review. The WHO reports that it *'may be possible that people infected with 2019-nCoV may be infectious before showing significant symptoms'*⁷ It is important to note that one of the current measures in place with regard to managing the risk of infection posed by maritime trade relies on reporting of symptoms.

While these risk mitigation strategies and activities may be successful, and I appreciate the economic and scheduling impacts that may occur as a result of complying with the Direction - the safety and wellbeing of our maritime personnel and the Queensland public, continues to be my paramount concern and priority.

Maritime Safety Queensland appreciates the proactive approach being undertaken by Shipping Australia Ltd in prioritising maritime personnel, as well as seeking to limit the economic impact that this virus is having on the industry. Maritime Safety Queensland will continue to work collaboratively with Shipping Australia Ltd, and the broader maritime and shipping industry to inform our approach into the future.

Should more information become available, I will consider potential amendments to the Direction. I will continue to seek advice from the Commonwealth's Department of Health and Queensland Health medical personnel and continue to monitor the situation on a daily basis.

Decision

I have directed that the current measures remain in place for a further 7 days', remaining in-line with federal reviews.

⁷ Ibid at [1], Available at <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>. Accessed on 20 February 2020.

From: [Ellie L. McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - COVID-19 update 43 & Review of GM Direction
Date: Saturday, 29 February 2020 5:27:54 PM
Attachments: [MSQ Reef VTS Direction 05-2020 COVID-19.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 29.02.2020.pdf](#)
[Review of General Manager Direction to all Ships Queensland - COVID 19 28 Feb 2020.pdf](#)
[MSQ VTS Direction 08-2020 COVID-19.pdf](#)
[General Manager Direction to Masters of all ships Queensland - COVID-19.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 24 hours (17:00 Fri 28 Feb – 17:00 Sat 29 Feb), **46** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x24hr period Regional Shipping Reports attached).

45 vessels have reported NO to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

1 vessel reported YES to both having departed mainland China in the past 14 days' and having crew on board who have visited mainland China. This vessel will not proceed to port until 14 days have elapsed since leaving mainland China and no crew are displaying any of the symptoms associated with COVID-19.

**Please note, MSQ COVID-19 updates are sent at 1700 daily.*

-

General Managers Direction

On Friday 28 February I undertook a **third review** of the General Manager's Direction that initially came into effect on the 6 February 2020.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and continues to be extended until further notice. All three reviews are attached for noting.

Many of you will be aware the Federal Government announced this afternoon an extension of the travel ban to include Iran. This means any foreign nationals coming from Iran will be required to have spent a minimum of 14 days outside of Iran prior to being allowed entry into Australia.

This recent development is not expected to have an impact on vessels nor seafarers arriving into Queensland ports. MSQ will however continue to monitor and seek further information on potential movement of seafarers, particularly crew change-outs in counties within 14 days steaming of Queensland. Additionally, MSQ is modelling potential impacts should such a travel ban be extended to more countries, especially those in our immediate vicinity.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

-

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 remain in effect.

-

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

-

Advice to Mariners

An Advice to Mariners advising of the General Manager's Direction to all ships Queensland has been promulgated through Maritime Safety Queensland's website.

-

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor.

The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

Floor 2 | 61 Mary Street | Brisbane QLD 4000.

GPO Box 2595 | Brisbane Qld 4001

P: (07) 3066 3977

M: **Not Relevant**

E: angus.g.mitchell@msq.qld.gov.au

W: www.msq.qld.gov.au



General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.
(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	Y/Y/N	Vessel departed China after bunkering (no crew members went ashore) 14 th Feb at 1324hrs CST. Vessel cleared 14-day limit 28 Feb at 1524hrs EST Hay Point VTS Advised.
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Passenger Vessel	N/N/N	Nil
	Gas Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil

	Bulk Carrier	N/N/N	Nil
	Tug	N/N/N	Nil
	Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Nil vessels for this period		
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Tanker	N/N/N	Departed China. 14 day quarantine period ended 8hrs before POB in Townsville.
	Container	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N / N / N	Nil
	General Cargo	N / N / N	Nil
	General Cargo	N / N / N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Bulk Carrier	N / N / N	
	Car Carrier	N / N / N	
	Container Ship	N / N / N	

Released under RTI Act - TMR

Third Review of the General Manager's Directive – under s.191A of the *Transport Operations (Marine Safety) Act 1994*, issue on 6 February 2020

28 February 2020

Data

Figures on the reported number of confirmed cases globally total 82,294 (an additional 1185 new cases). Of those reported cases, 78,630 cases are reported in China (reporting an additional 439 new cases).¹

The John Hopkins CSSE reports slightly higher numbers of global confirmed cases of 83,373 and 2,858 deaths, with 2,682 occurring in Hubei, Mainland China.²

The WHO Situational Report No. 38, states that COVID-19 has been reported by nine new member states (Brazil, Denmark, Estonia, Georgia, Greece, Norway, Pakistan, Romania and North Macedonia) in the past 24 hours (as at 27 February 2020).³

News outlets are reporting on the continued global spread of COVID-19,⁴ with several newspapers highlighting the increasing rates at which the virus is spreading, suggesting it is now spreading faster outside of China.⁵ There are 47 countries affected by the coronavirus, including China.⁶

Yesterday, on advice from the Chief Medical Officer, Australia's Prime Minister announced to the media that Australia's travel ban and restrictions will be extended for a further 7 days, to 7 March 2020.⁷ These measures are part of activation of an emergency plan to deal with the spread of the coronavirus, amid expectations that the WHO will soon declare it a global pandemic.⁸

This is the third extension of the Australian Government's travel restrictions for travellers from mainland China since 1 February 2020.

Decision

Since issuing the Direction, I have maintained that I would continue to be informed by health authorities and take a measured approach and monitor the situation and review my decision.

¹ World Health Organisation, 'Situation Report No. 38', dated 27 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200227-sitrep-38-covid-19.pdf?sfvrsn=9f98940c_2. Accessed on 28 February 2020.

² The John Hopkins CSSE data on Coronavirus COVID-19 Global Cases available at: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>. Accessed 28 February 2020.

³ World Health Organisation, 'Situation Report No. 38', dated 27 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200227-sitrep-38-covid-19.pdf?sfvrsn=9f98940c_2. Accessed on 28 February 2020.

⁴ The Australian, 'Coronavirus now spreading faster outside China', by Richard Ferguson published on 27 February 2020.

⁵ ABC News, 'Coronavirus COVID-19 now spreading faster outside China for the first time, WHO cautions against pandemic fears as Iran, Italy, Korea battle outbreaks', published on 27 February 2020. Available at: <https://www.abc.net.au/news/2020-02-27/coronavirus-spreading-faster-outside-of-china-for-the-first-time/12005194>. Accessed 27 February 2020

⁶ Ibid; World Health Organisation, 'Situation Report No. 38', dated 27 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200227-sitrep-38-covid-19.pdf?sfvrsn=9f98940c_2. Accessed 28 February 2020.

⁷ Ibid.

⁸ ABC News, 'Coronavirus pandemic fears prompt Government to activate emergency response and extend travel ban', published on 27 February 2020. Available at: <https://www.abc.net.au/news/2020-02-27/federal-government-coronavirus-pandemic-emergency-plan/12005734>. Accessed on 27 February 2020.

There is no new information released by state or federal health authorities on the contagion or incubation period of COVID-19. The WHO states that estimates range from 1-14 days, with most around 5 days.⁹

In view of:

- the continuing spread of COVID-19 across the globe;
- the imminent possibility of the WHO declaring a pandemic;
- the absence of an effective vaccine for COVID-19; and
- the continuing uncertainty of the contagion period and effectiveness of risk mitigation strategies and restrictions

I consider it vital to continue to protect the health and wellbeing of marine pilots and crew, port personnel and Queenslanders and determine that the existing General Manager's Direction issued under section 191A of the *Transport Operations (Marine Safety) Act 1994* initially released on 6 February 2020, will remain in place.

Shipping numbers

MSQ will continue to monitor and report daily on shipping numbers into QLDs ports and appreciates the potential economic consequences of the further extension of the GM Direction.

To date, since the increased reporting protocol and 14 day restrictions were enacted 58 ships have arrived in Queensland ports directly from China's mainland (period 14 – 24 Feb 2020). This compares to 37 vessels arriving from a China over the same period last year.

⁹ World Health Organisation, *Frequently Asked Questions*. Available at: <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>. Accessed on 28 February 2020.

From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 44
Date: Sunday, 1 March 2020 5:20:16 PM
Attachments: General Manager Direction to Masters of all ships Queensland - COVID-19.pdf
MSQ VTS Direction 08-2020 COVID-19.pdf
Review of General Manager Direction to all Ships Queensland - COVID 19 28 Feb 2020.pdf
MSQ Reef VTS Direction 05-2020 COVID-19.pdf
Regional Shipping Medical Report (MSQ) - 01.03.2020.pdf

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 24 hours (17:00 Sat 29 Feb – 17:00 Sun 1 March), **49** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Reports attached).

47 vessels have reported **NO** to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

1 vessel reported **YES** to having departed mainland China in the past 14 days'. The 14 day period has now elapsed.

1 vessel has reported **YES** to a crew member being ill but **NO** to having visited mainland China or having crew on board who have visited mainland China within the past 14 days. Queensland Health has assessed the situation and allowed the vessel to proceed with crew member remaining in isolation.

1 cruise vessel has reported a fatality of a passenger during a snorkelling tour today. Early indications suggest this was a result of a pre-existing medical condition. QPS will take the lead investigating.

**Please note, MSQ COVID-19 updates are sent at 1700 daily.*

General Managers Direction

On Friday 28 February I undertook a **third review** of the General Manager's Direction that initially came into effect on the 6 February 2020.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and continues to be extended until further notice. All three reviews are attached for noting.

Many of you will be aware the Federal Government announced yesterday an extension of the travel ban to include Iran. This means any foreign nationals coming from Iran will be required to have spent a minimum of 14 days outside of Iran prior to being allowed entry into Australia.

This recent development is not expected to have an impact on vessels nor seafarers arriving into Queensland ports. MSQ will however continue to monitor and seek further information on potential movement of seafarers, particularly crew change-outs in counties within 14 days steaming of Queensland. Additionally, MSQ is modelling potential impacts should such a travel ban be extended to more countries, especially those in our immediate vicinity.

Note this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 remain in effect.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the General Manager's Direction to all ships Queensland has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor.

The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

Floor 2 | 61 Mary Street | Brisbane QLD 4000.

GPO Box 2595 | Brisbane Qld 4001

P: (07) 3066 3977

M: Not Relevant

E: angus.g.mitchell@msq.qld.gov.au

W: www.msq.qld.gov.au



Released under RTI Act - TMR

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with "MSQ will make the appropriate notifications to State and Federal agencies for further advice".

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.
(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Tanker	N/N/N	Nil
	Tanker	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tanker	Y/N/N	Departed Tianjin 16 Feb 2020 0830hrs. 14 days from departure has now passed.
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Passenger Vessel	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Container Ship	N/N/N	Nil
	Tanker	N/N/N	Nil
	General Cargo	N/N/N	Nil
	Gas Tanker	N/N/N	Nil

	Bulk Carrier	N/N/N	Nil
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N / N / N	NIL
	Bulk Carrier	N / N / N	NIL
	Bulk Carrier	N / N / N	NIL
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	General Cargo	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	BULK CARRIER	N / N / N	
	BULK CARRIER	N / N / N	
	CRUISE SHIP	N / N / N	
	BULK CARRIER	N / N / N	

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	CEMENT CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
	TANKER	N/N/N	
	TANKER	N/N/N	
	CEMENT CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
	BULK CARRIER	N/N/N	
	LIQUIFIED GAS CARRIER	N/N/N	
	TANKER	N/N/N	
	BULK CARRIER	N/N/N	

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container Ship	N / N / N	
	Container Ship	N / N / N	
	Passenger Ship	N / N / N	
	Bulk Carrier	N / N / N	
	Vehicle Carrier	N / N / Y	<ul style="list-style-type: none"> • Vessel DRIVE GREEN HIGHWAY, car carrier, responded YES to Q3 of VTS direction 08-2020 2hrs prior to pilot boarding. • Vessel scheduled to take pilot at 1000 to berth at 1330 at FI3 (AAT) • Vessel departed Japan 14 days ago, having stopped in TVL 2 days ago. Vessel has not been to China in last 14 days. • QLD Health contacted and advised of situation and have permitted the vessel to enter with crew member to remain isolated during visit as additional precaution. • GP visit not specified however an appointment will be made at next port - depart Brisbane at 2359 tonight for Port Kembla • Agents and Terminal advised. Pilot boarding occurred as scheduled.
	Container Ship	N / N / N	

Third Review of the General Manager's Directive – under s.191A of the *Transport Operations (Marine Safety) Act 1994*, issue on 6 February 2020

28 February 2020

Data

Figures on the reported number of confirmed cases globally total 82,294 (an additional 1185 new cases). Of those reported cases, 78,630 cases are reported in China (reporting an additional 439 new cases).¹

The John Hopkins CSSE reports slightly higher numbers of global confirmed cases of 83,373 and 2,858 deaths, with 2,682 occurring in Hubei, Mainland China.²

The WHO Situational Report No. 38, states that COVID-19 has been reported by nine new member states (Brazil, Denmark, Estonia, Georgia, Greece, Norway, Pakistan, Romania and North Macedonia) in the past 24 hours (as at 27 February 2020).³

News outlets are reporting on the continued global spread of COVID-19,⁴ with several newspapers highlighting the increasing rates at which the virus is spreading, suggesting it is now spreading faster outside of China.⁵ There are 47 countries affected by the coronavirus, including China.⁶

Yesterday, on advice from the Chief Medical Officer, Australia's Prime Minister announced to the media that Australia's travel ban and restrictions will be extended for a further 7 days, to 7 March 2020.⁷ These measures are part of activation of an emergency plan to deal with the spread of the coronavirus, amid expectations that the WHO will soon declare it a global pandemic.⁸

This is the third extension of the Australian Government's travel restrictions for travellers from mainland China since 1 February 2020.

Decision

Since issuing the Direction, I have maintained that I would continue to be informed by health authorities and take a measured approach and monitor the situation and review my decision.

¹ World Health Organisation, 'Situation Report No. 38', dated 27 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200227-sitrep-38-covid-19.pdf?sfvrsn=9f98940c_2. Accessed on 28 February 2020.

² The John Hopkins CSSE data on Coronavirus COVID-19 Global Cases available at: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>. Accessed 28 February 2020.

³ World Health Organisation, 'Situation Report No. 38', dated 27 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200227-sitrep-38-covid-19.pdf?sfvrsn=9f98940c_2. Accessed on 28 February 2020.

⁴ The Australian, 'Coronavirus now spreading faster outside China', by Richard Ferguson published on 27 February 2020.

⁵ ABC News, 'Coronavirus COVID-19 now spreading faster outside China for the first time, WHO cautions against pandemic fears as Iran, Italy, Korea battle outbreaks', published on 27 February 2020. Available at: <https://www.abc.net.au/news/2020-02-27/coronavirus-spreading-faster-outside-of-china-for-the-first-time/12005194>. Accessed 27 February 2020

⁶ Ibid; World Health Organisation, 'Situation Report No. 38', dated 27 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200227-sitrep-38-covid-19.pdf?sfvrsn=9f98940c_2. Accessed 28 February 2020.

⁷ Ibid.

⁸ ABC News, 'Coronavirus pandemic fears prompt Government to activate emergency response and extend travel ban', published on 27 February 2020. Available at: <https://www.abc.net.au/news/2020-02-27/federal-government-coronavirus-pandemic-emergency-plan/12005734>. Accessed on 27 February 2020.

There is no new information released by state or federal health authorities on the contagion or incubation period of COVID-19. The WHO states that estimates range from 1-14 days, with most around 5 days.⁹

In view of:

- the continuing spread of COVID-19 across the globe;
- the imminent possibility of the WHO declaring a pandemic;
- the absence of an effective vaccine for COVID-19; and
- the continuing uncertainty of the contagion period and effectiveness of risk mitigation strategies and restrictions

I consider it vital to continue to protect the health and wellbeing of marine pilots and crew, port personnel and Queenslanders and determine that the existing General Manager's Direction issued under section 191A of the *Transport Operations (Marine Safety) Act 1994* initially released on 6 February 2020, will remain in place.

Shipping numbers

MSQ will continue to monitor and report daily on shipping numbers into QLDs ports and appreciates the potential economic consequences of the further extension of the GM Direction.

To date, since the increased reporting protocol and 14 day restrictions were enacted 58 ships have arrived in Queensland ports directly from China's mainland (period 14 – 24 Feb 2020). This compares to 37 vessels arriving from a China over the same period last year.

⁹ World Health Organisation, *Frequently Asked Questions*. Available at: <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>. Accessed on 28 February 2020.

From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 45
Date: Monday, 2 March 2020 5:43:00 PM
Attachments: Review of General Manager Direction to all Ships Queensland - COVID 19 28 Feb 2020.pdf
MSQ Reef VTS Direction 05-2020 COVID-19.pdf
General Manager Direction to Masters of all ships Queensland - COVID-19.pdf
Regional Shipping Medical Report (MSQ) - 02.03.2020.pdf
MSQ VTS Direction 08-2020 COVID-19.pdf

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

*Please note: from this afternoon any new information in this daily update will be highlighted in **Bold** for ease of identification.*

Over the course of the last 24 hours (17:00 Sun 1 March – 17:00 Mon 2 March), **44** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Reports attached).

43 vessels have reported NO to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

1 vessel reported YES to both having departed mainland China in the past 14 days' and having crew on board who have visited mainland China. The 14 day period has now elapsed.

1 vessel has reported a medical emergency that has resulted in a passenger requiring medical evacuation by helicopter. Note this medical emergency related to a heart problem and is not related to COVID-19.

**Please note, MSQ COVID-19 updates are sent at 1700 daily.*

General Managers Direction

On Friday 28 February I undertook a third review of the General Manager's Direction that initially came into effect on the 6 February 2020.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and continues to be extended until further notice. All three reviews are attached for noting.

Note: this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

Business Continuity Planning

MSQ continues to monitor the unfolding situation with regard to the international spread of COVID-19 and its potential impacts to the Queensland maritime workforce as well as continuity of maritime related business.

I expect to give an update on the significant planning that is already underway within the coming days.

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 remain in effect.

From tomorrow, Tuesday 3rd March MSQ's Regional Shipping Medical Report will be expanded to include reporting of vessel names as well as last port of call.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the General Manager's Direction to all ships Queensland has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor.

The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

Floor 2 | 61 Mary Street | Brisbane QLD 4000.

GPO Box 2595 | Brisbane Qld 4001

P: (07) 3066 3977

M Not Relevant

E: angus.g.mitchell@msq.qld.gov.au

W: www.msq.qld.gov.au



Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.
(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with "MSQ will make the appropriate notifications to State and Federal agencies for further advice".

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This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	Y/Y/N	Entering at Booby Is next port Gladstone. Dep Qinzhou 17 th February 1442 LT. Quarantine period ends 2 nd March 1642hr. Advised Pilot company who advised they are aware and will provide pilotage as normal.
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Roro Cargo	N/N/N	Nil
	Tanker	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tug	N/N/N	Nil
	Container	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
MSQ Region	Cairns	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Nil vessels for this period		

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Livestock Carrier	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	TANKER	N / N / N	Nil
	BULK CARRIER	N / N / N	Nil
	BULK CARRIER	N / N / N	Nil
	BULK CARRIER	N / N / N	Nil
	BULK CARRIER	N / N / N	Nil

	BULK CARRIER	N / N / N	Nil
	BULK CARRIER	N / N / N	Nil
	BULK CARRIER	N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil

	LIQUIFIED GAS CARRIER	N/N/N	Nil
	LIQUIFIED GAS CARRIER	N/N/N	Nil
	BULK CARRIER	N/N/N	Nil
	LIQUIFIED GAS CARRIER	N/N/N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
VTS BRISBANE			
	General Cargo	N/N/N	
	Car Carrier	N/N/N	
	Bulk Carrier	N/N/N	
	Container Ship	N/N/N	
	Tanker	N/N/N	
	Container ship	N/N/N	
	Car carrier	N/N/N	
	Car Carrier	N/N/N	
	Tanker	N/N/N	
	Tanker	N/N/N	

Third Review of the General Manager's Directive – under s.191A of the *Transport Operations (Marine Safety) Act 1994*, issue on 6 February 2020

28 February 2020

Data

Figures on the reported number of confirmed cases globally total 82,294 (an additional 1185 new cases). Of those reported cases, 78,630 cases are reported in China (reporting an additional 439 new cases).¹

The John Hopkins CSSE reports slightly higher numbers of global confirmed cases of 83,373 and 2,858 deaths, with 2,682 occurring in Hubei, Mainland China.²

The WHO Situational Report No. 38, states that COVID-19 has been reported by nine new member states (Brazil, Denmark, Estonia, Georgia, Greece, Norway, Pakistan, Romania and North Macedonia) in the past 24 hours (as at 27 February 2020).³

News outlets are reporting on the continued global spread of COVID-19,⁴ with several newspapers highlighting the increasing rates at which the virus is spreading, suggesting it is now spreading faster outside of China.⁵ There are 47 countries affected by the coronavirus, including China.⁶

Yesterday, on advice from the Chief Medical Officer, Australia's Prime Minister announced to the media that Australia's travel ban and restrictions will be extended for a further 7 days, to 7 March 2020.⁷ These measures are part of activation of an emergency plan to deal with the spread of the coronavirus, amid expectations that the WHO will soon declare it a global pandemic.⁸

This is the third extension of the Australian Government's travel restrictions for travellers from mainland China since 1 February 2020.

Decision

Since issuing the Direction, I have maintained that I would continue to be informed by health authorities and take a measured approach and monitor the situation and review my decision.

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⁶ Ibid; World Health Organisation, 'Situation Report No. 38', dated 27 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200227-sitrep-38-covid-19.pdf?sfvrsn=9f98940c_2. Accessed 28 February 2020.

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In view of:

- the continuing spread of COVID-19 across the globe;
- the imminent possibility of the WHO declaring a pandemic;
- the absence of an effective vaccine for COVID-19; and
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I consider it vital to continue to protect the health and wellbeing of marine pilots and crew, port personnel and Queenslanders and determine that the existing General Manager's Direction issued under section 191A of the *Transport Operations (Marine Safety) Act 1994* initially released on 6 February 2020, will remain in place.

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From: [Daisy Z Leigh](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - COVID-19 update 46
Date: Tuesday, 3 March 2020 5:23:03 PM
Attachments: [Review of General Manager Direction to all Ships Queensland - COVID 19 28 Feb 2020.pdf](#)
[MSQ Reef VTS Direction 05-2020 COVID-19.pdf](#)
[General Manager Direction to Masters of all ships Queensland - COVID-19.pdf](#)
[MSQ VTS Direction 08-2020 COVID-19.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 03.03.2020.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

*Please note: from this afternoon any new information in this daily update will be highlighted in **Bold** for ease of identification.*

Over the course of the last 24 hours (17:00 Mon 2 March – 17:00 Tues 3 March), **48** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Reports attached).

45 vessels have reported NO to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

3 vessel reported YES to both having departed mainland China in the past 14 days' and having crew on board who have visited mainland China. The 14 day period has now elapsed for **these vessels**.

**Please note, MSQ COVID-19 updates are sent at 1700 daily.*

General Managers Direction

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Note: this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

Business Continuity Planning

MSQ continues to monitor the unfolding situation with regard to the international spread of COVID-19 and its potential impacts to the Queensland maritime workforce as well as continuity of maritime related business.

I expect to give an update on the significant planning that is already underway within the coming days.

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 remain in effect.

From today, Tuesday 3rd March MSQ's Regional Shipping Medical Report will be expanded to include reporting of vessel names as well as last port of call.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor.

The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

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Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.
(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with "MSQ will make the appropriate notifications to State and Federal agencies for further advice".

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Vessel Name	Ship type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Northern Diamond	Cargo Ship	Auckland	N/N/N	Nil
	Albatross Bay	Cargo Ship	Weipa	N/N/N	Nil
	MG Kronos	Bulk Carrier	Kimitsu, Japan	N/N/N	Nil
	ND Thelxis	Bulk Carrier	Tanjung, Malaysia	N/N/N	Nil
	Normand Australis	Tug	Port Moresby, Papua New Guinea	N/N/N	Nil
	Artania Bridge	Passenger	Darwin	N/N/N	Nil
	Sunshine Bliss	Cargo Ship	Fuzhou	Y/Y/N	Vessel departed Fuzhou, Fujian, China at 1618hrs 16 th Feb. Gladstone VTS notified.
	OOCL Houston	Cargo Ship	Brisbane	N/N/N	Nil
	RB Eden	Bulk Carrier	Dalian	Y/Y/N	Vessel departed Dalian, China anchorage at 2118hrs 18 th Feb after bunkering.
	African Sanderling	Cargo Ship	Singapore	N/N/N	Nil
	African Gannet	General Cargo	Singapore, Singapore	N/N/N	Nil
	Lowlands Serenity	Bulk Carrier	Yeosu, South Korea	N/N/N	Nil
	IVS Merlion	Bulk Carrier	Lae, Papua New Guinea	N/N/N	Nil
	Monte Rosa	Container	Singapore, Singapore	N/N/N	Nil
	Alpine Amalia	Tanker	Papua New Guinea	N/N/N	Nil

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Hebei Zhangjiakou	Bulk Carrier	Hong Kong	N/N/N	Nil
	Jing Lu Hai	Bulk Carrier	Gwangyang South Korea	N/N/N	Nil
	Rising Sun	Bulk Carrier	Busan South Korea	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	DL Dahlia	Bulk Carrier	Yeosu, South Korea	N/N/N	Nil
	Mini	Cargo Ship	Zhangjiagang, China	N/N/N	Nil
	IVS Merlion	Bulk Carrier	Lae, PNG	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	INDUS VICTORY	BULK CARRIER	Yeosu, S.Korea	N/N/N	Nil
	SAKIZAYA FUTURE	BULK CARRIER	Yeosu, S.Korea	N/N/N	Nil
	RB EDEN	BULK CARRIER	Dalian, China	Y/Y/N	All parties advised regionally, vessel directed to offshore anchorage OS14. Departed China at 1815LT 18 th Feb (quarantine period completed 2015 hrs 1 st Mar.)
	SIBERIAN EXPRESS	BULK CARRIER	Dangjin, S.Korea	N/N/N	Nil
	MARAN WISDOM	BULK CARRIER	Vung Tau, Vietnam	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc

Gladstone	RTM Weipa	Bulk Carrier	Amrun, Australia	N/N/N	Nil
	Alma	Bulk Carrier	Surabaya, Indonesia	N/N/N	Nil
	Cape Baltic	Bulk Carrier	Pohang, South Korea	N/N/N	Nil
	Azul Horizonte	Bulk Carrier	Newcastle, Australia	N/N/N	Nil
	Peace Ark	Bulk Carrier	Taeon, South Korea	N/N/N	Nil
	VSC Triton	Bulk Carrier	Hong Kong	N/N/N	Nil
	Sunshine Bliss	Bulk Carrier	Fuzhou, China	N/N/N	Left China 16/02/2020
	SCF Mitre	Liquefied Gas Tanker	Singapore	N/N/N	Nil
	RTM Wakmatha	Bulk Carrier	Weipa, Australia	N/N/N	Nil
	Lowlands Serenity	Bulk Carrier	Yeosu, South Korea	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	SEATRADE RED	Container	Noumea	N/N/N	Nil
	QUEEN MARY 2	Passenger	Airlie Beach	N/N/N	Nil
	PACIFIC DAWN	Passenger	Conflict Islands	N/N/N	Nil
	TAO ACE	Bulk Carrier	Norfolk Island	N/N/N	Nil
	COREWISE OL	Bulk Carrier	Kwinana	N/N/N	Nil
	MOROBIE CHIEF	Container	Port Botany	N/N/N	Nil
	SOUNI	General Cargo	Newcastle	N/N/N	Nil

	HOEGH ANTWERP	Car Carrier	Port Kembla	N/N/N	Nil
	BBC UTAH	General Cargo	Port Pirie	N/N/N	Nil
	TS ALPHA	Bulk Carrier	Albany	N/N/N	Nil
	GOLDEN SAGITTARIUS	Tanker	Port Botany	N/N/N	Nil
	ST. PAULI	Tanker	Chiba	N/N/N	Nil

Released under RTI Act - TMR

Third Review of the General Manager's Directive – under s.191A of the *Transport Operations (Marine Safety) Act 1994*, issue on 6 February 2020

28 February 2020

Data

Figures on the reported number of confirmed cases globally total 82,294 (an additional 1185 new cases). Of those reported cases, 78,630 cases are reported in China (reporting an additional 439 new cases).¹

The John Hopkins CSSE reports slightly higher numbers of global confirmed cases of 83,373 and 2,858 deaths, with 2,682 occurring in Hubei, Mainland China.²

The WHO Situational Report No. 38, states that COVID-19 has been reported by nine new member states (Brazil, Denmark, Estonia, Georgia, Greece, Norway, Pakistan, Romania and North Macedonia) in the past 24 hours (as at 27 February 2020).³

News outlets are reporting on the continued global spread of COVID-19,⁴ with several newspapers highlighting the increasing rates at which the virus is spreading, suggesting it is now spreading faster outside of China.⁵ There are 47 countries affected by the coronavirus, including China.⁶

Yesterday, on advice from the Chief Medical Officer, Australia's Prime Minister announced to the media that Australia's travel ban and restrictions will be extended for a further 7 days, to 7 March 2020.⁷ These measures are part of activation of an emergency plan to deal with the spread of the coronavirus, amid expectations that the WHO will soon declare it a global pandemic.⁸

This is the third extension of the Australian Government's travel restrictions for travellers from mainland China since 1 February 2020.

Decision

Since issuing the Direction, I have maintained that I would continue to be informed by health authorities and take a measured approach and monitor the situation and review my decision.

¹ World Health Organisation, 'Situation Report No. 38', dated 27 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200227-sitrep-38-covid-19.pdf?sfvrsn=9f98940c_2. Accessed on 28 February 2020.

² The John Hopkins CSSE data on Coronavirus COVID-19 Global Cases available at: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>. Accessed 28 February 2020.

³ World Health Organisation, 'Situation Report No. 38', dated 27 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200227-sitrep-38-covid-19.pdf?sfvrsn=9f98940c_2. Accessed on 28 February 2020.

⁴ The Australian, 'Coronavirus now spreading faster outside China', by Richard Ferguson published on 27 February 2020.

⁵ ABC News, 'Coronavirus COVID-19 now spreading faster outside China for the first time, WHO cautions against pandemic fears as Iran, Italy, Korea battle outbreaks', published on 27 February 2020. Available at: <https://www.abc.net.au/news/2020-02-27/coronavirus-spreading-faster-outside-of-china-for-the-first-time/12005194>. Accessed 27 February 2020

⁶ Ibid; World Health Organisation, 'Situation Report No. 38', dated 27 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200227-sitrep-38-covid-19.pdf?sfvrsn=9f98940c_2. Accessed 28 February 2020.

⁷ Ibid.

⁸ ABC News, 'Coronavirus pandemic fears prompt Government to activate emergency response and extend travel ban', published on 27 February 2020. Available at: <https://www.abc.net.au/news/2020-02-27/federal-government-coronavirus-pandemic-emergency-plan/12005734>. Accessed on 27 February 2020.

There is no new information released by state or federal health authorities on the contagion or incubation period of COVID-19. The WHO states that estimates range from 1-14 days, with most around 5 days.⁹

In view of:

- the continuing spread of COVID-19 across the globe;
- the imminent possibility of the WHO declaring a pandemic;
- the absence of an effective vaccine for COVID-19; and
- the continuing uncertainty of the contagion period and effectiveness of risk mitigation strategies and restrictions

I consider it vital to continue to protect the health and wellbeing of marine pilots and crew, port personnel and Queenslanders and determine that the existing General Manager's Direction issued under section 191A of the *Transport Operations (Marine Safety) Act 1994* initially released on 6 February 2020, will remain in place.

Shipping numbers

MSQ will continue to monitor and report daily on shipping numbers into QLDs ports and appreciates the potential economic consequences of the further extension of the GM Direction.

To date, since the increased reporting protocol and 14 day restrictions were enacted 58 ships have arrived in Queensland ports directly from China's mainland (period 14 – 24 Feb 2020). This compares to 37 vessels arriving from a China over the same period last year.

⁹ World Health Organisation, *Frequently Asked Questions*. Available at: <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>. Accessed on 28 February 2020.

From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 47
Date: Wednesday, 4 March 2020 4:59:07 PM
Attachments: Review of General Manager Direction to all Ships Queensland - COVID 19 28 Feb 2020.pdf
MSQ Reef VTS Direction 05-2020 COVID-19.pdf
General Manager Direction to Masters of all ships Queensland - COVID-19.pdf
MSQ VTS Direction 08-2020 COVID-19.pdf
Regional Shipping Medical Report (MSQ) - 04.03.2020.pdf

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

*Please note: from this afternoon any new information in this daily update will be highlighted in **Bold** for ease of identification.*

Over the course of the last 24 hours (17:00 Tues 3 March – 17:00 4 March), **38** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Reports attached).

32 vessels have reported NO to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

5 vessel reported YES to both having departed mainland China in the past 14 days' and having crew on board who have visited mainland China. The 14 day period has now elapsed for 3 of these vessels and the other 2 will not enter to port until the 14 day period elapses.

1 vessel has reported YES to a crew member being ill but **NO** to having visited mainland China or having crew on board who have visited mainland China within the past 14 days. Queensland Health along with Queensland's Regional Harbour Master are assessing the situation.

**Please note, MSQ COVID-19 updates are sent at 1700 daily.*

General Managers Direction

On Friday 28 February I undertook a third review of the General Manager's Direction that initially came into effect on the 6 February 2020.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and continues to be extended until further notice. All three reviews are attached for noting.

Note: this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

Business Continuity Planning

MSQ continues to monitor the unfolding situation with regard to the international spread of COVID-19 and its potential impacts to the Queensland maritime workforce as well as continuity of maritime related business.

I expect to give an update on the significant planning that is already underway within the coming days.

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 remain in effect.

From today, Tuesday 3rd March MSQ's Regional Shipping Medical Report will be expanded to include reporting of vessel names as well as last port of call.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An Advice to Mariners advising of the General Manager's Direction to all ships Queensland has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor.

The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

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Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.
(To remove any doubt, this means for example that a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 05/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 08/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 14 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China within the past 14 days, and
- the ship intends to enter a Queensland Compulsory pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China within the past 14 days.
- 2) Report if any Crew Member or passenger has visited Mainland China within the past 14 days.
- 3) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with "MSQ will make the appropriate notifications to State and Federal agencies for further advice".

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Vessel Name	Ship type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Eleni	Bulk Carrier	Panjang, Indonesia	N / N / N	Nil
	Lavender	Bulk Carrier	Tianjin, South Korea	N / N / N	Nil
	NS Zhoushan	Bulk Carrier	Gunsan, South Korea	N / N / N	Nil
	Sakizaya Justice	Bulk Carrier	Luoyuan, China	Y / Y / N	Dep 19/02/2020 1030hrs CST - Pilot returned to Mackay Base. Vessel advised to remain outside CPA. Quarantine ends 04/03/2020 1230 AEST
	DL Olive	Bulk Carrier	Newcastle, Australia	N / N / N	Nil
	Jin Jia	Bulk Carrier	Lan Qiao, China	Y / Y / N	Vessel left China 0812hrs GMT on 19 February 2020. Quarantine ends 04/03/2020 1012 AEST
	Pacific Dawn	Passenger	Brisbane, Australia	N / N / Y	RHM made aware. Email has been sent to GM, RHM Townsville, RHM Mackay, VTS Haypoint, MVTM
	Cesi Beihai	Gas Tanker	Tianjin, China	Y / Y / N	Dept 19/02/2020 1216CST Quarantine ends 04/03/2020 1416 AEST
	PRT Dream	Bulk Carrier	Yangzhou, China	Y / Y / N	Dept 22/02/2020 1112CST Quarantine ends 07/03/2020 1312 AEST
	Tientsin	Bulk Carrier	Brisbane, Australia	N / N / N	
	Gaschem Mosel	Gas Tanker	Merak, Indonesia	N / N / N	
	Jumeirah Beach	Bulk Carrier	Newcastle, Australia	N / N / N	

	Pelopidas	Bulk Carrier	Tianjin, China	Y / Y / N	Dept 21/02/2020 0900CST Quarantine ends 06/03/2020 1100 AEST Hydro Pilots advised
	Artania	Passenger Ship	Darwin, Australia	N / N / N	
	Soma Maru	Bulk Carrier	Busan, Sth Korea	N / N / N	
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Ocean Treasure	Bulk Carrier	Linkou - Taiwan	N / N / N	
	Storm Rider	Bulk Carrier	Townsville	N / N / N	
	African Alke	Bulk Carrier	Townsville	N / N / N	
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Golden Creation	Tanker	Adelaide, Australia	N/N/N	Nil
	Ines Corrado	Bulk Carrier	Uisan, South Korea	N/N/N	Nil
	Golden Creation	Tanker	Adelaide, Australia	N/N/N	Nil
	Beagle	Tanker	Gladstone, Australia	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Rose Diamond	Tanker	Pasir Gudang, Malaysia	N / N / N	
	RB Eden	Bulk Carrier	Dalian, China	N / N / N	
	Efessos Wave	Bulk Carrier	Cam Pha, Vietnam	N / N / N	

	MG Kronos	Bulk Carrier	Kimitsu, Japan	N / N / N	
	Argo Wind	Bulk Carrier	Yokkaichi, Japan	N / N / N	
	NS Zhoushan	Bulk Carrier	Gunsan, South Korea	N / N / N	
	Lavender	Bulk Carrier	Dangjin, South Korea	N / N / N	
	Navios Altair 1	Bulk Carrier	Tianjin, China	N / N / N	
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Cosmar	Bulk Carrier	Indonesia	N / N / N	
	Interlink Ability	Bulk Carrier	Java	N / N / N	
	Venus	Bulk Carrier	Hong Kong	N / N / N	
	Global Commander	Bulk Carrier	Jiangyin	N / N / N	
	Cesi Beihai	LNG Tanker	China	N / N / N	
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Anhui	Bulk	Tauranga	N/N/N	
	MSC Astrid	Container	Auckland	N/N/N	
	Trans Future 6	Vehicles Carrier	Guam	N/N/N	

Third Review of the General Manager's Directive – under s.191A of the *Transport Operations (Marine Safety) Act 1994*, issue on 6 February 2020

28 February 2020

Data

Figures on the reported number of confirmed cases globally total 82,294 (an additional 1185 new cases). Of those reported cases, 78,630 cases are reported in China (reporting an additional 439 new cases).¹

The John Hopkins CSSE reports slightly higher numbers of global confirmed cases of 83,373 and 2,858 deaths, with 2,682 occurring in Hubei, Mainland China.²

The WHO Situational Report No. 38, states that COVID-19 has been reported by nine new member states (Brazil, Denmark, Estonia, Georgia, Greece, Norway, Pakistan, Romania and North Macedonia) in the past 24 hours (as at 27 February 2020).³

News outlets are reporting on the continued global spread of COVID-19,⁴ with several newspapers highlighting the increasing rates at which the virus is spreading, suggesting it is now spreading faster outside of China.⁵ There are 47 countries affected by the coronavirus, including China.⁶

Yesterday, on advice from the Chief Medical Officer, Australia's Prime Minister announced to the media that Australia's travel ban and restrictions will be extended for a further 7 days, to 7 March 2020.⁷ These measures are part of activation of an emergency plan to deal with the spread of the coronavirus, amid expectations that the WHO will soon declare it a global pandemic.⁸

This is the third extension of the Australian Government's travel restrictions for travellers from mainland China since 1 February 2020.

Decision

Since issuing the Direction, I have maintained that I would continue to be informed by health authorities and take a measured approach and monitor the situation and review my decision.

¹ World Health Organisation, 'Situation Report No. 38', dated 27 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200227-sitrep-38-covid-19.pdf?sfvrsn=9f98940c_2. Accessed on 28 February 2020.

² The John Hopkins CSSE data on Coronavirus COVID-19 Global Cases available at: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>. Accessed 28 February 2020.

³ World Health Organisation, 'Situation Report No. 38', dated 27 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200227-sitrep-38-covid-19.pdf?sfvrsn=9f98940c_2. Accessed on 28 February 2020.

⁴ The Australian, 'Coronavirus now spreading faster outside China', by Richard Ferguson published on 27 February 2020.

⁵ ABC News, 'Coronavirus COVID-19 now spreading faster outside China for the first time, WHO cautions against pandemic fears as Iran, Italy, Korea battle outbreaks', published on 27 February 2020. Available at: <https://www.abc.net.au/news/2020-02-27/coronavirus-spreading-faster-outside-of-china-for-the-first-time/12005194>. Accessed 27 February 2020

⁶ Ibid; World Health Organisation, 'Situation Report No. 38', dated 27 February 2020. Available at: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200227-sitrep-38-covid-19.pdf?sfvrsn=9f98940c_2. Accessed 28 February 2020.

⁷ Ibid.

⁸ ABC News, 'Coronavirus pandemic fears prompt Government to activate emergency response and extend travel ban', published on 27 February 2020. Available at: <https://www.abc.net.au/news/2020-02-27/federal-government-coronavirus-pandemic-emergency-plan/12005734>. Accessed on 27 February 2020.

There is no new information released by state or federal health authorities on the contagion or incubation period of COVID-19. The WHO states that estimates range from 1-14 days, with most around 5 days.⁹

In view of:

- the continuing spread of COVID-19 across the globe;
- the imminent possibility of the WHO declaring a pandemic;
- the absence of an effective vaccine for COVID-19; and
- the continuing uncertainty of the contagion period and effectiveness of risk mitigation strategies and restrictions

I consider it vital to continue to protect the health and wellbeing of marine pilots and crew, port personnel and Queenslanders and determine that the existing General Manager's Direction issued under section 191A of the *Transport Operations (Marine Safety) Act 1994* initially released on 6 February 2020, will remain in place.

Shipping numbers

MSQ will continue to monitor and report daily on shipping numbers into QLDs ports and appreciates the potential economic consequences of the further extension of the GM Direction.

To date, since the increased reporting protocol and 14 day restrictions were enacted 58 ships have arrived in Queensland ports directly from China's mainland (period 14 – 24 Feb 2020). This compares to 37 vessels arriving from a China over the same period last year.

⁹ World Health Organisation, *Frequently Asked Questions*. Available at: <https://www.who.int/news-room/q-a-detail/q-a-coronaviruses>. Accessed on 28 February 2020.

From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 48
Date: Thursday, 5 March 2020 6:00:41 PM
Attachments: General Manager Direction to Masters of all ships Queensland - COVID-19 5 March.pdf
Regional Shipping Medical Report (MSQ) - 05.03.2020.pdf
MSQ Reef VTS Direction 06-2020 COVID-19.pdf
MSQ VTS Direction 09-2020 COVID-19.pdf
Scheduled Arrival report as at 1700 5 March.pdf

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

*Please note: MSQ COVID-19 updates are sent at 1700 daily. Any new information in this daily update will be highlighted in **Bold** for ease of identification.*

Vessel Report

As of today Thursday 5 March, you will notice the Medical Report includes information regarding the last two port calls as well as vessel names. There is now also a second report that forecasts arrivals for the coming 24 hr period.

It is hoped this new report will allow maritime industry to manage any additional precautionary measures that may be deemed appropriate depending on individual circumstances.

Please note: advice on precautionary measures has not changed and can be found at [this link](#).

Over the course of the last 24 hours (17:00 Wednesday 4 March – 17:00 Thursday 5 March), 50 vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Reports attached).

42 vessels have reported NO to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

7 vessel reported YES to both having departed mainland China in the past 14 days¹ and having crew on board who have visited mainland China. The 14 day period has now elapsed for 6 of these vessels and the remaining 1 will not enter to port until the 14 day period elapses.

1 vessel has reported YES to 2 crew members being ill but NO to having visited mainland China or having crew on board who have visited mainland China within the past 14 days. Queensland Health along with Queensland's Regional Harbour Master have confirmed this was not related to COVID-19.

Also of note 1 crew member from a visiting vessel presented to a Mission-to-Seafarers centre displaying signs of illness. The vessel in question departed South Korea on 2 Feb 20 (more than 1 month ago) with no crew displaying symptoms on board at time of arrival. MSQ consulted with QLD Health authorities with a 'low risk' assessment being made, however the situation continues to be monitored.

General Managers Direction

You will be aware that there has been an expansion in the number of countries affected by COVID-19; including Iran, South Korea and Italy.

In line with Federal Government actions announced today, MSQ will enforce a 14 day isolation period for all vessels arriving from South Korea (to come into effect 19 Mar).

I appreciate the added impact this will bring to some aspect of Queensland maritime trade noting typical steaming times to our northern ports is around 11 days. I am however, committed to adopting all reasonable proactive measures to limit the potential of infection to any Queensland maritime personnel. Any outbreak of infection in this sector has widespread implications to the Queensland economy.

The General Manager's Direction has been updated to include a mandatory isolation period for all vessels arriving from South Korea as well as mainland China. Whilst Iran is part of the current travel ban restrictions, the risk profile is low of this affecting Queensland shipping and hence this will not require separate mandatory reporting as is being applied to South Korea and Mainland China.

On Friday 28 February I undertook a third review of the General Manager's Direction that initially came into effect on the 6 February 2020.

This Direction to the Masters of all ships in Queensland remains in line with current Commonwealth control orders and continues to be extended until further notice.

Note: this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China (General Managers Direction to all ships Queensland - Attached).

Business Continuity Planning

MSQ continues to monitor the unfolding situation with regard to the international spread of COVID-19 and its potential impacts to the Queensland maritime workforce as well as continuity of maritime related business.

I expect to give an update on the significant planning that is already underway within the coming days.

VTs Directions

REEF VTS 05-2020 and VTS Direction 08-2020 have now been superseded by REEF VTS 06-2020 and VTS Direction 09-2020.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor.

The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus - www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

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M Not Relevant

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W: www.msq.qld.gov.au



General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters intending to enter a Queensland pilotage area if:

- the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or
- any crew or other person on board the ship (a relevant person) has travelled to or transited through a relevant country in the last 14 days.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship or any relevant person on board the ship left a relevant country, whichever is later.

(To remove any doubt, this means for example that a ship which left a relevant country on 1 March 2020, then called at a port in a country that was not a relevant country on 7 March, taking on a crew member there who had left a relevant country by air on 6 March, may not enter a Queensland pilotage area until 20 March – 14 days after the new crew member left a relevant country. If the ship called at the same two ports but did not take on the crew member, it could enter a Queensland pilotage area on 15 March – 14 days after the ship left a port in a relevant country.)

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The Director General of the World Health Organisation, on the advice of the International Health Regulations (2005) Emergency Committee, declared that the

outbreak of COVID-19 constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The World Health Organisation's *Situation Report No 42* dated 2 March 2020 shows that the virus is spreading to more countries outside mainland China, including countries in the Western Pacific and South-East Asia regions. The report emphasizes that containment of COVID-19 remains the top priority for all countries. Refer: https://www.who.int/docs/default-source/coronaviruse/20200302-sitrep-42-covid-19.pdf?sfvrsn=d863e045_2
- A statement from the Australian Health Protection Principal Committee (AHPPC) published on 27 February 2020 notes that the "global epidemiology of COVID-19 continues to evolve. While there are a decreasing number of cases being reported in mainland China (outside of Hubei province), there is a materially increasing risk of sustained transmission being established in several other countries". Refer: <https://www.health.gov.au/news/australian-health-protection-principal-committee-ahppc-statement-on-coronavirus-covid-19-0>
- The John Hopkins CSSE (Center for Systems Science and Engineering) data on COVID-19 indicates 95,411 confirmed cases and 3,285 fatalities worldwide as at 5 March 2020. Refer: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>
- The Queensland Health public information about COVID-19 is available as a fact sheet. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
5 March 2020

MSQ Reef VTS Direction 06/2020

COVID-19 Threat – vessels transiting Reef and Torres Straits

Issued 05 March 2020

Background

In light of Australia's escalated response to the current threat of the COVID-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China or South Korea in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 09/2020

COVID-19 Threat – vessels inbound QLD Ports

Issued 05 March 2020

Background

In light of Australia's escalated response to the current threat of the COVID-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- **the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or**
- **the ship intends to enter a Queensland Compulsory pilotage area.**

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China or South Korea.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) **Report whether the vessel has departed mainland China or South Korea within the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea within the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China or South Korea which will be the last time the crew of a vessel will have interacted with a person from Mainland China or South Korea.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 24 hours at 1600 daily.

Townsville VTS is to submit collated reports to the General Manager MSQ by 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with "MSQ will make the appropriate notifications to State and Federal agencies for further advice".

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Vessel Name	Ship type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Wisby Atlantic	Tanker	Etajima, Japan	N/N/N	Nil
	Victoria T	Bulk Carrier	Lianyungang, China	N/N/N	Dep China 19 th February 1118 CST. Quarantine ends 04/03/2020 1318 AEST.
	Sunny Hope	Bulk Carrier	Busan, Sth Korea	N/N/N	Nil
	Transatlantic	Bulk Carrier	Longkou, China	N/N/N	Dep China 18 th February. Quarantine ends 04/03/2020.
	High Trust	Tanker	Singapore	N/N/N	Nil
	Transcenden Grace	Bulk Carrier	Rizhao, China	N/N/N	Dep China 18 th February. Quarantine ends 04/03/2020.
	Golden Calvus	Bulk Carrier	Zhangjiagang, China	Y/Y/N	Dep China 18 th February. Quarantine ends 04/03/2020. Hay Point VTS advised.
	New Ascent	Bulk Carrier	Onahama, Japan	N/N/N	Nil
	Lotstella	Tanker	Brisbane	N/N/N	Nil
	Taipower Prosperity VIII	Bulk Carrier	Taiwan	N/N/N	Nil
	Elvia	Bulk Carrier	Zhenjiang, China	Y/Y/N	Dep Zhenjiang 20 th February 1142CST. Quarantine ends 05/03/2020 1342 AEST. Hay Point VTS advised.
	Nordisle	Tanker	New Caledonia	N/N/N	Nil

	Great Talent	Bulk Carrier	Zhoushan, China	Y/Y/N	Dep Zhoushan 21 st February 1500CST. Quarantine ends 06/03/2020 1700hrs AEST
	Seri Begawan	Tanker	Pengerang, Malaysia	N/N/N	Nil
	Storm Rider	Bulk Carrier	Townsville	N/N/N	Nil
	C.S. Olive	Bulk Carrier	Ube, Japan	N/N/N	Nil
	MSC Astrid	Container ship	Brisbane	N/N/N	Nil
	Hayama Star	Bulk Carrier	Kohsichang, Thailand	N/N/N	Nil
	Lafayette Bay	Tanker	Singapore	N/N/N	Nil
	Sakaide Maru	Bulk Carrier	Sakaide, Japan	N/N/N	Nil
	Nightwing	Bulk Carrier	Kokura, Japan	N/N/N	Nil
	Porto Leone	Bulk Carrier	Dalian, China	N/N/N	Dep Dalian 19 th Feb 1744 CST. Quarantine ends 4 th Mar 1944 AEST.
	Arawana	Bulk Carrier	Singapore	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
	RTM Twarra	Bulk carrier	Gladstone	N/N/N	
Cairns	Sangeet	Bulk carrier	Yantai, China	Y/Y/N	Vessel departed mainland China with pilot away time of 0910 hours 22 Feb (LT). The 14 day period will expire at 1110 hours 7 March (LT at Weipa). Question 3 will be asked again 2 hrs

					prior to pilot boarding (at 2130 hours 7 March)
	Wind Spirit	Passenger ship	Noumea, New Caledonia	N/N/N	
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Sunny Hope	Bulk Carrier	Busan, Sth Korea	N/N/N	Nil
	Theresa Micronesia	Tanker	Bundaberg, Aus	N/N/N	Nil
	Beagle	Tanker	Gladstone, Aus	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	JIN JIA	BULK CARRIER	Langqiao, China	Y / Y / N	14 day period is complete 04/03 1906LT Vessel inbound to OS10
	SAKIZAYA JUSTICE	BULK CARRIER	China	N / N / N	
	PELOPIDAS	BULK CARRIER	Yosu, South Korea	N / N / N	
	TRANSATLANTIC	BULK CARRIER	Longkou, China	N / N / N	
	FPMC B 104	BULK CARRIER	Bayuquan, China	N / N / N	
	HL ESPERANCE	BULK CARRIER	Kwangyang, S.Korea	N / N / N	
	GOLDEN CALVOS	BULK CARRIER	Zhangjiag, China	Y / Y / N	14 day period completed 0330 4/3/20
	PACIFIC DAWN	CRUISE SHIP	Brisbane	N / N / Y	2 crew with influenza, not COVID19
	CL YELLOW RIVER	BULK CARRIER	Pohang, S.Korea	N / N / N	
	GREAT TALENT	BULK CARRIER	Zhoushan, China	Y/ Y / N	ETB 1700 06/03/20

	C. S. OLIVE	BULK CARRIER			
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	GLENGYLE	PORTLAND	BULK CARRIER	N/N/N	
	SFAKIA WAVE	ZHOUSHAN	BULK CARRIER	N/N/N	
	WISBY ATLANTIC	ETAJIMA	TANKER	N/N/N	
	RTM WAKMATHA	WEIPA	BULK CARRIER	N/N/N	
	VICTORIA T	LIANYUANGANG	BULK CARRIER	N/N/N	
	TRANSCENDEN GRACE	RIZHAO	BULK CARRIER	N/N/N	
	SOMA MARU	BUSAN	BULK CARRIER	N/N/N	
	DREAM SKY	QINZHOU	BULK CARRIER	N/N/N	
	NEW ASCENT	ONAHAMA	BULK CARRIER	N/N/N	
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Glovis Caravel	Vehicle Carrier	Port Kembla	N / N / N	
	Lori	Container	Jakarta – Java	N / N / N	

Known Vessel Arrivals for the next 24 hours for all Queensland ports as at 1700 5 March

IMO	Ship Name	MSQ Ship Type	LOA	Start Time	End Time	Agency	Last Port	Next Port
9317250	THERESA MICRONESIA	TANKER	120	5/03/2020 16:00	5/03/2020 17:45	ISS	Bundaberg	TSV
9717589	FALCON TRIUMPH	BULK CARRIER	199.9	5/03/2020 18:30	5/03/2020 20:15	MON	Hong Kong	ABP
9454905	EFESSOS WAVE	BULK CARRIER	229	5/03/2020 19:00	5/03/2020 20:00	MON	Cam Pha	HPT
9814181	BEAGLE	TANKER	182.5	5/03/2020 19:30	5/03/2020 21:15	GAC	Gladstone	TSV
9331646	SERI BEGAWAN	LIQUEFIED GAS TANKER	289.8	5/03/2020 20:30	6/03/2020 23:45	LBH	Bintulu - Sarawak	GLT
9458418	HUANGHAI ADVANCE	GENERAL CARGO	166.4	5/03/2020 20:45	5/03/2020 22:45	GAC	Geelong	GLT
9790373	ST. PAULI	TANKER	183.1	5/03/2020 21:30	6/03/2020 2:00	GAC	Chiba	BNE
9317822	PENELOPE	BULK CARRIER	229	5/03/2020 22:00	5/03/2020 23:45	MON	Sakaide	ABP
9658068	EVA	BULK CARRIER	228.9	6/03/2020 3:30	6/03/2020 3:31	ISS	Yeosu (ex Yosu)	HPT
9505053	TITANIA	VEHICLES CARRIER	230.8	6/03/2020 4:00	6/03/2020 7:30	WSS	Auckland	BNE
8201480	ARTANIA	PASSENGER	230.6	6/03/2020 5:30	6/03/2020 7:00	ISS	Darwin	CNS
9243667	CRYSTAL SERENITY	PASSENGER	250	6/03/2020 6:30	6/03/2020 7:45	ISS	Sydney	BNE
8980282	PANGAEA OCEAN EXPLORER	YACHT	56.08	6/03/2020 6:45	6/03/2020 7:30	CMA	Lizard Island	CNS
9654880	SCF MITRE	LIQUEFIED GAS TANKER	299.9	6/03/2020 7:00	6/03/2020 10:15	GAC	Singapore	GLT
9806251	CAPE INSCRIPTION	PATROL SHIP	58.1	6/03/2020 7:45	6/03/2020 8:30	RAN	Unknown Port	CNS
9398333	TOSCANA	VEHICLES CARRIER	200	6/03/2020 8:00	6/03/2020 11:30	WSS	Port Kembla	BNE
9352860	GASLOG SAVANNAH	LIQUEFIED GAS TANKER	285.1	6/03/2020 9:00	6/03/2020 12:00	WSS	Tongyoung	GLT
9738222	IKAN KERAS	BULK CARRIER	229	6/03/2020 9:30	6/03/2020 12:30	WSS		WEI
9283215	MONTE ROSA	CONTAINER SHIP	272	6/03/2020 10:30	6/03/2020 14:15	ISS	Singapore	BNE
9642497	SITC HUANGSHAN	BULK CARRIER	225	6/03/2020 14:45	6/03/2020 17:30	MON	Hong Kong	GLT
9798832	GEMINI OCEAN	BULK CARRIER	229	6/03/2020 15:00	6/03/2020 15:01	LBH	Suao	HPT

From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 49
Date: Friday, 6 March 2020 5:03:46 PM
Attachments: MSQ Reef VTS Direction 06-2020 COVID-19.pdf
MSQ VTS Direction 09-2020 COVID-19.pdf
Scheduled arrival report as at 1500 6 March.pdf
Regional Shipping Medical Report (MSQ) - 06.03.2020.pdf
General Manager Direction to Masters of all ships Queensland - COVID-19 5 March.pdf

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Please note: MSQ COVID-19 updates are sent at 1700 daily. Any new information in this daily update will be highlighted in **Bold** for ease of identification.

Vessel Report

As of Thursday 5 March, you will notice the Medical Report includes information regarding the last two port calls as well as vessel names. There is now also a second report that forecasts arrivals for the coming 24 hr period.

It is hoped this new report will allow maritime industry to manage any additional precautionary measures that may be deemed appropriate depending on individual circumstances.

Please note: advice on precautionary measures has not changed and can be found at this [link](#).

Over the course of the last 24 hours (17:00 Thursday 5 March – 17:00 Friday 6 March), **42** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Reports attached).

40 vessels have reported **NO** to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

2 vessel reported **YES** to both having departed mainland China in the past 14 days' and having crew on board who have visited mainland China. The 14 day period has now elapsed for both vessels.

General Managers Direction

In line with the Australian Government's extension of travel restrictions to Republic of Korea and health authorities advice that the focus remains on containment strategies, I am reissuing the General Manager's Direction to ensure that ships that left or transited through a port in mainland China in the last 14 days, or South Korea (**SINCE 5 Mar**), or any crew or other person on board the ship has travelled or transited through either country in the specified time frames, must not enter a Queensland pilotage area until 14 days have elapsed.

To remove any confusion, this means that any vessels that departed South Korea AFTER 5 March will need to have surpassed 14 days before being allowed entry to QLD Ports. Vessels that departed South Korea PRIOR to 5 Mar remain unaffected by this directive.

This addition to the directive is not expected to start affecting any vessels until around 15/16 Mar as arrivals before that time would have departed South Korea BEFORE 5 Mar. By 19 March however, 14 days will have passed since the measure was enacted and our reporting protocols will bring this measure in line with that of ships from China.

I appreciate the added impost this will bring to some aspect of Queensland maritime trade noting typical steaming times to our northern ports is around 11 days. I am however, committed to adopting all reasonable proactive measures to limit the potential of infection to any Queensland maritime personnel. Any outbreak of infection in this sector has widespread implications to the Queensland economy.

Note: this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China and South Korea (General Managers Direction to all ships Queensland - Attached).

Business Continuity Planning

MSQ continues to monitor the unfolding situation with regard to the international spread of COVID-19 and its potential impacts to the Queensland maritime workforce as well as continuity of maritime related business. I expect to give an update on the significant planning that is already underway **by mid next week**.

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 have now been superseded by REEF VTS 06-2020 and VTS Direction 09-2020.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to

make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor.

The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

Floor 2 | 61 Mary Street | Brisbane QLD 4000.

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M: **Not Relevant**

E: angus.g.mitchell@msq.qld.gov.au

W: www.msq.qld.gov.au



General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters intending to enter a Queensland pilotage area if:

- the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or
- any crew or other person on board the ship (a relevant person) has travelled to or transited through a relevant country in the last 14 days.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship or any relevant person on board the ship left a relevant country, whichever is later.

(To remove any doubt, this means for example that a ship which left a relevant country on 1 March 2020, then called at a port in a country that was not a relevant country on 7 March, taking on a crew member there who had left a relevant country by air on 6 March, may not enter a Queensland pilotage area until 20 March – 14 days after the new crew member left a relevant country. If the ship called at the same two ports but did not take on the crew member, it could enter a Queensland pilotage area on 15 March – 14 days after the ship left a port in a relevant country.)

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The Director General of the World Health Organisation, on the advice of the International Health Regulations (2005) Emergency Committee, declared that the

outbreak of COVID-19 constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The World Health Organisation's *Situation Report No 42* dated 2 March 2020 shows that the virus is spreading to more countries outside mainland China, including countries in the Western Pacific and South-East Asia regions. The report emphasizes that containment of COVID-19 remains the top priority for all countries. Refer: https://www.who.int/docs/default-source/coronaviruse/20200302-sitrep-42-covid-19.pdf?sfvrsn=d863e045_2
- A statement from the Australian Health Protection Principal Committee (AHPPC) published on 27 February 2020 notes that the "global epidemiology of COVID-19 continues to evolve. While there are a decreasing number of cases being reported in mainland China (outside of Hubei province), there is a materially increasing risk of sustained transmission being established in several other countries". Refer: <https://www.health.gov.au/news/australian-health-protection-principal-committee-ahppc-statement-on-coronavirus-covid-19-0>
- The John Hopkins CSSE (Center for Systems Science and Engineering) data on COVID-19 indicates 95,411 confirmed cases and 3,285 fatalities worldwide as at 5 March 2020. Refer: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>
- The Queensland Health public information about COVID-19 is available as a fact sheet. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
5 March 2020

MSQ VTS Direction 09/2020

COVID-19 Threat – vessels inbound QLD Ports

Issued 05 March 2020

Background

In light of Australia's escalated response to the current threat of the COVID-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- **the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or**
- **the ship intends to enter a Queensland Compulsory pilotage area.**

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China or South Korea.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) **Report whether the vessel has departed mainland China or South Korea within the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea within the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China or South Korea which will be the last time the crew of a vessel will have interacted with a person from Mainland China or South Korea.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 24 hours at 1600 daily.

Townsville VTS is to submit collated reports to the General Manager MSQ by 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with "MSQ will make the appropriate notifications to State and Federal agencies for further advice".

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Vessel Name	Ship type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bea Schulte	Container	Singapore	N/N/N	Nil
	Cesi Gladstone	Gas Tanker	Quingdao, China	N/N/N	Nil
	Anglo Cynosure	Bulk Carrier	Quingdao, China	N/N/N	Departed 18.02.2020 0418 CST
	Akuna	Bulk Carrier	Sydney	N/N/N	Nil
	Royal Epic	Bulk Carrier	Groote Eylandt	N/N/N	Nil
	Leopard Sun	Tanker	Anegasaki, Japan	N/N/N	Nil
	Pan Unity	Bulk Carrier	Zhoushan, China	Y/Y/N	Departed 22.02.2020 1924 CST Quarantine ends 07.03.2020 2124 AEST Hay Point VTS informed
	Adriatic Highway	Car Carrier	Darwin, Australia	N/N/N	Nil
	Vishva Preeti	Bulk Carrier	Haldia, India	N/N/N	Nil
	Cape Victory	Bulk Carrier	Zhangjiagang, China	N/N/N	Departed 19.02.20 2200 CST
	NSU Welfare	Bulk Carrier	Oita, Japan	N/N/N	Nil
	Pacific Explorer	Passenger	Singapore	N/N/N	Nil
	IJBorg	General Cargo	Port Kembla	N/N/N	Nil
	Stolt Satsuki	Tanker	Singapore	N/N/N	Nil
	Wind Spirit	Sail/Passenger	Noumea	N/N/N	Nil

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Artania	Passenger ship	Darwin	N/N/N	Nil
	Ikan Keras	Bulk Carrier	Quingdao	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Falcon Triumph	Bulk Carrier	Hong Kong	N/N/N	Nil
	Penelope	Bulk Carrier	Japan	N/N/N	Nil
	Jumeirah Beach	Bulk Carrier	Newcastle, Australia	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	NIGHTWING	BULK CARRIER	Kokura	N/N/N	Nil
	TAIPOWER PROSPERITY VIII	BULK CARRIER	Taiwan	N/N/N	Nil
	PORTO LEONE	BULK CARRIER	Dalian, China	N/N/N	Quarantine expired 2000 02/03/20
	ELVIA	BULK CARRIER	Zhenjiang, China	Y/-/N	Quarantine expired 1750 05/03/20

	ANGLO CYNOSURE	BULK CARRIER	Qingdao, China	N/N/N	Quarantine expired 0657 03/03/20
	EVA	BULK CARRIER	Tianjin, China	N/N/N	Quarantine expired 1855 26/02/2020
	SANTA ADRIANA	BULK CARRIER	Gladstone, Australia	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Huanghai Advance	General Cargo	Geelong, Australia	N/N/N	Nil
	Seri Begawan	Liquified Gas Tanker	Pengerang, Malaysia	N/N/N	Nil
	Serifos Warrior	Bulk Carrier	Weipa, Australia	N/N/N	Nil
	Sakaide Maru	Bulk Carrier	Sakaide, Japan	N/N/N	Nil
	SCF Mitre	Liquified Gas Carrier	Singapore	N/N/N	Nil
	Gaslog Savannah	Liquified Gas Carrier	Tongyoung, South Korea	N/N/N	Nil
	Cesi Gladstone	Liquefied Gas Tanker	Qingdao, China	N/N/N	Nil
	Akuna	Cement Carrier	Sydney, Australia	N/N/N	Nil
	SITC Huangshan	Bulk Carrier	Hong Kong	N/N/N	Nil
	Cape Garnet	Bulk Carrier	Kaohsiung, Taiwan	N/N/N	Nil

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	TITANIA	RORO	Auckland	N/N/N	Nil
	CRYSTAL SERENITY	Passenger	Sydney	N/N/N	Nil
	TOSCANA	RORO	Port Kembla	N/N/N	Nil
	JS JAGUAR	LPG	Sydney	N/N/N	Nil
	MONTE ROSA	Container Ship	Singapore	N/N/N	Nil

Known Vessel Arrivals for the next 24hrs for all Queensland ports as at 15:00 6 March

IMO	Ship	MSQ Ship Type	LOA	Start Time	End Time	Agency	Last Port	Qld Port
9149990	TRINITY BAY	PASSENGER/GENERAL CARGO	80.95	6/03/2020 16:00	6/03/2020 16:30	SSW	Seisia	TIS
9820867	CAPE GARNET	BULK CARRIER	299.95	6/03/2020 16:15	6/03/2020 18:45	MON	Kaohsiung	GLT
7726005	MALU TROJAN	LANDING CRAFT	41.31	6/03/2020 19:00	6/03/2020 20:00	SSW	Lockhart River	CNS
9635781	LEOPARD SUN	TANKER	183	6/03/2020 19:00	6/03/2020 21:00	GAC	Chiba	GLT
9789843	TAI KEYSTONE	BULK CARRIER	228.41	6/03/2020 20:30	6/03/2020 22:15	ISS		ABP
9633094	DILOS WARRIOR	BULK CARRIER	235	6/03/2020 22:30	7/03/2020 0:30	WSS	Gladstone	AMR
9278545	ANDROS BEAUTY	BULK CARRIER	289	6/03/2020 23:00	7/03/2020	MON	Yeosu (ex Yosu)	HPT
9494096	THESTELIA K	BULK CARRIER	228.99	6/03/2020 23:30	7/03/2020 1:15	LBH	Taeon	ABP
9482706	HEBEI SHIJIAZHANG	BULK CARRIER	235	7/03/2020 0:01	7/03/2020 2:30	LBH	China	GLT
8521232	PACIFIC DAWN	PASSENGER	245.1	7/03/2020 1:00	7/03/2020 5:45	ISS	Airlie Beach	BNE
9290402	FELIXSTOWE BRIDGE	CONTAINER SHIP	294.51	7/03/2020 2:30	7/03/2020 6:00	ISS	Tauranga	BNE
9470806	AKUNA	CEMENT CARRIER	169.37	7/03/2020 3:45	7/03/2020 6:15	ISA	Sydney	GLT
9237319	GLOBAL LEADER	VEHICLES CARRIER	189.2	7/03/2020 6:00	7/03/2020 7:45	WSS	Hitachinaka	TSV
8603509	WIND SPIRIT	PASSENGER	134.02	7/03/2020 6:00	7/03/2020 7:30	ISS	Noumea	CNS
9190597	FOURCROY	LANDING CRAFT	49.8	7/03/2020 7:00	7/03/2020 8:00	SSW	Aurukun	WEI
8201480	ARTANIA	PASSENGER	230.61	7/03/2020 7:00	7/03/2020 8:45	ISS	Cairns	TSV
9652545	SANTA ADRIANA	BULK CARRIER	225	7/03/2020 7:30	7/03/2020 7:31	GAC	Gladstone	HPT
9641857	SERIFOS WARRIOR	BULK CARRIER	234.98	7/03/2020 10:30	7/03/2020 13:00	WSS	Weipa	GLT
9838553	FENG MAY	BULK CARRIER	228.5	7/03/2020 10:45	7/03/2020 13:30	WSS		WEI
9535008	OCEAN OCEANUS	BULK CARRIER	229	7/03/2020 11:30	7/03/2020 11:31	ISS	Zhenjiang	HPT
9448578	JOKER	BULK CARRIER	189.99	7/03/2020 12:30	7/03/2020 17:00	GAC	Port Kembla	BNE
9524011	PRT DREAM	BULK CARRIER	189.99	7/03/2020 13:30	7/03/2020 15:30	GAC	Yangzhou	CQP

MSQ Reef VTS Direction 06/2020

COVID-19 Threat – vessels transiting Reef and Torres Straits

Issued 05 March 2020

Background

In light of Australia's escalated response to the current threat of the COVID-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China or South Korea in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 50
Date: Saturday, 7 March 2020 4:48:58 PM
Attachments: MSO Reef VTS Direction 06-2020 COVID-19.pdf
MSO VTS Direction 09-2020 COVID-19.pdf
General Manager Direction to Masters of all ships Queensland - COVID-19 5 March.pdf
Scheduled arrival report as at 1500.7 March.pdf
Regional Shipping Medical Report (MSQ) - 07.03.2020.pdf

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

*Please note: MSQ COVID-19 updates are sent at 1700 daily. Any new information in this daily update will be highlighted in **Bold** for ease of identification.*

Vessel Report

As of Thursday 5 March, the Medical Report includes information regarding the last port of call as well as vessel names. A second report is also included that forecasts arrivals for the coming 24 hr period (*Attachment - Scheduled arrival report*).

It is hoped this new report will allow maritime industry to manage any additional precautionary measures that may be deemed appropriate depending on individual circumstances.

Please note: advice on precautionary measures has not changed and can be found at [this link](#).

Over the course of the last 24 hours (17:00 Friday 6 March – 1700 Saturday 7 March), **35** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Reports attached).

31 vessels have reported **NO** to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

4 vessel reported **YES** to both having departed mainland China or **South Korea** in the past 14 days' and having crew on board who have visited mainland China or **South Korea**. The 14 day period has now elapsed for 2 of these vessels, and the remaining 2 vessels will not enter a QLD port until the mandatory quarantine period is passed.

General Managers Direction

In line with the Australian Government's extension of travel restrictions to Republic of Korea and health authorities advice that the focus remains on containment strategies, I am reissuing the General Manager's Direction to ensure that ships that left or transited through a port in mainland China in the last 14 days, or South Korea (**SINCE 5 Mar**), or any crew or other person on board the ship has travelled or transited through either country in the specified time frames, must not enter a Queensland pilotage area until 14 days have elapsed.

To remove any confusion, this means that any vessels that departed South Korea **AFTER** 5 March will need to have surpassed 14 days before being allowed entry to QLD Ports. Vessels that departed South Korea **PRIOR** to 5 Mar remain unaffected by this directive.

This addition to the directive is not expected to start affecting any vessels until around 15/16 Mar as arrivals before that time would have departed South Korea **BEFORE** 5 Mar. By 19 March however, 14 days will have passed since the measure was enacted and our reporting protocols will bring this measure in line with that of ships from China.

I appreciate the added impost this will bring to some aspect of Queensland maritime trade noting typical steaming times to our northern ports is around 11 days. I am however, committed to adopting all reasonable proactive measures to limit the potential of infection to any Queensland maritime personnel. Any outbreak of infection in this sector has widespread implications to the Queensland economy.

Note: this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China and South Korea (General Managers Direction to all ships Queensland - Attached).

Business Continuity Planning

MSQ continues to monitor the unfolding situation with regard to the international spread of COVID-19 and its potential impacts to the Queensland maritime workforce as well as continuity of maritime related business. I expect to give an update on the significant planning that is already underway by mid next week.

VTS Directions

REEF VTS 05-2020 and VTS Direction 08-2020 have now been superseded by REEF VTS 06-2020 and VTS Direction 09-2020.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are

strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor.

The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

Floor 2 | 61 Mary Street | Brisbane QLD 4000.
GPO Box 2595 | Brisbane Qld 4001

P: (07) 3066 3977

M: **Not Relevant**

E: angus.g.mitchell@msq.qld.gov.au

W: www.msq.qld.gov.au



General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters intending to enter a Queensland pilotage area if:

- the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or
- any crew or other person on board the ship (a relevant person) has travelled to or transited through a relevant country in the last 14 days.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship or any relevant person on board the ship left a relevant country, whichever is later.

(To remove any doubt, this means for example that a ship which left a relevant country on 1 March 2020, then called at a port in a country that was not a relevant country on 7 March, taking on a crew member there who had left a relevant country by air on 6 March, may not enter a Queensland pilotage area until 20 March – 14 days after the new crew member left a relevant country. If the ship called at the same two ports but did not take on the crew member, it could enter a Queensland pilotage area on 15 March – 14 days after the ship left a port in a relevant country.)

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The Director General of the World Health Organisation, on the advice of the International Health Regulations (2005) Emergency Committee, declared that the

outbreak of COVID-19 constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The World Health Organisation's *Situation Report No 42* dated 2 March 2020 shows that the virus is spreading to more countries outside mainland China, including countries in the Western Pacific and South-East Asia regions. The report emphasizes that containment of COVID-19 remains the top priority for all countries. Refer: https://www.who.int/docs/default-source/coronaviruse/20200302-sitrep-42-covid-19.pdf?sfvrsn=d863e045_2
- A statement from the Australian Health Protection Principal Committee (AHPPC) published on 27 February 2020 notes that the "global epidemiology of COVID-19 continues to evolve. While there are a decreasing number of cases being reported in mainland China (outside of Hubei province), there is a materially increasing risk of sustained transmission being established in several other countries". Refer: <https://www.health.gov.au/news/australian-health-protection-principal-committee-ahppc-statement-on-coronavirus-covid-19-0>
- The John Hopkins CSSE (Center for Systems Science and Engineering) data on COVID-19 indicates 95,411 confirmed cases and 3,285 fatalities worldwide as at 5 March 2020. Refer: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>
- The Queensland Health public information about COVID-19 is available as a fact sheet. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
5 March 2020

MSQ Reef VTS Direction 06/2020

COVID-19 Threat – vessels transiting Reef and Torres Straits

Issued 05 March 2020

Background

In light of Australia's escalated response to the current threat of the COVID-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China or South Korea in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 09/2020

COVID-19 Threat – vessels inbound QLD Ports

Issued 05 March 2020

Background

In light of Australia's escalated response to the current threat of the COVID-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- **the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or**
- **the ship intends to enter a Queensland Compulsory pilotage area.**

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China or South Korea.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) **Report whether the vessel has departed mainland China or South Korea within the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea within the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China or South Korea which will be the last time the crew of a vessel will have interacted with a person from Mainland China or South Korea.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 24 hours at 1600 daily.

Townsville VTS is to submit collated reports to the General Manager MSQ by 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with "MSQ will make the appropriate notifications to State and Federal agencies for further advice".

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Vessel Name	Ship type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	HL Richards Bay	Bulk Carrier	Boryeong, Sth Korea	Y/Y/N	Departed 21.02.2020 0835 KST Quarantine ends 06.03.2020 1035 AEST
	YK Sovereign	Gas Tanker	Pyeong Taek, Sth Korea	Y/Y/N	Departed 25.02.2020 1400 KST Quarantine ends 10.03.2020 1600 AEST
	Global Leader	Car Carrier	Hitachinaka, Japan	N/N/N	Nil
	Crystal Serenity	Passenger Vessel	Sydney, Australia	N/N/N	Nil
	Matakana Island	Bulk Carrier	Biringkasi, Indonesia	N/N/N	Nil
	RTM Twarra	Bulk Carrier	Amrun, Australia	N/N/N	Nil
	Olivia	Bulk Carrier	Geraldton, Australia	N/N/N	Nil
	Great Rainbow	Bulk Carrier	Shanghai, China	Y/Y/N	Departed 23.02.2020 0930 CST Quarantine ends 08.03.2020 1130 AEST VTS Townsville advised
	Cape Sasanqua	Bulk Carrier	Hirihota, Japan	N/N/N	Nil
	Wincanton	Gas Tanker	Newcastle, Australia	N/N/N	Nil
	Filia Ariea	General Cargo	Port Moresby, PNG	N/N/N	Nil
	Nirai	Bulk Carrier	Tokuyama Japan	N/N/N	Nil

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Dilos Warrior	Bulk Carrier	Gladstone	N/N/N	Nil
	Wind Spirit	Passenger	Noumea	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Tai Keystone	Bulk Carrier	Maizuru, Japan	N/N/N	Nil
	Thestelia K	Bulk Carrier	Taeon, South Korea	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Cape Victory	Bulk Carrier	Zhangjiagang, China	N/N/N/	Nil
	Andros Beauty	Bulk Carrier	Yosu, Sth Korea	N/N/N	Nil
	Pan Unity	Bulk Carrier	Zhoushan, China	Y/Y/N	Departed 22.02.2020 1924 Local Quarantine ends 07.03.2020 2124 AEST
	Santa Adriana	Bulk Carrier	Gladstone, Australia	N/N/N	Nil
	Yangtze Crown	Bulk Carrier	Bahodopi, Indonesia	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc

Gladstone	Leopard Sun	Tanker Chiba, Japan	Chiba, Japan	N/N/N	
	NSU Welfare	Bulk Carrier	Oita, Japan	N/N/N	
	Hebei Shijizahuang	Bulk Carrier	China	N/N/N	
	Akuna	Cement Carrier	Sydney, Australia	N/N/N	
	ND Thelxis	Bulk Carrier	Tanjung, Malaysia	N/N/N	
	Serifos Warrior	Bulk Carrier	Weipa, Australia	N/N/N	
	HL Richards Bay	Bulk Carrier	Boryeong, Sth Korea	N/N/N	
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Pacific Dawn	Passenger	Airlie Beach	N/N/N	Nil
	Felixstowe Bridge	Container	Tauranga	N/N/N	Nil
	Joker	Bulk Carrier	Port Kembla	N/N/N	Nil
	African Gannet	General Cargo	Koh Sichang	N/N/N	Nil
	Atlantic Star	Bulk Carrier	Noumea	N/N/N	Nil
	Lisbon	Container	Sydney	N/N/N	Nil
	African Sanderling	Bulk Carrier	Newcastle	N/N/N	Nil

Known Vessel Arrivals for the next 24hrs for all Queensland ports as at 15:00 6 March

IMO	Ship	MSQ Ship Type	LOA	Start Time	End Time	Agency	Last Port	Qld Port
9248148	LISBON	CONTAINER SHIP	278.9	7/03/2020 17:15	7/03/2020 21:00	ISS	Singapore	BNE
9841316	KNIGHT WATCH	TUG	26	7/03/2020 19:30	7/03/2020 21:00	CPCON	Weipa	CNS
9449376	LAVENDER	BULK CARRIER	292	7/03/2020 19:30	7/03/2020 19:31	LBH	Dangjin	HPT
9535008	OCEAN OCEANUS	BULK CARRIER	229	7/03/2020 19:30	7/03/2020 19:31	ISS	Zhenjiang	HPT
9359674	SOUTHERN MOANA	CONTAINER SHIP	145.9	7/03/2020 20:00	8/03/2020 0:30	NEP	Sydney	BNE
9672820	CESI GLADSTONE	LIQUEFIED GAS TANKER	290	7/03/2020 22:15	8/03/2020 2:00	WSS	Qingdao	GLT
9659775	DL DAHLIA	BULK CARRIER	229	7/03/2020 23:30	8/03/2020 1:15	LBH	Yeosu (ex Yosu)	ABP
9615200	SANGEET	BULK CARRIER	235	8/03/2020 0:15	8/03/2020 2:15	WSS	Unknown Port	AMR
9817511	VICTORIA T	BULK CARRIER	199.9	8/03/2020 0:45	8/03/2020 3:15	MON	Lianyungang	GLT
9150913	SEA PRINCESS	PASSENGER	261.3	8/03/2020 1:00	8/03/2020 5:30	ISS	Auckland	BNE
9190597	FOURCROY	LANDING CRAFT	49.8	8/03/2020 1:30	8/03/2020 2:00	SSW	Weipa	TIS
9131905	MALU TITAN	UTILITY VESSEL	49.8	8/03/2020 2:00	8/03/2020 2:30	SSW	Stephens Island	TIS
9815977	ATLANTIC STAR	BULK CARRIER	180	8/03/2020 2:30	8/03/2020 7:30	SGM	Noumea	BNE
9675212	SOMA MARU	BULK CARRIER	235	8/03/2020 2:30	8/03/2020 4:45	GAC	Busan	GLT
9464651	MINI	BULK CARRIER	255.3	8/03/2020 2:30	8/03/2020 4:15	MON	China	ABP
9627514	STAATEN RIVER	TUG	23.5	8/03/2020 4:30	8/03/2020 6:00	SSW	Yorke Island	CNS
9640401	ARAWANA	BULK CARRIER	179.9	8/03/2020 5:00	8/03/2020 6:45	WVS	Kualatanjung	TSV
9861213	ANHUI	BULK CARRIER	182.9	8/03/2020 6:00	8/03/2020 11:00	MON	Tauranga	BNE
8201480	ARTANIA	PASSENGER	230.6	8/03/2020 6:00	8/03/2020 8:00	ISS	Townsville	WSY
9243667	CRYSTAL SERENITY	PASSENGER	250	8/03/2020 6:30	8/03/2020 8:00	ISS	Mooloolaba	WSY
7726005	MALU TROJAN	LANDING CRAFT	41.31	8/03/2020 8:00	8/03/2020 9:00	SSW	Green Island	CNS
9149990	TRINITY BAY	PASSENGER/GENERAL CARGO	80.95	8/03/2020 9:00	8/03/2020 10:00	SSW	Thursday Island	CNS
9856141	BLC SECOND	BULK CARRIER	229	8/03/2020 9:00	8/03/2020 9:01	LBH	Zhanjiang	HPT
9578024	JS JAGUAR	LIQUEFIED GAS TANKER	99.9	8/03/2020 10:00	8/03/2020 13:30	WVS	Sydney	BNE
9525194	INGE KOSAN	LIQUEFIED GAS TANKER	99.96	8/03/2020 11:00	8/03/2020 13:00	ISS	Port Moresby	CNS
9114218	WARRENDER	GENERAL CARGO	67.89	8/03/2020 13:30	8/03/2020 14:00	SSW	Cairns	TIS
9814181	BEAGLE	TANKER	182.5	8/03/2020 14:00	8/03/2020 16:00	GAC	Townsville	CNS
9212462	WINCANTON	LIQUEFIED GAS TANKER	120	8/03/2020 14:15	8/03/2020 17:00	ISS	Newcastle	GLT
9712474	SALDANHA BAY	BULK CARRIER	176.5	8/03/2020 14:30	8/03/2020 16:30	ISS	Port Kembla	GLT

From: [Ellie L. McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - COVID-19 update 51
Date: Sunday, 8 March 2020 6:05:27 PM
Attachments: [MSQ VTS Direction 09-2020 COVID-19.pdf](#)
[Scheduled arrival report as at 1430 8 March.pdf](#)
[MSQ Reef VTS Direction 06-2020 COVID-19.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 08.03.2020.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

***Please note:** MSQ COVID-19 updates are sent at 1700 daily. Any new information in this daily update will be highlighted in **Bold** for ease of identification.*

Vessel Report

As of Thursday 5 March, the Medical Report includes information regarding the last port of call as well as vessel names. A second report is also included that forecasts arrivals for the coming 24 hr period (*Attachment - Scheduled arrival report*).

It is hoped this new report will allow maritime industry to manage any additional precautionary measures that may be deemed appropriate depending on individual circumstances.

Please note: advice on precautionary measures has not changed and can be found at [this link](#).

Over the course of the last 24 hours (17:00 Saturday 7 March – 1700 Sunday 8 March), **51** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Reports attached).

44 vessels have reported **NO** to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

7 vessels reported **YES** to both having departed mainland China or South Korea in the past 14 days' and having crew on board who have visited mainland China or South Korea. These vessels will not enter a QLD port until the mandatory quarantine period is passed.

General Managers Direction

In line with the Australian Government's extension of travel restrictions to Republic of Korea and health authorities advice that the focus remains on containment strategies, I am reissuing the General Manager's Direction to ensure that ships that left or transited through a port in mainland China in the last 14 days, or South Korea (SINCE 5 March), or any crew or other person on board the ship has travelled or transited through either country in the specified time frames, must not enter a Queensland pilotage area until 14 days have elapsed.

To remove any confusion, this means that any vessels that departed South Korea AFTER 5 March will need to have surpassed 14 days before being allowed entry to QLD Ports. Vessels that departed South Korea PRIOR to 5 Mar remain unaffected by this directive.

I appreciate the added impact this will bring to some aspect of Queensland maritime trade noting typical steaming times to our northern ports is around 11 days. I am however, committed to adopting all reasonable proactive measures to limit the potential of infection to any Queensland maritime personnel. Any outbreak of infection in this sector has widespread implications to the Queensland economy.

Note: this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China and South Korea (General Managers Direction to all ships Queensland - Attached).

Business Continuity Planning

MSQ continues to monitor the unfolding situation with regard to the international spread of COVID-19 and its potential impacts to the Queensland maritime workforce as well as continuity of maritime related business. **An update on MSQs business continuity planning will be provided later this week.**

VTS Directions

REEF VTS 06-2020 and VTS Direction 09-2020 are now in effect

-

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

-

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor.

The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

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MSQ Reef VTS Direction 06/2020

COVID-19 Threat – vessels transiting Reef and Torres Straits

Issued 05 March 2020

Background

In light of Australia's escalated response to the current threat of the COVID-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China or South Korea in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 09/2020

COVID-19 Threat – vessels inbound QLD Ports

Issued 05 March 2020

Background

In light of Australia's escalated response to the current threat of the COVID-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- **the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or**
- **the ship intends to enter a Queensland Compulsory pilotage area.**

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China or South Korea.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) **Report whether the vessel has departed mainland China or South Korea within the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea within the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China or South Korea which will be the last time the crew of a vessel will have interacted with a person from Mainland China or South Korea.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 24 hours at 1600 daily.

Townsville VTS is to submit collated reports to the General Manager MSQ by 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with "MSQ will make the appropriate notifications to State and Federal agencies for further advice".

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Vessel Name	Ship type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	RTM Gladstone	Bulk Carrier	Gove, Australia	N/N/N	Nil
	Genco Claudius	Bulk Carrier	Mailiao, Taiwan	N/N/N	Nil
	Atlas Strength	Bulk Carrier	Busan, South Korea	Y/Y/N	Departed Busan 1845hrs 23 rd Feb. 14 days ends 1945hrs 8 th March. Next port Gladstone.
	Souni	General Cargo	Brisbane, Australia	N/N/N	Nil
	Seastar Triton	Bulk Carrier	Cebu, Philippines	N/N/N	Nil
	Deniki	Passenger	Gold Coast, Australia	N/N/N	Nil
	Aquarius	Tanker	Singapore	N/N/N	Nil
	P.T. Kythira	Tug	Brisbane	N/N/N	Nil
	Polymnia	Bulk Carrier	Jingtang, China	N/N/N	Departed 22 nd Jan 0754 CST Quarantine expired 5 th Feb 0954 AEST
	Maxwell	Bulk Carrier	Busan, South Korea	Y/Y/N	Departed 24 th Feb 1330 KST Quarantine ends 9 th March 1430 AEST
	YK Sovereign	Gas Tanker	Pyeong Taek, South Korea	Y/Y/N	Departed 25 th Feb 1400 KST Quarantine ends 10 th March 1500 AEST. 1 crew member joined in Busan. Glad VTS advised.
	Star Kvarven	Bulk Carrier	Port Kembla, Australia	N/N/N	Nil
	Ocean Ibis	Bulk Carrier	Brisbane, Australia	N/N/N	Nil

	Inge Kosan	Gas Tanker	Port Moresby, PNG	N/N/N	Nil
	Mondial Cosmos	Bulk Carrier	Yeosu, South Korea	Y/Y/N	Departed Yeosu 26.02.20 1625hrs KST. Quarantine ends 11.03.20 1725hrs AEST Torres Pilots advised. Hay Point advised.
	Eagle Milan	Tanker	Newcastle, Australia	N/N/N	Nil
	Felixstowe Bridge	Container	Brisbane, Australia	N/N/N	Nil
	Kmarine Jasmine	Bulk Carrier	Port Moresby, PNG	N/N/N	Nil
	Wuhu	Bulk Carrier	Lae, PNG	N/N/N	Nil
	Ken Colon	Bulk Carrier	Brisbane, Australia	N/N/N	Nil
	Antonella Lembo	Bulk Carrier	Busan, South Korea	Y/Y/N	Departed Busan 24.02.20 2359 KST. Quarantine ends 10.03.20 0100 AEST. Advised Abbot Point VTS
	Aqua Vision	Bulk Carrier	Liuheng, China	N/N/N	Departed Liuheng 22.02 1412 CST Quarantine period ended 07.02 1612 AEST
	Genova	Container	Jakarta, Indonesia	N/N/N	Nil
	Corewise OL	Bulk Carrier	Brisbane, Australia	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Beagle	NGF Tanker	Townsville, Australia	N/N/N	Nil
	Inge Kosan	NGF Tanker	Port Moresby, Papua New Guinea	N/N/N	Nil

	IVS Sparrowhawk	Bulk Carrier	Singapore	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Great Rainbow	Bulk Carrier	Shanghai, China	Y/Y/N	Departed 23.02.2020 0930 CST Quarantine ends 08.03.2020 1130 AEST
	Arawana	Bulk Carrier	Singapore	N/N/N	Nil
	Maxwell	Bulk Carrier	Busan, South Korea	Y/Y/N	Departed 24 th Feb 1330 KST Quarantine ends 9 th March 1430 AEST Vessel at anchor and has no immediate berthing prospects.
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Lavender	Bulk Carrier	Dangjin, South Korea	N/N/N	2 crew joined 04.03.2020 before commencement of restrictions on Sth Korean nationals commenced 05.03.2020. RHM Mackay contacted all stakeholders to heighten awareness of crew change, one being the Chief Officer. All stakeholders will treat vessel as high risk and take all appropriate measures.
	Ocean Oceanus	Bulk Carrier	Zhenjiang, China	N/N/N	Nil
	Cape Sasanqua	Bulk Carrier	Hirohata, Japan	N/N/N	Nil
	Artania	Passenger	Townsville, Australia	N/N/N	Nil
	Crystal Serenity	Passenger	Mooloolaba, Australia	N/N/N	Nil

	BLC Second	Bulk Carrier	Zhenjiang, China	N/N/N	Nil
	Leopard Sun	Tanker	Gladstone, Australia	N/N/N	Nil
	Mondial Cosmos	Bulk Carrier	Yeosu, South Korea	Y/Y/N	Departed 26.02.2020 1625 Local Quarantine ends 11.03.2020 1825 AEST
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Cesi Gladstone	Liquified Gas Carrier	Qingdao, China	N/N/N	Nil
	Victoria T	Bulk Carrier	Lianyungang, China	N/N/N	Nil
	Soma Maru	Bulk Carrier	Busan, South Korea	N/N/N	Nil
	Wincanton	Liquified Gas Tanker	Newcastle, Australia	N/N/N	Nil
	Genco Claudius	Bulk Carrier	Taiwan	N/N/N	Nil
	Nirai	Bulk Carrier	Tokuyama, Japan	N/N/N	Nil
	Atlas Strength	Bulk Carrier	Busan, South Korea	Y/Y/N	Dept Busan - 23/02/2020
	Wincanton	Liquified Gas Tanker	Newcastle, Australia	N/N/N	Nil
	Saldanha Bay	Bulk Carrier	Port Kembla, Australia	N/N/N	Nil
	Star Kvarven	General Cargo	Port Kembla, Australia	N/N/N	Nil

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Southern Moana	Container Ship	Sydney	N/N/N	Nil
	Kimimachi	Bulk Carrier	Chiba	N/N/N	Nil
	Sea Princess	Passenger	Auckland	N/N/N	Nil

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Known Vessel Arrivals for the next 24hrs for all Queensland ports as at 14:30 8 March

IMO	Ship	MSQ Ship Type	LOA	Start Time	End Time	Agency	Last Port	Qld Port
9396153	STAR KVARVEN	GENERAL CARGO	208.78	8/03/2020 16:45	8/03/2020 18:45	MON	Port Kembla	GLT
9235579	MAERSK GARONNE	CONTAINER SHIP	292.08	8/03/2020 17:15	8/03/2020 21:00	ISS	Hong Kong	BNE
9694567	MAERSK EUPHRATES	CONTAINER SHIP	255	8/03/2020 18:30	8/03/2020 22:15	ISS	Melbourne	BNE
9814181	BEAGLE	TANKER	182.5	8/03/2020 19:00	8/03/2020 21:00	GAC	Townsville	CNS
9635781	LEOPARD SUN	TANKER	183	8/03/2020 19:59	8/03/2020 21:24	GAC	Gladstone	MKY
9579303	GUO YUAN 26	BULK CARRIER	224.9	8/03/2020 20:30	8/03/2020 20:31	WSS	Guangzhou	HPT
9038816	YK SOVEREIGN	LIQUEFIED GAS TANKER	274	8/03/2020 23:00	9/03/2020 2:15	WSS	Korea	GLT
9853101	KIMIMACHI	BULK CARRIER	234.99	9/03/2020 0:01	9/03/2020 4:30	SGM	Chiba	BNE
9629732	RTM FLINDERS	BULK CARRIER	234.87	9/03/2020 1:30	9/03/2020 4:15	WSS		WEI
9533490	VISHVA PREETI	BULK CARRIER	229.03	9/03/2020 2:00	9/03/2020 4:30	SGM	Singapore	GLT
9674531	CMA CGM LOIRE	CONTAINER SHIP	299.95	9/03/2020 3:00	9/03/2020 6:30	ISS	Sydney	BNE
9614543	SZCHUEN	CONTAINER SHIP	199.9	9/03/2020 4:00	9/03/2020 8:00	CNC	Tauranga	BNE
8963612	MALU WARRIOR	LANDING CRAFT	35	9/03/2020 5:00	9/03/2020 5:45	SSW	Horn Island	CNS
9131905	MALU TITAN	UTILITY VESSEL	49.8	9/03/2020 5:00	9/03/2020 6:00	SSW	Thursday Island	SKR
9743851	ALBATROSS BAY	LANDING CRAFT	64	9/03/2020 6:30	9/03/2020 7:30	SSW	Cairns	WEI
7726005	MALU TROJAN	LANDING CRAFT	41.31	9/03/2020 8:00	9/03/2020 9:15	SSW	Fitzroy Island	CNS
9503225	CELEBES CLOVER	BULK CARRIER	299.99	9/03/2020 8:00	9/03/2020 9:45	ISS	Mizushima	ABP
9798832	GEMINI OCEAN	BULK CARRIER	229	9/03/2020 8:30	9/03/2020 8:31	LBH	Suao	HPT
9114218	WARRENDER	GENERAL CARGO	67.89	9/03/2020 10:00	9/03/2020 10:30	SSW	Seisia	TIS
9341938	RTM WEIPA	BULK CARRIER	235.67	9/03/2020 10:00	9/03/2020 12:00	WSS	Unknown Port	AMR
9435258	HANSA REGENSBURG	CONTAINER SHIP	175.54	9/03/2020 10:00	9/03/2020 11:45	ISS	Motukea	TSV
9770945	MEGARA	LIQUEFIED GAS TANKER	294.9	9/03/2020 11:15	9/03/2020 14:30	GAC	Himeji	GLT
9243667	CRYSTAL SERENITY	PASSENGER	250	9/03/2020 11:30	9/03/2020 13:00	ISS	Airlie Beach	CNS
9547984	NORMAN RIVER	TUG	24.45	9/03/2020 13:30	9/03/2020 15:00	SSW	Cairns	SKR
9501497	AQUA VISION	BULK CARRIER	295	9/03/2020 14:30	9/03/2020 17:00	SGM	Zhenjiang	GLT

From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 53
Date: Tuesday, 10 March 2020 9:10:17 PM
Attachments: MSQ VTS Direction 10-2020 COVID-19.pdf
MSQ Reef VTS Direction 06-2020 COV-19.pdf
General Manager Direction to Masters of all ships Queensland - COVID-19 5 March.pdf
Scheduled arrival report as at 1430 10 March.pdf
Regional Shipping Medical Report (MSQ) - 10.03.2020.pdf

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

*Please note: MSQ COVID-19 updates are sent at 1700 daily. Any new information in this daily update will be highlighted in **Bold** for ease of identification.*

Please note: advice on precautionary measures has not changed and can be found at this link.

Vessel Report

Over the course of the last 24 hours (1700 Monday 9 March – 1700 Tuesday 10 March), **38** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Reports attached).

32 vessels have reported **NO** to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

3 vessels transiting the Reef reported **YES** to one or both having departed mainland China or South Korea in the past 14 days' and having crew on board who have visited mainland China or South Korea. The RHM and Pilotage companies have been advised.

2 vessels reported **YES** to both having departed mainland China in the past 14 days' and having crew on board who have visited mainland China. The vessel will not enter a QLD port until the mandatory quarantine period is passed.

1 vessels reported **YES** to having departed South Korea or having crew on board who have visited South Korea in the past 14 days. As this occurred prior to 5 March, these vessels are exempt from the quarantine period.

An incident was reported on a Cruise Ship bound for Cairns where 3 Passengers were removed from the vessel due to previous contact with confirmed cases of COVID-19 in NSW. The Passengers are not showing any symptoms but are in the care of Queensland Health to be assessed.

General Managers Direction

This Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China and South Korea (General Managers Direction to all ships Queensland - Attached).

Business Continuity Planning

MSQ continues to monitor the unfolding situation with regard to the international spread of COVID-19 and its potential impacts to the Queensland maritime workforce as well as continuity of maritime related business. An update on MSQs business continuity planning will be provided later this week.

VTS Directions

VTS Direction 10-2020 and REEF VTS 06-2020 remains in effect.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Angus Mitchell
General Manager
Maritime Safety Queensland
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Released under RTI Act - TMR

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters intending to enter a Queensland pilotage area if:

- the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or
- any crew or other person on board the ship (a relevant person) has travelled to or transited through a relevant country in the last 14 days.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship or any relevant person on board the ship left a relevant country, whichever is later.

(To remove any doubt, this means for example that a ship which left a relevant country on 1 March 2020, then called at a port in a country that was not a relevant country on 7 March, taking on a crew member there who had left a relevant country by air on 6 March, may not enter a Queensland pilotage area until 20 March – 14 days after the new crew member left a relevant country. If the ship called at the same two ports but did not take on the crew member, it could enter a Queensland pilotage area on 15 March – 14 days after the ship left a port in a relevant country.)

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The Director General of the World Health Organisation, on the advice of the International Health Regulations (2005) Emergency Committee, declared that the

outbreak of COVID-19 constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The World Health Organisation's *Situation Report No 42* dated 2 March 2020 shows that the virus is spreading to more countries outside mainland China, including countries in the Western Pacific and South-East Asia regions. The report emphasizes that containment of COVID-19 remains the top priority for all countries. Refer: https://www.who.int/docs/default-source/coronaviruse/20200302-sitrep-42-covid-19.pdf?sfvrsn=d863e045_2
- A statement from the Australian Health Protection Principal Committee (AHPPC) published on 27 February 2020 notes that the "global epidemiology of COVID-19 continues to evolve. While there are a decreasing number of cases being reported in mainland China (outside of Hubei province), there is a materially increasing risk of sustained transmission being established in several other countries". Refer: <https://www.health.gov.au/news/australian-health-protection-principal-committee-ahppc-statement-on-coronavirus-covid-19-0>
- The John Hopkins CSSE (Center for Systems Science and Engineering) data on COVID-19 indicates 95,411 confirmed cases and 3,285 fatalities worldwide as at 5 March 2020. Refer: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>
- The Queensland Health public information about COVID-19 is available as a fact sheet. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
5 March 2020

MSQ Reef VTS Direction 06/2020

COVID-19 Threat – vessels transiting Reef and Torres Straits

Issued 05 March 2020

Background

In light of Australia's escalated response to the current threat of the COVID-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China or South Korea in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 24 hours at 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond *with "MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 10/2020

COVID-19 Threat – vessels inbound QLD Ports

Issued 09 March 2020

Background

In light of Australia's escalated response to the current threat of the Covid-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- **the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or**
- **the ship intends to enter a Queensland Compulsory pilotage area.**

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China or south Korea.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) **Report whether the vessel has departed mainland China or South Korea within the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea within the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China or South Korea which will be the last time the crew of a vessel will have interacted with a person from Mainland China or South Korea.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time for vessels departing China (+01800 UTC) or 1 hour for those departing South Korea (+0900 UTC) and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with: *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Vessel Name	Ship type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Bulk Indonesia	Bulk Carrier	Laizhou, China	N/N/N	Departed Laizhou 23.02.2020 1224 CST.
	Atlantic Star	Bulk Carrier	Brisbane, Australia	N/N/N	Nil
	Three Saskias	Bulk Carrier	Kawasaki, Japan	N/N/N	Nil
	SCF Yenisei	Tanker	Auckland, New Zealand	N/N/N	Nil
	Lowlands Angel	Bulk Carrier	Kauswagan, Philippines	N/N/N	Nil
	Ocean Happy	Bulk Carrier	Hong Kong, China	Y/Y/N	Departed Hong Kong 01.03.2020 0850 CST. Torres Pilots advised.
	Pioneer	General Cargo	Sydney, Australia	N/N/N	Nil
	GH Rich Wall	Bulk Carrier	Singapore	N/N/N	Nil
	Amsterdam	Passenger Vessel	Sydney, Australia	N/N/N	Nil
	Rio Madeira	Container Ship	Singapore	N/N/N	Nil
	Boka Alpine	Spec. Service Tug	Singapore	N/N/N	Nil
	Albatross Bay	Roro Cargo	Weipa	N/N/N	Nil
	Pan Bona	Bulk Carrier	Kwangyang, Sth Korea	Y/Y/N	Departed Kwangyang 27.02.2020 0320 KST. Torres Pilots advised.
	Green Planet	Tanker	Kashima, Japan	N/N/N	Nil
	Jin Tai Feng	Bulk Carrier	Lianyungang, China	Y/Y/N	Departed Lianyungang 26.02.2020 1718 CST. Hay Point VTS advised.

	Darya Lok	Bulk Carrier	Caofeidan, China	N/N/N	Departed Caofeidan 24.02.2020.
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	RTM Dias	Bulk Carrier	LONGKOU,CHINA	Y/N/N	Vessel departed mainland China 27th Feb PILOT AWAY: 27th Feb 2020/1112 hrs LT The 14 day period will expire at 1312 hours 11th March (LT at Weipa). Question 3 will be asked again 2 hrs prior to pilot boarding at 2245 13th March.
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Gorgoypikoos	Bulk Carrier	Kaohsiung, Taiwan	N/N/N	Nil
	Ocean Ibis	Bulk Carrier	Brisbane, Australia	N/N/N	Nil
	Corewise OL	Bulk Carrier	Brisbane, Australia	N/N/N	Nil
	Ocean Garnet	Bulk Carrier	Qingdao, China	N/N/N	Departed Qingdao 24.02.20
	Three Saskias	Bulk Carrier	Kawasaki, Japan	N/N/N	Nil
	Bulk Indonesia	Bulk Carrier	Laizhou, China	N/N/N	Departed 23 Feb 2020, 1224 CST
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Navios Joy	Bulk Carrier	Dalian, China	Y/Y/N	Departed 26.02.2020 1412 Local Quarantine ends 11.03.2020 1612 AEST

	Eastern Begonia	Bulk Carrier	Ulsan, South Korea	Y/Y/N	Departed 25.02.2020 1800 Local Quarantine ends 10.03.2020 2000 AEST
	Aeneas	Bulk Carrier	Busan, South Korea	N/N/N	Nil
	Kavokamili	Bulk Carrier	Tanjong Bin, Malaysia	N/N/N	Nil
	Adam I	Bulk Carrier	Lianyungang, China	N/N/N	Nil
	K. Western Dream	Bulk Carrier	Taeon, South Korea	N/N/N	Nil
	NSU Young Star	Bulk Carrier	Muroran, Japan	N/N/N	Nil
	Mount Uluru	Bulk Carrier	Tianjin, China	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	St. Pauli	Tanker	Brisbane, Australia	N/N/N	Nil
	Cape Peony	Bulk Carrier	Kakogawa, Japan	N/N/N	Nil
	Atlantic Star	Bulk Carrier	Brisbane, Australia	N/N/N	Nil
	Lowlands Serenity	Bulk Carrier	Yeosu, Sth Korea	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	APL Denver	Container	Sydney	N/N/N	Nil
	Artania	Passenger	Airlie Beach	N/N/N	Nil
	Elisabeth Oidendorff	General Cargo	Newcastle	N/N/N	Nil

Known Vessel Arrivals for the next 24hrs for all Queensland ports as at 1430 10March

IMO	Ship	MSQ Ship Type	LOA	Start Time	End Time	Agency	Last Port	Qld Port
9675638	MOUNT ULURU	BULK CARRIER	291.98	10/03/2020 15:30	10/03/2020 16:30	MON	Tianjin	HPT
9547984	NORMAN RIVER	TUG	24.45	10/03/2020 15:46	10/03/2020 16:30	SSW	Skardon River	SKR
9470806	AKUNA	CEMENT CARRIER	169.37	10/03/2020 18:00	10/03/2020 19:30	MSS	Gladstone	TSV
9263332	MSC BANU	CONTAINER SHIP	230.9	10/03/2020 18:45	10/03/2020 22:15	MSC	Auckland	BNE
9669914	GREEN PLANET	TANKER	183.1	10/03/2020 19:00	10/03/2020 20:45	GAC	Kashima - Ibaraki	TSV
9131905	MALU TITAN	UTILITY VESSEL	49.8	10/03/2020 21:00	10/03/2020 21:30	SSW	St Pauls	TIS
9805130	GOLDEN LEADER	TANKER	124	10/03/2020 22:00	11/03/2020 3:00	SGM	Geelong	BNE
9666986	LNG FUKUROKUJU	LIQUEFIED GAS TANKER	293	11/03/2020 0:30	11/03/2020 4:15	WSS	China	GLT
9708320	YARRA	BULK CARRIER	225	11/03/2020 0:45	11/03/2020 2:15	WSS	Unknown Port	AMR
9815977	ATLANTIC STAR	BULK CARRIER	179.99	11/03/2020 1:00	11/03/2020 3:00	SGM	Brisbane	GLT
9373034	RTM TWARRA	BULK CARRIER	236	11/03/2020 1:45	11/03/2020 4:15	WSS	Amrun	GLT
9519327	CHARLIE B	CONTAINER SHIP	160.87	11/03/2020 2:45	11/03/2020 6:15	MSC	Sydney	BNE
9406037	SEASTAR TITAN	BULK CARRIER	178.7	11/03/2020 3:00	11/03/2020 5:00	WVS	Cebu	CNS
9635389	KINGBIRD ARROW	BITUMEN CARRIER	157	11/03/2020 3:00	11/03/2020 8:00	WVS	Sitra	BNE
9582984	RISING WIND	BULK CARRIER	228.99	11/03/2020 3:45	11/03/2020 6:15	GAC	Mackay	GLT
9402756	JUPITER LEADER	VEHICLES CARRIER	183	11/03/2020 5:00	11/03/2020 8:30	MON	Yokohama	BNE
7726005	MALU TROJAN	LANDING CRAFT	41.31	11/03/2020 6:00	11/03/2020 7:00	SSW	Cape Flattery	CNS
9749233	AFRICAN GANNET	GENERAL CARGO	179.93	11/03/2020 6:00	11/03/2020 11:00	WVS	Koh Sichang	BNE
9188037	AMSTERDAM	PASSENGER	237.83	11/03/2020 6:30	11/03/2020 8:00	ISS	Airlie Beach	TSV
92	HMAS WOLLONGONG	NAVAL PATROL SHIP	56.8	11/03/2020 7:05	11/03/2020 8:05	RAN		CNS
9625877	W-SMASH	BULK CARRIER	229	11/03/2020 7:30	11/03/2020 9:15	GAC	Bayuquan	ABP
9288461	GORGOPYKOOS	BULK CARRIER	225	11/03/2020 7:45	11/03/2020 9:15	ISS	Kaohsiung	LUC
9684574	CAPE NELSON	PATROL SHIP	58.1	11/03/2020 8:30	11/03/2020 9:00	TRL	Unknown Port	TIS
9074925	OCEAN UTE	LIVESTOCK CARRIER	139.76	11/03/2020 10:00	11/03/2020 11:45	WSS	Surabaya	TSV
9236171	SAMATAN	BULK CARRIER	225	11/03/2020 10:30	11/03/2020 12:15	LBH	Hong Kong	ABP
9114218	WARRENDER	GENERAL CARGO	67.89	11/03/2020 14:00	11/03/2020 15:00	SSW	Thursday Island	CNS
9609225	ND THELXIS	BULK CARRIER	189.93	11/03/2020 14:45	11/03/2020 17:15	MON	Tanjung Pelepas	GLT
9717656	ELISABETH OLDENDORFF	GENERAL CARGO	179.99	11/03/2020 15:30	11/03/2020 20:30	ISS	Newcastle	BNE

From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 52
Date: Monday, 9 March 2020 6:02:11 PM
Attachments: MSQ VTS Direction 10-2020 COVID-19.pdf
MSQ Reef VTS Direction 06-2020 COVID-19.pdf
General Manager Direction to Masters of all ships Queensland - COVID-19 5 March.pdf
Scheduled arrival report as at 1440 9 March.pdf
Regional Shipping Medical Report (MSQ) - 09.03.2020.pdf

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Please note: MSQ COVID-19 updates are sent at 1700 daily. Any new information in this daily update will be highlighted in **Bold** for ease of identification.

Vessel Report

As of Thursday 5 March, the Medical Report includes information regarding the last port of call as well as vessel names. A second report is also included that forecasts arrivals for the coming 24 hr period (*Attachment - Scheduled arrival report*).

It is hoped this new report will allow maritime industry to manage any additional precautionary measures that may be deemed appropriate depending on individual circumstances.

Please note: advice on precautionary measures has not changed and can be found at [this link](#).

Over the course of the last 24 hours (1700 Sunday 8 March – 1700 Monday 9 March), **38** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Reports attached).

27 vessels have reported **NO** to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

7 vessels transiting the Reef reported **YES** to one or both having departed mainland China or South Korea in the past 14 days' and having crew on board who have visited mainland China or South Korea. The RHM and Pilotage companies have been advised.

1 vessels reported **YES** to both having departed mainland China in the past 14 days' and having crew on board who have visited mainland China. The vessel will not enter a QLD port until the mandatory quarantine period is passed.

3 vessels reported **YES** to having departed South Korea or having crew on board who have visited South Korea in the past 14 days. As this occurred **prior to 5 March**, these vessels are exempt from the quarantine period.

General Managers Direction

In line with the Australian Government's extension of travel restrictions to Republic of Korea and health authorities advice that the focus remains on containment strategies, I am reissuing the General Manager's Direction to ensure that ships that left or transited through a port in mainland China in the last 14 days, or South Korea (SINCE 5 March), or any crew or other person on board the ship has travelled or transited through either country in the specified time frames, must not enter a Queensland pilotage area until 14 days have elapsed.

To remove any confusion, this means that any vessels that departed South Korea **AFTER** 5 March will need to have surpassed 14 days before being allowed entry to QLD Ports. Vessels that departed South Korea **PRIOR** to 5 Mar remain unaffected by this directive.

I appreciate the added impact this will bring to some aspect of Queensland maritime trade noting typical steaming times to our northern ports is around 11 days. I am however, committed to adopting all reasonable proactive measures to limit the potential of infection to any Queensland maritime personnel. Any outbreak of infection in this sector has widespread implications to the Queensland economy.

Note: this Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China and South Korea (General Managers Direction to all ships Queensland - Attached).

Business Continuity Planning

MSQ continues to monitor the unfolding situation with regard to the international spread of COVID-19 and its potential impacts to the Queensland maritime workforce as well as continuity of maritime related business. An update on MSQs business continuity planning will be provided later this week.

VTS Directions

In order to provide specific advice on isolation calculation periods VTS Direction 09-2020 has now been superseded by VTS Direction 10-2020. The updated Direction includes a calculation formula in which an Australian pilot can board a vessel if it has departed from either mainland China or South Korea.

REEF VTS 06-2020 remains in effect.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor.

The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au

Queensland's Regional Harbour Masters can be contacted for further information if required.

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters intending to enter a Queensland pilotage area if:

- the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or
- any crew or other person on board the ship (a relevant person) has travelled to or transited through a relevant country in the last 14 days.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship or any relevant person on board the ship left a relevant country, whichever is later.

(To remove any doubt, this means for example that a ship which left a relevant country on 1 March 2020, then called at a port in a country that was not a relevant country on 7 March, taking on a crew member there who had left a relevant country by air on 6 March, may not enter a Queensland pilotage area until 20 March – 14 days after the new crew member left a relevant country. If the ship called at the same two ports but did not take on the crew member, it could enter a Queensland pilotage area on 15 March – 14 days after the ship left a port in a relevant country.)

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The Director General of the World Health Organisation, on the advice of the International Health Regulations (2005) Emergency Committee, declared that the

outbreak of COVID-19 constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The World Health Organisation's *Situation Report No 42* dated 2 March 2020 shows that the virus is spreading to more countries outside mainland China, including countries in the Western Pacific and South-East Asia regions. The report emphasizes that containment of COVID-19 remains the top priority for all countries. Refer: https://www.who.int/docs/default-source/coronaviruse/20200302-sitrep-42-covid-19.pdf?sfvrsn=d863e045_2
- A statement from the Australian Health Protection Principal Committee (AHPPC) published on 27 February 2020 notes that the "global epidemiology of COVID-19 continues to evolve. While there are a decreasing number of cases being reported in mainland China (outside of Hubei province), there is a materially increasing risk of sustained transmission being established in several other countries". Refer: <https://www.health.gov.au/news/australian-health-protection-principal-committee-ahppc-statement-on-coronavirus-covid-19-0>
- The John Hopkins CSSE (Center for Systems Science and Engineering) data on COVID-19 indicates 95,411 confirmed cases and 3,285 fatalities worldwide as at 5 March 2020. Refer: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>
- The Queensland Health public information about COVID-19 is available as a fact sheet. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
5 March 2020

MSQ Reef VTS Direction 06/2020

COVID-19 Threat – vessels transiting Reef and Torres Straits

Issued 05 March 2020

Background

In light of Australia's escalated response to the current threat of the COVID-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China or South Korea in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 24 hours at 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond *with "MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 10/2020

COVID-19 Threat – vessels inbound QLD Ports

Issued 09 March 2020

Background

In light of Australia's escalated response to the current threat of the Covid-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- **the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or**
- **the ship intends to enter a Queensland Compulsory pilotage area.**

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China or south Korea.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) **Report whether the vessel has departed mainland China or South Korea within the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea within the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China or South Korea which will be the last time the crew of a vessel will have interacted with a person from Mainland China or South Korea.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time for vessels departing China (+01800 UTC) or 1 hour for those departing South Korea (+0900 UTC) and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with: "MSQ will make the appropriate notifications to State and Federal agencies for further advice".

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Vessel Name	Ship type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	MSC Astrid	Container	Brisbane, Australia	N/N/N	Nil
	Eastern Begonia	Bulk Carrier	Ulsan, Sth Korea	Y/Y/N	Departed 25 th Feb 1700 KST Pilots adv
	Megara	Tanker	Himeji, Japan	N/N/N	Nil
	Navios Joy	Bulk Carrier	Dalian, China	Y/Y/N	Departed 26 th Feb 2020 CST Pilots Adv
	Key Guardian	Bulk Carrier	Tachibana, Japan	N/Y/N	7 crew visited South Korea airport 24/2. Pilots Adv.
	CMB Medoc	Bulk Carrier	Zhoushan, China	Y/Y/N	Departed 25 th Feb 1624 CST Pilots Adv.
	Kavokamili	Bulk Carrier	Tanjong Bin, Malaysia	N/N/N	Nil
	Interlink Mobility	Bulk Carrier	Brisbane, AUS	N/N/N	Nil
	Dilos Warrior	Bulk Carrier	Amrun, Aus	N/N/N	Nil
	JY Pacific	Bulk Carrier	Xinsha, China	Y/Y/N	Dep Xinsha 28 Feb 1454 CST. Next port is Abbot Point. Torres Pilots advised
	Ocean Garnet	Bulk Carrier	Qingdao, China	Y/Y/N	Dep Qingdao 24 th Feb 2120 CST.
	Cape Peony	Bulk Carrier	Kakogawa, Japan	N/N/N	Nil
	Gorgoypikoos	Bulk Carrier	Kaohsiung, Taiwan	N/N/N	Nil
	Hansa Regensburg	Container	Rabaul, PNG	N/N/N	Nil

	Ocean Ute	Livestock Carrier	Surabaya, Indonesia	N/N/N	Nil
	Koombana Bay	Bulk Carrier	Merak, Indonesia	N/N/N	Nil
	LNG Fukurokuju	LNG Tanker	Beihai, China	N/N/N	Nil
	RTM Piiramu	Bulk Carrier	Gove, Australia	N/N/N	Nil
	Green Sea	Tanker	Singapore	N/N/N	Nil
	ST Pauli	Tanker	Brisbane	N/N/N	Nil
	Aeneas	Bulk Carrier	Busan, Korea	Y/Y/N	Dep Busan 24 th Feb
	Adam 1	Bulk Carrier	Lianyungang, China	N/N/N	Nil
	NSU Young Star	Bulk Carrier	Kimitsu, Japan	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	RTM Flinders	Bulk Carrier	Gladstone, Australia	N/N/N	Nil
	RTM Weipa	Bulk Carrier	Gladstone, Australia	N/N/N	Nil
	Seastar Titan	Bulk Carrier	Cebu, Philippines	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Antonella Lembo	Bulk Carrier	Busan, South Korea	Y/Y/N	Departed Busan 24.02.20 2359 KST. <i>Quarantine period does not apply as vessel departed South Korea before 5 March.</i>
	Hansa Regensburg	Container	Rabaul, PNG	N/N/N	Nil

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Guo Yuan 26	Bulk Carrier	Guangzhou, China	N/N/N	Nil
	Key Guardian	Bulk Carrier	Tachibana, Japan	N/Y/N	7 Crew joined vessel from South Korea 24.02.2020 <i>Quarantine period does not apply as vessel departed South Korea before 5 March.</i>
	Leopard Sun	Tanker	Gladstone, Australia	N/N/N	Nil
	CMB Medoc	Bulk Carrier	Zhoushan, China	Y/Y/N	Departed 25.02.2020 1624 Local Quarantine ends 10.03.2020 1824 AEST
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Polymnia	Bulk Carrier	Jintang, China	N/N/N	
	YK Sovereign	Liquified Gas Tanker	Pyeongtaek, South Korea	Y/Y/N	Departed 25.02.2020 1400 KST – clear to enter as left prior to 05.03.2020 New member joined from Busan 24.02.2020 1800 KST – clear to enter as left prior to 05.03.2020 ARHM informed. <i>Quarantine period does not apply as vessel departed South Korea before 5 March.</i>
	Vishva Preeti	Bulk Carrier	Singapore	N/N/N	Nil

	Aqua Vision	Bulk Carrier	Zhenjiang, China	N/N/N	Nil
	Megara	Liquified Gas Tanker	Himeji, Japan	N/N/N	Nil
	Daiwan Infinity	Bulk Carrier	Gladstone, Australia	N/N/N	Nil

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MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Maersk Euphrates	Container	Sydney	N / N / N	Nil
	Maersk Garonne	Container	Hong Kong	N / N / N	Nil
	CMA CGM Loire	Container	Sydney	N / N / N	Nil
	Szechuen	Container	Tauranga	N / N / N	Nil
	Adriatic Highway	Car Carrier	Darwin	N/N/N	Nil
	Bea Schulte	Container	Singapore	N/N/N	Nil
	Global Leader	Car Carrier	Townsville	N/N/N	Nil

Known Vessel Arrivals for the next 24hrs for all Queensland ports as at 1440 9 March

IMO	Ship	MSQ Ship Type	LOA	Start Time	End Time	Agency	Last Port	Qld Port
9442885	ADRIATIC HIGHWAY	VEHICLES CARRIER	199.97	9/03/2020 16:30	9/03/2020 20:00	MON	Darwin	BNE
9709348	DAIWAN INFINITY	BULK CARRIER	179.96	9/03/2020 17:00	9/03/2020 19:15	ISS	Gladstone	GLT
9484558	BEA SCHULTE	CONTAINER SHIP	264	9/03/2020 17:30	9/03/2020 21:00	GAC	Singapore	BNE
9311531	SULU SEA	TANKER	239	9/03/2020 17:30	9/03/2020 22:00	GAC	Kimanis - Sabah	BNE
9237319	GLOBAL LEADER	VEHICLES CARRIER	189.2	9/03/2020 18:00	9/03/2020 21:30	WSS	Townsville	BNE
9190597	FOURCROY	LANDING CRAFT	49.8	9/03/2020 20:30	9/03/2020 21:00	SSW	Kubin Island	TIS
9790373	ST. PAULI	TANKER	183.06	9/03/2020 21:15	9/03/2020 23:15	GAC	Brisbane	GLT
9602772	INES CORRADO	BULK CARRIER	229	9/03/2020 21:30	9/03/2020 23:15	LBH	Ulsan	ABP
9656084	PUERTO ROSARIO	BULK CARRIER	199.9	10/03/2020 0:30	10/03/2020 2:15	MON	Gladstone	ABP
9131905	MALU TITAN	UTILITY VESSEL	49.8	10/03/2020 1:00	10/03/2020 1:30	SSW	Skardon River	TIS
9718961	K. WESTERN DREAM	BULK CARRIER	229	10/03/2020 2:00	10/03/2020 4:00	WSS	Taeon	HPT
8201480	ARTANIA	PASSENGER	230.61	10/03/2020 3:00	10/03/2020 7:30	ISS	Airlie Beach	BNE
9345960	APL DENVER	CONTAINER SHIP	267.15	10/03/2020 3:45	10/03/2020 7:15	ISS	Sydney	BNE
9076416	MALU CHIEF	LANDING CRAFT	42	10/03/2020 5:30	10/03/2020 6:00	SSW	Stephens Island	TIS
9636395	COREWISE OL	BULK CARRIER	177.85	10/03/2020 7:00	10/03/2020 8:45	TSA	Brisbane	TSV
1009077	DENIKI	YACHT	52.35	10/03/2020 10:00	10/03/2020 11:00	MYS	Southport	CNS
9685619	OCEAN IBIS	BULK CARRIER	183	10/03/2020 11:00	10/03/2020 12:45	ISS	Brisbane	TSV
8603509	WIND SPIRIT	PASSENGER	134.02	10/03/2020 12:00	10/03/2020 12:30	ISS	Cairns	WSY
9675638	MOUNT ULURU	BULK CARRIER	291.98	10/03/2020 13:30	10/03/2020 14:30	MON	Tianjin	HPT
9581758	LOWLANDS SERENITY	BULK CARRIER	291.98	10/03/2020 14:45	10/03/2020 17:15	ISS	Yeosu (ex Yosu)	GLT

From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 54
Date: Wednesday, 11 March 2020 7:20:34 PM
Attachments: MSQ VTS Direction 10-2020 COVID-19.pdf
MSQ Reef VTS Direction 06-2020 COVID-19.pdf
General Manager Direction to Masters of all ships Queensland - COVID-19 5 March.pdf
Scheduled arrival report as at 1430 11 March.pdf
Regional Shipping Medical Report (MSQ) - 11.03.2020.pdf
MSQ COVID-19 Business Continuity Update 11 March 2020.pdf

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

*Please note: MSQ COVID-19 updates are sent at 1700 daily. Any new information in this daily update will be highlighted in **Bold** for ease of identification.*

Please note: advice on precautionary measures has not changed and can be found at this link.

Vessel Report

Over the course of the last 24 hours (1700 Tuesday 10 March – 1700 Wednesday 11 March), **45** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Reports attached).

38 vessels have reported **NO** to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

3 vessels transiting the Reef reported **YES** to one or both having departed mainland China or South Korea in the past 14 days' and having crew on board who have visited mainland China or South Korea. The RHM and Pilotage companies have been advised.

4 vessels reported **YES** to both having departed mainland China in the past 14 days' and having crew on board who have visited mainland China, 3 of these vessels have already surpassed the quarantine period and the remaining vessel will not enter a QLD port until the mandatory quarantine period is passed.

General Managers Direction

This Direction has been issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China and South Korea (General Managers Direction to all ships Queensland - Attached).

Business Continuity Planning

MSQ continues to monitor the unfolding situation with regard to the international spread of COVID-19 and its potential impacts to the Queensland maritime workforce as well as continuity of maritime related business.

MSQs business continuity planning and testing has been attached to this update for your information (MSQ COVID-19 Business Continuity Update - 11 March). MSQ further urges all sectors of the maritime industry to ensure individual business continuity plans are both in place and tested.

VTS Directions

VTS Direction 10-2020 and REEF VTS 06-2020 remains in effect.

The two contracted pilotage providers for Torres Strait and Great Barrier Reef Marine Parks have implemented additional precautionary measures in response to COVID-19. These measures are in line with those being adopted by MSQ.

Pilots from the Australian Reef Pilots Pty Ltd and the Torres Pilots Pty Ltd will no longer board vessels until 14 days has been surpassed since departure from Mainland China and South Korea. Furthermore reports of any ship's crew or passenger displaying symptoms potentially associated with COVID-19 will continue to be referred to MSQ who in turn will liaise with QLD Health for advice prior to a decision to embark Pilots, as per standing procedures introduced at the end of January.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

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General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters intending to enter a Queensland pilotage area if:

- the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or
- any crew or other person on board the ship (a relevant person) has travelled to or transited through a relevant country in the last 14 days.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship or any relevant person on board the ship left a relevant country, whichever is later.

(To remove any doubt, this means for example that a ship which left a relevant country on 1 March 2020, then called at a port in a country that was not a relevant country on 7 March, taking on a crew member there who had left a relevant country by air on 6 March, may not enter a Queensland pilotage area until 20 March – 14 days after the new crew member left a relevant country. If the ship called at the same two ports but did not take on the crew member, it could enter a Queensland pilotage area on 15 March – 14 days after the ship left a port in a relevant country.)

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The Director General of the World Health Organisation, on the advice of the International Health Regulations (2005) Emergency Committee, declared that the

outbreak of COVID-19 constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The World Health Organisation's *Situation Report No 42* dated 2 March 2020 shows that the virus is spreading to more countries outside mainland China, including countries in the Western Pacific and South-East Asia regions. The report emphasizes that containment of COVID-19 remains the top priority for all countries. Refer: https://www.who.int/docs/default-source/coronaviruse/20200302-sitrep-42-covid-19.pdf?sfvrsn=d863e045_2
- A statement from the Australian Health Protection Principal Committee (AHPPC) published on 27 February 2020 notes that the "global epidemiology of COVID-19 continues to evolve. While there are a decreasing number of cases being reported in mainland China (outside of Hubei province), there is a materially increasing risk of sustained transmission being established in several other countries". Refer: <https://www.health.gov.au/news/australian-health-protection-principal-committee-ahppc-statement-on-coronavirus-covid-19-0>
- The John Hopkins CSSE (Center for Systems Science and Engineering) data on COVID-19 indicates 95,411 confirmed cases and 3,285 fatalities worldwide as at 5 March 2020. Refer: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>
- The Queensland Health public information about COVID-19 is available as a fact sheet. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
5 March 2020

Maritime Safety Queensland

Business Continuity Measures Update – 11 March 2020

Background

The novel coronavirus named COVID-19 has been declared a Public Health Emergency of International Concern by the [World Health Organization](#).

Maritime Safety Queensland (MSQ) is taking a strong stance in response to COVID-19 and is putting in place a number of measures to protect the Queensland maritime industry.

External Measures

On 6 February 2020 I issued a General Manager's Direction under s.191A of the *Transport Operations (Marine Safety) Act 1994* that restricts ships that left or transited through a port in mainland China (updated to include South Korea on 5 March) and any crew or other person on board the ship that has travelled or transited through the relevant countries, from entering a Queensland pilotage area until 14 days have elapsed. The General Manager's Direction does not apply to vessels leaving or transiting from Iran or Italy. While this differs from the Australian Government's restrictions, there are few ships arriving directly into Queensland from these countries, and none within a 14-day period.

Whilst I am cognisant of the effect the General Manager's Direction has had on delaying some ships and the associated economic consequence, I remain resolute in my duty to protect Queensland's maritime industry and more broadly the Queensland economy that is underpinned by shipping.

Added to the measures already in place I have instructed MSQ to take steps to ensure business continuity in an evolving environment where COVID-19 potentially spreads more broadly throughout the community. My overriding priority is the welfare of Queensland's maritime industry staff, followed by the safe and efficient movement of maritime trade that ensures the continued economic performance of the state of Queensland.

Internal Measures

MSQ has developed a rigorous planning and assessment program that will test both our internal processes and business resilience whilst ensuring critical service can continue to be delivered to our stakeholders and customers in the event that COVID-19 impacts a broader section of the community (whether directly or indirectly and requiring periods of self-isolation). Over the next two weeks MSQ will conduct rolling tests throughout the state to ensure our workforce can maintain business continuity whilst working remotely from our normal places of business.

MSQs Vessel Traffic Services (VTS) is a critical 24/7 State function safeguarding the movement of vessels into and out of our ports as well as through the Reef and Torres Strait. As such our VTS centres will also undergo a series of controlled exercises including handing over individual port control between the five regionally located centres as well as separating staff within individual centres. As a pre-emptive and precautionary measure MSQ has also already implemented increased security protocols in our VTS centres restricting access to essential personnel only.

Summary

Noting the possibility of reduced workforces due to COVID-19 MSQ, is urging industry partners to share business continuity plans, specifically where actions taken by one entity may have affect on business continuity of other affected partners. MSQ further intends to workshop a variety of scenarios that will lead to a shared understanding of shipping priorities in each port, this includes the critical downstream industries reliant on continued port operations. MSQs Regional Harbour Masters will reach out to the Queensland ports, affected terminal operators and broader maritime industry partners within the next 7 days to begin the process of identify areas at risk and develop mitigation strategies.

The measures being adopted by MSQ, whilst precautionary in nature are prudent given the threat COVID-19 potentially poses to our shipping trade and associated continued prosperity of the state of Queensland.

Please be assured my focus remains firmly on protecting Queensland's maritime industry workforce as well as maintaining the flow of trade in-and-out of our 21 ports.

I encourage all of you to ensure your own business continuity plans are reviewed and tested in light of the environment we are faced with.



Angus Mitchell
General Manager
Maritime Safety Queensland
11 March 2020

MSQ Reef VTS Direction 06/2020

COVID-19 Threat – vessels transiting Reef and Torres Straits

Issued 05 March 2020

Background

In light of Australia's escalated response to the current threat of the COVID-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China or South Korea in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 24 hours at 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond *with "MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 10/2020

COVID-19 Threat – vessels inbound QLD Ports

Issued 09 March 2020

Background

In light of Australia's escalated response to the current threat of the Covid-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- **the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or**
- **the ship intends to enter a Queensland Compulsory pilotage area.**

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China or south Korea.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) **Report whether the vessel has departed mainland China or South Korea within the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea within the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China or South Korea which will be the last time the crew of a vessel will have interacted with a person from Mainland China or South Korea.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time for vessels departing China (+01800 UTC) or 1 hour for those departing South Korea (+0900 UTC) and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 1600 daily.

Townsville VTS is to submit collated reports to the General Manager MSQ by 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with: *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Vessel Name	Ship type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Chinook	Bulk Carrier	Beilun, China	Y/Y/N	Departed Beilun 26.02.2020 1448 CST. Hay Point VTS advised.
	Aquavita Air	Bulk Carrier	Busan, Sth Korea	Y/Y/Y	Departed Busan 28.02.20 RHM TSV advised. ARP advised.
	Tasco Amata	Specialised Tanker	Rayong, Thailand	N/N/N	Nil
	Harvest Leader	Car Carrier	Yokohama, Japan	N/N/N	Nil
	Lowlands Nello	Bulk Carrier	Masinloc, Philippines	N/N/N	Nil
	CMA CGM Loire	Container	Brisbane, Australia	N/N/N	Nil
	Pacific Queen	Bulk Carrier	Zhangjiagang, China	N/N/N	Departed 23.02.20
	Stolt Momiji	Tanker	Singapore	N/N/N	Nil
	RTM Weipa	Cargo Ship	Weipa, Australia	N/N/N	Nil
	Nord Copenhagen	Cargo Ship	Singapore	N/N/N	Nil
	Glorious Kamagari	Cargo Ship	Gresik, Indonesia	N/N/N	Nil
	Seri Bijaksana	Tanker	Incheon, South Korea	Y/Y/N	Departed 01.03.20 at 0210 UTC
	Dong-A Oknos	Bulk Carrier	Zhoushan, China	N/N/N	Departed 26.02.20
	Tai Kudos	Bulk Carrier	Linkou, Taiwan	N/N/N	Nil

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Nil vessels to report this period				
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Interlink Mobility	Bulk Carrier	Brisbane, AUS	N/N/N	Nil
	Akuna	Bulk Carrier	Gladstone	N/N/N	Nil
	Green Planet	Tanker	Kashima, Japan	N/N/N	Nil
	Darya Lok	Bulk Carrier	Caofeidan, China	N/N/N	Departed China on 24.02.2020
	Harvest Leader	Car Carrier	Yokohama, Japan	N/N/N	Nil
	Amsterdam	Passenger	Airlie Beach	N/N/N	Nil
	Wind Spirit	Passenger	Willis Island	N/N/N	Nil
	JY Pacific	Bulk Carrier	Xinsha, China	Y / Y / N	Agent, Pilots, Dep 28/02/2020 1454hrs CST - Quarantine ends 13/03/2020 1654hrs EST
	Ocean Ute	Livestock	Surabaya, Indonesia	N / N / N	Nil
	Pacific Queen	Bulk Carrier	Zhangjiagang, China	N / N / N	Dep 23/02/2020 1703hrs CST

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Pan Bona	Bulk Carrier	Kwangyang, South Korea	N/N/N	Nil
	Pioneer	General Cargo	Sydney, Australia	N/N/N	Nil
	Aquavita Air	Bulk Carrier	Busan, South Korea	N/N/N	Advised SHECC and awaiting required actions
	Mount Uluru	Bulk Carrier	Tianjin, China	N/N/N	Nil
	Navios Joy	Bulk Carrier	Dalian, China	Y/Y/N	Departed 26.02.2020 1412 Local Quarantine ends 11.03.2020 1612 AEST
	Jin Tai Feng	Bulk Carrier	Lianyungang, China	Y/Y/N	Departed 26.02.2020 1840 Local Quarantine ends 11.03.2020 2040 AEST
	Chinook	Bulk Carrier	Beilun, China	Y/Y/N	Departed 26.02.2020 1642 Local Quarantine ends 11.03.2020 1842 AEST

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	RTM Twarra	Bulk Carrier	Amrun, Australia	N/N/N	Nil
	LNG Fukurokuju	Liquefied Gas Tanker	Beihai, China	N/N/N	Nil
	Atlantic Star	Bulk Carrier	Brisbane, Australia	N/N/N	Nil
	Rising Wind	Bulk Carrier	Mackay, Australia	N/N/N	Nil
	ND Thelxis	Bulk Carrier	Tanjung Pelepas Malaysia	N/N/N	Nil
	Celebes Clover	Bulk Carrier	Abbot Point, Australia	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	MSC Banu	Container	Auckland	N/N/N	Nil
	Golden Leader	Tanker	Geelong	N/N/N	Nil
	Jupiter Leader	Vehicles Carrier	Yokohama	N/N/N	Nil
	Charlie B	Container	Sydney	N/N/N	Nil
	Kingbird Arrow	Bitumen Carrier	Sitra	N/N/N	Nil
	Filia Ariea	General Cargo	Port Moresby	N/N/N	Nil
	IVS North Berwick	Bulk Carrier	San Lorenzo	N/N/N	Nil
	High Wind	Tanker	Melbourne	N/N/N	Nil

Known Vessel Arrivals for the next 24hrs for all Queensland ports as at 1430 11March

IMO	Ship	MSQ Ship Type	LOA	Start Time	End Time	Agency	Last Port	Qld Port
8603509	WIND SPIRIT	PASSENGER	134	11/03/2020 17:00	11/03/2020 18:45	ISS	Willis Island	TSV
9501617	ORSOLA BOTTIGLIERI	BULK CARRIER	292	11/03/2020 20:00	11/03/2020 22:30	LBH	Zhoushan	GLT
9196929	WUNMA	BULK CARRIER	113.5	11/03/2020 21:00	11/03/2020 22:30	P&O	Karumba	KRM
9341914	RTM WAKMATHA	BULK CARRIER	236	11/03/2020 23:45	12/03/2020 1:45	WSS	Unknown Port	AMR
9331658	SERI BIJAKSANA	LIQUEFIED GAS TANKER	289.8	12/03/2020 1:00	12/03/2020 4:15	LBH	Inchon	GLT
9236171	SAMATAN	BULK CARRIER	225	12/03/2020 1:30	12/03/2020 3:15	LBH	Hong Kong	ABP
9318187	GENOVA	CONTAINER SHIP	260.7	12/03/2020 2:45	12/03/2020 6:15	MSC	Jakarta - Java	BNE
9408372	SOFRANA SURVILLE	CONTAINER SHIP	142.7	12/03/2020 4:00	12/03/2020 8:00	ISS	Noumea	BNE
9625877	W-SMASH	BULK CARRIER	229	12/03/2020 4:30	12/03/2020 6:15	GAC	Bayuquan	ABP
9547984	NORMAN RIVER	TUG	24.45	12/03/2020 5:30	12/03/2020 7:00	SSW	Skardon River	WEI
9740574	HIGH WIND	TANKER	183	12/03/2020 6:00	12/03/2020 11:00	ISS	Melbourne	BNE
9188037	AMSTERDAM	PASSENGER	237.8	12/03/2020 6:00	12/03/2020 7:30	ISS	Townsville	CNS
9149990	TRINITY BAY	PASSENGER/GENERAL CARGO	80.95	12/03/2020 7:30	12/03/2020 8:30	SSW	Cairns	TIS
9403059	AFRICAN SANDERLING	BULK CARRIER	190	12/03/2020 8:30	12/03/2020 13:30	WAGC	Koh Sichang	BNE
9447976	POLYMNIA	BULK CARRIER	291.8	12/03/2020 8:30	12/03/2020 11:00	LBH	Jingtang (Tangshan)	GLT
9482134	SUNNY HOPE	BULK CARRIER	197	12/03/2020 9:00	12/03/2020 10:45	MON	Busan	ABP
9509554	PT KYTHIRA	TUG	26	12/03/2020 10:00	12/03/2020 12:00	PCT	Brisbane	TSV
9515735	KOOMBANA BAY	BULK CARRIER	169.4	12/03/2020 10:04	12/03/2020 11:22	ISS	Merak - Java	MKY
9627497	MARAN GAS EFESSOS	LIQUEFIED GAS TANKER	294.2	12/03/2020 11:45	12/03/2020 15:00	GAC	Sodegaura	GLT
9190597	FOURCROY	LANDING CRAFT	49.8	12/03/2020 12:35	12/03/2020 13:00	SSW	Murray Island	TIS
9743851	ALBATROSS BAY	LANDING CRAFT	64	12/03/2020 13:00	12/03/2020 14:00	SSW	Weipa	CNS
9620126	IVS MERLION	BULK CARRIER	179.9	12/03/2020 14:00	12/03/2020 15:45	WSS	Lae	TSV
9717656	ELISABETH OLDENDORFF	GENERAL CARGO	180	12/03/2020 15:30	12/03/2020 20:30	ISS	Newcastle	BNE

From: [Ellie L. McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - COVID-19 update 55
Date: Thursday, 12 March 2020 5:49:17 PM
Attachments: [MSQ VTS Direction 10-2020 COVID-19.pdf](#)
[MSQ Reef VTS Direction 06-2020 COV-19.pdf](#)
[MSQ COVID-19 Business Continuity Update 11 March 2020.pdf](#)
[General Manager Direction to Masters of all ships Queensland - COVID-19 5 March.pdf](#)
[General Manager Direction to Masters of all ships Queensland - COVID-19 s191A Thursday Island.pdf](#)
[Scheduled arrival report as at 1430 12 March.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 12.03.2020.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

***Please note:** MSQ COVID-19 updates are sent at 1700 daily. Any new information in this daily update will be highlighted in **Bold** for ease of identification.*

Please note: advice on precautionary measures has not changed and can be found at [this link](#).

Vessel Report

Over the course of the last 24 hours (1700 Wednesday 11 March – 1700 Thursday 12 March), **28** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Reports attached).

25 vessels have reported **NO** to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

Two vessels reported **YES** to both having department mainland China or South Korea in the past 14 day's and having crew on board who have visited mainland China or South Korea, both vessels will not enter a Queensland port until the mandatory quarantine period is passed.

One Vessel reported YES to both having departed South Korea and having crew on board who have visited South Korea. The vessel departed South Korea prior to 5 March 2020, therefor has been allowed to proceed as scheduled.

One vessel out of South Korea yesterday reported the Master and AB were recently displaying flu-like symptoms. That vessel is being held at anchor, testing of both crew will occur tomorrow morning, pending results a decision on the ships schedule will be made.

General Mangers Direction

Yesterday the Torres Shire Council Councillors unanimously requested the suspension of visits by cruise ships to Thursday Island based on the specific threat of COVID-19 to their communities. I have sought advice from QLD Health on the threat, specifically relating to the challenges faced by these remote communities and their ability to handle potential mass health impacts.

This afternoon I have issued a new General Managers Direction to bring legal effect to the Councillors request.

This direction applies to the masters of all cruise ships in Queensland waters intending to enter the Thursday Island pilotage area. For the purpose of this direction, a cruise ship means a ship carrying more than 20 passengers, other than a ship operating a ferry service within the pilotage area or a ship supplying provisions to Thursday Island (whether or not it carries passengers).

This direction is effective immediately and continues until rescinded.

Business Continuity Planning

MSQ continues to monitor the unfolding situation with regard to the international spread of COVID-19 and its potential impacts to the Queensland maritime workforce as well as continuity of maritime related business.

MSQs business continuity planning and testing has been attached for your information (*MSQ COVID-19 Business Continuity Update - 11 March*). MSQ further urges all sectors of the maritime industry to ensure individual business continuity plans are both in place and tested.

VTS Directions

VTS Direction 10-2020 and REEF VTS 06-2020 remains in effect.

The two contracted pilotage providers for Torres Strait and Great Barrier Reef Marine Parks have implemented additional precautionary measures in response to COVID-19. These measures are in line with those being adopted by MSQ.

Pilots from the Australian Reef Pilots Pty Ltd and the Torres Pilots Pty Ltd will no longer board vessels until 14 days has been surpassed since departure from Mainland China and South Korea. Furthermore reports of any ship's crew or passenger displaying symptoms potentially associated with COVID-19 will continue to be referred to MSQ who in turn will liaise with QLD Health for advice prior to a decision to embark Pilots, as per standing procedures introduced at the end of January.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

-

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus - www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

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General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters intending to enter a Queensland pilotage area if:

- the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or
- any crew or other person on board the ship (a relevant person) has travelled to or transited through a relevant country in the last 14 days.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship or any relevant person on board the ship left a relevant country, whichever is later.

(To remove any doubt, this means for example that a ship which left a relevant country on 1 March 2020, then called at a port in a country that was not a relevant country on 7 March, taking on a crew member there who had left a relevant country by air on 6 March, may not enter a Queensland pilotage area until 20 March – 14 days after the new crew member left a relevant country. If the ship called at the same two ports but did not take on the crew member, it could enter a Queensland pilotage area on 15 March – 14 days after the ship left a port in a relevant country.)

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The Director General of the World Health Organisation, on the advice of the International Health Regulations (2005) Emergency Committee, declared that the

outbreak of COVID-19 constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The World Health Organisation's *Situation Report No 42* dated 2 March 2020 shows that the virus is spreading to more countries outside mainland China, including countries in the Western Pacific and South-East Asia regions. The report emphasizes that containment of COVID-19 remains the top priority for all countries. Refer: https://www.who.int/docs/default-source/coronaviruse/20200302-sitrep-42-covid-19.pdf?sfvrsn=d863e045_2
- A statement from the Australian Health Protection Principal Committee (AHPPC) published on 27 February 2020 notes that the "global epidemiology of COVID-19 continues to evolve. While there are a decreasing number of cases being reported in mainland China (outside of Hubei province), there is a materially increasing risk of sustained transmission being established in several other countries". Refer: <https://www.health.gov.au/news/australian-health-protection-principal-committee-ahppc-statement-on-coronavirus-covid-19-0>
- The John Hopkins CSSE (Center for Systems Science and Engineering) data on COVID-19 indicates 95,411 confirmed cases and 3,285 fatalities worldwide as at 5 March 2020. Refer: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>
- The Queensland Health public information about COVID-19 is available as a fact sheet. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
5 March 2020

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all cruise ships in Queensland waters intending to enter the Thursday Island pilotage area.

For the purpose of this direction, a cruise ship means a ship carrying more than 20 passengers, other than a ship operating a ferry service within the pilotage area or a ship supplying provisions to Thursday Island (whether or not it carries passengers).

This direction is effective immediately and continues until rescinded.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies not to disembark passengers or crew from the ship in the Thursday Island Pilotage Area

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The Director General of the World Health Organization declared on 11 March 2020 that the worldwide outbreak of COVID-19 could be characterized as a pandemic, and called on countries to take urgent and aggressive action to control it. Refer: <https://www.who.int/dg/speeches/detail/who-director-general-s-opening-remarks-at-the-media-briefing-on-covid-19---11-march-2020>
- The World Health Organisation's *Situation Report No 51* dated 12 March 2020 shows that there have been 118,326 confirmed cases and 47,292 deaths globally, including 37,371 cases and 1,130 deaths outside of China. Refer: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200311-sitrep-51-covid-19.pdf?sfvrsn=1ba62e57_4
- A statement from the Australian Health Protection Principal Committee (AHPPC) published on 27 February 2020 notes that the "global epidemiology of COVID-19 continues to evolve. While there are a decreasing number of cases being reported in mainland China (outside of Hubei province), there is a materially increasing risk of

sustained transmission being established in several other countries". Refer:
<https://www.health.gov.au/news/australian-health-protection-principal-committee-ahppc-statement-on-coronavirus-covid-19-0>

- The Queensland Health public information about COVID-19 is available as a fact sheet. Refer:
<https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>
- I am satisfied that the ability of the Thursday Island community to test for and treat COVID-19 is limited, that the risk of further spread of the virus once introduced would be increased by the nature of the remote island community, and that these factors warrant the issuing of this direction in the public interest.
- Given the potential adverse community impact should COVID-19 be introduced to Thursday Island, the issuing of this direction has been supported by Queensland Health.

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.

Angus Mitchell
General Manager
Maritime Safety Queensland
12 March 2020

Maritime Safety Queensland

Business Continuity Measures Update – 11 March 2020

Background

The novel coronavirus named COVID-19 has been declared a Public Health Emergency of International Concern by the [World Health Organization](#).

Maritime Safety Queensland (MSQ) is taking a strong stance in response to COVID-19 and is putting in place a number of measures to protect the Queensland maritime industry.

External Measures

On 6 February 2020 I issued a General Manager's Direction under s.191A of the *Transport Operations (Marine Safety) Act 1994* that restricts ships that left or transited through a port in mainland China (updated to include South Korea on 5 March) and any crew or other person on board the ship that has travelled or transited through the relevant countries, from entering a Queensland pilotage area until 14 days have elapsed. The General Manager's Direction does not apply to vessels leaving or transiting from Iran or Italy. While this differs from the Australian Government's restrictions, there are few ships arriving directly into Queensland from these countries, and none within a 14-day period.

Whilst I am cognisant of the effect the General Manager's Direction has had on delaying some ships and the associated economic consequence, I remain resolute in my duty to protect Queensland's maritime industry and more broadly the Queensland economy that is underpinned by shipping.

Added to the measures already in place I have instructed MSQ to take steps to ensure business continuity in an evolving environment where COVID-19 potentially spreads more broadly throughout the community. My overriding priority is the welfare of Queensland's maritime industry staff, followed by the safe and efficient movement of maritime trade that ensures the continued economic performance of the state of Queensland.

Internal Measures

MSQ has developed a rigorous planning and assessment program that will test both our internal processes and business resilience whilst ensuring critical service can continue to be delivered to our stakeholders and customers in the event that COVID-19 impacts a broader section of the community (whether directly or indirectly and requiring periods of self-isolation). Over the next two weeks MSQ will conduct rolling tests throughout the state to ensure our workforce can maintain business continuity whilst working remotely from our normal places of business.

MSQs Vessel Traffic Services (VTS) is a critical 24/7 State function safeguarding the movement of vessels into and out of our ports as well as through the Reef and Torres Strait. As such our VTS centres will also undergo a series of controlled exercises including handing over individual port control between the five regionally located centres as well as separating staff within individual centres. As a pre-emptive and precautionary measure MSQ has also already implemented increased security protocols in our VTS centres restricting access to essential personnel only.

Summary

Noting the possibility of reduced workforces due to COVID-19 MSQ, is urging industry partners to share business continuity plans, specifically where actions taken by one entity may have affect on business continuity of other affected partners. MSQ further intends to workshop a variety of scenarios that will lead to a shared understanding of shipping priorities in each port, this includes the critical downstream industries reliant on continued port operations. MSQs Regional Harbour Masters will reach out to the Queensland ports, affected terminal operators and broader maritime industry partners within the next 7 days to begin the process of identify areas at risk and develop mitigation strategies.

The measures being adopted by MSQ, whilst precautionary in nature are prudent given the threat COVID-19 potentially poses to our shipping trade and associated continued prosperity of the state of Queensland.

Please be assured my focus remains firmly on protecting Queensland's maritime industry workforce as well as maintaining the flow of trade in-and-out of our 21 ports.

I encourage all of you to ensure your own business continuity plans are reviewed and tested in light of the environment we are faced with.



Angus Mitchell
General Manager
Maritime Safety Queensland
11 March 2020

MSQ Reef VTS Direction 06/2020

COVID-19 Threat – vessels transiting Reef and Torres Straits

Issued 05 March 2020

Background

In light of Australia's escalated response to the current threat of the COVID-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China or South Korea in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 24 hours at 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond *with "MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 10/2020

COVID-19 Threat – vessels inbound QLD Ports

Issued 09 March 2020

Background

In light of Australia's escalated response to the current threat of the Covid-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- **the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or**
- **the ship intends to enter a Queensland Compulsory pilotage area.**

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China or south Korea.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) **Report whether the vessel has departed mainland China or South Korea within the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea within the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China or South Korea which will be the last time the crew of a vessel will have interacted with a person from Mainland China or South Korea.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time for vessels departing China (+01800 UTC) or 1 hour for those departing South Korea (+0900 UTC) and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with: *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Vessel Name	Ship type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Union Mark	Cargo Ship	Thailand	N/N/N	Nil
	Venus Leader	Car Carrier	Singapore	N/N/N	Nil
	Indus Triumph	Bulk Carrier	Yeosu, South Korea	Y/Y/N	Departed 28 th Feb 2115 KST
	Maran Gas Efessos	Gas Tanker	Japan	N/N/N	Nil
	Andalucia	Cargo Ship	Yangpu, China	Y/Y/N	Departed 27 th Feb 1106 CST
	Aquarius	Tanker	Singapore	N/N/N	Nil
	Ocean Glory	Bulk Carrier	Hong Kong	N/N/N	Departed Hong Kong 01.03.2020.
	Blue Pride	Tanker	Malaysia	N/N/N	Nil
	Lacta	Bulk Carrier	Singapore	N/N/N	Nil
	Yangtze Harmony	Specialised Cargo	Singapore	N/N/N	Nil
	Kota Loceng	Container Ship	Singapore	N/N/N	Nil
	OOCL Texas	Container Ship	Singapore	N/N/N	Nil
	Corona Brave	Bulk Carrier	Busan, South Korea	N/N/N	Nil
	Epic St. Agnes	Gas Tanker	Nipah, Indonesia	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	RTM Wakmatha	Bulk Carrier	Gladstone	N/N/N	

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	IVS Merlion	Bulk Carrier	Papua New Guinea	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Tai Kudos	Bulk Carrier	Taiwan, Taiwan	N/N/N	Nil
	Koombana Bay	Bulk Carrier	Java, Indonesia	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Orsola Bottiglieri	Bulk Carrier	Zhoushan	N/N/N	Nil
	RTM Gladstone	Bulk Carrier	Gove, Australia	N/N/N	Nil
	Seri Bijaksana	Liquified Gas Carrier	Inchon, South Korea	Y/Y/N	Nil, As per GM Maritime Safety Queensland - COVID-19 update 53, vessel exempt from the quarantine period as they departed prior 5 th March. Pilot disembarked 1110/1 st March.
	Dong-A Oknos	Bulk Carrier	Zhoushan, China	N/N/N	Nil
	Polymnia	Bulk Carrier	Jingtang, China	N/N/N	Nil
	Maran Gas Efessos	Liquified Gas Carrier	Sodegaura, Japan	N/N/N	Nil
	Baosteel Elevation	Bulk Carrier	Newcastle, Australia	N/N/N	Nil

	Arcadia Salute	Bulk Carrier	Kure- Hiroshima	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Genova	Container	Jakarta	N/N/N	
	Sofrana Surville	Container	Noumea	N/N/N	

Released under RTI Act - TMR

Known Vessel Arrivals for the next 24hrs for all Queensland ports as at 1430 11March

IMO	Ship	MSQ Ship Type	LOA	Start Time	End Time	Agency	Last Port	Qld Port
9675626	ARCADIA SALUTE	BULK CARRIER	234.98	12/03/2020 18:30	12/03/2020 21:00	SGM	Kure - Hiroshima	GLT
9693484	SL QUOIN ISLAND	TUG	34	12/03/2020 20:45	12/03/2020 22:45	ISS	Port Moresby	GLT
9503225	CELEBES CLOVER	BULK CARRIER	299.99	12/03/2020 20:45	12/03/2020 23:15	ISS	Abbot Point	GLT
9810214	WISBY ATLANTIC	TANKER	183.21	12/03/2020 21:00	12/03/2020 23:15	MON	Etajima	GLT
9599200	GL IGUAZU	BULK CARRIER	239.99	12/03/2020 22:00	13/03/2020 2:30	MON	Chiba	BNE
9131905	MALU TITAN	UTILITY VESSEL	49.8	12/03/2020 23:15	12/03/2020 23:45	SSW	Boigu Island	TIS
9466972	NORTHERN JAGUAR	CONTAINER SHIP	333.59	13/03/2020 2:45	13/03/2020 6:15	GAC	Sydney	BNE
9736626	GOLDEN ACE	TANKER	124	13/03/2020 5:00	13/03/2020 10:00	SGM	Risdon	BNE
9690523	HARVEST LEADER	VEHICLES CARRIER	199.97	13/03/2020 6:00	13/03/2020 7:45	WSS	Yokohama	TSV
9629720	RTM DIAS	BULK CARRIER	234.87	13/03/2020 6:30	13/03/2020 8:00	WSS	Unknown Port	AMR
9722314	THEMIS	VEHICLES CARRIER	199.97	13/03/2020 9:00	13/03/2020 12:30	WSS	Melbourne	BNE
9288461	GORGOPYKOOS	BULK CARRIER	225	13/03/2020 9:00	13/03/2020 10:30	ISS	Kaohsiung	LUC
9310288	ATLAS STRENGTH	BULK CARRIER	228.99	13/03/2020 9:00	13/03/2020 11:30	SGM	Busan	GLT
9717656	ELISABETH OLDENDORFF	GENERAL CARGO	179.99	13/03/2020 9:30	13/03/2020 14:30	ISS	Newcastle	BNE
9633094	DILOS WARRIOR	BULK CARRIER	235	13/03/2020 10:00	13/03/2020 12:45	WSS	Weipa	GLT
9190597	FOURCROY	LANDING CRAFT	49.8	13/03/2020 10:15	13/03/2020 11:00	SSW	Thursday Island	WEI
9348106	RIO MADEIRA	CONTAINER SHIP	286.45	13/03/2020 10:30	13/03/2020 14:15	ISS	Singapore	BNE
9669914	GREEN PLANET	TANKER	183.1	13/03/2020 10:47	13/03/2020 10:48	GAC	Townsville	MKY
9295153	MATAKANA ISLAND	BULK CARRIER	175.53	13/03/2020 14:00	13/03/2020 18:30	WVS	Biringkassi	BNE
9392341	VENUS LEADER	VEHICLES CARRIER	186.03	13/03/2020 15:00	13/03/2020 16:30	WSS	Laem Chabang	TSV
9373046	RTM GLADSTONE	BULK CARRIER	235.67	13/03/2020 15:30	13/03/2020 18:00	WSS	Gove	GLT

From: Daisy Z Leigh on behalf of Angus Mitchell
Bcc: Belinda M Murray; MSQ COVID-19 Update; Jjenkins@wicet.com.au; wtaylor@transshipment.services
Subject: GM Maritime Safety Queensland - COVID-19 update 56
Date: Friday, 13 March 2020 5:10:00 PM
Attachments: MSQ Reef VTS Direction 06-2020 COV-19.pdf
MSQ COVID-19 Business Continuity Update - 11 March 2020.pdf
Regional Shipping Medical Report (MSQ) - 13.03.2020.pdf
General Manager Direction to Masters of all ships Queensland - COVID-19 s191A Thursday Island.pdf
General Manager Direction to Masters of all ships Queensland - COVID-19 5 March.pdf
Scheduled arrival report as at 1445 13 March.pdf
MSQ VTS Direction 10-2020 COVID-19.pdf

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Please note: MSQ COVID-19 updates are sent at 1700 daily. Any new information in this daily update will be highlighted in **Bold** for ease of identification.

Please note: advice on precautionary measures has not changed and can be found at this link.

Vessel Report

Over the course of the last 24 hours (1700 Thursday 12 March – 1700 Friday 13 March), **48** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Reports attached).

43 vessels have reported **NO** to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

2 vessels transiting the Reef reported **YES** to one or both having departed mainland China or South Korea in the past 14 days' and having crew on board who have visited mainland China or South Korea. The RHM and Pilotage companies have been advised.

1 vessels reported **YES** to both having departed mainland China in the past 14 days' and having crew on board who have visited mainland China, the vessel will not enter a Queensland port until the mandatory quarantine period is passed.

2 Vessels reported YES to both having departed South Korea and having crew on board who have visited South Korea. The vessel departed South Korea prior to 5 March 2020, therefor has been allowed to proceed as scheduled.

The previously reported vessel from South Korea who reported the Master and an AB had shown some signs possibly associated with COVID-19 have now undergone swab tests by a Doctor. That vessel remains at anchor and isolated until the results are known.

General Managers Direction

On 12 March, I issued a new General Managers Direction following a unanimous request from the Torres Shire Council Councillors to suspend visits by cruise ships to Thursday Island based on the specific threat of COVID-19 to their communities. QLD Health has provided advice on the threat, specifically relating to the challenges faced by these remote communities and their ability to handle potential mass health impacts.

This direction applies to the masters of all cruise ships in Queensland waters intending to enter the Thursday Island pilotage area. For the purpose of this direction, a cruise ship means a ship carrying more than 20 passengers, other than a ship operating a ferry service within the pilotage area or a ship supplying provisions to Thursday Island (whether or not it carries passengers).

This direction as well as my original direction issued on 5 February to the masters of all ships Queensland, (*Attachment The General Managers Direction to Masters of all ships Queensland – COVID 19_5 March*) remains effective and continues until rescinded.

Business Continuity Planning

MSQ continues to monitor the unfolding situation with regard to the international spread of COVID-19 and its potential impacts to the Queensland maritime workforce as well as continuity of maritime related business.

MSQ's business continuity planning and testing has been attached for your information (*MSQ COVID-19 Business Continuity Update - 11 March*). MSQ further urges all sectors of the maritime industry to ensure individual business continuity plans are both in place and tested.

VTS Directions

VTS Direction 10-2020 and REEF VTS 06-2020 remains in effect.

The two contracted pilotage providers for Torres Strait and Great Barrier Reef Marine Parks have implemented additional precautionary measures in response to COVID-19. These measures are in line with those being adopted by MSQ.

Pilots from the Australian Reef Pilots Pty Ltd and the Torres Pilots Pty Ltd will no longer board vessels until 14 days has been surpassed since departure from Mainland China and South Korea. Furthermore reports of any ship's crew or passenger displaying symptoms potentially associated with COVID-19 will continue to be referred to MSQ who in turn will liaise with QLD Health for advice prior to a decision to embark Pilots, as per standing procedures introduced at the end of January.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to

make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Angus.

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters intending to enter a Queensland pilotage area if:

- the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or
- any crew or other person on board the ship (a relevant person) has travelled to or transited through a relevant country in the last 14 days.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship or any relevant person on board the ship left a relevant country, whichever is later.

(To remove any doubt, this means for example that a ship which left a relevant country on 1 March 2020, then called at a port in a country that was not a relevant country on 7 March, taking on a crew member there who had left a relevant country by air on 6 March, may not enter a Queensland pilotage area until 20 March – 14 days after the new crew member left a relevant country. If the ship called at the same two ports but did not take on the crew member, it could enter a Queensland pilotage area on 15 March – 14 days after the ship left a port in a relevant country.)

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The Director General of the World Health Organisation, on the advice of the International Health Regulations (2005) Emergency Committee, declared that the

outbreak of COVID-19 constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The World Health Organisation's *Situation Report No 42* dated 2 March 2020 shows that the virus is spreading to more countries outside mainland China, including countries in the Western Pacific and South-East Asia regions. The report emphasizes that containment of COVID-19 remains the top priority for all countries. Refer: https://www.who.int/docs/default-source/coronaviruse/20200302-sitrep-42-covid-19.pdf?sfvrsn=d863e045_2
- A statement from the Australian Health Protection Principal Committee (AHPPC) published on 27 February 2020 notes that the "global epidemiology of COVID-19 continues to evolve. While there are a decreasing number of cases being reported in mainland China (outside of Hubei province), there is a materially increasing risk of sustained transmission being established in several other countries". Refer: <https://www.health.gov.au/news/australian-health-protection-principal-committee-ahppc-statement-on-coronavirus-covid-19-0>
- The John Hopkins CSSE (Center for Systems Science and Engineering) data on COVID-19 indicates 95,411 confirmed cases and 3,285 fatalities worldwide as at 5 March 2020. Refer: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>
- The Queensland Health public information about COVID-19 is available as a fact sheet. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
5 March 2020

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all cruise ships in Queensland waters intending to enter the Thursday Island pilotage area.

For the purpose of this direction, a cruise ship means a ship carrying more than 20 passengers, other than a ship operating a ferry service within the pilotage area or a ship supplying provisions to Thursday Island (whether or not it carries passengers).

This direction is effective immediately and continues until rescinded.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies not to disembark passengers or crew from the ship in the Thursday Island Pilotage Area

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The Director General of the World Health Organization declared on 11 March 2020 that the worldwide outbreak of COVID-19 could be characterized as a pandemic, and called on countries to take urgent and aggressive action to control it. Refer: <https://www.who.int/dg/speeches/detail/who-director-general-s-opening-remarks-at-the-media-briefing-on-covid-19---11-march-2020>
- The World Health Organisation's *Situation Report No 51* dated 12 March 2020 shows that there have been 118,326 confirmed cases and 47,292 deaths globally, including 37,371 cases and 1,130 deaths outside of China. Refer: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200311-sitrep-51-covid-19.pdf?sfvrsn=1ba62e57_4
- A statement from the Australian Health Protection Principal Committee (AHPPC) published on 27 February 2020 notes that the "global epidemiology of COVID-19 continues to evolve. While there are a decreasing number of cases being reported in mainland China (outside of Hubei province), there is a materially increasing risk of

sustained transmission being established in several other countries". Refer:
<https://www.health.gov.au/news/australian-health-protection-principal-committee-ahppc-statement-on-coronavirus-covid-19-0>

- The Queensland Health public information about COVID-19 is available as a fact sheet. Refer:
<https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>
- I am satisfied that the ability of the Thursday Island community to test for and treat COVID-19 is limited, that the risk of further spread of the virus once introduced would be increased by the nature of the remote island community, and that these factors warrant the issuing of this direction in the public interest.
- Given the potential adverse community impact should COVID-19 be introduced to Thursday Island, the issuing of this direction has been supported by Queensland Health.

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
12 March 2020

Maritime Safety Queensland

Business Continuity Measures Update – 11 March 2020

Background

The novel coronavirus named COVID-19 has been declared a Public Health Emergency of International Concern by the [World Health Organization](#).

Maritime Safety Queensland (MSQ) is taking a strong stance in response to COVID-19 and is putting in place a number of measures to protect the Queensland maritime industry.

External Measures

On 6 February 2020 I issued a General Manager's Direction under s.191A of the *Transport Operations (Marine Safety) Act 1994* that restricts ships that left or transited through a port in mainland China (updated to include South Korea on 5 March) and any crew or other person on board the ship that has travelled or transited through the relevant countries, from entering a Queensland pilotage area until 14 days have elapsed. The General Manager's Direction does not apply to vessels leaving or transiting from Iran or Italy. While this differs from the Australian Government's restrictions, there are few ships arriving directly into Queensland from these countries, and none within a 14-day period.

Whilst I am cognisant of the effect the General Manager's Direction has had on delaying some ships and the associated economic consequence, I remain resolute in my duty to protect Queensland's maritime industry and more broadly the Queensland economy that is underpinned by shipping.

Added to the measures already in place I have instructed MSQ to take steps to ensure business continuity in an evolving environment where COVID-19 potentially spreads more broadly throughout the community. My overriding priority is the welfare of Queensland's maritime industry staff, followed by the safe and efficient movement of maritime trade that ensures the continued economic performance of the state of Queensland.

Internal Measures

MSQ has developed a rigorous planning and assessment program that will test both our internal processes and business resilience whilst ensuring critical service can continue to be delivered to our stakeholders and customers in the event that COVID-19 impacts a broader section of the community (whether directly or indirectly and requiring periods of self-isolation). Over the next two weeks MSQ will conduct rolling tests throughout the state to ensure our workforce can maintain business continuity whilst working remotely from our normal places of business.

MSQs Vessel Traffic Services (VTS) is a critical 24/7 State function safeguarding the movement of vessels into and out of our ports as well as through the Reef and Torres Strait. As such our VTS centres will also undergo a series of controlled exercises including handing over individual port control between the five regionally located centres as well as separating staff within individual centres. As a pre-emptive and precautionary measure MSQ has also already implemented increased security protocols in our VTS centres restricting access to essential personnel only.

Summary

Noting the possibility of reduced workforces due to COVID-19 MSQ, is urging industry partners to share business continuity plans, specifically where actions taken by one entity may have affect on business continuity of other affected partners. MSQ further intends to workshop a variety of scenarios that will lead to a shared understanding of shipping priorities in each port, this includes the critical downstream industries reliant on continued port operations. MSQs Regional Harbour Masters will reach out to the Queensland ports, affected terminal operators and broader maritime industry partners within the next 7 days to begin the process of identify areas at risk and develop mitigation strategies.

The measures being adopted by MSQ, whilst precautionary in nature are prudent given the threat COVID-19 potentially poses to our shipping trade and associated continued prosperity of the state of Queensland.

Please be assured my focus remains firmly on protecting Queensland's maritime industry workforce as well as maintaining the flow of trade in-and-out of our 21 ports.

I encourage all of you to ensure your own business continuity plans are reviewed and tested in light of the environment we are faced with.



Angus Mitchell
General Manager
Maritime Safety Queensland
11 March 2020

MSQ Reef VTS Direction 06/2020

COVID-19 Threat – vessels transiting Reef and Torres Straits

Issued 05 March 2020

Background

In light of Australia's escalated response to the current threat of the COVID-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China or South Korea in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 24 hours at 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond *with "MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 10/2020

COVID-19 Threat – vessels inbound QLD Ports

Issued 09 March 2020

Background

In light of Australia's escalated response to the current threat of the Covid-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- **the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or**
- **the ship intends to enter a Queensland Compulsory pilotage area.**

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China or south Korea.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) **Report whether the vessel has departed mainland China or South Korea within the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea within the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China or South Korea which will be the last time the crew of a vessel will have interacted with a person from Mainland China or South Korea.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time for vessels departing China (+01800 UTC) or 1 hour for those departing South Korea (+0900 UTC) and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 1600 daily.

Townsville VTS is to submit collated reports to the General Manager MSQ by 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with: *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

From: [Ellie L. McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - COVID-19 update 57
Date: Saturday, 14 March 2020 7:27:46 PM
Attachments: [MSQ Reef VTS Direction 06-2020 COV-19.pdf](#)
[MSQ COVID-19 Business Continuity Update 11 March 2020.pdf](#)
[General Manager Direction to Masters of all ships Queensland - COVID-19 s191A Thursday Island.pdf](#)
[General Manager Direction to Masters of all ships Queensland - COVID-19 5 March.pdf](#)
[MSQ VTS Direction 10-2020 COVID-19.pdf](#)
[Scheduled arrival report as at 1430 14March.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 14.03.2020.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Please note: MSQ COVID-19 updates are sent at 1700 daily. Any new information in this daily update will be highlighted in **Bold** for ease of identification.

Please note: advice on precautionary measures has not changed and can be found at [this link](#).

Vessel Repo3

Over the course of the last 24 hours (1700 Friday 13 March – 1700 Saturday 14 March), **32** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Reports attached).

30 vessels have reported **NO** to mandatory questions regarding crew and transit through mainland China in the past 14 days, and have been able to continue to ports.

2 vessels reported **YES** to both having department mainland China in the past 14 day's and having crew on board who have visited mainland China, the vessel will not enter a Queensland port until the mandatory quarantine period is passed.

The previously reported vessel from South Korea who reported the Master and an AB had shown some signs possibly associated with COVID-19 have now undergone swab tests by a Doctor. That vessel remains at anchor and isolated until the results are known.

General Mangers Direction

On 12 March, I issued a new General Managers Direction following a unanimous request from the Torres Shire Council Councillors to suspend visits by cruise ships to Thursday Island based on the specific threat of COVID-19 to their communities. Queensland Health has provided advice on the threat, specifically relating to the challenges faced by these remote communities and their ability to handle potential mass health impacts.

This direction applies to the masters of all cruise ships in Queensland waters intending to enter the Thursday Island pilotage area. For the purpose of this direction, a cruise ship means a ship carrying more than 20 passengers, other than a ship operating a ferry service within the pilotage area or a ship supplying provisions to Thursday Island (whether or not it carries passengers).

This direction as well as my original direction issued on 5 February to the masters of all ships Queensland, (*Attachment The General Managers Direction to Masters of all ships Queensland – COVID 19_5 March*) remains effective and continues until rescinded.

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Business Continuity Planning

MSQ continues to monitor the unfolding situation with regard to the international spread of COVID-19 and its potential impacts to the Queensland maritime workforce as well as continuity of maritime related business.

MSQs business continuity planning and testing has been attached for your information (*MSQ COVID-19 Business Continuity Update - 11 March*). MSQ further urges all sectors of the maritime industry to ensure individual business continuity plans are both in place and tested.

VTS Directions

VTS Direction 10-2020 and REEF VTS 06-2020 remains in effect.

The two contracted pilotage providers for Torres Strait and Great Barrier Reef Marine Parks have implemented additional precautionary measures in response to COVID-19. These measures are in line with those being adopted by MSQ.

Pilots from the Australian Reef Pilots Pty Ltd and the Torres Pilots Pty Ltd will no longer board vessels until 14 days has been surpassed since departure from Mainland China and South Korea. Furthermore reports of any ship's crew or passenger displaying symptoms potentially associated with COVID-19 will continue to be referred to MSQ who in turn will liaise with QLD Health for advice prior to a decision to embark Pilots, as per standing procedures introduced at the end of January.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

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Conclusion

The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus - www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Angus.

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters intending to enter a Queensland pilotage area if:

- the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or
- any crew or other person on board the ship (a relevant person) has travelled to or transited through a relevant country in the last 14 days.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship or any relevant person on board the ship left a relevant country, whichever is later.

(To remove any doubt, this means for example that a ship which left a relevant country on 1 March 2020, then called at a port in a country that was not a relevant country on 7 March, taking on a crew member there who had left a relevant country by air on 6 March, may not enter a Queensland pilotage area until 20 March – 14 days after the new crew member left a relevant country. If the ship called at the same two ports but did not take on the crew member, it could enter a Queensland pilotage area on 15 March – 14 days after the ship left a port in a relevant country.)

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The Director General of the World Health Organisation, on the advice of the International Health Regulations (2005) Emergency Committee, declared that the

outbreak of COVID-19 constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The World Health Organisation's *Situation Report No 42* dated 2 March 2020 shows that the virus is spreading to more countries outside mainland China, including countries in the Western Pacific and South-East Asia regions. The report emphasizes that containment of COVID-19 remains the top priority for all countries. Refer: https://www.who.int/docs/default-source/coronaviruse/20200302-sitrep-42-covid-19.pdf?sfvrsn=d863e045_2
- A statement from the Australian Health Protection Principal Committee (AHPPC) published on 27 February 2020 notes that the "global epidemiology of COVID-19 continues to evolve. While there are a decreasing number of cases being reported in mainland China (outside of Hubei province), there is a materially increasing risk of sustained transmission being established in several other countries". Refer: <https://www.health.gov.au/news/australian-health-protection-principal-committee-ahppc-statement-on-coronavirus-covid-19-0>
- The John Hopkins CSSE (Center for Systems Science and Engineering) data on COVID-19 indicates 95,411 confirmed cases and 3,285 fatalities worldwide as at 5 March 2020. Refer: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>
- The Queensland Health public information about COVID-19 is available as a fact sheet. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
5 March 2020

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all cruise ships in Queensland waters intending to enter the Thursday Island pilotage area.

For the purpose of this direction, a cruise ship means a ship carrying more than 20 passengers, other than a ship operating a ferry service within the pilotage area or a ship supplying provisions to Thursday Island (whether or not it carries passengers).

This direction is effective immediately and continues until rescinded.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies not to disembark passengers or crew from the ship in the Thursday Island Pilotage Area

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The Director General of the World Health Organization declared on 11 March 2020 that the worldwide outbreak of COVID-19 could be characterized as a pandemic, and called on countries to take urgent and aggressive action to control it. Refer: <https://www.who.int/dg/speeches/detail/who-director-general-s-opening-remarks-at-the-media-briefing-on-covid-19---11-march-2020>
- The World Health Organisation's *Situation Report No 51* dated 12 March 2020 shows that there have been 118,326 confirmed cases and 47,292 deaths globally, including 37,371 cases and 1,130 deaths outside of China. Refer: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200311-sitrep-51-covid-19.pdf?sfvrsn=1ba62e57_4
- A statement from the Australian Health Protection Principal Committee (AHPPC) published on 27 February 2020 notes that the "global epidemiology of COVID-19 continues to evolve. While there are a decreasing number of cases being reported in mainland China (outside of Hubei province), there is a materially increasing risk of

sustained transmission being established in several other countries". Refer:
<https://www.health.gov.au/news/australian-health-protection-principal-committee-ahppc-statement-on-coronavirus-covid-19-0>

- The Queensland Health public information about COVID-19 is available as a fact sheet. Refer:
<https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>
- I am satisfied that the ability of the Thursday Island community to test for and treat COVID-19 is limited, that the risk of further spread of the virus once introduced would be increased by the nature of the remote island community, and that these factors warrant the issuing of this direction in the public interest.
- Given the potential adverse community impact should COVID-19 be introduced to Thursday Island, the issuing of this direction has been supported by Queensland Health.

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
12 March 2020

Maritime Safety Queensland

Business Continuity Measures Update – 11 March 2020

Background

The novel coronavirus named COVID-19 has been declared a Public Health Emergency of International Concern by the [World Health Organization](#).

Maritime Safety Queensland (MSQ) is taking a strong stance in response to COVID-19 and is putting in place a number of measures to protect the Queensland maritime industry.

External Measures

On 6 February 2020 I issued a General Manager's Direction under s.191A of the *Transport Operations (Marine Safety) Act 1994* that restricts ships that left or transited through a port in mainland China (updated to include South Korea on 5 March) and any crew or other person on board the ship that has travelled or transited through the relevant countries, from entering a Queensland pilotage area until 14 days have elapsed. The General Manager's Direction does not apply to vessels leaving or transiting from Iran or Italy. While this differs from the Australian Government's restrictions, there are few ships arriving directly into Queensland from these countries, and none within a 14-day period.

Whilst I am cognisant of the effect the General Manager's Direction has had on delaying some ships and the associated economic consequence, I remain resolute in my duty to protect Queensland's maritime industry and more broadly the Queensland economy that is underpinned by shipping.

Added to the measures already in place I have instructed MSQ to take steps to ensure business continuity in an evolving environment where COVID-19 potentially spreads more broadly throughout the community. My overriding priority is the welfare of Queensland's maritime industry staff, followed by the safe and efficient movement of maritime trade that ensures the continued economic performance of the state of Queensland.

Internal Measures

MSQ has developed a rigorous planning and assessment program that will test both our internal processes and business resilience whilst ensuring critical service can continue to be delivered to our stakeholders and customers in the event that COVID-19 impacts a broader section of the community (whether directly or indirectly and requiring periods of self-isolation). Over the next two weeks MSQ will conduct rolling tests throughout the state to ensure our workforce can maintain business continuity whilst working remotely from our normal places of business.

MSQs Vessel Traffic Services (VTS) is a critical 24/7 State function safeguarding the movement of vessels into and out of our ports as well as through the Reef and Torres Strait. As such our VTS centres will also undergo a series of controlled exercises including handing over individual port control between the five regionally located centres as well as separating staff within individual centres. As a pre-emptive and precautionary measure MSQ has also already implemented increased security protocols in our VTS centres restricting access to essential personnel only.

Summary

Noting the possibility of reduced workforces due to COVID-19 MSQ, is urging industry partners to share business continuity plans, specifically where actions taken by one entity may have affect on business continuity of other affected partners. MSQ further intends to workshop a variety of scenarios that will lead to a shared understanding of shipping priorities in each port, this includes the critical downstream industries reliant on continued port operations. MSQs Regional Harbour Masters will reach out to the Queensland ports, affected terminal operators and broader maritime industry partners within the next 7 days to begin the process of identify areas at risk and develop mitigation strategies.

The measures being adopted by MSQ, whilst precautionary in nature are prudent given the threat COVID-19 potentially poses to our shipping trade and associated continued prosperity of the state of Queensland.

Please be assured my focus remains firmly on protecting Queensland's maritime industry workforce as well as maintaining the flow of trade in-and-out of our 21 ports.

I encourage all of you to ensure your own business continuity plans are reviewed and tested in light of the environment we are faced with.



Angus Mitchell
General Manager
Maritime Safety Queensland
11 March 2020

MSQ Reef VTS Direction 06/2020

COVID-19 Threat – vessels transiting Reef and Torres Straits

Issued 05 March 2020

Background

In light of Australia's escalated response to the current threat of the COVID-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China or South Korea in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 24 hours at 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond *with "MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 10/2020

COVID-19 Threat – vessels inbound QLD Ports

Issued 09 March 2020

Background

In light of Australia's escalated response to the current threat of the Covid-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- **the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or**
- **the ship intends to enter a Queensland Compulsory pilotage area.**

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China or south Korea.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) **Report whether the vessel has departed mainland China or South Korea within the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea within the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China or South Korea which will be the last time the crew of a vessel will have interacted with a person from Mainland China or South Korea.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time for vessels departing China (+01800 UTC) or 1 hour for those departing South Korea (+0900 UTC) and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 1600 daily.

Townsville VTS is to submit collated reports to the General Manager MSQ by 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with: *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Vessel Name	Ship type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Xing Huan Hai	Bulk Carrier	Nagoya, Japan	N/N/N	Nil
	Bomar Rossi	Container Ship	Tauranga, NZ	N/N/N	Nil
	Engiadina	Bulk Carrier	Port Weda, Indonesia	N/N/N	Nil
	Wuhu	Bulk Carrier	Bing Bong, Aust	N/N/N	Nil
	Hamburg Team	Bulk Carrier	Singapore	N/N/N	Nil
	IVS Sparrowhawk	Bulk Carrier	Weipa	N/N/N	Nil
	Alam Kuasa	Bulk Carrier	Singapore	N/N/N	Nil
	Diamantina	Specialised Cargo	Singapore	N/N/N	Nil
	Stena Impeccable	Tanker	Dalian, China	N/N/N	Nil
	First Angelus	Bulk Carrier	Kawasaki, Japan	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Wind Spirit	Passenger ship	Townsville	N/N/N	
	Epic St. Agnes	NGF tanker	Nipah, Indonesia	N/N/N	
	United Ruby	Bulk Carrier	WEIHAI, China	Y/Y/N	Vessel departed mainland China 3rd March PILOT AWAY: 3rd March 2020/1135 hrs LT The 14 day period will expire at 1335 hours 17th March (LT at Weipa). Question 3 will be asked again 2 hrs prior to pilot boarding at 1330 17 th March.

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Tasco Amata	Bitumen Carrier	Thailand	N / N / N	Nil
	Glorious Kamagari	Bulk Carrier	Gresik, Indonesia	N / N / N	Nil
	Yangtze Harmony	Livestock	Singapore, Singapore	N / N / N	Nil
	Samatan	Bulk Carrier	Hong Kong	N / N / N	Nil
	TS Alpha	Bulk Carrier	Brisbane	N / N / N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Yodohime	Bulk Carrier	Osaka, Japan	N/N/N	
	Ledra	Bulk Carrier	CaoFeidan, China	N/N/N	
	Xing Huan Hai	Bulk Carrier	Nagoya, Japan	N/N/N	
	Orsola Bottiglieri	Bulk Carrier	Zhoushan, China	N/N/N	
	Lowlands Nello	Bulk Carrier	Masinloc, Phillipines	N/N/N	
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Dilos Warrior	Amrun, Australia	Bulk Carrier	N/N/N	Nil
	Cosmar	Cigading, Indonesia	Bulk Carrier	N/N/N	Nil
	Cesi Tianjin	Qingdao, China	Liquified Gas Carrier	Y/Y/N	Departed Qingdao 1/3/2020, remaining outside of pilotage area.
	Daiwan Dolphin	Brisbane, Australia	Bulk Carrier	N/N/N	Nil

	Corona Joyful	Chiba, Japan	Bulk Carrier	N/N/N	Nil
	Cesi Lianyungang	Qingdao, China	Liquified Gas Carrier	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Pacific Dawn	Passenger	Port Vila	N/N/N	Nil
	EOS Esperance	Bulk Carrier	Albany	N/N/N	Nil
	CMA CGM Puget	Container	Sydney	N/N/N	Nil

Known Vessel Arrivals for the next 24hrs for all Queensland ports as at 1530 14March

IMO	Ship	MSQ Ship Type	LOA	Start Time	End Time	Agency	Last Port	Qld Port
9248124	CMA CGM PUGET	CONTAINER SHIP	282.1	14/03/2020 16:15	14/03/2020 19:45	ISS	Sydney	BNE
9304253	NAVIOS ASTERIKS	BULK CARRIER	225	14/03/2020 18:30	14/03/2020 21:15	WSS	Lianyungang	WEI
9515735	KOOMBANA BAY	BULK CARRIER	169.37	14/03/2020 18:35	14/03/2020 19:53	ISS	Merak - Java	MKY
9426013	CLAIRE Z	BULK CARRIER	229.2	14/03/2020 18:45	14/03/2020 21:15	LBH	Korea	GLT
9280598	CMA CGM BELLINI	CONTAINER SHIP	277	14/03/2020 20:30	15/03/2020 0:30	ISS	Singapore	BNE
8963612	MALU WARRIOR	LANDING CRAFT	35	14/03/2020 21:00	14/03/2020 21:30	SSW	Lockhart River	TIS
9454151	AM GIJON	BULK CARRIER	292	14/03/2020 22:45	15/03/2020 1:15	MON	Port Kembla	GLT
7726005	MALU TROJAN	LANDING CRAFT	41.31	14/03/2020 23:00	15/03/2020	SSW	Green Island	CNS
9669914	GREEN PLANET	TANKER	183.1	14/03/2020 23:47	15/03/2020 12:00	GAC	Townsville	MKY
9105035	MANDARIN ARROW	GENERAL CARGO	199.7	15/03/2020 0:30	15/03/2020 4:30	ISS	Kaohsiung	BNE
9520895	STAR VEGA	BULK CARRIER	240	15/03/2020 1:30	15/03/2020 3:15	MON		ABP
9329538	OOCL YOKOHAMA	CONTAINER SHIP	260.1	15/03/2020 2:45	15/03/2020 6:15	ISS	Sydney	BNE
9372963	LNG KOLT	LIQUEFIED GAS TANKER	288.6	15/03/2020 4:15	15/03/2020 7:30	WSS	Korea	GLT
9482134	SUNNY HOPE	BULK CARRIER	197	15/03/2020 4:30	15/03/2020 6:15	MON	Busan	ABP
9798832	GEMINI OCEAN	BULK CARRIER	229	15/03/2020 6:00	15/03/2020 6:01	LBH	Suao	HPT
9470806	AKUNA	CEMENT CARRIER	169.37	15/03/2020 6:15	15/03/2020 8:30	ISA	Townsville	GLT
9847891	VENUS	BULK CARRIER	229	15/03/2020 6:30	15/03/2020 9:00	GAC	Hong Kong	GLT
9743174	GOLDEN CALVUS	BULK CARRIER	291.9	15/03/2020 10:00	15/03/2020 11:00	MON	Zhangjiagang	HPT
9669926	GREEN SEA	TANKER	183.1	15/03/2020 10:30	15/03/2020 15:30	GAC	Singapore	BNE
9694579	MAERSK DANUBE	CONTAINER SHIP	255	15/03/2020 10:30	15/03/2020 14:15	ISS	Melbourne	BNE
9624976	BOGA INDAH	BULK CARRIER	229	15/03/2020 12:00	15/03/2020 14:00	WSS	Kinuura	AMR
9528665	CSK BRILLIANCE	BULK CARRIER	292	15/03/2020 13:00	15/03/2020 14:00	MON	Tae'an	HPT
9347982	FRISIA ALLER	CONTAINER SHIP	147.83	15/03/2020 13:30	15/03/2020 17:00	MSC	Sydney	BNE
9114218	WARRENDER	GENERAL CARGO	67.89	15/03/2020 14:00	15/03/2020 14:30	SSW	Cairns	TIS
9363364	YM VANCOUVER	CONTAINER SHIP	260.04	15/03/2020 14:30	15/03/2020 18:00	ISS	Melbourne	BNE

From: [Ellie L. McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - COVID-19 update 58
Date: Sunday, 15 March 2020 6:55:40 PM
Attachments: [MSQ Reef VTS Direction 06-2020 COV-19.pdf](#)
[MSQ COVID-19 Business Continuity Update 11 March 2020.pdf](#)
[General Manager Direction to Masters of all ships Queensland - COVID-19 s191A Thursday Island.pdf](#)
[General Manager Direction to Masters of all ships Queensland - COVID-19 5 March.pdf](#)
[MSQ VTS Direction 10-2020 COVID-19.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 15.03.2020.pdf](#)
[Scheduled arrival report as at 1430 15March.pdf](#)
[Passenger ships arrival schedule -15 to 30 Mar 2020.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

***Please note:** MSQ COVID-19 updates are sent at 1700 daily. Any new information in this daily update will be highlighted in **Bold** for ease of identification.*

Please note: advice on precautionary measures has not changed and can be found at [this link](#).

Attachments (Please note: from tomorrow these attachments will appear as links to the documents)

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General Managers Direction to all Ships Queensland – COVID_5 March
General Managers Direction to all Ships Queensland – COVID-19_s191A Thursday Island
MSQ Reef VTS Direction 06-2020 COV-19
MSQ VTS Direction 10-29020 COVID-19
Regional Shipping Medical Report (vessel arrivals last 24 hours)
Schedule Arrival Report (vessel arrivals next 24 hours)
Passenger Ship Arrival Schedule – 15 to 30 Mar 2020
MSQ COVID-19 Business Continuity Update_11 March 2020

-

Vessel Report

Over the course of the last 24 hours (1700 Saturday 14 March – 1700 Sunday 15 March), **55** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Reports attached).

53 vessels have reported **NO** to mandatory questions, and have been able to continue to ports.

One vessel reported **YES** to both having departed mainland China in the past 14 day's and having crew on board who have visited mainland China, that vessel will not enter a Queensland port until the mandatory quarantine period is passed.

One Vessel reported **YES** to both having departed South Korea and having crew on board who have visited South Korea. The vessel departed South Korea prior to 5 March 2020, therefor has been allowed to proceed as scheduled.

The previously reported vessel from South Korea who reported the Master and an AB had shown some signs possibly associated with COVID-19 yesterday underwent a swab tests by a Doctor. That vessel remains at anchor and isolated, the test results are expected tomorrow (Monday 16 March).

A crew member from an anchored vessel off Hay Point (16 days out of South Korea) is currently being medevaced ashore after suffering breathing difficulties. This vessel will remain at anchor until the crew member is treated and further information is known about their condition.

A crew member from vessel alongside Gladstone has reported feeling unwell after joining from an international flight on 13 March. This case has been assessed by Queensland Health personnel and does not meet the requirements for COVID-19 testing, whilst crew member's condition has improved he will continue to be monitored whilst in Australia.

General Managers Direction

Today the Prime Minister announced that the Australian Government will ban cruise ships from foreign ports from arriving to Australian ports for an initial 30 days and that will go forward on a rolling basis.

A list of all scheduled cruise ship arrivals into Queensland ports for the remainder of the month is at the attachment. Those vessels affected by the Prime Minister's announcement are highlighted in orange. MSQ is already seeing cancellations of these ships.

MSQ is currently looking at berthing and anchoring options for cruise ships that may be forced to lay-up. At this stage, domestic voyages are unaffected by the Prime Minister's announcement, however enhanced medical reporting requirements will still be applied to these vessels.

MSQ is currently seeking Australian Border Force (ABF) advice for crew members who may be joining vessels in Australia via an international flight, and specifically how a 14 day isolation period applies to them. I hope to have some firm guidance by tomorrow's update.

Furthermore, MSQ is looking at repercussions to the flow of freight (including fuel) should further time-based restrictions be necessary for arriving vessels (similar to those arriving from China and South Korea). Industry consultation will occur before any decisions are proposed.

Business Continuity Planning

MSQ continues to monitor the unfolding situation with regard to the international spread of COVID-19 and its potential impacts to the Queensland maritime workforce as well as continuity of maritime related business.

MSQ's business continuity planning and testing has been attached for your information (*MSQ COVID-19 Business Continuity Update - 11 March*). MSQ further urges all sectors of the maritime industry to ensure individual business continuity plans are both in place and tested.

VTS Directions

VTS Direction 10-2020 and REEF VTS 06-2020 remains in effect.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions.

Failure to make full and frank declarations of unwell crew will lead to regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

The safety and wellbeing of our maritime industry personnel will continue to be MSQ's paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus - www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Angus.

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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W: www.msq.qld.gov.au



General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters intending to enter a Queensland pilotage area if:

- the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or
- any crew or other person on board the ship (a relevant person) has travelled to or transited through a relevant country in the last 14 days.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship or any relevant person on board the ship left a relevant country, whichever is later.

(To remove any doubt, this means for example that a ship which left a relevant country on 1 March 2020, then called at a port in a country that was not a relevant country on 7 March, taking on a crew member there who had left a relevant country by air on 6 March, may not enter a Queensland pilotage area until 20 March – 14 days after the new crew member left a relevant country. If the ship called at the same two ports but did not take on the crew member, it could enter a Queensland pilotage area on 15 March – 14 days after the ship left a port in a relevant country.)

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The Director General of the World Health Organisation, on the advice of the International Health Regulations (2005) Emergency Committee, declared that the

outbreak of COVID-19 constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The World Health Organisation's *Situation Report No 42* dated 2 March 2020 shows that the virus is spreading to more countries outside mainland China, including countries in the Western Pacific and South-East Asia regions. The report emphasizes that containment of COVID-19 remains the top priority for all countries. Refer: https://www.who.int/docs/default-source/coronaviruse/20200302-sitrep-42-covid-19.pdf?sfvrsn=d863e045_2
- A statement from the Australian Health Protection Principal Committee (AHPPC) published on 27 February 2020 notes that the "global epidemiology of COVID-19 continues to evolve. While there are a decreasing number of cases being reported in mainland China (outside of Hubei province), there is a materially increasing risk of sustained transmission being established in several other countries". Refer: <https://www.health.gov.au/news/australian-health-protection-principal-committee-ahppc-statement-on-coronavirus-covid-19-0>
- The John Hopkins CSSE (Center for Systems Science and Engineering) data on COVID-19 indicates 95,411 confirmed cases and 3,285 fatalities worldwide as at 5 March 2020. Refer: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>
- The Queensland Health public information about COVID-19 is available as a fact sheet. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
5 March 2020

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all cruise ships in Queensland waters intending to enter the Thursday Island pilotage area.

For the purpose of this direction, a cruise ship means a ship carrying more than 20 passengers, other than a ship operating a ferry service within the pilotage area or a ship supplying provisions to Thursday Island (whether or not it carries passengers).

This direction is effective immediately and continues until rescinded.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies not to disembark passengers or crew from the ship in the Thursday Island Pilotage Area

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The Director General of the World Health Organization declared on 11 March 2020 that the worldwide outbreak of COVID-19 could be characterized as a pandemic, and called on countries to take urgent and aggressive action to control it. Refer: <https://www.who.int/dg/speeches/detail/who-director-general-s-opening-remarks-at-the-media-briefing-on-covid-19---11-march-2020>
- The World Health Organisation's *Situation Report No 51* dated 12 March 2020 shows that there have been 118,326 confirmed cases and 47,292 deaths globally, including 37,371 cases and 1,130 deaths outside of China. Refer: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200311-sitrep-51-covid-19.pdf?sfvrsn=1ba62e57_4
- A statement from the Australian Health Protection Principal Committee (AHPPC) published on 27 February 2020 notes that the "global epidemiology of COVID-19 continues to evolve. While there are a decreasing number of cases being reported in mainland China (outside of Hubei province), there is a materially increasing risk of

sustained transmission being established in several other countries". Refer:
<https://www.health.gov.au/news/australian-health-protection-principal-committee-ahppc-statement-on-coronavirus-covid-19-0>

- The Queensland Health public information about COVID-19 is available as a fact sheet. Refer:
<https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>
- I am satisfied that the ability of the Thursday Island community to test for and treat COVID-19 is limited, that the risk of further spread of the virus once introduced would be increased by the nature of the remote island community, and that these factors warrant the issuing of this direction in the public interest.
- Given the potential adverse community impact should COVID-19 be introduced to Thursday Island, the issuing of this direction has been supported by Queensland Health.

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
12 March 2020

Maritime Safety Queensland

Business Continuity Measures Update – 11 March 2020

Background

The novel coronavirus named COVID-19 has been declared a Public Health Emergency of International Concern by the [World Health Organization](#).

Maritime Safety Queensland (MSQ) is taking a strong stance in response to COVID-19 and is putting in place a number of measures to protect the Queensland maritime industry.

External Measures

On 6 February 2020 I issued a General Manager's Direction under s.191A of the *Transport Operations (Marine Safety) Act 1994* that restricts ships that left or transited through a port in mainland China (updated to include South Korea on 5 March) and any crew or other person on board the ship that has travelled or transited through the relevant countries, from entering a Queensland pilotage area until 14 days have elapsed. The General Manager's Direction does not apply to vessels leaving or transiting from Iran or Italy. While this differs from the Australian Government's restrictions, there are few ships arriving directly into Queensland from these countries, and none within a 14-day period.

Whilst I am cognisant of the effect the General Manager's Direction has had on delaying some ships and the associated economic consequence, I remain resolute in my duty to protect Queensland's maritime industry and more broadly the Queensland economy that is underpinned by shipping.

Added to the measures already in place I have instructed MSQ to take steps to ensure business continuity in an evolving environment where COVID-19 potentially spreads more broadly throughout the community. My overriding priority is the welfare of Queensland's maritime industry staff, followed by the safe and efficient movement of maritime trade that ensures the continued economic performance of the state of Queensland.

Internal Measures

MSQ has developed a rigorous planning and assessment program that will test both our internal processes and business resilience whilst ensuring critical service can continue to be delivered to our stakeholders and customers in the event that COVID-19 impacts a broader section of the community (whether directly or indirectly and requiring periods of self-isolation). Over the next two weeks MSQ will conduct rolling tests throughout the state to ensure our workforce can maintain business continuity whilst working remotely from our normal places of business.

MSQs Vessel Traffic Services (VTS) is a critical 24/7 State function safeguarding the movement of vessels into and out of our ports as well as through the Reef and Torres Strait. As such our VTS centres will also undergo a series of controlled exercises including handing over individual port control between the five regionally located centres as well as separating staff within individual centres. As a pre-emptive and precautionary measure MSQ has also already implemented increased security protocols in our VTS centres restricting access to essential personnel only.

Summary

Noting the possibility of reduced workforces due to COVID-19 MSQ, is urging industry partners to share business continuity plans, specifically where actions taken by one entity may have affect on business continuity of other affected partners. MSQ further intends to workshop a variety of scenarios that will lead to a shared understanding of shipping priorities in each port, this includes the critical downstream industries reliant on continued port operations. MSQs Regional Harbour Masters will reach out to the Queensland ports, affected terminal operators and broader maritime industry partners within the next 7 days to begin the process of identify areas at risk and develop mitigation strategies.

The measures being adopted by MSQ, whilst precautionary in nature are prudent given the threat COVID-19 potentially poses to our shipping trade and associated continued prosperity of the state of Queensland.

Please be assured my focus remains firmly on protecting Queensland's maritime industry workforce as well as maintaining the flow of trade in-and-out of our 21 ports.

I encourage all of you to ensure your own business continuity plans are reviewed and tested in light of the environment we are faced with.



Angus Mitchell
General Manager
Maritime Safety Queensland
11 March 2020

MSQ Reef VTS Direction 06/2020

COVID-19 Threat – vessels transiting Reef and Torres Straits

Issued 05 March 2020

Background

In light of Australia's escalated response to the current threat of the COVID-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China or South Korea in the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea in the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 24 hours at 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond *with "MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 10/2020

COVID-19 Threat – vessels inbound QLD Ports

Issued 09 March 2020

Background

In light of Australia's escalated response to the current threat of the Covid-19, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- **the ship left, or transited through a port in mainland China or South Korea (both of which are a relevant country) in the last 14 days, or**
- **the ship intends to enter a Queensland Compulsory pilotage area.**

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China or south Korea.

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) **Report whether the vessel has departed mainland China or South Korea within the past 14 days.**
- 2) **Report if any Crew Member or passenger has visited Mainland China or South Korea within the past 14 days.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If the answer is **NO** to Questions 1, 2 and 3, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days has elapsed.

The 14 day quarantine period will commence at pilot away time in China or South Korea which will be the last time the crew of a vessel will have interacted with a person from Mainland China or South Korea.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time for vessels departing China (+01800 UTC) or 1 hour for those departing South Korea (+0900 UTC) and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 3, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 1600 daily.

Townsville VTS is to submit collated reports to the General Manager MSQ by 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with: *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

QLD PORT	ETA	VESSEL_LRN	VESSEL_NAME	CLASS_TYPE_NAME	LOA	TO_LOCATION_NAME	AGENCY_CODE	LAST COUNTRY
Cairns	17/03/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	Australia
Port Douglas	18/03/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Port Douglas Anchorage	ISS	#N/A
Brisbane	21/03/2020 05:30	8521232	PACIFIC DAWN	PASSENGER	245.1000	Brisbane Cruise Terminal	ISS	Australia
Brisbane	23/03/2020 08:00	9796250	VIKING ORION	PASSENGER	228.3000	Brisbane Cruise Terminal	WSS	Australia
Cairns	24/03/2020 08:00	9387085	MSC MAGNIFICA	PASSENGER	293.8000	Cairns 04 Wharf	ISS	New Caledonia
Cairns	24/03/2020 08:00	9362530	CELEBRITY SOLSTICE	PASSENGER	317.1900	Cairns Passenger Ship Anchorage 1 YK	WSS	#N/A
Brisbane	25/03/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Brisbane Cruise Terminal	ISS	Australia
Whitsunday	25/03/2020 08:15	9796250	VIKING ORION	PASSENGER	228.3000	Airlie Beach	WSS	Australia
Cairns	26/03/2020 00:01	9292747	CORAL DISCOVERER	PASSENGER	63.1000	Cairns 04 Wharf	CE	Australia
Brisbane	26/03/2020 07:30	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Mooloolaba Anchorage	WSS	Australia
Whitsunday	26/03/2020 08:30	9362530	CELEBRITY SOLSTICE	PASSENGER	317.1900	Airlie Beach	WSS	Australia
Cairns	27/03/2020 08:00	9796250	VIKING ORION	PASSENGER	228.3000	Cairns 04 Wharf	WSS	Australia
Brisbane	27/03/2020 08:00	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Mooloolaba Anchorage	WSS	Australia
Brisbane	28/03/2020 05:45	8521232	PACIFIC DAWN	PASSENGER	245.1000	Brisbane Cruise Terminal	ISS	Australia
Brisbane	28/03/2020 07:30	9362530	CELEBRITY SOLSTICE	PASSENGER	317.1900	Fisherman Island Grain	WSS	Australia
Townsville	28/03/2020 08:15	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Townsville 10	ISS	Australia
Maryborough	28/03/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Kingfisher Bay	ISS	Australia
Thursday Island	29/03/2020 07:00	9796250	VIKING ORION	PASSENGER	228.3000	Normanby Sound Outer Anchorage	WSS	#N/A
Whitsunday	29/03/2020 08:10	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Airlie Beach	WSS	Australia
Whitsunday	30/03/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Pioneer Bay	ISS	Australia
Cairns	30/03/2020 12:30	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Cairns 07 Wharf	WSS	Australia
Cairns	31/03/2020 07:00	9000259	SUN PRINCESS	PASSENGER	261.3100	Cairns 04 Wharf	ISS	#N/A
Port Douglas	31/03/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Port Douglas Anchorage	ISS	#N/A
Cairns	31/03/2020 09:30	9150913	SEA PRINCESS	PASSENGER	261.3100	Cairns 04 Wharf	ISS	Australia
Cairns	01/04/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	C123	ISS	Australia
Cairns	01/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	Australia
Thursday Island	01/04/2020 09:00	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Brisbane Rock West Anchorage	WSS	Australia
Brisbane	02/04/2020 08:00	9784350	SILVER MUSE	PASSENGER	212.8000	Brisbane Cruise Terminal	ISS	Australia
Thursday Island	02/04/2020 10:00	9292747	CORAL DISCOVERER	PASSENGER	63.1000	Inner Harbour Anchorage	CE	Australia
Brisbane	03/04/2020 07:30	9000259	SUN PRINCESS	PASSENGER	261.3100	Brisbane Cruise Terminal	ISS	Papua New Guinea
Brisbane	05/04/2020 06:30	9150913	SEA PRINCESS	PASSENGER	261.3100	Brisbane Cruise Terminal	ISS	Papua New Guinea
Cairns	06/04/2020 08:00	9784350	SILVER MUSE	PASSENGER	212.8000	C123	ISS	Australia
Cairns	07/04/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	#N/A
Brisbane	08/04/2020 07:00	8521220	PACIFIC JEWEL	PASSENGER	245.0800	Tangalooma Anchorage East	ISS	#N/A
Port Douglas	08/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Port Douglas Anchorage	ISS	#N/A
Brisbane	09/04/2020 06:30	9150913	SEA PRINCESS	PASSENGER	261.3100	Brisbane Cruise Terminal	ISS	Australia
Port Douglas	09/04/2020 07:00	9192351	GOLDEN PRINCESS	PASSENGER	289.5100	Port Douglas Anchorage	ISS	Australia
Cairns	10/04/2020 09:00	9000259	SUN PRINCESS	PASSENGER	261.3100	C123	ISS	Australia
Cairns	13/04/2020 18:00	9192351	GOLDEN PRINCESS	PASSENGER	289.5100	SEA	ISS	Australia
Brisbane	14/04/2020 07:30	9477438	QUEEN ELIZABETH	PASSENGER	294.0000	Fisherman Island Grain	ISS	#N/A
Cairns	14/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	#N/A
Port Douglas	14/04/2020 08:00	8521220	PACIFIC JEWEL	PASSENGER	245.0800	Port Douglas Anchorage	ISS	#N/A

Cairns	14/04/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Cairns Passenger Ship Anchorage 1 YK	ISS	Australia
Port Douglas	15/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Port Douglas Anchorage	ISS	#N/A
Brisbane	18/04/2020 05:45	8521232	PACIFIC DAWN	PASSENGER	245.1000 Brisbane Cruise Terminal	ISS	New Caledonia
Cairns	18/04/2020 07:00	9477438	QUEEN ELIZABETH	PASSENGER	294.0000 C123	ISS	Australia
Thursday Island	20/04/2020 08:00	9111319	PAUL GAUGUIN	PASSENGER	153.6600 Brisbane Rock West Anchorage	ISS	Timor-Leste
Cairns	22/04/2020 08:30	9814026	LE LAPEROUSE	PASSENGER	131.4600 C123	WSS	#N/A
Cairns	24/04/2020 08:00	9161716	VOYAGER OF THE SEAS	PASSENGER	311.1200 Cairns Passenger Ship Anchorage 1 YK	WSS	#N/A
Cairns	28/04/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Cairns Passenger Ship Anchorage 1 YK	ISS	#N/A
Port Douglas	29/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Port Douglas Anchorage	ISS	#N/A

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MSQ Region	Vessel Name	Ship type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Darya Moti	Bulk Carrier	Kinuura, Japan	N/N/N	Nil
	LNG Kolt	Tanker	Tongyeong, South Korea	N/N/N	Dep. Tongyeong, South Korea 03/03/2020 0200UTC
	Iolcos Pride	Bulk Carrier	Jiangjiang China	N/N/N	Departed China 28 February 2020
	Dong-A Astra	Bulk Carrier	China	N/N/N	Departed China 1 March 2020 1100hrs
	Shoyo	Bulk Carrier	Onahama, Japan	N/N/N	Nil
	Contship Way	Container	Singapore	N/N/N	Nil
	MSC Banu	Container	Brisbane, Australia	N/N/N	Nil
	Serifos Warrior	Bulk Carrier	Amrun, Australia	N/N/N	Nil
	Shanghai Warrior	Container	New Zealand	N/N/N	Nil
	CMA CGM Coral	Container	Singapore	N/N/N	Nil
	Northern Jaguar	Container	Australian Ports	N/N/N	Nil
	Pericles	Tanker	Kimanis, Malaysia	N/N/N	Nil
	Kirishima Sky	Bulk Carrier	Singapore	N/N/N	Nil
	PS Tokyo	Tanker	Singapore	N/N/N	Nil
	Filia Ariea	General Cargo	Brisbane	N/N/N	Nil
	Gloucester Express	Special Cargo	Haiphong, Vietnam	N/N/N	Nil
	Orange Truth	Bulk Carrier	Higashihirima	N/N/N	Nil
	Mackenzie	Bulk Carrier	Hong Kong	N/N/N	Nil

	Nautical Runa	Bulk Carrier	Port Kembla	N/N/N	Nil
	Pacific Canopus	Bulk Carrier	Zhoushan, China	N/N/N	Departed Zhoushan 29.02.2020.
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Taho Asia	Bulk Carrier	Huanghua, China	Y/Y/N	Vessel departed mainland China 2nd March. PILOT AWAY: 2 nd March 2020/1606 hrs LT The 14 day period will expire at 1806 hours 16th March (LT at Weipa). Question 3 will be asked again 2 hrs prior to pilot boarding at 1315 19 th March.
	Arsinoe	Bulk Carrier	Xingang, China	N/N/N	
	Hong Jing	Bulk Carrier	Shibushi, Japan	N/N/N	

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Star Vega	Bulk Carrier	Vietnam	N/N/N	Nil
	Sunny Hope	Bulk Carrier	Busan, South Korea	N/N/N	Departed Busan 21 Feb
	Ultra Bellambi	Bulk Carrier	Hong Kong	N/N/N	Departed Hong Kong 2212LT 03 Mar
	Don-A Astrea	Bulk Carrier	Zhoushan, China	N/N/N	Departed Zhoushan 01.03.2020 1030 CST
	Orange Truth	Bulk Carrier	Higashihirima, Japan	N/N/N	

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Mineral Faith	Bulk Carrier	Zhenjiang, China	N/N/N	Departed China 10/02/2020
	Koombana Bay	Bulk Carrier	Merka-Java, Indonesia	N/N/N	
	Green Planet	Bulk Carrier	Townsville	N/N/N	
	Gemini Ocean	Bulk Carrier	Suaq, Indonesia	N/N/N	
	Mount Uluru	Bulk Carrier	Tianjin, China	N/N/N	Departed China 31/01/2020
	Golden Calvus	Bulk Carrier	China - Zhangjiagang	N/N/N	Departed China 19/02/2020
	CSK Brilliance	Bulk Carrier	Taeon, South Korea	N/N/N	Departed South Korea 20/02/2020
	Stena Impeccable	Tanker	Dailin, China	N/N/N	Departed China, 29/02/20 ETB 1318 14/03/20
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Claire Z	Korea	Korea	N/N/N	Nil
	AM Gijon	Port Kembla	Port Kembla	N/N/N	Nil
	Akuna	Townsville	Townsville	N/N/N	Nil
	LNG Kolt	South Korea	South Korea	Y/Y/N	Vessel departed South Korea 1100hrs 3/3/2020. RHM advised – Vessel clear to enter as it departed South Korea prior to the 5/3/2020.
	Venus	Hong Kong	Hong Kong	N/N/N	Nil
	Darya Moti	Kinuura, Japan	Kinuura, Japan	N/N/N	Nil

	First Angelus	Kawasaki, Japan	Kawasaki, Japan	N/N/N	Nil
	Nord Copenhagen	Singapore	Singapore	N/N/N	Nil
	Shoyo	Onahama, Japan	Onahama, Japan	N/N/N	Nil
	Iolcos Pride	China	China	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	CMA CGM Bellini	Container	Singapore	N/N/N	Nil
	Mandarin Arrow	General Cargo	Kaohsiung	N/N/N	Nil
	OOCL Yokohama	Container	Sydney	N/N/N	Nil
	Cosco Indonesia	Container	Sydney	N/N/N	Nil
	Maersk Danube	Container	Melbourne	N/N/N	Nil
	New Advance	Tanker	Malaysia	N/N/N	Nil
	Frisia Aller	Container	Sydney	N/N/N	Nil
	YM Vancouver	Container	Melbourne	N/N/N	Nil
	NYK Furano	Container	Hong Kong	N/N/N	Nil

Known Vessel Arrivals for the next 24hrs for all Queensland ports as at 1530 15March

IMO	Ship	MSQ Ship Type	LOA	Start Time	End Time	Agency	Last Port	Qld Port
9362982	SHOYO	BULK CARRIER	224.99	15/03/2020 18:15	15/03/2020 20:45	GAC	Onahama	GLT
9718739	ARSINOE	BULK CARRIER	229	15/03/2020 19:00	15/03/2020 21:45	WSS		WEI
9487952	NYK FURANO	CONTAINER SHIP	266.65	15/03/2020 20:00	15/03/2020 23:30	GAC	Hong Kong	BNE
9850769	JABAL ALMISHT	BULK CARRIER	199.9	15/03/2020 21:30	15/03/2020 23:59	MON	Cam Pha	GLT
9649093	DENSA HAWK	BULK CARRIER	187	15/03/2020 21:45	16/03/2020 0:15	MON	Albany	GLT
9740902	IVS NORTH BERWICK	BULK CARRIER	199.98	15/03/2020 23:00	16/03/2020 4:00	MON	San Lorenzo	BNE
9337212	NEW ADVANCE	TANKER	239	15/03/2020 23:30	16/03/2020 3:30	GAC	Pengerang	BNE
9669926	GREEN SEA	TANKER	183.1	16/03/2020 0:01	16/03/2020 5:00	GAC	Singapore	BNE
9111436	PIONEER	GENERAL CARGO	168.82	16/03/2020 1:21	16/03/2020 2:21	SGM	Sydney	MKY
9705158	SBI LYRA	BULK CARRIER	199.9	16/03/2020 2:00	16/03/2020 3:00	MON	Busan	HPT
9318917	YANGTZE HARMONY	LIVESTOCK CARRIER	132.6	16/03/2020 4:00	16/03/2020 5:45	TSA	Phu-My	TSV
9724192	LOWLANDS NELLO	BULK CARRIER	229	16/03/2020 5:45	16/03/2020 5:46	LBH	Masinloc/Sual	HPT
9748813	SHANDONG FU XIN	BULK CARRIER	229	16/03/2020 5:45	16/03/2020 5:46	LBH	Rizhao	HPT
9625877	W-SMASH	BULK CARRIER	229	16/03/2020 6:00	16/03/2020 7:45	GAC	Bayuquan	ABP
9743851	ALBATROSS BAY	LANDING CRAFT	64	16/03/2020 6:30	16/03/2020 7:30	SSW	Cairns	WEI
9690523	HARVEST LEADER	VEHICLES CARRIER	199.971	16/03/2020 7:00	16/03/2020 10:30	WSS	Townsville	BNE
9470545	STOLT MOMIJI	TANKER	121.52	16/03/2020 7:30	16/03/2020 12:30	WSS	Singapore	BNE
9131905	MALU TITAN	UTILITY VESSEL	49.8	16/03/2020 8:00	16/03/2020 9:00	SSW	Thursday Island	SKR
9498860	SHUN CHANG	BULK CARRIER	230	16/03/2020 9:00	16/03/2020 10:45	WSS	Yeosu (ex Yosu)	ABP
9351036	KOTA LAMBANG	CONTAINER SHIP	261.703	16/03/2020 10:45	16/03/2020 14:15	GAC	Sydney	BNE
9114218	WARRENDER	GENERAL CARGO	67.89	16/03/2020 11:00	16/03/2020 11:30	SSW	Seisia	TIS
9363649	HONG JING	BULK CARRIER	224.86	16/03/2020 11:30	16/03/2020 13:30	WSS	Shibushi	AMR
9802487	NORDPACIFIC	CONTAINER SHIP	195	16/03/2020 12:00	16/03/2020 15:30	ISS	Noumea	BNE
9627514	STAATEN RIVER	TUG	23.5	16/03/2020 12:00	16/03/2020 14:00	SSW	Cairns	TIS
9547984	NORMAN RIVER	TUG	24.45	16/03/2020 14:30	16/03/2020 15:30	SSW	Badu Island	TIS
9673836	ECHO. GR	BULK CARRIER	229	16/03/2020 15:00	16/03/2020 15:01	GAC	Kunsan	HPT

From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 59
Date: Monday, 16 March 2020 7:23:34 PM
Attachments: [Scheduled arrival report as at 1455 16March.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 16.03.2020.pdf](#)
[MSQ COVID-19 Business Continuity Update 11 March 2020.pdf](#)
[Passenger ships arrival schedule -15 to 30 Mar 2020.pdf](#)
Importance: High

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Please note MSQ COVID-19 updates are sent at 1700 daily. Any new information in this daily update will be highlighted in **Bold** for ease of identification.

Advice on precautionary measures, vessel reporting to date and current directions can be accessed at www.msq.qld.gov.au/covid19update.

Vessel Report

Over the course of the last 24 hours (1700 Sunday 15 March – 1700 Monday 16 March), **48** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Report attached).

43 vessels have reported NO to mandatory questions, and have been able to continue to ports.

4 vessel reported YES to both having department mainland China or South Korea in the past 14 day's and having crew on board who have visited mainland China or South Korea, that vessel will not enter a Queensland port until the mandatory quarantine period is passed.

The Vessel from South Korea previously reporting the Master and an AB had shown some signs potentially associated with COVID-19 on 14 March underwent swab tests on Saturday, both have today tested negative to COVID-19. This vessel is now clear to resume its schedule.

The crew member medivac'd off a vessel yesterday at anchor off Hay Point after suffering breathing difficulties has been discharged from hospital today with immediate breathing concerns now no longer present. The crew member however is currently being isolated ashore until results of a COVID-19 tests are known. Until these results are returned his vessel will remain at anchor.

General Manager's Direction

Please find the following documents at the embedded links.

[General Managers Direction to all Ships Queensland – COVID_5 March](#) and [General Managers Direction to all Ships Queensland – COVID-19_s191A Thursday Island](#)

General Manager's Notice

Today I have issued a [General Managers Notice – Extension of expiry date for pilot](#) that extends the expiry date for all Pilot Licences or Pilotage Exemption Certificates that are due to expire within the next six months. This notice will apply to the holder of a pilot licence granted under *Transport Operations (Marine Safety) Regulation 2016* section 71, or a pilotage exemption certificate granted under *Transport Operations (Marine Safety) Regulation 2016* section 166 if the expiry date stated on the authority, or any endorsement to the authority, falls between 16 March 2020 and 15 September 2020.

The expiry date stated on the authority or the expiry date on any endorsement to the authority, is hereby rescinded, and the expiry date of the authority or endorsement is taken to be **16 September 2020**.

No fee will apply to the extension of the expiry date of the authority pursuant to this notice. Please note this notice relates only to the expiry date of relevant existing authorities. It does not affect new applications, or applications to vary or upgrade existing authorities.

This measure has been put in place to minimise the risk of infection to Queensland marine pilots and exempt masters, and to ensure delivery of pilotage services continues with as little impact as possible.

New Government Direction

As of Sunday 15th March, The Australian Government has banned all cruise ships from foreign ports (including round trip international cruises) from arriving at Australian ports for an initial 30 days. There are exceptions to this ban for:

- Australian-flagged vessels

- International cruise ships en route having departed their last overseas port and destined for Australia
- Australian cruise vessels (domestic cruise ships) operating within the Australian Exclusive Economic Zone can continue to operate without restriction
- Round Trip Cruises that are already in progress and currently returning to Australia.

Cruise ships that do not meet the above exemptions, may be approved through the Maritime Traveller Processing Committee (MTPC). These approved cruise ships will be required to go to Brisbane or Sydney.

This restriction will help avoid the risk of a cruise ship arriving with a mass outbreak of the virus and thus requiring a significant response from our health system.

As contained in yesterday's update, a list of all scheduled cruise ship arrivals into Queensland ports for the remainder of the month is at the attachment.

MSQ is currently looking at berthing and anchoring options for cruise ships that may be forced to lay-up. At this stage, domestic voyages are unaffected by the Prime Minister's announcement, however enhanced medical reporting requirements will still be applied to these vessels.

Australian Border Force (ABF) have provided advice that all crew arriving into Australia (by any means) will be required to spend at least 14 days in self-isolation prior to boarding vessels. MSQ has requested this advice be reviewed given the effect it potentially has on delaying departures of vessels out of Queensland ports. I will update as I know more.

Furthermore, MSQ is looking at repercussions to the flow of freight (including fuel) should further time-based restrictions be necessary for arriving vessels (similar to those arriving from China and South Korea). MSQ does not expect any such vessels to arrive within the next 7 days (noting steaming times from closest ports since Prime Minister's announcement). Industry consultation will occur before any decisions are proposed.

Medivac process from Vessels

In light of the recent incidents off the Queensland Coast where crew of foreign-flagged shipping have displayed potential COVID-19 symptoms (all such cases have been relayed in my daily updates), I have sought to confirm medivac procedures with the State Queensland Police Service (QPS) Search and Rescue Coordinator when VTS Centres receive the first advice of crew displaying potential COVID-19 symptoms.

Once VTS relays a report to the Queensland Ambulance Service (QAS), it is the QAS, in consultation with the QPS who assume responsibility under standard SAR arrangements. These agencies will then determine whether a rescue helicopter or transfer vessel is the most appropriate method of transporting the patient and/or transferring a medical personal to conduct a swab test.

Business Continuity Planning

SQ continues to monitor the unfolding situation with regard to the international spread of COVID-19 and its potential impacts to the Queensland maritime workforce as well as continuity of maritime related business.

MSQ's Business Continuity Planning and testing has been attached for your information (*MSQ COVID-19 Business Continuity Update - 11 March*). MSQ further urges all sectors of the maritime industry to ensure individual business continuity plans are both in place and tested.

VTS Directions

[VTS Direction 10-2020](#) and [REEF VTS 06-2020](#) remains in effect.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions.

Failure to make full and frank declarations of unwell crew will lead to regulatory recourse.

Advice to Mariners

An Advice to Mariners advising of the General Manager's Direction to all ships Queensland has been promulgated through Maritime Safety Queensland's website.

The safety and wellbeing of our maritime industry personnel will continue to be MSQs paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution by clicking this [link](#) to subscribe or unsubscribe to these updates.

MSQ's website also includes information and updates on the novel coronavirus: www.msq.qld.gov.au/covid19update.

Regards,

Angus Mitchell
General Manager
Maritime Safety Queensland
Department of Transport and Main Roads

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Maritime Safety Queensland

Business Continuity Measures Update – 11 March 2020

Background

The novel coronavirus named COVID-19 has been declared a Public Health Emergency of International Concern by the [World Health Organization](#).

Maritime Safety Queensland (MSQ) is taking a strong stance in response to COVID-19 and is putting in place a number of measures to protect the Queensland maritime industry.

External Measures

On 6 February 2020 I issued a General Manager's Direction under s.191A of the *Transport Operations (Marine Safety) Act 1994* that restricts ships that left or transited through a port in mainland China (updated to include South Korea on 5 March) and any crew or other person on board the ship that has travelled or transited through the relevant countries, from entering a Queensland pilotage area until 14 days have elapsed. The General Manager's Direction does not apply to vessels leaving or transiting from Iran or Italy. While this differs from the Australian Government's restrictions, there are few ships arriving directly into Queensland from these countries, and none within a 14-day period.

Whilst I am cognisant of the effect the General Manager's Direction has had on delaying some ships and the associated economic consequence, I remain resolute in my duty to protect Queensland's maritime industry and more broadly the Queensland economy that is underpinned by shipping.

Added to the measures already in place I have instructed MSQ to take steps to ensure business continuity in an evolving environment where COVID-19 potentially spreads more broadly throughout the community. My overriding priority is the welfare of Queensland's maritime industry staff, followed by the safe and efficient movement of maritime trade that ensures the continued economic performance of the state of Queensland.

Internal Measures

MSQ has developed a rigorous planning and assessment program that will test both our internal processes and business resilience whilst ensuring critical service can continue to be delivered to our stakeholders and customers in the event that COVID-19 impacts a broader section of the community (whether directly or indirectly and requiring periods of self-isolation). Over the next two weeks MSQ will conduct rolling tests throughout the state to ensure our workforce can maintain business continuity whilst working remotely from our normal places of business.

MSQs Vessel Traffic Services (VTS) is a critical 24/7 State function safeguarding the movement of vessels into and out of our ports as well as through the Reef and Torres Strait. As such our VTS centres will also undergo a series of controlled exercises including handing over individual port control between the five regionally located centres as well as separating staff within individual centres. As a pre-emptive and precautionary measure MSQ has also already implemented increased security protocols in our VTS centres restricting access to essential personnel only.

Summary

Noting the possibility of reduced workforces due to COVID-19 MSQ, is urging industry partners to share business continuity plans, specifically where actions taken by one entity may have affect on business continuity of other affected partners. MSQ further intends to workshop a variety of scenarios that will lead to a shared understanding of shipping priorities in each port, this includes the critical downstream industries reliant on continued port operations. MSQs Regional Harbour Masters will reach out to the Queensland ports, affected terminal operators and broader maritime industry partners within the next 7 days to begin the process of identify areas at risk and develop mitigation strategies.

The measures being adopted by MSQ, whilst precautionary in nature are prudent given the threat COVID-19 potentially poses to our shipping trade and associated continued prosperity of the state of Queensland.

Please be assured my focus remains firmly on protecting Queensland's maritime industry workforce as well as maintaining the flow of trade in-and-out of our 21 ports.

I encourage all of you to ensure your own business continuity plans are reviewed and tested in light of the environment we are faced with.



Angus Mitchell
General Manager
Maritime Safety Queensland
11 March 2020

QLD PORT	ETA	VESSEL_LRN	VESSEL_NAME	CLASS_TYPE_NAME	LOA	TO_LOCATION_NAME	AGENCY_CODE	LAST COUNTRY
Cairns	17/03/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	Australia
Port Douglas	18/03/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Port Douglas Anchorage	ISS	#N/A
Brisbane	21/03/2020 05:30	8521232	PACIFIC DAWN	PASSENGER	245.1000	Brisbane Cruise Terminal	ISS	Australia
Brisbane	23/03/2020 08:00	9796250	VIKING ORION	PASSENGER	228.3000	Brisbane Cruise Terminal	WSS	Australia
Cairns	24/03/2020 08:00	9387085	MSC MAGNIFICA	PASSENGER	293.8000	Cairns 04 Wharf	ISS	New Caledonia
Cairns	24/03/2020 08:00	9362530	CELEBRITY SOLSTICE	PASSENGER	317.1900	Cairns Passenger Ship Anchorage 1 YK	WSS	#N/A
Brisbane	25/03/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Brisbane Cruise Terminal	ISS	Australia
Whitsunday	25/03/2020 08:15	9796250	VIKING ORION	PASSENGER	228.3000	Airlie Beach	WSS	Australia
Cairns	26/03/2020 00:01	9292747	CORAL DISCOVERER	PASSENGER	63.1000	Cairns 04 Wharf	CE	Australia
Brisbane	26/03/2020 07:30	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Mooloolaba Anchorage	WSS	Australia
Whitsunday	26/03/2020 08:30	9362530	CELEBRITY SOLSTICE	PASSENGER	317.1900	Airlie Beach	WSS	Australia
Cairns	27/03/2020 08:00	9796250	VIKING ORION	PASSENGER	228.3000	Cairns 04 Wharf	WSS	Australia
Brisbane	27/03/2020 08:00	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Mooloolaba Anchorage	WSS	Australia
Brisbane	28/03/2020 05:45	8521232	PACIFIC DAWN	PASSENGER	245.1000	Brisbane Cruise Terminal	ISS	Australia
Brisbane	28/03/2020 07:30	9362530	CELEBRITY SOLSTICE	PASSENGER	317.1900	Fisherman Island Grain	WSS	Australia
Townsville	28/03/2020 08:15	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Townsville 10	ISS	Australia
Maryborough	28/03/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Kingfisher Bay	ISS	Australia
Thursday Island	29/03/2020 07:00	9796250	VIKING ORION	PASSENGER	228.3000	Normanby Sound Outer Anchorage	WSS	#N/A
Whitsunday	29/03/2020 08:10	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Airlie Beach	WSS	Australia
Whitsunday	30/03/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Pioneer Bay	ISS	Australia
Cairns	30/03/2020 12:30	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Cairns 07 Wharf	WSS	Australia
Cairns	31/03/2020 07:00	9000259	SUN PRINCESS	PASSENGER	261.3100	Cairns 04 Wharf	ISS	#N/A
Port Douglas	31/03/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Port Douglas Anchorage	ISS	#N/A
Cairns	31/03/2020 09:30	9150913	SEA PRINCESS	PASSENGER	261.3100	Cairns 04 Wharf	ISS	Australia
Cairns	01/04/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	C123	ISS	Australia
Cairns	01/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	Australia
Thursday Island	01/04/2020 09:00	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Brisbane Rock West Anchorage	WSS	Australia
Brisbane	02/04/2020 08:00	9784350	SILVER MUSE	PASSENGER	212.8000	Brisbane Cruise Terminal	ISS	Australia
Thursday Island	02/04/2020 10:00	9292747	CORAL DISCOVERER	PASSENGER	63.1000	Inner Harbour Anchorage	CE	Australia
Brisbane	03/04/2020 07:30	9000259	SUN PRINCESS	PASSENGER	261.3100	Brisbane Cruise Terminal	ISS	Papua New Guinea
Brisbane	05/04/2020 06:30	9150913	SEA PRINCESS	PASSENGER	261.3100	Brisbane Cruise Terminal	ISS	Papua New Guinea
Cairns	06/04/2020 08:00	9784350	SILVER MUSE	PASSENGER	212.8000	C123	ISS	Australia
Cairns	07/04/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	#N/A
Brisbane	08/04/2020 07:00	8521220	PACIFIC JEWEL	PASSENGER	245.0800	Tangalooma Anchorage East	ISS	#N/A
Port Douglas	08/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Port Douglas Anchorage	ISS	#N/A
Brisbane	09/04/2020 06:30	9150913	SEA PRINCESS	PASSENGER	261.3100	Brisbane Cruise Terminal	ISS	Australia
Port Douglas	09/04/2020 07:00	9192351	GOLDEN PRINCESS	PASSENGER	289.5100	Port Douglas Anchorage	ISS	Australia
Cairns	10/04/2020 09:00	9000259	SUN PRINCESS	PASSENGER	261.3100	C123	ISS	Australia
Cairns	13/04/2020 18:00	9192351	GOLDEN PRINCESS	PASSENGER	289.5100	SEA	ISS	Australia
Brisbane	14/04/2020 07:30	9477438	QUEEN ELIZABETH	PASSENGER	294.0000	Fisherman Island Grain	ISS	#N/A
Cairns	14/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	#N/A
Port Douglas	14/04/2020 08:00	8521220	PACIFIC JEWEL	PASSENGER	245.0800	Port Douglas Anchorage	ISS	#N/A

Cairns	14/04/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Cairns Passenger Ship Anchorage 1 YK	ISS	Australia
Port Douglas	15/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Port Douglas Anchorage	ISS	#N/A
Brisbane	18/04/2020 05:45	8521232	PACIFIC DAWN	PASSENGER	245.1000 Brisbane Cruise Terminal	ISS	New Caledonia
Cairns	18/04/2020 07:00	9477438	QUEEN ELIZABETH	PASSENGER	294.0000 C123	ISS	Australia
Thursday Island	20/04/2020 08:00	9111319	PAUL GAUGUIN	PASSENGER	153.6600 Brisbane Rock West Anchorage	ISS	Timor-Leste
Cairns	22/04/2020 08:30	9814026	LE LAPEROUSE	PASSENGER	131.4600 C123	WSS	#N/A
Cairns	24/04/2020 08:00	9161716	VOYAGER OF THE SEAS	PASSENGER	311.1200 Cairns Passenger Ship Anchorage 1 YK	WSS	#N/A
Cairns	28/04/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Cairns Passenger Ship Anchorage 1 YK	ISS	#N/A
Port Douglas	29/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Port Douglas Anchorage	ISS	#N/A

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MSQ Region	Vessel Name	Ship type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	MSC Aditi	Container	Jakarta, Indonesia	N/N/N	Nil
	Maran Gas Amphipolis	Tanker	Daping, China	N/N/N	Dep. China 24 th Feb 2020
	V Due	Bulk Carrier	Philippines	N/N/N	Nil
	Sunleaf Star	Bulk Carrier	Tsuneishi, Japan	N/N/N	Nil
	Caledonian Sky	Passenger	Port Moresby, New Guinea	N/N/N	Nil
	Amis Star	Bulk Carrier	Nanjing, China	Y/Y/N	RHM, Agent, Dep 03/03/2020 0648hrs CST
	RTM Dias	Bulk Carrier	Australian Port	N/N/N	Nil
	Lodestar Pacific	General Cargo	Singapore, Singapore	N/N/N	Nil
	Ivs Sentosa	Bulk Carrier	Adang Bay, Indonesia	N/N/N	Nil
	Axios	Tanker	Napier, New Zealand	N/N/N	Nil
	Pacific Integrity	Bulk Carrier	Singapore	N/N/N	Nil
	Eternal Bliss	Bulk Carrier	Hong Kong, China	N/N/N	Nil
	Inase	Bulk Carrier	Singapore	N/N/N	Nil
	Ikan Jubal	Bulk Carrier	Geelong, Australia	N/N/N	Nil
	Scarlet Falcon	Bulk Carrier	Zhenjiang, China	Y/Y/N	Departed 03.03.20 1030hrs CST
	Star Sapphire	Bulk Carrier	Lyttelton, New Zealand	N/N/N	Nil
	LM Victoria	Bulk Carrier	Zhoushan, China	N/N/N	Departed 01.03.20 1718hrs CST

	Energy Glory	Bulk Carrier	Matsuura, Japan	N/N/N	Nil
	Sulu Sea	Tanker	Brisbane, Australia	N/N/N	Nil
	K&A SP	General Cargo	Chile	N/N/N	Nil
	OOCL Yokohama	Car Carrier	Brisbane, Australia	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Ocean Venus	Bulk Carrier	Taichung, Taiwan	N/N/N	
	Katagalan Wisdom III	Bulk Carrier	Yeosu, South Korea	Y/Y/N	Vessel departed 5 March. Agent advised that the scheduled berthing time (17/0730hours) is within the 14 day quarantine period and that earliest POB time would be 1918 hours 19 March 2020. Q.3 will be asked 2 hours prior to POB.
	Santa Cruz	Bulk Carrier	Yantai, China	Y/Y/N	Vessel departed mainland China 4th March. Pilot away 2022hrs LT 4 th Mar 2020. The 14 day period will expire at 2222hrs LT 18 th Mar at Weipa. Question 3 will be asked again 2 hrs prior to pilot boarding at 1330hrs 20 th March.

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Pacific Canopus	Bulk Carrier	Zhoushan, China	N / N / N	Dep 29/02/2020 2206CST
	Yangtze Harmony	Livestock	Phu-My, Vietnam	N / N / N	Nil
	Corewise OL	Bulk Carrier	Brisbane	N / N / N	Nil
	Shun Chang	Bulk Carrier	Yeosu, South Korea	N / N / N	Dep. 09/Feb
	Wuhu	Bulk Carrier	BingBong	N / N / N	Nil
	Great Rainbow	Bulk Carrier	Shanghai	N/N/N	Departed 23/02/2020
	IVS Sparrowhawk	General Cargo	Karumba	N/N/N	Nil
	Amis Star	Bilk Carrier	Nanching, China	N/N/N	Dep. 23.2.2020
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Ocean Glory	Bulk Carrier	Hong Kong, Hong Kong	N/N/N	Departed Hong Kong 01/03/2020
	Pan Bona	Bulk Carrier	Kwangyang, Sth Korea	N/N/Y	Vessel last port Kwangyang South Korea 27 Feb. 1252AEST 15 March, Whilst at anchor, vessel advised VTS crew member with respiratory difficulties going in and out of consciousness, has previous medical history. JRCC Australia took coordination and sourced Telemedical advice indicated unlikely to be COVID-19 and rescue helicopter subsequently conducted medivac to Mackay Hospital.

					Crewmember has been tested and advised to self-isolate. MSQ assisting with arrangements to return crewman to ship.
	Pioneer	General Cargo	Sydney, Australia	N/N/N	
	Lowlands Nello	Bulk Carrier	Masinloc, Philippines	N/N/N	
	Shandong Fu Xin	Bulk Carrier	Rizhao, China	N/N/N	
	Echo GR	Bulk Carrier	Kunsan, Sth Korea	N/N/N	
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	RTM Weipa	Amrun	Bulk Carrier	N/N/N	Nil
	JABAL ALMISHT	Cam Pha	Bulk Carrier	N/N/N	Nil
	DENSA HAWK	Albany	Bulk Carrier	N/N/N	Nil
	MARAN GAS AMPHIPOLIS	Dafeng, China	LNG Vessel	N/N/N	Nil

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Green Sea	Tanker	Singapore	N/N/N	Nil
	Harvest Leader	Vehicles Carrier	Townsville	N/N/N	Nil
	Stolt Momiji	Tanker	Singapore	N/N/N	Nil
	Kota Lambang	Container	Sydney	N/N/N	Nil
	Nordpacific	Container	Noumea	N/N/N	Nil
	AC Kathryn	Bulk Carrier	Albany	N/N/N	Nil

Known Vessel Arrivals for the next 24hrs for all Queensland ports as at 1455 16March

IMO	Ship	MSQ Ship Type	LOA	Start Time	End Time	Agency	Last Port	Qld Port
9684586	CAPE SORELL	PATROL SHIP	58.1	16/03/2020 16:00	16/03/2020 17:00	RAN		CNS
9701217	MARAN GAS AMPHIPOLIS	LIQUEFIED GAS TANKER	294.9	16/03/2020 17:00	16/03/2020 20:15	GAC	Dafeng	GLT
9131905	MALU TITAN	UTILITY VESSEL	49.8	16/03/2020 17:30	16/03/2020 18:00	SSW	Skardon River	TIS
8963612	MALU WARRIOR	LANDING CRAFT	35	16/03/2020 18:00	16/03/2020 18:30	SSW	Badu Island	TIS
9562453	EOS ESPERANCE	BULK CARRIER	179.99	16/03/2020 18:30	16/03/2020 23:00	MON	Aibany	BNE
9384928	SAKAIDE MARU	BULK CARRIER	254.62	16/03/2020 21:00	16/03/2020 23:30	GAC	Sakaide	GLT
9329552	OOCL TEXAS	CONTAINER SHIP	260.1	16/03/2020 22:00	17/03/2020 1:30	ISS	Singapore	BNE
9839076	DREAM SKY	BULK CARRIER	199.9	17/03/2020 0:01	17/03/2020 2:31	MON	Qinzhou	GLT
9598311	BULK PHILIPPINES	BULK CARRIER	234.98	17/03/2020 0:15	17/03/2020 2:45	ISS	Busan	GLT
9392341	VENUS LEADER	VEHICLES CARRIER	186.03	17/03/2020 1:00	17/03/2020 4:30	WSS	Townsville	BNE
9712656	IVS SPARROWHAWK	GENERAL CARGO	179.99	17/03/2020 5:00	17/03/2020 6:45	MON	Karumba	TSV
9379260	NSU KATSURA	BULK CARRIER	299.7	17/03/2020 5:30	17/03/2020 5:31	GAC	Wakayama	HPT
9563940	INDUS VICTORY	BULK CARRIER	229.25	17/03/2020 6:00	17/03/2020 7:00	WSS	Yeosu (ex Yosu)	HPT
9603908	PACIFIC CANOPUS	BULK CARRIER	295	17/03/2020 6:30	17/03/2020 8:15	LBH	Zhoushan	ABP
9599145	KATAGALAN WISDOM III	BULK CARRIER	240	17/03/2020 7:30	17/03/2020 10:15	WSS		WEI
9381835	GULF MUTTRAH	TANKER	183	17/03/2020 8:00	17/03/2020 12:30	WVS	Yeosu (ex Yosu)	BNE
9341938	RTM WEIPA	BULK CARRIER	235.67	17/03/2020 8:15	17/03/2020 10:45	WSS	Amrun	GLT
9624237	GALAXY ACE	VEHICLES CARRIER	199.97	17/03/2020 8:30	17/03/2020 10:15	GAC	Port Moresby	TSV
9650339	ZHUANG YUAN AO	BITUMEN CARRIER	146	17/03/2020 9:00	17/03/2020 14:00	WVS	Botany Bay	BNE
9326093	TRANS FUTURE 7	VEHICLES CARRIER	199.99	17/03/2020 9:00	17/03/2020 12:30	GAC	Guam	BNE
9782027	MAXWELL	BULK CARRIER	229	17/03/2020 9:30	17/03/2020 11:15	GAC	Busan	ABP
9792424	SUNLEAF STAR	BULK CARRIER	190	17/03/2020 10:00	17/03/2020 11:30	ISS	Tsuneishi	CQP
9792151	GOLDEN SKY	TANKER	142.02	17/03/2020 10:00	17/03/2020 15:00	SGM	Geelong	BNE
9714757	INTERLINK ABILITY	BULK CARRIER	179.95	17/03/2020 10:00	17/03/2020 12:00	MON	Gresik - Java	GLT
9165516	CAPE OSPREY	BULK CARRIER	289	17/03/2020 12:00	17/03/2020 14:30	WSS	Xiamen	GLT
9774288	MG KRONOS	BULK CARRIER	228.95	17/03/2020 12:00	17/03/2020 13:00	WSS	Kimitsu	HPT
9840881	UNITED RUBY	BULK CARRIER	229	17/03/2020 13:00	17/03/2020 15:00	WSS		AMR
9341926	RTM PIIRAMU	BULK CARRIER	235.67	17/03/2020 14:45	17/03/2020 17:30	WSS	Gove	GLT
9606015	FURNESS PORTLAND	BULK CARRIER	177.85	17/03/2020 15:00	17/03/2020 20:00	CNC	Kaohsiung	BNE
9448786	COSCO INDONESIA	CONTAINER SHIP	334	17/03/2020 15:15	17/03/2020 19:15	CSO	Melbourne	BNE
9846110	AQUAVITA AIR	BULK CARRIER	228.995	17/03/2020 15:30	17/03/2020 15:31	LBH	Busan	HPT

From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 60
Date: Tuesday, 17 March 2020 9:15:58 PM
Attachments: Passenger ships arrival schedule -15 to 30 Mar 2020.pdf
Regional Shipping Medical Report (MSO) - 17.03.2020.pdf
Scheduled arrival report as at 1430 17March.pdf
Importance: High

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Please note MSQ COVID-19 updates are sent at 1700 daily. Any new information in this daily update will be highlighted in **Bold** for ease of identification.

Advice on precautionary measures, vessel reporting to date and current directions can be accessed at www.msq.qld.gov.au/covid19update.

Vessel Report

Over the course of the last 24 hours (1700 Monday 16 March – 1700 Tuesday 17 March), **48** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Report attached). **Note, The scheduled arrival report for the next 24 hours is also attached.**

42 vessels have reported NO to mandatory questions, and have been able to continue to ports.

Five vessels reported **YES** to both having department mainland China or South Korea in the past 14 day's and having crew on board who have visited mainland China or South Korea, four of these vessels have passed the mandatory quarantine period, the remaining vessel will not enter a Queensland port until the mandatory quarantine period is passed.

One vessel reported **YES** to both having departed mainland South Korea in the past 14 days and having crew on board who have visited South Korea, as this vessel left prior to 5 March has been exempt from the 14 day period.

The crew member medivac'd off a vessel on Saturday at anchor off Hay Point after suffering breathing difficulties was discharged from hospital yesterday with immediate breathing concerns no longer present. That crew member however is still self-isolating ashore awaiting results of a COVID-19. Until these results are returned his vessel will remain at anchor.

General Manager's Direction

The Australian Government has imposed a self-isolation requirement on all international arrivals, effective from 23:59pm Sunday 15 March 2020. This means that all people - whether they be citizens, residents or otherwise - will be required to self-isolate for 14 days upon arrival in Australia.

MSQ is currently in negotiation with relevant State and Federal industry partners and stakeholders as to whether additional measures may need to be introduced in light of the Australian Government announcement. I expect to be in a position to provide more advice tomorrow.

Please find the following directions at the embedded links.

[General Managers Direction to all Ships Queensland – COVID_5 March](#) and [General Managers Direction to all Ships Queensland – COVID-19_s191A Thursday Island](#)

General Manager's Notice - extension of Pilot Licences or Pilotage Exemption Certificates

On 16 March, I issued a [General Managers Notice – Extension of expiry date for pilot](#) that extends the expiry date for all Pilot Licences or Pilotage Exemption Certificates that are due to expire within the next six months. This notice will apply to the holder of a pilot licence granted under *Transport Operations (Marine Safety) Regulation 2016* section 71, or a pilotage exemption certificate granted under *Transport Operations (Marine Safety) Regulation 2016* section 166 if the expiry date stated on the authority, or any endorsement to the authority, falls between 16 March 2020 and 15 September 2020.

The expiry date stated on the authority or the expiry date on any endorsement to the authority, is hereby rescinded, and the expiry date of the authority or endorsement is taken to be **16 September 2020**.

No fee will apply to the extension of the expiry date of the authority pursuant to this notice. Please note this notice relates only to the expiry date of relevant existing authorities. It does not affect new applications, or applications to vary or upgrade existing authorities.

This measure has been put in place to minimise the risk of infection to Queensland marine pilots and exempt masters, and to ensure delivery of pilotage services continues with as little impact as possible.

New Government Direction – Cruise ships

As of Sunday 15th March, The Australian Government has banned all cruise ships from foreign ports (including round trip international cruises) from arriving at Australian ports for an initial 30 days. There are exceptions to this ban for:

- Australian-flagged vessels
- International cruise ships en route having departed their last overseas port and destined for Australia
- Australian cruise vessels (domestic cruise ships) operating within the Australian Exclusive Economic Zone can continue to operate without restriction
- Round Trip Cruises that are already in progress and currently returning to Australia.

Cruise ships that do not meet the above exemptions, may be approved through the Maritime Traveller Processing Committee (MTPC). These approved cruise ships will be required to go to Brisbane or Sydney.

This restriction will help avoid the risk of a cruise ship arriving with a mass outbreak of the virus and thus requiring a significant response from our health system.

As contained in yesterday's update, a list of all scheduled cruise ship arrivals into Queensland ports for the remainder of the month is at the attachment.

MSQ is currently looking at berthing and anchoring options for cruise ships that may be forced to lay-up. At this stage, domestic voyages are unaffected by the Prime Minister's announcement, however enhanced medical reporting requirements will still be applied to these vessels.

Australian Border Force (ABF) have provided advice that all crew arriving into Australia (by any means) will be required to spend at least 14 days in self-isolation prior to boarding vessels. MSQ has requested this advice be reviewed given the effect it potentially has on delaying departures of vessels out of Queensland ports. I will update as I know more.

Furthermore, MSQ is looking at repercussions to the flow of freight (including fuel) should further time-based restrictions be necessary for arriving vessels (similar to those arriving from China and South Korea). MSQ does not expect any such vessels to arrive within the next 7 days (noting steaming times from closest ports since Prime Minister's announcement). Industry consultation will occur before any decisions are proposed.

Medivac process from Vessels

In light of the recent incidents off the Queensland Coast where crew of foreign-flagged shipping have displayed potential COVID-19 symptoms (all such cases have been relayed in my daily updates), I have sought to confirm medivac procedures with the State Queensland Police Service (QPS) Search and Rescue Coordinator when VTS Centres receive the first advice of crew displaying potential COVID-19 symptoms.

Once VTS relays a report to the Queensland Ambulance Service (QAS), it is the QAS, in consultation with the QPS who assume responsibility under standard SAR arrangements. These agencies will then determine whether a rescue helicopter or transfer vessel is the most appropriate method of transporting the patient and/or transferring a medical personal to conduct a swab test.

VTS Directions

[VTS Direction 10-2020](#) and [REEF VTS 06-2020](#) remain effective.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions.

Failure to make full and frank declarations of unwell crew will lead to regulatory recourse.

Advice to Mariners

An Advice to Mariners advising of the General Manager's Direction to all ships Queensland has been promulgated through Maritime Safety Queensland's website.

The safety and wellbeing of our maritime industry personnel will continue to be MSQ's paramount priority. While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution by clicking this [link](#) to subscribe or unsubscribe to these updates.

MSQ's website also includes information and updates on the novel coronavirus www.msq.qld.gov.au/covid19update.

Regards,

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

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QLD PORT	ETA	VESSEL_LRN	VESSEL_NAME	CLASS_TYPE_NAME	LOA	TO_LOCATION_NAME	AGENCY_CODE	LAST COUNTRY
Cairns	17/03/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	Australia
Port Douglas	18/03/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Port Douglas Anchorage	ISS	#N/A
Brisbane	21/03/2020 05:30	8521232	PACIFIC DAWN	PASSENGER	245.1000	Brisbane Cruise Terminal	ISS	Australia
Brisbane	23/03/2020 08:00	9796250	VIKING ORION	PASSENGER	228.3000	Brisbane Cruise Terminal	WSS	Australia
Cairns	24/03/2020 08:00	9387085	MSC MAGNIFICA	PASSENGER	293.8000	Cairns 04 Wharf	ISS	New Caledonia
Cairns	24/03/2020 08:00	9362530	CELEBRITY SOLSTICE	PASSENGER	317.1900	Cairns Passenger Ship Anchorage 1 YK	WSS	#N/A
Brisbane	25/03/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Brisbane Cruise Terminal	ISS	Australia
Whitsunday	25/03/2020 08:15	9796250	VIKING ORION	PASSENGER	228.3000	Airlie Beach	WSS	Australia
Cairns	26/03/2020 00:01	9292747	CORAL DISCOVERER	PASSENGER	63.1000	Cairns 04 Wharf	CE	Australia
Brisbane	26/03/2020 07:30	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Mooloolaba Anchorage	WSS	Australia
Whitsunday	26/03/2020 08:30	9362530	CELEBRITY SOLSTICE	PASSENGER	317.1900	Airlie Beach	WSS	Australia
Cairns	27/03/2020 08:00	9796250	VIKING ORION	PASSENGER	228.3000	Cairns 04 Wharf	WSS	Australia
Brisbane	27/03/2020 08:00	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Mooloolaba Anchorage	WSS	Australia
Brisbane	28/03/2020 05:45	8521232	PACIFIC DAWN	PASSENGER	245.1000	Brisbane Cruise Terminal	ISS	Australia
Brisbane	28/03/2020 07:30	9362530	CELEBRITY SOLSTICE	PASSENGER	317.1900	Fisherman Island Grain	WSS	Australia
Townsville	28/03/2020 08:15	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Townsville 10	ISS	Australia
Maryborough	28/03/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Kingfisher Bay	ISS	Australia
Thursday Island	29/03/2020 07:00	9796250	VIKING ORION	PASSENGER	228.3000	Normanby Sound Outer Anchorage	WSS	#N/A
Whitsunday	29/03/2020 08:10	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Airlie Beach	WSS	Australia
Whitsunday	30/03/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Pioneer Bay	ISS	Australia
Cairns	30/03/2020 12:30	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Cairns 07 Wharf	WSS	Australia
Cairns	31/03/2020 07:00	9000259	SUN PRINCESS	PASSENGER	261.3100	Cairns 04 Wharf	ISS	#N/A
Port Douglas	31/03/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Port Douglas Anchorage	ISS	#N/A
Cairns	31/03/2020 09:30	9150913	SEA PRINCESS	PASSENGER	261.3100	Cairns 04 Wharf	ISS	Australia
Cairns	01/04/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	C123	ISS	Australia
Cairns	01/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	Australia
Thursday Island	01/04/2020 09:00	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Brisbane Rock West Anchorage	WSS	Australia
Brisbane	02/04/2020 08:00	9784350	SILVER MUSE	PASSENGER	212.8000	Brisbane Cruise Terminal	ISS	Australia
Thursday Island	02/04/2020 10:00	9292747	CORAL DISCOVERER	PASSENGER	63.1000	Inner Harbour Anchorage	CE	Australia
Brisbane	03/04/2020 07:30	9000259	SUN PRINCESS	PASSENGER	261.3100	Brisbane Cruise Terminal	ISS	Papua New Guinea
Brisbane	05/04/2020 06:30	9150913	SEA PRINCESS	PASSENGER	261.3100	Brisbane Cruise Terminal	ISS	Papua New Guinea
Cairns	06/04/2020 08:00	9784350	SILVER MUSE	PASSENGER	212.8000	C123	ISS	Australia
Cairns	07/04/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	#N/A
Brisbane	08/04/2020 07:00	8521220	PACIFIC JEWEL	PASSENGER	245.0800	Tangalooma Anchorage East	ISS	#N/A
Port Douglas	08/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Port Douglas Anchorage	ISS	#N/A
Brisbane	09/04/2020 06:30	9150913	SEA PRINCESS	PASSENGER	261.3100	Brisbane Cruise Terminal	ISS	Australia
Port Douglas	09/04/2020 07:00	9192351	GOLDEN PRINCESS	PASSENGER	289.5100	Port Douglas Anchorage	ISS	Australia
Cairns	10/04/2020 09:00	9000259	SUN PRINCESS	PASSENGER	261.3100	C123	ISS	Australia
Cairns	13/04/2020 18:00	9192351	GOLDEN PRINCESS	PASSENGER	289.5100	SEA	ISS	Australia
Brisbane	14/04/2020 07:30	9477438	QUEEN ELIZABETH	PASSENGER	294.0000	Fisherman Island Grain	ISS	#N/A
Cairns	14/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	#N/A
Port Douglas	14/04/2020 08:00	8521220	PACIFIC JEWEL	PASSENGER	245.0800	Port Douglas Anchorage	ISS	#N/A

Cairns	14/04/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Cairns Passenger Ship Anchorage 1 YK	ISS	Australia
Port Douglas	15/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Port Douglas Anchorage	ISS	#N/A
Brisbane	18/04/2020 05:45	8521232	PACIFIC DAWN	PASSENGER	245.1000 Brisbane Cruise Terminal	ISS	New Caledonia
Cairns	18/04/2020 07:00	9477438	QUEEN ELIZABETH	PASSENGER	294.0000 C123	ISS	Australia
Thursday Island	20/04/2020 08:00	9111319	PAUL GAUGUIN	PASSENGER	153.6600 Brisbane Rock West Anchorage	ISS	Timor-Leste
Cairns	22/04/2020 08:30	9814026	LE LAPEROUSE	PASSENGER	131.4600 C123	WSS	#N/A
Cairns	24/04/2020 08:00	9161716	VOYAGER OF THE SEAS	PASSENGER	311.1200 Cairns Passenger Ship Anchorage 1 YK	WSS	#N/A
Cairns	28/04/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Cairns Passenger Ship Anchorage 1 YK	ISS	#N/A
Port Douglas	29/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Port Douglas Anchorage	ISS	#N/A

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MSQ Region	Vessel Name	Ship type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Silver Lady	Bulk Carrier	Philippines	N/N/N	Nil
	Majestic Sky	Bulk Carrier	Dalian, China	Y/Y/N	Dep 3 March 2020 1700hrs. Hay Point VTS advised.
	Yasa Eagle	Bulk Carrier	Quingdao, China	N/N/N	Dep 29 Feb 2020 0250UTC
	Harvest Sky	Bulk Carrier	Jingtang, China	N/N/N	Dep 1 March 2020 0930hrs
	Legato II	Bulk Carrier	Nadahama, Japan	N/N/N	Nil
	Kondili	Cement Carrier	Newcastle	N/N/N	Nil
	Galaxy Ace	Vehicles Carrier	Port Moresby	N/N/N	Nil
	PRT Vega	Bulk Carrier	Shidongkou, China	N/N/N	Dep Shidongkou 02.03.2020
	Sargam	Bulk Carrier	Gove	N/N/N	Nil
	Cape Legacy	Bulk Carrier	Jiangyin, China	Y/Y/N	Dep 03 Mar 2020 1100hrs.
	Beautrophy	Cargo Ship	Indonesia	N/N/N	Nil
	Nord Crux	Bulk Carrier	Jingtang, China	Y/Y/N	Dep Jingtang 03.03.2020 1130 CST.
	Rio Blanco	Container Ship	Malaysia	N/N/N	Nil
	China Steel Integrity	Bulk Carrier	Kaohsiung, Taiwan	N/N/N	Nil
	Albatross Bay	RORO	Weipa, Australia	N/N/N	Nil
	Triton Swan	Bulk Carrier	Zhoushan, China	Y/Y/N	Dep Zhoushan 03.03.2020 1106 CST.
	GH Harmony	Bulk Carrier	Dalian, China	N/N/N	Dep China 03.03.2020 1142 CST.

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Sunleaf Star	Bulk carrier	Tsuneishi, Japan	N/N/N	
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	IVS Sparrowhawk	General Cargo	Karumba	N/N/N	Nil
	Gloucester Express	Specialised Cargo	Vietnam	N/N/N	Nil
	Diamantina	Livestock	Singapore	N/N/N	Nil
	Galaxy Ace	Vehicles Carrier	Port Moresby	N/N/N	Nil
	Ocean Garnet	Bulk Carrier	Quingdao, China	N/N/N	Nil
	PS Tokyo	Tanker	Singapore	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Energy Glory	Bulk Carrier	Matsuura, Japan	N/N/N	
	Indus Victory	Bulk Carrier	Busan, South Korea	N/N/N	
	NSU Katsura	Bulk Carrier	Wakayama, Japan	N/N/N	
	Scarlet Falcon	Bulk Carrier	Zhenjiang, China	Y/Y/N	Departed 03.03.2020 0230 Local Quarantine ends 18.03.2020 0430 AEST
	Aquavita Air	Bulk Carrier	Busan, South Korea	N/N/N	
	LM Victoria	Bulk Carrier	Kaohsiung, Taiwan	N/N/N	

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Sakaide Maru	Bulk Carrier	Sakaide, Japan	N/N/N	Nil
	Star Sapphire	Bulk Carrier	New Zealand	N/N/N	Nil
	Bulk Philippines	Bulk Carrier	Qinzhou, China	N/N/N	Nil
	Dream Sky	Bulk Carrier	Busan, South Korea	N/N/N	Nil
	RTM Weipa	Bulk Carrier	Amrun, Australia	N/N/N	Nil
	Samatan	Bulk Carrier	Abbott Point	N/N/N	Nil
	Interlink Ability	Bulk Carrier	Gresik, Indonesia	N/N/N	Nil
	Kondili	Cement Carrier	Newcastle, Australia	N/N/N	Nil
	RTM Piiramu	Bulk Carrier	Gove, Australia	N/N/N	Nil
	Harvest Sky	Bulk Carrier	Jingtang, China	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Furness Portland	Bulk Carrier	Kaohsiung	N/N/N	Nil
	OOCL Texas	Container	Singapore	N/N/N	Nil
	Venus Leader	Vehicles Carrier	Townsville	N/N/N	Nil
	Gulf Muttrah	Tanker	Yeosu, South Korea	Y/Y/N	Vessel departed South Korea prior to the 05/03/20
	Zhuang Yuan Ao	Bitumen Carrier	Sydney	N/N/N	Nil
	Energy Triumph	Crude Tanker	El Suweis	N/N/N	Nil

	Golden Sky	Product Tanker	Geelong	N/N/N	Nil
	Trans Future 7	Vehicle Carrier	Guam	N/N/N	Nil

Released under RTI Act - TMR

Known Vessel Arrivals for the next 24hrs for all Queensland ports as at 1430 17March

IMO	Ship	MSQ Ship Type	LOA	Start Time	End Time	Agency	Last Port	Qld Port
9684603	CAPE LEVEQUE	PATROL SHIP	58.1	17/03/2020 15:45	17/03/2020 16:30	TRL	Unknown Port	CNS
9841316	KNIGHT WATCH	TUG	26	17/03/2020 17:30	17/03/2020 19:00	CPCON	Cairns	WEI
9424649	PS TOKYO	TANKER	179.9	17/03/2020 18:00	17/03/2020 19:45	GAC	Singapore	TSV
9704661	SIMA GISELLE	CONTAINER SHIP	239.82	17/03/2020 18:45	17/03/2020 22:15	ISS	Kaohsiung	BNE
9448786	COSCO INDONESIA	CONTAINER SHIP	334	17/03/2020 20:00	18/03/2020 23:59	CSQ	Melbourne	BNE
9611747	CS SALUBRITY	BULK CARRIER	295	17/03/2020 20:00	17/03/2020 20:01	LBH	Tianjin	HPT
9367633	KONDILI	CEMENT CARRIER	169.26	17/03/2020 20:45	17/03/2020 23:15	ISA	Newcastle	GLT
9603350	CAPE SASANQUA	BULK CARRIER	300	18/03/2020 0:30	18/03/2020 1:30	MON	Hirohata	HPT
9337212	NEW ADVANCE	TANKER	239	18/03/2020 1:00	18/03/2020 6:30	GAC	Pengerang	BNE
9830082	TRANSCENDEN GRACE	BULK CARRIER	229	18/03/2020 1:00	18/03/2020 3:30	SGM	Rizhao	GLT
9494876	SG PEGASUS	TANKER	132.07	18/03/2020 3:00	18/03/2020 8:00	ISS	Adelaide	BNE
9758492	XING CHANG HAI	BULK CARRIER	228.99	18/03/2020 4:30	18/03/2020 4:31	GAC	Longkou	HPT
9696280	CORAL KNIGHT	TUG/SUPPLY SHIP (O.R.S.V.)	60.5	18/03/2020 6:00	19/03/2020 7:00	ISS		CNS
9625877	W-SMASH	BULK CARRIER	229	18/03/2020 6:30	18/03/2020 8:15	GAC	Bayuquan	ABP
9694749	CESI TIANJIN	LIQUEFIED GAS TANKER	289.981	18/03/2020 7:45	18/03/2020 10:45	WSS	Qingdao	GLT
9775153	UNION MARK	BULK CARRIER	179.97	18/03/2020 8:00	18/03/2020 13:00	ISS	Cairns	BNE
9750256	PAN AFRICA	LIQUEFIED GAS TANKER	284.52	18/03/2020 8:45	18/03/2020 12:00	GAC	Sungai Way	GLT
9782027	MAXWELL	BULK CARRIER	229	18/03/2020 9:30	18/03/2020 11:15	GAC	Busan	ABP
9280615	CMA CGM MOZART	CONTAINER SHIP	277	18/03/2020 10:00	18/03/2020 13:30	ISS	Sydney	BNE
9165516	CAPE OSPREY	BULK CARRIER	289	18/03/2020 11:45	18/03/2020 14:15	WSS	Xiamen	GLT
9597238	TRANSATLANTIC	BULK CARRIER	229.02	18/03/2020 12:00	18/03/2020 13:00	WSS	Longkou	HPT
9190597	FOURCROY	LANDING CRAFT	49.8	18/03/2020 14:00	18/03/2020 14:30	SSW	Mornington	TIS
9289910	MORNING MIDAS	VEHICLES CARRIER	182.8	18/03/2020 14:30	18/03/2020 18:00	WSS	Yokohama	BNE
9709233	INTERLINK MOBILITY	BULK CARRIER	179.95	18/03/2020 15:00	18/03/2020 16:45	TSA	Brisbane	TSV
9721671	STELLA LAURA	BULK CARRIER	295	18/03/2020 15:00	18/03/2020 17:30	LBH	Port Kembla	GLT

From: Ellie L. McKinney on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 61
Date: Wednesday, 18 March 2020 9:48:09 PM
Attachments: Passenger ships arrival schedule -15 to 30 Mar 2020.pdf
Scheduled arrival report as at 1530 18March-TM10331769.pdf
Regional Shipping Medical Report (MSQ) - 18.03.2020.pdf
General Manager Direction to Masters of all Ships Queensland - COVID-19 15 March International Vessels.pdf

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Please note MSQ COVID-19 updates are sent **each evening**. Any new information in this daily update will be highlighted in **Bold** for ease of identification.

Advice on precautionary measures, vessel reporting to date and current directions can be accessed at www.msq.qld.gov.au/covid19update.

Vessel Report

Over the course of the last 24 hours (1700 Tuesday 17 March – 1700 Wednesday 18 March), **49** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Report attached). Note, The scheduled arrival report for the next 24 hours is also attached.

46 vessels have reported NO to mandatory questions, and have been able to continue to ports.

Three vessels reported YES to both having department mainland China or South Korea in the past 14 days and having crew on board who have visited mainland China or South Korea, **these four vessels** will not enter a Queensland port until the mandatory quarantine period has passed.

The crew member medivac'd off a vessel on Saturday at anchor off Hay Point after suffering breathing difficulties has been discharged from hospital. That crew member however is still self-isolating ashore awaiting results of a COVID-19. Until these results are returned his vessel will remain at anchor.

General Manager's Direction – 'COVID-19 15 March International Vessels'

On 15 March 2020, The Australian Government imposed a self-isolation requirement on all international arrivals, effective from 23:59 Sunday 15 March 2020. This means that all people - whether they be citizens, residents or otherwise - will be required to self-isolate for 14 days upon arrival in Australia.

In line with this governments direction, this morning I issued the attached [General Managers direction](#) to all ships intending to enter a Queensland pilotage area if :

- the ship left, or transited through a port outside Australian Territorial Waters after 2359 hours Australian Standard Time on 15 March 2020, or
- any crew or other person on board (a relevant person) has travelled to or transited through a country outside Australia after 2359 hours Australian Standard Time on 15 March 2020.

This means that all ships, regardless of last international port, must not enter a Queensland pilotage area until 14 days have elapsed since the ship or any relevant person on board the ship left a foreign country, whichever is later. Note: This only applies to vessels that departed their last port AFTER 23:59 15 March 2020.

I appreciate this Direction may have a range of impacts to the normal movement of trade through Queensland's ports.

Where 'exceptional' circumstances exist specific exemptions may be considered by the General Manager of MSQ. This will only apply where significant disruption to the supply of essential trade to the State (or the provision of trade to Pacific Island nations) can be demonstrated. Such cases will only be considered where sufficient risk mitigation measures can be demonstrated, and verified, that protect Queensland's maritime workforce. Maritime industry workforce welfare and continuity of service provision will be the overriding consideration in assessing any requests.

Any requests for exemptions will be considered in consultation with Queensland Health. Request for exemption are to be made in writing to angus.g.mitchell@msq.qld.gov.au

This Direction should mean that once this it takes full effect (ie 29 March - 14 days since the Government announcement) all international seafarers should be able to access normal shore leave provisions.

Please find the previously issued General Managers Directions at the embedded links.

[General Managers Direction to all Ships Queensland – COVID_5 March](#)

[General Managers Direction to all Ships Queensland – COVID-19_s191A Thursday Island](#)

Exemptions to the General Manager's Direction – 'COVID-19_15 March International Vessels'

Following this morning's promulgation of 'GM Direction – COVID-19_15 March International Vessels' a number of requests for exemptions have been received and processed.

MSQ has stood up a dedicated taskforce to assess all such requests. Assessments will be based on whether the request is justified as being 'a significant disruption to the supply of essential trade to the State' as well as whether 'sufficient risk mitigation measures can be demonstrated, and verified, that protect Queensland's maritime workforce'. Additional guidance on the assessment of requests will be promulgated tomorrow.

Requests that fall outside these strict criteria will not be considered.

Following discussions with Maritime New Zealand, shipping lines, Queensland ports and Queensland Health I have been able to grant the following 'country specific' exemptions to the Direction (noting individual ships will also be assessed);

- New Zealand
- Papua New Guinea
- South West Pacific Nations (to be defined by specific island states).

Vessels departing from these countries have been deemed eligible for exemption based on the following:

- Respective countries have taken early and proactive national measures to control boarders to incoming passengers,
- Current rates of *in-country* infection are reported as low (New Zealand-20, PNG-0, SW Pacific – 0),
- Verified port precautionary practices,
- Geographical isolation.

These country specific exemptions will be reviewed weekly or in the event information is received that changes their specific risk profile.

Additionally, MSQ is aware that in the case of Papua New Guinea and South West Pacific Islands, the continued provision of essential goods is critical for these isolated and vulnerable nations during the current COVID-19 pandemic.

In assessing all requests I will continue to be guided maintaining the wellbeing of Queensland's maritime workforce and ensuring the continued provision of vital maritime services in-and-out of Queensland ports over the coming challenging months. Equally, the welfare of our international seafarers is an important consideration in the measures I have adopted.

General Manager's Notice – extension of Pilot Licences or Pilotage Exemption Certificates

On 16 March, I issued a [General Managers Notice – Extension of expiry date for pilot](#) that extends the expiry date for all Pilot Licences or Pilotage Exemption Certificates that are due to expire within the next six months. This notice will apply to the holder of a pilot licence granted under *Transport Operations (Marine Safety) Regulation 2016* section 71, or a pilotage exemption certificate granted under *Transport Operations (Marine Safety) Regulation 2016* section 166 if the expiry date stated on the authority, or any endorsement to the authority, falls between 16 March 2020 and 15 September 2020.

The expiry date stated on the authority or the expiry date on any endorsement to the authority, is hereby rescinded, and the expiry date of the authority or endorsement is taken to be 16 September 2020.

No fee will apply to the extension of the expiry date of the authority pursuant to this notice. Please note this notice relates only to the expiry date of relevant existing authorities. It does not affect new applications, or applications to vary or upgrade existing authorities.

This measure has been put in place to minimise the risk of infection to Queensland marine pilots and exempt masters, and to ensure delivery of pilotage services continues with as little impact as possible.

VTS Directions

VTS Direction 11-2020

REEF VTS 07-2020 are in effect

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions.

Failure to make full and frank declarations of unwell crew will lead to regulatory recourse.

Advice to Mariners

An Advice to Mariners advising of the General Manager's Direction to all ships Queensland has been promulgated through Maritime Safety Queensland's website.

The safety and wellbeing of our maritime industry personnel will continue to be MSQs paramount priority. While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution by clicking this [link](#) to subscribe or unsubscribe to these updates.

MSQ's website also includes information and updates on the novel coronavirus www.msq.qld.gov.au/covid19update.

Regards,

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

Floor 2 | 61 Mary Street | Brisbane QLD 4000.

GPO Box 2595 | Brisbane Qld 4001

E:angus.g.mitchell@msq.qld.gov.au

W:www.msq.qld.gov.au



General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters intending to enter a Queensland pilotage area if:

- the ship left, or transited through a port outside Australian Territorial Waters after 2359 hours Australian Standard Time on 15 March 2020, or
- any crew or other person on board (a relevant person) has travelled to or transited through a country outside Australia after 2359 hours Australian Standard Time on 15 March 2020.

Unless prior written approval has been obtained from the General Manager of Maritime Safety Queensland.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship or any relevant person on board the ship left a country outside Australia, whichever is later.

(To remove any doubt, this means for example that a ship which left a port outside Australian Territorial Waters after 2359 on 15 March 2020 may not enter a Queensland pilotage area until 14 days after the ship left the port, but if after leaving that port the ship took aboard a person who had been present in a country outside Australia after 2359 on 15 March, the ship may not enter a Queensland pilotage area until 14 days after the person left the country outside Australia.)

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The Prime Minister announced on Sunday 15 March, on behalf of the National Cabinet, that Australia's task over the next six months will be to slow the spread of COVID-19. The National Security Committee resolved to impose a universal precautionary self-isolation requirement on all international arrivals to Australia, effective from midnight 15 March. Refer <https://www.pm.gov.au/media/transcript-press-conference>
- The Director General of the World Health Organisation, on the advice of the International Health Regulations (2005) Emergency Committee, declared that the outbreak of COVID-19 constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))
- The World Health Organisation's *Situation Report No 56* dated 16 March shows that the virus is spreading to more countries outside mainland China, including countries in the Western pacific and South-East Asia regions. Containment of COVID-19 remains a top priority for all countries. Refer: https://www.who.int/docs/default-source/coronaviruse/situation-reports/20200316-sitrep-56-covid-19.pdf?sfvrsn=9fda7db2_2
- A statement from the Australian Health Protection Principal Committee (AHPPC) published on 27 February notes that the "global epidemiology of COVID-19 continues to evolve. While there are a decreasing number of cases being reported in mainland China (outside of Hubei province), there is a materially increasing risk of sustained transmission being established in several other countries". Refer: <https://www.health.gov.au/news/australian-health-protection-principal-committee-ahppc-statement-on-coronavirus-covid-19-0>
- The John Hopkins CSSE (Center for Systems Science and Engineering) data on COVID-19 indicates 182,405 confirmed cases and 7,154 fatalities worldwide as at 17 March 2020. Refer: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>
- The Queensland Health public information about COVID-19 is available as a fact sheet. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
17 March 2020

General Manager's Direction

Transport Operations (Marine Safety) Act 1994

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- The John Hopkins CSSE (Center for Systems Science and Engineering) data on COVID-19 indicates 182,405 confirmed cases and 7,154 fatalities worldwide as at 17 March 2020. Refer: <https://gisanddata.maps.arcgis.com/apps/opsdashboard/index.html#/bda7594740fd40299423467b48e9ecf6>
- The Queensland Health public information about COVID-19 is available as a fact sheet. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

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Angus Mitchell
General Manager
Maritime Safety Queensland
18 March 2020

QLD PORT	ETA	VESSEL_LRN	VESSEL_NAME	CLASS_TYPE_NAME	LOA	TO_LOCATION_NAME	AGENCY_CODE	LAST COUNTRY
Cairns	17/03/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	Australia
Port Douglas	18/03/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Port Douglas Anchorage	ISS	#N/A
Brisbane	21/03/2020 05:30	8521232	PACIFIC DAWN	PASSENGER	245.1000	Brisbane Cruise Terminal	ISS	Australia
Brisbane	23/03/2020 08:00	9796250	VIKING ORION	PASSENGER	228.3000	Brisbane Cruise Terminal	WSS	Australia
Cairns	24/03/2020 08:00	9387085	MSC MAGNIFICA	PASSENGER	293.8000	Cairns 04 Wharf	ISS	New Caledonia
Cairns	24/03/2020 08:00	9362530	CELEBRITY SOLSTICE	PASSENGER	317.1900	Cairns Passenger Ship Anchorage 1 YK	WSS	#N/A
Brisbane	25/03/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Brisbane Cruise Terminal	ISS	Australia
Whitsunday	25/03/2020 08:15	9796250	VIKING ORION	PASSENGER	228.3000	Airlie Beach	WSS	Australia
Cairns	26/03/2020 00:01	9292747	CORAL DISCOVERER	PASSENGER	63.1000	Cairns 04 Wharf	CE	Australia
Brisbane	26/03/2020 07:30	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Mooloolaba Anchorage	WSS	Australia
Whitsunday	26/03/2020 08:30	9362530	CELEBRITY SOLSTICE	PASSENGER	317.1900	Airlie Beach	WSS	Australia
Cairns	27/03/2020 08:00	9796250	VIKING ORION	PASSENGER	228.3000	Cairns 04 Wharf	WSS	Australia
Brisbane	27/03/2020 08:00	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Mooloolaba Anchorage	WSS	Australia
Brisbane	28/03/2020 05:45	8521232	PACIFIC DAWN	PASSENGER	245.1000	Brisbane Cruise Terminal	ISS	Australia
Brisbane	28/03/2020 07:30	9362530	CELEBRITY SOLSTICE	PASSENGER	317.1900	Fisherman Island Grain	WSS	Australia
Townsville	28/03/2020 08:15	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Townsville 10	ISS	Australia
Maryborough	28/03/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Kingfisher Bay	ISS	Australia
Thursday Island	29/03/2020 07:00	9796250	VIKING ORION	PASSENGER	228.3000	Normanby Sound Outer Anchorage	WSS	#N/A
Whitsunday	29/03/2020 08:10	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Airlie Beach	WSS	Australia
Whitsunday	30/03/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Pioneer Bay	ISS	Australia
Cairns	30/03/2020 12:30	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Cairns 07 Wharf	WSS	Australia
Cairns	31/03/2020 07:00	9000259	SUN PRINCESS	PASSENGER	261.3100	Cairns 04 Wharf	ISS	#N/A
Port Douglas	31/03/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Port Douglas Anchorage	ISS	#N/A
Cairns	31/03/2020 09:30	9150913	SEA PRINCESS	PASSENGER	261.3100	Cairns 04 Wharf	ISS	Australia
Cairns	01/04/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	C123	ISS	Australia
Cairns	01/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	Australia
Thursday Island	01/04/2020 09:00	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Brisbane Rock West Anchorage	WSS	Australia
Brisbane	02/04/2020 08:00	9784350	SILVER MUSE	PASSENGER	212.8000	Brisbane Cruise Terminal	ISS	Australia
Thursday Island	02/04/2020 10:00	9292747	CORAL DISCOVERER	PASSENGER	63.1000	Inner Harbour Anchorage	CE	Australia
Brisbane	03/04/2020 07:30	9000259	SUN PRINCESS	PASSENGER	261.3100	Brisbane Cruise Terminal	ISS	Papua New Guinea
Brisbane	05/04/2020 06:30	9150913	SEA PRINCESS	PASSENGER	261.3100	Brisbane Cruise Terminal	ISS	Papua New Guinea
Cairns	06/04/2020 08:00	9784350	SILVER MUSE	PASSENGER	212.8000	C123	ISS	Australia
Cairns	07/04/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	#N/A
Brisbane	08/04/2020 07:00	8521220	PACIFIC JEWEL	PASSENGER	245.0800	Tangalooma Anchorage East	ISS	#N/A
Port Douglas	08/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Port Douglas Anchorage	ISS	#N/A
Brisbane	09/04/2020 06:30	9150913	SEA PRINCESS	PASSENGER	261.3100	Brisbane Cruise Terminal	ISS	Australia
Port Douglas	09/04/2020 07:00	9192351	GOLDEN PRINCESS	PASSENGER	289.5100	Port Douglas Anchorage	ISS	Australia
Cairns	10/04/2020 09:00	9000259	SUN PRINCESS	PASSENGER	261.3100	C123	ISS	Australia
Cairns	13/04/2020 18:00	9192351	GOLDEN PRINCESS	PASSENGER	289.5100	SEA	ISS	Australia
Brisbane	14/04/2020 07:30	9477438	QUEEN ELIZABETH	PASSENGER	294.0000	Fisherman Island Grain	ISS	#N/A
Cairns	14/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	#N/A
Port Douglas	14/04/2020 08:00	8521220	PACIFIC JEWEL	PASSENGER	245.0800	Port Douglas Anchorage	ISS	#N/A

Cairns	14/04/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Cairns Passenger Ship Anchorage 1 YK	ISS	Australia
Port Douglas	15/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Port Douglas Anchorage	ISS	#N/A
Brisbane	18/04/2020 05:45	8521232	PACIFIC DAWN	PASSENGER	245.1000 Brisbane Cruise Terminal	ISS	New Caledonia
Cairns	18/04/2020 07:00	9477438	QUEEN ELIZABETH	PASSENGER	294.0000 C123	ISS	Australia
Thursday Island	20/04/2020 08:00	9111319	PAUL GAUGUIN	PASSENGER	153.6600 Brisbane Rock West Anchorage	ISS	Timor-Leste
Cairns	22/04/2020 08:30	9814026	LE LAPEROUSE	PASSENGER	131.4600 C123	WSS	#N/A
Cairns	24/04/2020 08:00	9161716	VOYAGER OF THE SEAS	PASSENGER	311.1200 Cairns Passenger Ship Anchorage 1 YK	WSS	#N/A
Cairns	28/04/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Cairns Passenger Ship Anchorage 1 YK	ISS	#N/A
Port Douglas	29/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Port Douglas Anchorage	ISS	#N/A

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MSQ Region	Vessel Name	Ship type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Methane Rita Andrea	Gas Tanker	Yeosu, South Korea	N/N/N	Dep 02 Mar 2020, 1650 KST
	Ocean Emerald	Bulk Carrier	Fukuyama, Japan	N/N/N	Nil
	Star Aphrodite	Bulk Carrier	Jingtang, China	N/N/N	Dep 28 Feb 2020
	Pan Africa	LNG Carrier	Melaka, Malaysia	N/N/N	Nil
	Brilliant Jupiter	Bulk Carrier	Newcastle, Australia	N/N/N	Nil
	Kota Lambang	Container Ship	Brisbane, Australia	N/N/N	Nil
	Triton Swan	Bulk Carrier	Zhoushan, China	N/N/N	Dep Zhoushan 03 Mar 2020, 1106 CST
	GH Zonda	Container Ship	Tauranga, New Zealand	N/N/N	Nil
	Philipp Oldendorff	Bulk Carrier	Rugao, China	Y/Y/N	Dep Rugao 06 Mar 2020, 0744 CST
	Anastasia	Bulk Carrier	Incheon, South Korea	N/N/N	Dep Incheon 03 Mar 2020, 2035 KST
	Seri Camar	LNG Carrier	Chita, Japan	N/N/N	Nil
	Juno Horizon	Bulk Carrier	Muroran, Japan	N/N/N	Nil
	Wuchow	Bulk Carrier	Basamuk, PNG	N/N/N	Nil
	RTM Dhambul	Bulk Carrier	Tianjin, China	N/N/N	Dep Tianjin 03 Mar 2020, 1442 CST
	Good Horizon	Bulk Carrier	Kokura, Japan	N/N/N	Dep Kokura 06 Mar 2020, 1535 LT

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Medi Matsuura	Bulk Carrier	Higashi-Harima, Japan	N/N/N	Nil
	Illawarra Fortune	Bulk Carrier	Longkou, China	Y/Y/N	Vessel departed China 2054hrs 06/03/2020 (12 days ago). Vessel scheduled to berth 24/03/2020 (18 days). Vessel will be asked Q3 again prior to pilot boarding.
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	V Due	Bulk Carrier	Philippines,	N/N/N	Dep Philippines 08 Mar 2020, 0700 LT,
	Venus	Bulk Carrier	Gladstone, Australia	N/N/N	Nil
	K&A SP	General Cargo	Mejilones, Chile	N/N/N	Dep Mejilones 18 Feb 2020, 1512 LT,
	Juno Horizon	Bulk Carrier	Muroran, Japan	N/N/N	Dep Muroran 06 Mar 2020, 0706 LT,
	Interlink Mobility	Bulk Carrier	Brisbane, Australia	N/N/N	Nil
	W-Smash	Bulk Carrier	Bayuquan, China	N/N/N	Dep Bayuquan 03 Feb 2020, 2200 CST, Quarantine ended 17 Feb 2020, 2359 AEST.
	Maxwell	Bulk Carrier	Busan, South Korea	N/N/N	Dep Busan 24 Feb 2020, 1300 KST, Quarantine ended 09 Feb 2020, 1400 AEST

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	CS Salubrity	Bulk Carrier	Tianjin, China	N/N/N	Nil
	Cape Sasanqua	Bulk Carrier	Hirohata, Japan	N/N/N	Nil
	Nord Crux	Bulk Carrier	Jingtang, China	N/N/N	Nil
	Cape Legacy	Bulk Carrier	Jiangyin, China	N/N/N	Nil
	Majestic Sky	Bulk Carrier	Dalian, China	Y/Y/N	Departed China 03.03.20 1912LT
	GH Harmony	Bulk Carrier	Dalian, China	N/N/N	Nil
	Xing Chang Hai	Bulk Carrier	LongKou, China	N/N/N	Nil
	Anastasia	Bulk Carrier	Incheon, Sth Korea	N/N/N	Nil
	Star Aphrodite	Bulk Carrier	Jingtang, China	N/N/N	Nil
	Mackenzie	Bulk Carrier	Hong Kong, Hong Kong	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Yasa Eagle	Bulk Carrier	Qingdao, China	N/N/N	Nil
	Kondili	Cement Carrier	Newcastle, Australia	N/N/N	Nil
	Panamanian	Bulk Carrier	Sodeguara, Japan	N/N/N	Nil
	Legato II	Bulk Carrier	Nadahama, Japan	N/N/N	Nil
	Engiadina	Bulk Carrier	Indonesia	N/N/N	Nil
	Transcenden Grace	Bulk Carrier	Rizhao, China	N/N/N	Nil
	RTM Wakmatha	Bulk Carrier	Amrun, Australia	N/N/N	Nil

	PRT Vega	Bulk Carrier	Shanghai, China	N/N/N	Nil
	Methane Rita Andrea	Liquified Gas Tanker	Yeosu, South Korea	N/N/N	Nil
	Cesi Tianjin	Liquified Gas Tanker	Qingdao, China	N/N/N	Nil
	Pan Africa	Liquified Gas Tanker	Sungai Way, Malaysia	N/N/N	Nil
	China Steel Integrity	Bulk Carrier	Kaohsiung, Taiwan	N/N/N	Nil
	Cape Osprey	Bulk Carrier	Xiamen, China	N/N/N	Nil
	Triton Swan	Bulk Carrier	Zhoushan, China	N/N/N	Nil
	Stella Laura	Bulk Carrier	Port Kembla, Australia	N/N/N	Nil

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	SIMA GISELLE	CONTAINER	KAOSHIUNG	N/N/N	
	GREEN PLANET	TANKER	MACKAY	N/N/N	
	UNION MARK	BULK CARRIER	CAIRNS	N/N/N	
	SG PEGASUS	TANKER	ADELAIDE	N/N/N	
	THORCO LIVA	GENERAL CARGO	LIHIR ISLAND	N/N/N	
	MORNING MIDAS	CAR CARRIER	YOKOHOMA	N/N/N	
	CMA CGM MOZART	CONTAINER	SYDNEY	N/N/N	
	VTS Direction 11/2020				
	BBC CHALLENGER	GENERAL CARGO	MELBOURNE	N/N/N	
	TASCO AMATA	TANKER	RAYONG	N/N/N	
	TUNSIN	BULK CARRIER	INDONESIA	N/N/N	

Known Vessel Arrivals for the next 24hrs for all Queensland ports as at 1530 18March

IMO	Ship	MSQ Ship Type	LOA	Start Time	End Time	Agency	Last Port	Qld Port
9782027	MAXWELL	BULK CARRIER	229	18/03/2020 16:30	18/03/2020 18:15	GAC	Busan	ABP
9775153	UNION MARK	BULK CARRIER	179.97	18/03/2020 17:00	18/03/2020 22:00	ISS	Cairns	BNE
9597238	TRANSATLANTIC	BULK CARRIER	229.02	18/03/2020 19:00	18/03/2020 20:00	WSS	Longkou	HPT
9714305	SERI CAMAR	LIQUEFIED GAS TANKER	290	18/03/2020 20:45	19/03/2020 0:45	LBH	Nagoya	GLT
8963612	MALU WARRIOR	LANDING CRAFT	35	18/03/2020 23:00	18/03/2020 23:30	SSW	Horn Island	TIS
9442495	SANTA CRUZ	BULK CARRIER	229	18/03/2020 23:00	19/03/2020 1:00	WSS	Yantai	AMR
9445148	INASE	BULK CARRIER	169.26	18/03/2020 23:00	19/03/2020 0:30	MON	Singapore	TSV
9490909	HL VISION	BULK CARRIER	292	18/03/2020 23:30	18/03/2020 23:31	LBH	Pohang	HPT
9768954	TUNSIN	BULK CARRIER	180	19/03/2020 0:01	19/03/2020 5:00	WVS	Indonesia	BNE
9820893	PEGASUS ISLAND	BULK CARRIER	229.98	19/03/2020 0:30	19/03/2020 5:00	SGM	Chiba	BNE
9525194	INGE KOSAN	LIQUEFIED GAS TANKER	99.96	19/03/2020 1:30	19/03/2020 6:00	WVS	Sydney	BNE
9131905	MALU TITAN	UTILITY VESSEL	49.8	19/03/2020 2:00	19/03/2020 2:30	SSW	Murray Island	TIS
9337212	NEW ADVANCE	TANKER	239	19/03/2020 2:00	19/03/2020 7:30	GAC	Pengerang	BNE
9219393	SAXONIA	CONTAINER SHIP	220	19/03/2020 2:45	19/03/2020 6:15	MSC	Auckland	BNE
9567623	TAIPOWER PROSPERITY VIII	BULK CARRIER	234.8	19/03/2020 3:30	19/03/2020 3:31	LBH	Taiwan	HPT
9693020	STENA IMPECCABLE	TANKER	183.167	19/03/2020 5:34	19/03/2020 7:04	WVS	Dalian	MKY
9218648	TAMERLANE	RORO CARGO/VEHICLES CARRIER	244.6	19/03/2020 6:00	19/03/2020 9:30	WSS	Auckland	BNE
9149990	TRINITY BAY	PASSENGER/GENERAL CARGO	80.95	19/03/2020 7:00	19/03/2020 8:00	SSW	Cairns	TIS
9578024	JS JAGUAR	LIQUEFIED GAS TANKER	99.9	19/03/2020 8:00	19/03/2020 10:00	WVS	Sydney	GLT
9285550	NS ZHOUSHAN	BULK CARRIER	224.79	19/03/2020 8:30	19/03/2020 10:00	ISS	Gunsan (ex Kunsan)	HPT
9811945	PRT VEGA	BULK CARRIER	199.98	19/03/2020 9:15	19/03/2020 11:45	MON	Shanghai	GLT
9235581	MSC ADITI	CONTAINER SHIP	222.17	19/03/2020 9:30	19/03/2020 13:00	MSC	Jakarta - Java	BNE
9734185	CHIPOL DONGHAI	GENERAL CARGO	188.34	19/03/2020 10:00	19/03/2020 12:00	ASW	Dalian	GLT
9847891	VENUS	BULK CARRIER	229	19/03/2020 12:00	19/03/2020 13:45	GAC	Gladstone	ABP
9855460	HAMBURG TEAM	BULK CARRIER	179.9	19/03/2020 12:30	19/03/2020 17:30	ISS	Singapore	BNE
9603908	PACIFIC CANOPUS	BULK CARRIER	295	19/03/2020 15:00	19/03/2020 16:45	LBH	Zhoushan	ABP
9805788	TAHO ASIA	BULK CARRIER	228.41	19/03/2020 15:15	19/03/2020 18:00	WSS	Unknown Port	WEI

From: Daisy Z Leigh on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 | New GM Direction
Date: Wednesday, 18 March 2020 10:08:49 AM
Attachments: General Manager Direction to Masters of all Ships Queensland - COVID-19 15 March International Vessels.pdf

A Message from the General Manager (Maritime Safety Queensland)



Dear Maritime Colleagues,

On 15 March 2020, The Australian Government imposed a self-isolation requirement on all international arrivals, effective from 23:59 Sunday 15 March 2020. This means that all people - whether they be citizens, residents or otherwise - will be required to self-isolate for 14 days upon arrival in Australia.

In line with this governments direction, Today I issue the attached [General Managers direction](#) to all ships intending to enter a Queensland pilotage area if :

- the ship left, or transited through a port outside Australian Territorial Waters after 23:59 hours Australian Standard Time on 15 March 2020, or
- any crew or other person on board (a relevant person) has travelled to or transited through a country outside Australia after 23:59 hours Australian Standard Time on 15 March 2020.

This means that all ships, regardless of last international port, must not enter a Queensland pilotage area until 14 days have elapsed since the ship or any relevant person on board the ship left a foreign country, whichever is later. Note: This only applies to vessels that departed their last port AFTER 23:59 15 March 2020.

I appreciate this Direction may have a range of impacts to the normal movement of trade through Queensland's ports.

Where 'exceptional' circumstances exist specific exemptions may be considered by the General Manager of MSQ.

This will only apply where significant disruption to the supply of essential trade to the State (or the provision of trade to Pacific Island nations) can be demonstrated. Such cases will only be considered where sufficient risk mitigation measures can be demonstrated, and verified, that protect Queensland's maritime workforce. Maritime industry workforce welfare and continuity of service provision will be the overriding consideration in assessing any requests.

Any requests for exemptions will be considered in consultation with Queensland Health. Request for exemption are to be made in writing to angus.g.mitchell@msq.qld.gov.au

This Direction should mean that once this it takes full effect (ie 29 March - 14 days since the Government announcement) all international seafarers should be able to access normal shore leave provisions.

Please find the previously issued General Managers Directions are still in place at the embedded links.

[General Managers Direction to all Ships Queensland – COVID_5 March](#)

[General Managers Direction to all Ships Queensland – COVID-19_s191A Thursday Island](#)

VTS Directions

Please note, VTS Directions have been updated to reflect the above, as such VTS Direction 10-2020 and REEF VTS 06-2020 are now revoked.

[VTS Direction 11-2020](#) and [REEF VTS 07-2020](#) are now in effect and can be accessed on our website today.

The safety and wellbeing of our maritime industry personnel will continue to be MSQs paramount priority. While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution by clicking this [link](#) to subscribe or unsubscribe to these updates.

MSQ's website also includes information and updates on the novel coronavirus www.msq.qld.gov.au/covid19update.

Regards,

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

Floor 2 | 61 Mary Street | Brisbane QLD 4000.

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E:angus.g.mitchell@msq.qld.gov.au

W:www.msq.qld.gov.au



Released under RTI Act - TMR

From: Ellie L. McKinney on behalf of Angus Mitchell
Subject: GM Maritime Safety Queensland - COVID-19 update 62
Date: Thursday, 19 March 2020 8:56:16 PM
Attachments: Passenger ships arrival schedule -15 to 30 Mar 2020.pdf
Scheduled arrival report as at 1455 19March.pdf
Regional Shipping Medical Report (MSQ) - 19.3.2020.pdf

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Please note MSQ COVID-19 updates are sent **each evening**. Any new information in this daily update will be highlighted in **Bold** for ease of identification.

Advice on precautionary measures, vessel reporting to date and current directions can be accessed at www.msq.qld.gov.au/covid19update.

Vessel Report

Over the course of the last 24 hours (1700 Wednesday 18 March – 1700 Thursday 19 March), 44 vessels have entered Queensland port pilotage areas or Reef and Torres Straits (1 x 24hr period Regional Shipping Report attached). Note: The scheduled arrival report for the next 24 hours is also attached.

39 vessels have reported NO to mandatory questions, and have been able to continue to ports.

Five vessels reported YES to both having department mainland China or South Korea in the past 14 days and having crew on board who have visited mainland China or South Korea, these five vessels will not enter a Queensland port until the mandatory quarantine period has passed.

The crew member medivac'd off a vessel on Saturday at anchor off Hay Point after suffering breathing difficulties was subsequently discharged from hospital. That crew member has now tested negative to COVID-19 and has subsequently been able to return home internationally. This vessel has now berthed and continued with its schedule.

The cruise ship *Pacific Dawn* is due to berth at Brisbane (Fisherman Island) on 21 March until the 1 April. No passengers are onboard and the crew will be complying with all Australian Border Force and MSQ requirements applicable to the visit. The ship will conduct essential storing and fuelling activities while alongside.

General Manager's Direction – 'COVID-19_15 March International Vessels'

On 15 March 2020, The Australian Government imposed a self-isolation requirement on all international arrivals, this position was subsequently strengthened today with the announcement that all non-citizens would be banned from entering the country from Friday 20 March.

In response to Government announcements, on Wednesday I issued the attached [General Managers direction](#) to all ships intending to enter a Queensland pilotage area.

I appreciate this Direction may have a range of impacts to the normal movement of trade through Queensland's ports.

I am well aware of the challenges Wednesday's Directive has brought to many of our shipping partners over the past 24 hours, I however make no apologies for prioritising the welfare of Queensland's maritime industry and ensuring the ongoing provision of shipping services to the State. I am especially conscious that any spread of infection to our port Pilots, Tug Crews and shore based personal places the entire maritime supply chain in jeopardy from port to mine.

Where 'exceptional' circumstances I may consider specific exemptions to the Direction. Exemptions will only apply where 'significant disruption to the supply of essential trade to the State (or the provision of trade to Pacific Island nations)' can be demonstrated. Such cases will only be considered where sufficient risk mitigation measures can be demonstrated, and verified, that protect Queensland's maritime workforce.

Any requests for exemptions will be considered in consultation with Queensland Health. Request for exemption are to be made in writing to angus.g.mitchell@msq.qld.gov.au

Please find the previously issued General Managers Directions at the embedded links.

[General Managers Direction to all Ships Queensland – COVID_5 March](#)

[General Managers Direction to all Ships Queensland – COVID-19_s191A Thursday Island](#)

Exemptions to the General Manager's Direction – 'COVID-19_15 March International Vessels'

MSQ has stood up a dedicated taskforce to assess all requests for exemptions. Assessments will be based on whether the request is justified as being 'a significant disruption to the supply of essential trade to the State' as well as whether 'sufficient risk mitigation measures can be demonstrated, and verified, that protect Queensland's maritime workforce'.

Requests that fall outside these strict criteria will not be considered.

Following Wednesday's Direction a number of requests for exemptions have been received and processed.

Exemptions to the Directive have been granted for vessels arriving from the following countries:

- New Zealand
- Papua New Guinea
- South West Pacific Nations (to be defined by specific island states).
- * Singapore

Vessels departing from these countries have been deemed eligible for exemption based on a combination of the following:

- Respective countries have taken early and proactive national measures to control boarders to incoming passengers,
- Current rates of in-country infection are reported as low,
- Verified port precautionary practices,
- Geographical isolation.
- In the case of Papua New Guinea and South West Pacific Islands, the continued provision of essential goods is critical for these isolated and vulnerable nations during the current COVID-19 pandemic.

* Singapore

I made the decision today to exempt Singapore from the Direction based upon the stringent COVID-19 precautionary measures that have been adopted in Singapore, as well as this nations relatively lower level of infection rates.

The Singapore-Brisbane container trade is also source of essential imports to Brisbane, much of which is under extreme pressure following the disruption to production in China over the preceding months. Singapore as such qualifies as constituting 'a significant disruption to the supply of essential trade to the State'.

In granting this exemption I am also conscious of the welfare of seafarers and the ability to have some respite and getting ashore. Whilst the steaming time from Singapore to Brisbane only 8-10 days, many of these vessels then proceed to southern state ports and will qualify as serving a 14 day isolation and thus can proceed ashore provided no signs of illness are displayed.

In assessing all requests I will continue to be guided maintaining the wellbeing of Queensland's maritime workforce and our international seafarers, as well as ensuring the continued provision of vital maritime services in-and-out of Queensland ports over the coming challenging months.

General Manager's Notice - extension of Pilot Licences or Pilotage Exemption Certificates

On 16 March, I issued a [General Managers Notice – Extension of expiry date for pilot](#) that extends the expiry date for all Pilot Licences or Pilotage Exemption Certificates that are due to expire within the next six months. This notice will apply to the holder of a pilot licence granted under Transport Operations (Marine Safety) Regulation 2016 section 71, or a pilotage exemption certificate granted under Transport Operations (Marine Safety) Regulation 2016 section 166 if the expiry date stated on the authority, or any endorsement to the authority, falls between 16 March 2020 and 15 September 2020.

The expiry date stated on the authority or the expiry date on any endorsement to the authority, is hereby rescinded, and the expiry date of the authority or endorsement is taken to be 16 September 2020.

No fee will apply to the extension of the expiry date of the authority pursuant to this notice. Please note this notice relates only to the expiry date of relevant existing authorities. It does not affect new applications, or applications to vary or upgrade existing authorities.

This measure has been put in place to minimise the risk of infection to Queensland marine pilots and exempt masters, and to ensure delivery of pilotage services continues with as little impact as possible.

VTS Directions

[VTS Direction 11-2020](#)

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions.

Failure to make full and frank declarations of unwell crew will lead to regulatory recourse.

Advice to Mariners

An Advice to Mariners advising of the General Manager's Direction to all ships Queensland has been promulgated through Maritime Safety Queensland's website.

The safety and wellbeing of our maritime industry personnel will continue to be MSQs paramount priority. While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution by clicking this [link](#) to subscribe or unsubscribe to these updates.

MSQ's website also includes information and updates on the novel coronavirus www.msq.qld.gov.au/covid19update.

Regards,

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

Floor 2 | 61 Mary Street | Brisbane QLD 4000.

GPO Box 2595 | Brisbane Qld 4001

E:angus.g.mitchell@msq.qld.gov.au

W:www.msq.qld.gov.au



QLD PORT	ETA	VESSEL_LRN	VESSEL_NAME	CLASS_TYPE_NAME	LOA	TO_LOCATION_NAME	AGENCY_CODE	LAST COUNTRY
Cairns	17/03/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	Australia
Port Douglas	18/03/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Port Douglas Anchorage	ISS	#N/A
Brisbane	21/03/2020 05:30	8521232	PACIFIC DAWN	PASSENGER	245.1000	Brisbane Cruise Terminal	ISS	Australia
Brisbane	23/03/2020 08:00	9796250	VIKING ORION	PASSENGER	228.3000	Brisbane Cruise Terminal	WSS	Australia
Cairns	24/03/2020 08:00	9387085	MSC MAGNIFICA	PASSENGER	293.8000	Cairns 04 Wharf	ISS	New Caledonia
Cairns	24/03/2020 08:00	9362530	CELEBRITY SOLSTICE	PASSENGER	317.1900	Cairns Passenger Ship Anchorage 1 YK	WSS	#N/A
Brisbane	25/03/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Brisbane Cruise Terminal	ISS	Australia
Whitsunday	25/03/2020 08:15	9796250	VIKING ORION	PASSENGER	228.3000	Airlie Beach	WSS	Australia
Cairns	26/03/2020 00:01	9292747	CORAL DISCOVERER	PASSENGER	63.1000	Cairns 04 Wharf	CE	Australia
Brisbane	26/03/2020 07:30	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Mooloolaba Anchorage	WSS	Australia
Whitsunday	26/03/2020 08:30	9362530	CELEBRITY SOLSTICE	PASSENGER	317.1900	Airlie Beach	WSS	Australia
Cairns	27/03/2020 08:00	9796250	VIKING ORION	PASSENGER	228.3000	Cairns 04 Wharf	WSS	Australia
Brisbane	27/03/2020 08:00	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Mooloolaba Anchorage	WSS	Australia
Brisbane	28/03/2020 05:45	8521232	PACIFIC DAWN	PASSENGER	245.1000	Brisbane Cruise Terminal	ISS	Australia
Brisbane	28/03/2020 07:30	9362530	CELEBRITY SOLSTICE	PASSENGER	317.1900	Fisherman Island Grain	WSS	Australia
Townsville	28/03/2020 08:15	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Townsville 10	ISS	Australia
Maryborough	28/03/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Kingfisher Bay	ISS	Australia
Thursday Island	29/03/2020 07:00	9796250	VIKING ORION	PASSENGER	228.3000	Normanby Sound Outer Anchorage	WSS	#N/A
Whitsunday	29/03/2020 08:10	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Airlie Beach	WSS	Australia
Whitsunday	30/03/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	Pioneer Bay	ISS	Australia
Cairns	30/03/2020 12:30	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Cairns 07 Wharf	WSS	Australia
Cairns	31/03/2020 07:00	9000259	SUN PRINCESS	PASSENGER	261.3100	Cairns 04 Wharf	ISS	#N/A
Port Douglas	31/03/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Port Douglas Anchorage	ISS	#N/A
Cairns	31/03/2020 09:30	9150913	SEA PRINCESS	PASSENGER	261.3100	Cairns 04 Wharf	ISS	Australia
Cairns	01/04/2020 08:00	9731171	SEABOURN ENCORE	PASSENGER	210.1700	C123	ISS	Australia
Cairns	01/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	Australia
Thursday Island	01/04/2020 09:00	9200940	AZAMARA JOURNEY	PASSENGER	181.0000	Brisbane Rock West Anchorage	WSS	Australia
Brisbane	02/04/2020 08:00	9784350	SILVER MUSE	PASSENGER	212.8000	Brisbane Cruise Terminal	ISS	Australia
Thursday Island	02/04/2020 10:00	9292747	CORAL DISCOVERER	PASSENGER	63.1000	Inner Harbour Anchorage	CE	Australia
Brisbane	03/04/2020 07:30	9000259	SUN PRINCESS	PASSENGER	261.3100	Brisbane Cruise Terminal	ISS	Papua New Guinea
Brisbane	05/04/2020 06:30	9150913	SEA PRINCESS	PASSENGER	261.3100	Brisbane Cruise Terminal	ISS	Papua New Guinea
Cairns	06/04/2020 08:00	9784350	SILVER MUSE	PASSENGER	212.8000	C123	ISS	Australia
Cairns	07/04/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	#N/A
Brisbane	08/04/2020 07:00	8521220	PACIFIC JEWEL	PASSENGER	245.0800	Tangalooma Anchorage East	ISS	#N/A
Port Douglas	08/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Port Douglas Anchorage	ISS	#N/A
Brisbane	09/04/2020 06:30	9150913	SEA PRINCESS	PASSENGER	261.3100	Brisbane Cruise Terminal	ISS	Australia
Port Douglas	09/04/2020 07:00	9192351	GOLDEN PRINCESS	PASSENGER	289.5100	Port Douglas Anchorage	ISS	Australia
Cairns	10/04/2020 09:00	9000259	SUN PRINCESS	PASSENGER	261.3100	C123	ISS	Australia
Cairns	13/04/2020 18:00	9192351	GOLDEN PRINCESS	PASSENGER	289.5100	SEA	ISS	Australia
Brisbane	14/04/2020 07:30	9477438	QUEEN ELIZABETH	PASSENGER	294.0000	Fisherman Island Grain	ISS	#N/A
Cairns	14/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000	Cairns Passenger Ship Anchorage 1 YK	ISS	#N/A
Port Douglas	14/04/2020 08:00	8521220	PACIFIC JEWEL	PASSENGER	245.0800	Port Douglas Anchorage	ISS	#N/A

Cairns	14/04/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Cairns Passenger Ship Anchorage 1 YK	ISS	Australia
Port Douglas	15/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Port Douglas Anchorage	ISS	#N/A
Brisbane	18/04/2020 05:45	8521232	PACIFIC DAWN	PASSENGER	245.1000 Brisbane Cruise Terminal	ISS	New Caledonia
Cairns	18/04/2020 07:00	9477438	QUEEN ELIZABETH	PASSENGER	294.0000 C123	ISS	Australia
Thursday Island	20/04/2020 08:00	9111319	PAUL GAUGUIN	PASSENGER	153.6600 Brisbane Rock West Anchorage	ISS	Timor-Leste
Cairns	22/04/2020 08:30	9814026	LE LAPEROUSE	PASSENGER	131.4600 C123	WSS	#N/A
Cairns	24/04/2020 08:00	9161716	VOYAGER OF THE SEAS	PASSENGER	311.1200 Cairns Passenger Ship Anchorage 1 YK	WSS	#N/A
Cairns	28/04/2020 09:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Cairns Passenger Ship Anchorage 1 YK	ISS	#N/A
Port Douglas	29/04/2020 08:00	8521232	PACIFIC DAWN	PASSENGER	245.1000 Port Douglas Anchorage	ISS	#N/A

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MSQ Region	Vessel Name	Ship type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Chipol Donghai	General Cargo	Dalian, China	Y/Y/N	Departed 04.03.20 1900 CST
	JS Jaguar	Tanker	Botany Bay, Australia	N/N/N	Departed 16.03.20 1005 AEDST
	Mondial Success	Bulk Carrier	Hirohata, Japan	N/N/N	Departed 06.03.20 0850 JST
	Golden Sky	Tanker	Brisbane, Australia	N/N/N	Departed 18.03.20 2020 AEST
	Hermann Oldendorff	Bulk Carrier	Rizhao, China	N/N/N	Departed 01.03.20 2005 CST
	Golden Resolution	Tanker	Ulsan, South Korea	Y/Y/N	Departed 06.03.20 1430 KST
	United Ruby	Bulk Carrier	Weipa, Australia	N/N/N	Nil
	Carpenters Sirius	Container Ship	Jakarta, Indonesia	N/N/N	Departed 13.03.20 2248 LT
	Queen Elizabeth	Passenger	Sydney, Australia	N/N/N	Nil
	Blue Pride	Tanker	Kumul, Papua New Guinea	N/N/N	Departed 19.03.20 0400 LT
	PS Tokyo	Tanker	Townsville, Australia	N/N/N	Nil
	Kariyushi Leader	Specialised Cargo	Laem Chabang, Thailand	N/N/N	Departed 10.03.20 2112 LT
	Twinkle Salute	Bulk Carrier	Yeosu, South Korea	Y/Y/N	Departed 07.03.20 1100 LT

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Declan Duff	Bulk Carrier	Tianjin - China	N/N/N	Vessel departed China 5 th March. Pilot away 1318hrs 05/03/2020 (14 days ago). Vessel scheduled to berth at Weipa 0315hrs 22/03/2020 (17 days). Vessel will be asked Q3 again prior to pilot boarding.
	PS Tokyo	NGF	Townsville	N/N/N	
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Ikan Jubal	General Cargo	Geelong, Australia	N/N/N	Dep 05.03.20 2000hrs AEST
	Inase	Bulk Carrier	Singapore	N/N/N	Dep 07.03.20 1540hrs AEST
	Eternal Bliss	Bulk Carrier	Hong Kong, China	N/N/N	Dep 29.02.20 1600 CST
	Golden Resolution	Tanker	Ulsan, South Korea	Y/Y/N	Dep 06.03.2020 0530 UTC Quarantine ends 20.03.2020 1530 AEST
	Venus	Bulk Carrier	Gladstone, Australia	N/N/N	Nil
	Hermann Oldendorff	Bulk Carrier	Rizhao, China	N/N/N	Dep 01.03.2020 1205 UTC

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Transatlantic	Bulk Carrier	Longkou, China	N/N/N	Nil
	Phillip Oldendorff	Bulk Carrier	Rugao, China	Y/Y/N	Departed 07.03.2020 0130 Local Quarantine ends 21.03.2020 0330 AEST
	Brilliant Jupiter	Bulk Carrier	Newcastle, Australia	N/N/N	Nil
	HL Vision	Bulk Carrier	Pohang, Sth Korea	N/N/N	Nil
	NS Zhoushan	Bulk Carrier	Gunsan, Sth Korea	N/N/N	Nil
	Stena Impeccable	Tanker	Dalian, China	N/N/N	Nil
	Good Horizon	Bulk Carrier	Kokura, Japan	N/N/N	Nil
	Taipower Prosperity VIII	Bulk Carrier	Taipei, Taiwan	N/N/N	Nil
MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	Seri Camar	Nagoya	LNG Carrier	N/N/N	Nil
	Wuchow	Basamuk	Bulk Carrier	N/N/N	Nil
	RTM Dhambul	Tianjin	Bulk Carrier	N/N/N	Nil
	Chipol Donghai	Dalian	General Cargo	N/N/N	Nil
	JS Jaguar	Sydney	LNG Carrier	N/N/N	Nil

	PRT Vega	Shanghai, China	Bulk Carrier	N/N/N	Nil
	Serifos Warrior	Amrun, Australia	Bulk Carrier	N/N/N	Nil
	Mondial Success	Hirohata, Japan	Bulk Carrier	N/N/N	Nil

MSQ Region	Vessel Name	Ship Type	Last Port	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	PEGASUS ISLAND	BULK CARRIER	CHIBA	N/N/N	
	Tamerlane	Vehicles Carrier	Auckland	N/N/N	
	Inge Kosan	Gas Tanker	Sydney	N/N/N	
	Saxonia	Container	Auckland	N/N/N	
	MSC Aditi	Container	Jakarta	N/N/N	
	Hamburg Team	Bulk Carrier	Singapore	N/N/N	
	Ital Libera	Container	Sydney	N/N/N	

Known Vessel Arrivals for the next 24hrs for all Queensland ports as at 1455 19March

IMO	Ship	MSQ Ship Type	LOA	Start Time	End Time	Agency	Last Port	Qld Port
9847891	VENUS	BULK CARRIER	229	19/03/2020 16:30	19/03/2020 18:15	GAC	Gladstone	ABP
9424649	PS TOKYO	TANKER	179.9	19/03/2020 17:00	19/03/2020 19:00	GAC	Townsville	CNS
9547984	NORMAN RIVER	TUG	24.45	19/03/2020 17:00	19/03/2020 18:00	SSW	Badu Island	TIS
9322475	ITAL LIBERA	CONTAINER SHIP	294.1	19/03/2020 18:30	19/03/2020 22:00	GAC	Sydney	BNE
9567623	TAIPOWER PROSPERITY VIII	BULK CARRIER	234.8	19/03/2020 18:30	19/03/2020 18:31	LBH	Taiwan	HPT
9603908	PACIFIC CANOPUS	BULK CARRIER	295	19/03/2020 19:30	19/03/2020 21:15	LBH	Zhoushan	ABP
9510527	PAN BONA	BULK CARRIER	291.8	19/03/2020 19:30	19/03/2020 19:31	LBH	Kwangyang	HPT
9743851	ALBATROSS BAY	LANDING CRAFT	64	19/03/2020 20:00	19/03/2020 21:00	SSW	Weipa	CNS
9624237	GALAXY ACE	VEHICLES CARRIER	200	19/03/2020 20:30	20/03/2020 0:30	GAC	Townsville	BNE
9341914	RTM WAKMATHA	BULK CARRIER	236	19/03/2020 22:30	20/03/2020 1:00	WSS	Amrun	GLT
9826471	LOWLANDS HORIZON	BULK CARRIER	235	19/03/2020 22:30	19/03/2020 22:31	LBH	Singapore	HPT
9537020	NORD COPENHAGEN	GENERAL CARGO	177	19/03/2020 23:45	20/03/2020 2:15	ISS	Singapore	GLT
9864083	FIRST ANGELUS	BULK CARRIER	229	20/03/2020	20/03/2020 2:30	WSS	Kawasaki	GLT
9190597	FOURCROY	LANDING CRAFT	49.8	20/03/2020 2:00	20/03/2020 3:00	SSW	Thursday Island	WEI
9585730	AENEAS	BULK CARRIER	229	20/03/2020 2:30	20/03/2020 3:30	GAC	Busan	HPT
9423592	ENGIADINA	BULK CARRIER	190	20/03/2020 3:30	20/03/2020 6:00	LBH	Indonesia	GLT
9657868	WUHU	BULK CARRIER	180	20/03/2020 5:00	20/03/2020 6:45	TSA	Bing Bong	TSV
246	HMAS MELVILLE	NAVAL	71.2	20/03/2020 6:00	20/03/2020 7:00	RAN	Cairns	CNS
9733765	GLOUCESTER EXPRESS	LIVESTOCK CARRIER	134.8	20/03/2020 6:00	20/03/2020 7:30	GAC	Haiphong	TSV
1010844	RAMBLE ON ROSE	YACHT	59.5	20/03/2020 7:00	20/03/2020 12:00	CMA	Sydney	BNE
9348089	RIO BLANCO	CONTAINER SHIP	286.5	20/03/2020 10:45	20/03/2020 14:30	ISS	Tanjung Pelepas	BNE
9812133	BAUSTELLA	BITUMEN CARRIER	109.9	20/03/2020 12:00	20/03/2020 16:30	WSS	Yeosu (ex Yosu)	BNE
9497359	PACIFIC QUEEN	BULK CARRIER	291.8	20/03/2020 13:30	20/03/2020 15:15	LBH	Zhangjiagang	ABP
9615171	CMB MEDOC	BULK CARRIER	235	20/03/2020 13:31	20/03/2020 14:31	MON	Zhoushan	HPT
9291341	NIRAI	BULK CARRIER	235	20/03/2020 13:45	20/03/2020 16:15	ISS	Tokuyama	GLT
9642174	OCEAN GRACIOUS	BULK CARRIER	180	20/03/2020 14:00	20/03/2020 19:00	WVS	Tokuyama	BNE
9149990	TRINITY BAY	PASSENGER/GENERAL CARGO	80.95	20/03/2020 15:00	20/03/2020 16:00	SSW	Seisia	TIS
9860520	PORT TOKYO	BULK CARRIER	200	20/03/2020 15:00	20/03/2020 20:00	MON	Newcastle	BNE
9710074	GOLDEN RESOLUTION	TANKER	126.8	20/03/2020 15:30	20/03/2020 17:15	ISS	Ulsan	TSV

From: [Ellie L. McKinney](#) on behalf of [Angus Mitchell](#)
Subject: GM Maritime Safety Queensland - Novel Coronavirus 24
Date: Wednesday, 12 February 2020 5:33:21 AM
Attachments: [MSQ VTS Direction 07-2020 Novel Corona Virus.pdf](#)
[General Manager Direction to Masters of all ships Queensland - Coronavirus.pdf](#)
[MSQ Reef VTS Direction 04-2020 Novel Corona Virus.pdf](#)
[Regional Shipping Medical Report \(MSQ\) - 12.02.2020am.pdf](#)
[MSQ Reef VTS Direction 04-2020 Novel Corona Virus.pdf](#)

A Message from the General Manager (Maritime Safety Queensland)



Dear maritime colleagues,

Over the course of the last 12 hours (17:00 Tue 11 Feb – 05:00 Wed 12 Feb), **22** vessels have entered Queensland port pilotage areas or Reef and Torres Straits (Regional Shipping Report attached).

22 vessels have reported NO to the mandatory questions contained in REEF VTS Directions 04-2020 and VTS Direction 07-2020.

General Managers Direction

On Thursday 6 February 2020, a General Manager's Direction was issued under section 191A of the Transport Operations (Marine Safety) Act 1994 that pertains to mandatory measures implemented for all vessel arrival in Queensland port pilotage areas having departed or transited through mainland China since 1 Feb 2020 (General Managers Direction to all ships Queensland - Attached).

VTS Directions

REEF VTS 04-2020 and VTS Direction 07-2020 are now in effect.

REEF VTS 03-2020 and VTS Direction 06-2020 are now cancelled.

We have updated these Directions to allow vessels under Reef or Torres pilotage to enter port limits and anchor vessels in inner anchorages, thus reducing the transit times of disembarking Pilots and allowing vessels to proceed to the most suitable anchorage available. Such vessel however, will continue to be held off taking Port Pilots and berthing until the 14 days has elapsed since visiting China and the vessel reports no unwell crew in accordance with the Directions.

Notice to Agents

In order not to unnecessarily delay or isolate vessels once berthed - or worse, cause regulatory action to be initiated, Ships Agents are strongly urged to remind Masters of their legal obligation to make full and frank declarations to the attached VTS Directions. Failure to make full and frank declarations of unwell crew has already led to unnecessary delays and potential regulatory recourse.

Advice to Mariners

An *Advice to Mariners* advising of the *General Manager's Direction to all ships Queensland* has been promulgated through Maritime Safety Queensland's website.

Conclusion

MSQ will continue to work collaboratively with Queensland Health and broader maritime representative industry groups to minimise the risks associated with the Coronavirus and its associated impact to our vital trade corridor. The safety and wellbeing of our maritime industry personnel however will continue to be the paramount priority.

While every effort has been made to inform all Queensland maritime partners of this update, please ensure wide distribution. Please also note, MSQ's website now also includes information and updates on the novel coronavirus – www.msq.qld.gov.au.

Queensland's Regional Harbour Masters can be contacted for further information if required.

Regards,

Angus Mitchell

General Manager

Maritime Safety Queensland

Department of Transport and Main Roads

P: (07) 3066 3977

M: **Not Relevant**

E: angus.g.mitchell@msq.qld.gov.au

W: www.msq.qld.gov.au



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General Manager's Direction

Transport Operations (Marine Safety) Act 1994

Section 191A – Direction to person about operation of ship in relation to pilotage area

Application

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

DIRECTION:

I, Angus Mitchell, General Manager of Maritime Safety Queensland, direct the master of a ship to which this direction applies to navigate or otherwise operate the ship in relation to the pilotage area as follows:

- The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China on or after 1 February 2020.
(To remove any doubt, this means for example that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020 and a ship that departed mainland China on 3 February 2020 may not enter a Queensland pilotage area until 17 February 2020).

Facts and Circumstances

I am satisfied on the basis of the facts and circumstances stated below that exceptional circumstances exist which justify the giving of this direction in the public interest, in that there is a serious risk to public health:

- The International Health Regulations (2005) Emergency Committee was convened by the World Health Organisation Director-General and met on 30 January 2020. The Director-General declared that the outbreak of 2019-nCoV constitutes a Public Health Emergency of International Concern (PHEIC). Refer: [https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-\(2005\)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-\(2019-ncov\)](https://www.who.int/news-room/detail/30-01-2020-statement-on-the-second-meeting-of-the-international-health-regulations-(2005)-emergency-committee-regarding-the-outbreak-of-novel-coronavirus-(2019-ncov))

- The Australian Government Department of Health, through the Australian Health Protection Committee, on the advice of the Communicable Diseases Network Australia, have agreed that travellers arriving out of mainland China self-isolate for a period of 14 days from the time they leave mainland China. Refer: https://www.health.gov.au/sites/default/files/documents/2020/02/novel-coronavirus-update_1.pdf
- The Chief Health Officer of Queensland has advised that as at 5 February 2020 Queensland has four confirmed cases of novel coronavirus, and advised people who have left, or transited through, mainland China on or after 1 February 2020 to self-isolate for 14 days. Refer: <https://www.health.qld.gov.au/clinical-practice/guidelines-procedures/diseases-infection/diseases/coronavirus/public-info-novel-coronavirus/fact-sheet-coronavirus>

You are advised that

- It is an offence under section 191A(8) of the *Transport Operations (Marine Safety) Act 1994* to contravene this direction without reasonable excuse. The maximum prescribed penalty for a contravention of this direction is \$66,725 for an individual, and \$333,625 for a corporation.



Angus Mitchell
General Manager
Maritime Safety Queensland
6 February 2020

MSQ Reef VTS Direction 04/2020

Novel Coronavirus Threat – vessels transiting Reef and Torres Straits

Issued 11 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

Effective immediately, Queensland's Reef Vessel Traffic Services (REEFVTS) will require all foreign trading ships that are inbound to the Torres Strait, Hydrographers Passage, Whitsundays Pilotage areas are to provide the following information until further notice:

- 1) **Report whether the vessel has visited mainland China in the past 14 days since 1 Feb 2020.**
- 2) **Report if any Crew Member or passenger has visited Mainland China the past 14 days since 1 Feb 2020.**
- 3) **Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.**

If answers to all the above questions is **NO**, the Vessel will be free to proceed under pilotage. There is no need to advise the pilotage company, however confirmation can be given if requested to the pilot launch or helicopter prior to pilot boarding.

If the answer is **YES** to Question 1 and/or 2, VTS is to advise the pilotage company immediately.

If the answer is **YES** Question 3 VTS is to advise the RHM who will make the appropriate notifications to State and Federal agencies for further advice. Any such vessels may be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

In the case of vessels entering the reporting area via Swain and Sandy Cape, Reef VTS may either communicate with the ship via Inmarsat C or wait until VHF comms are satisfactory. If there is no response from a vessel entering IVO Swain Is then this will form part of the vessel handover/takeover procedure with Gladstone VTS.

If in the event of a ship being non-compliant by

- a) not providing a Pre entry report, or
- b) not providing answers to the questions

the vessel is to be directed to remain outside the Pilotage area until such time as the above questions have been answered.

If in the situation arises where Reef VTS are unable to contact the vessel prior to pilot boarding, Reef VTS will notify the pilotage company advising that Reef VTS has attempted to contact the vessel but were unsuccessful and requesting the pilot company to communicate directly with the vessel.

VTS is to record the number of vessels vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contact VTS regarding any response from a vessel they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health
This direction will remain in effect until further notice.

MSQ VTS Direction 07/2020

Novel Coronavirus Threat – vessels inbound QLD Ports

Issued 11 February 2020

Background

In light of Australia's escalated response to the current threat of the Novel Coronavirus, I have directed that Maritime Safety Queensland (MSQ) adopt a proactive stance in managing the risks associated with incoming shipping to Queensland's ports.

Direction

General Manager has issued a new Direction under section 191A of the *Transport Operations (Marine Safety) Act 1994*.

This direction applies to the masters of all ships in Queensland waters if:

- the ship left, or transited through mainland China on or after 1 February 2020, and
- the ship intends to enter a Queensland pilotage area.

The ship must not enter a Queensland pilotage area until 14 days have elapsed since the ship's departure from mainland China.

(To remove any doubt, this means that a ship which departed mainland China on 1 February 2020 may not enter a Queensland pilotage area until 15 February 2020).

Effective immediately, Queensland's Vessel Traffic Services (VTS) will require all foreign trading ships that are inbound to Queensland Port Pilotage areas to provide the following information until further notice:

- 1) Report whether the vessel has departed mainland China since 1 Feb 2020.
- 2) Report if any Crew Member or passenger has visited Mainland China since 1 Feb 2020.
- 3) Report if any Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.
- 4) Report if any Crew Member or passenger is showing any of the Novel Coronavirus symptoms that include fever, flu-like symptoms cough, sore throat, headache or difficulty breathing.

If the answer is **NO** to Questions 1, 2, 3 and 4, MSQ will then inform all parties including Marine Pilots, and ships agent of the clear declaration. Vessel can proceed as scheduled.

If the answer is **YES** to Questions 1, 2 or 3:

- they have departed mainland China since 1 Feb 2020
- they have reported a Crew Member or passenger has visited Mainland China since 1 Feb
- they have a Crew Member or Passenger has visited Hubei Province, China in the past 14 Days.

The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot until 14 days since departing or transiting through mainland China has elapsed. Question 3 is to be repeated to the vessel on its call into VTS after the 14 days since 1 Feb has elapsed.

The 14 day quarantine period will commence at pilot away time in China which will be the last time the crew of a vessel will have interacted with a person from Mainland China.

To calculate the time in which an Australian pilot can board a vessel, add 2 hrs to the pilot away time and then add 14 days.

*(For example, if the Pilot away time in China is 1000 11/2020 (+0800 UTC),
the earliest Australian Pilot Boarding time will be 1200 25/2020 (+1000 UTC))*

If the answer is **YES** to question 4, VTS is to advise the RHM immediately and follow any instructions given. MSQ will make the appropriate notifications to State and Federal agencies for further advice. The vessel is **NOT** to enter a Queensland Compulsory Pilotage Area nor embark a Marine Pilot and be directed to remain outside of the Compulsory Pilotage Area until assessed and cleared by appropriate government qualified personnel.

If in the event a ship is non-compliant by not providing answers to the questions, the ship is to be directed to remain outside the VTS area or port limits until such time as the above questions have been answered.

VTS is to record the number of ships vetted with identifying the result of the questioning. A report from each VTS centre is to be provided to Townsville VTS centre every 12 hours at 0400 and 1600 daily. Townsville VTS is to submit collated reports to the General Manager MSQ by 0430 and 1630 daily.

If in the event a member of the public or boating community contacts VTS regarding any response from a ship they are to respond with *"MSQ will make the appropriate notifications to State and Federal agencies for further advice"*.

These precautionary measures are consistent with Queensland Health's posture on the need to minimise risk across the state. Queensland's Regional Harbour Masters can be contacted for further advice or information as required.

This direction is subject to change based on advice provided by the Australian Department of Health This direction will remain in effect until further notice.

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
ReefVTS	Gas Tanker	N/N/N	Nil
	Container	N/N/N	Nil
	Container	N/N/N	Nil
	Bulk Carrier	N/N/N	Nil
	Tanker	N/N/N	Nil
	Tanker	N/N/N	Nil
	Container	N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Cairns	Bulk Carrier	N/N/N/N	Nil
	Bulk Carrier	N/N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Townsville	Bulk Carrier	N/N/N/N	Nil
	Livestock Carrier	N/N/N/N	Nil

MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Mackay	Bulk Carrier	N / N / N / N	Nil
	Bulk Carrier	N / N / N / N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Gladstone	BULK CARRIER	N/N/N/N	Nil
	BULK CARRIER	N/N/N/N	Nil
	CEMENT CARRIER	N/N/N/N	Nil
	BULK CARRIER	N/N/N/N	Nil
	BULK CARRIER	N/N/N/N	Nil
	BULK CARRIER	N/N/N/N	Nil
	GAS TANKER	N/N/N/N	Nil
MSQ Region	Ship type	Response Y/N	Action taken if "yes" who advised/directions to master etc
Brisbane	Container	N/N/N/N	Nil
	Tanker	N/N/N/N	Nil