

UNITED KINGDOM MARITIME PILOTS' ASSOCIATION

Hon. President: Lord Tony Berkeley

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To: ALL UKMPA MEMBERS

Circular 7/2020
20 March 2020

Dear Colleague,

Novel Coronavirus (Covid-19) – Strategy for Maintaining Pilotage Operations

Maritime Pilots in the UK facilitate up to 95% of goods entering or leaving the country. The UKMPA recognise that in the coming months, Pilots have a duty to maintain an essential supply chain to keep the country moving in these times of extraordinary international crisis.

Maritime Pilots are recognised as key workers to enable movement to or from vessels in the event of an enforced curfew and to enable access to school for their children if required. <https://bit.ly/2Wu1wPR>

Pilots are reminded that they have a duty to report to the CHA / Port Health Authorities if it is found that there are any irregularities regarding Port Health Declarations once on board. If there are any suspected cases of Covid-19 reported on board using the Maritime Declaration of Health form, official Government advice states that the vessel is to be considered a 'household'. In the absence of testing kits, it must be assumed that a case exists and as such the vessel and crew will be required to self-isolate for 14 days from when the first symptoms were noticed. If another crew member shows signs that they may be infected within that 14 days, the clock is reset.

Should a ship arrive having declared a case on board and it is required for other than commercial expediency to be brought into port, then consideration should be given to the provision of appropriate additional PPE and enhanced procedures. An employer or contractor remains legally obliged to ensure the safety of all personnel under its direction. If official Government advice changes, you will be updated accordingly.

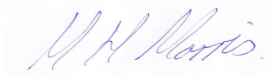
Pilots should be vigilant and observe the highest precautions with their own health and to minimise exposure whilst on board. This will include, no physical contact with crewmembers, observing a 2 metre distance separation whilst on board and only having essential crewmembers in the wheelhouse during the Act of Pilotage. The acceptance of food or drink whilst on board should be avoided.

To minimise exposure on departing vessels, agents should only book a Pilot for when the ship is ready to depart immediately the Pilot attends. If on attendance the vessel is not ready to depart due to cargo or other issues, the Pilot should not board. The 2 metre separation should be maintained if possible whilst onshore and in Pilot transport.

Shoreside Pilot transport (taxi's) should where at all possible be a dedicated service whereby the general public are excluded. This may require taxi companies to deep clean their vehicles in case of cross contamination.

The UKMPA has an open line to high level authority in the event of rapidly changing information. If any Pilot has difficulty in obtaining PPE, hand sanitizer, masks, wipes or disposable gloves, contact their CHA in the first instance for assistance.

Yours faithfully,

A handwritten signature in blue ink that reads "Mike Morris". The signature is written in a cursive style with a clear first name and a last name.

Mike Morris
Chairman UKMPA