Implementation of The International Chamber of Ship Guidance for Ship Operators for The Safety of The Health Seafarers in The New Normal Age

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Abstract. The impact of Covid-19 has threaten various aspects of life, including sailors. Various regulations have been issued to prevent the spread of Covid-19 on ships, such as Sea Transportation Circular Letter No: SE. 11 of 2020, Circular Letter No. 4202 / Add.4 International Chamber of Shipping (ICS), Circular Letter No. 4202 / Add.3 World Health Organization (WHO), and Circular Letter No. 202 / Add.2 WHO-IMO Joint Statement. The problems faced by seafarers with the existence of this regulation include the difficulty of ships entering the port, delays in issuing shipping approval lines and even the effects of these port entry restrictions or port closure causing crew changes to be prohibited. Based on the background of the problems mentioned above, The study aims at the introduction, in the new standard era and the solution to the problems of development of international Council of Ships Advice to Ship Safety Operators for Seafarers in the new standard era. In this article, the analysis methodology is the law. By reviewing all laws and regulations concerning legal matters being dealt with the legislative method shall be applied. The study is more oriented towards the approach of the legislation in relation to the introduction of the newly-formed norm era of the use of the international shipping chamber for marine operators. Data Analyse Techniques The approaches used during the analysis are qualitative analytical tools which start with specific hypotheses and certain paradigms as basis for initial findings. Data analysis techniques are deductive analytical tools. Health protocols issued both internationally and domestically are sufficient to become a standard for seafarers. The Ministry of Transportation has not made Standard Guidance for a crew change, resulting in long delays which can lead to high costs such as accommodation while waiting for results, double rapid tests, especially for crews whose mobilization places are far away.

1. Introduction

At present issues are growing in line with the spread of COVID-19 in certain parts of the world and the potential to lower the rate of decline in a number of other countries [1]. Governments, employers and staff and their associations face major obstacles in their attempts to tackle the COVID-19 pandemic and to protect safety and health at work. Beyond this continuing crisis, there are internal questions about restoring operations that are capable of sustaining the progress already achieved in suppressing the outbreak. The COVID-19 pandemic is a life-threatening health emergency. Measures to respond to this pandemic have a direct effect on the economy, supply (production of goods and services), demand (consumption and investment) and the world of work [2]. Quarantine and disruption of the business sector, travel bans, school closures and other closures have had a sudden and dramatic effect on staff and businesses [3]. Often the first to lose a job are those whose jobs are already precarious, such as shop assistants, waiters, kitchen employees, baggage handlers and cleaners. In a world where only one in five people is eligible for unemployment compensation, termination of work relationships (layoffs) is a tragedy for millions of families [4]. Informal employees, accounting for about 61% of the global workforce, are especially vulnerable during the pandemic as they face a higher risk of OSH and less adequate security [5]. Unprotected jobs, such as sick leave or unemployment insurance, will force these
workers to choose between health and income that threatens their health, the health of others and the well-being of their economy.

The recession would also have an impact on working conditions, incomes and access to social security, in addition to unemployment and underemployment, with a substantial negative impact on those communities which are more vulnerable to the harmful effects of the labour market. Recent experiences with severe acute respiratory syndrome (SARS), influenza A (H1N1) and Ebola virus outbreaks have highlighted the importance of focusing on the workforce not only to understand at-risk populations, but also to consider disease transmission pathways and to enforce effective control and prevention measures[6].

That epidemic is special in many ways. Pathogen (disease) infections ranged greatly in severity, mortality, transmission patterns, diagnosis, treatment and management [7]. As far as geographical distribution is concerned, epidemics may be localized or widespread at local, national or intercontinental level. The disease can affect certain disadvantaged groups or populations, or it may affect the population as a whole. Responses of a particular nature will include the monitoring of occupational health services, public health services and other stakeholders for information, materials and technical advice [8]. In the face of a pandemic: ensuring safety and health at work By having a detailed work-related emergency preparedness plan designed to resolve a health crisis and outbreak, the workplace will be better prepared to develop a timely, organized and efficient response when adapting these measures to an emergency directly faced by the organization. Continuous monitoring of K3 conditions and reliable risk assessments would be needed to ensure that the exceptional control measures adapted to the change phase, the working conditions and the characteristics of the force work during crucial transmission periods and afterwards can be prevented from repeating the same occurrence.

WHO, as on March 3, 2020, has not yet recommended restrictions on travel or international trade, and according to International Health Regulations (IHR and other international regulations), IHR member countries are given permission and are free to conduct an examination of health documents or certification of free pratique. The vessel and if a source of infection or contamination is found on board, the necessary quarantine measures or other measures are necessary to prevent the spread of the pandemic infection.

This guide refers to international references, the International Maritime Organization and the International Health Regulation. This manual also contains eight specific protocols for law enforcement officers conducting marine patrols. The eight protocols are Ship-to-Port Protocol, Ax Protocol When Lego Anchors / Sail, Vessel Protocol Before Patrol, Ship Protocol After Patrol Duty, Boarding Party Protocol (Examination Team), Protocol for Carrying Target / Capture Vessels, Patient Evacuation Protocol, Protocol for Carrying People (Captives) on the Ship. The purpose of this research is to explain the implementation of the International Chamber of Shipping Guidance for ship operators for the protection of the health seafarers in the new normal era and to describe the solution to the problems of implementing these rules (Anak Agung dan Ni Putu, 2020).

2. Materials and Methods
This is a qualitative descriptive analysis [9] The approach to analysis used in this paper is a statutory approach. The legal method shall be followed by reviewing all the laws and regulations relating to the legal issues to be dealt with [10]. The research being conducted focuses more on the approach to the laws and regulations relating to the application of the International Chamber of Shipping Guidelines for the Safety of Safe Seafarers in the New Normal Epoch. Data Analysis Techniques Data analysis techniques used for this research are deductive analysis methods that are data analysis methods that begin with general assumptions and some paradigms as a basis for starting conclusions [11].

3. Results and Discussion
3.1. Results
To reduce the impact of the epidemic, protect workforce health and ensure continuity of health services during and after an epidemic, a health system is needed the strong one. Epidemic and pandemic put health care systems under-emphasis and tremendous pressure [12]. People, effort and medical supplies are all diverted to respond to emergencies. This a lot will lead to essential health services and neglected
regular. Apart from that, setting health care, and especially space emergency department, can be a transmission centre. Many people may be infected under the circumstances [13]. The interrelated relationship between K3 and public health like this if preventive measures and controls are not implemented properly [14]. Health workers, who are at the forefront of this response, probably will be infected and died in the world [15]. Public health services also play a role important role in the steps prevention and mitigation for population basis general. For workers in the informal sector and small and micro companies - generally located beyond the reach of K3 services - health services, society may be the only one services that reach out to these groups [16]. Necessary information: If people do not give precise information on how to transmission and ways to avoid spreading disease, and is sensitive to risks and actions must be taken, they will not be able to protect yourself and others effectively.

The government needs to ensure that information is given to the group different beneficiaries, namely: General public: Information about symptoms; ways to prevent infection and reduce disease transmission; reason and times of quarantine and isolation measures, if needed; the current status of the outbreak; possible financial support and job protection and so on [17]. Those who are in position has a responsibility: Guidelines for providing advice regarding clinical management, infection control, health policy society, legislation and law enforcement means, social protection for ensuring that a national response against epidemics coordinated well; Entrepreneurs and management: Information about how to implement laws, policies and guidelines relevant national organizations (company) them and responsibilities they are related to government recommendations; Workers: Information about use practical for equipment and procedures can prevent and eradicate the infection, as well as their responsibilities within comply with practical recommendations.

The instructions for grappling with the COVID-19 epidemic in the maritime borders and dependencies of Indonesia are focused on Circular Letter No.4204 / Add.4 of the Maritime Safety Committee (IMO) to support all types of ships operating in international waters. The Government of Indonesia has declared COVID-19 as a national catastrophe and the answer is being taken out by COVID-19 Handling Accelerator Intelligence Unit in compliance with Presidential Decree No.9 of 2020 concerning changes to Presidential Decree No.7 of 2020 concerning the COVID-19 Managing Accelerator Task Force. WHO has declared the pandemic a Public Health Emergency of International Concern under the WHO International Health Regulations (IHR). This formidable public health challenge requires close cooperation between the government, in this case, the Task Force for the Acceleration of Handling Covid - 19, law enforcement and shipping companies engaged in maritime trade, to protect the health of marine users and the general public. Task Force for the Acceleration of Handling COVID-19

3.1.1. Implementation of the International Chamber of Shipping Guidance for ship operators for the protection of the health seafarers in the new normal era

The government has formed a Covid-19 response task force under the command and control of the Head of BNPB, Lt. Gen. TNI Doni Monardo. The Covid-19 Task Force together with Bakamla RI led by the Head of Bakamla Lakslya TNI Aan Kurnia S.Sos., M.M. working together to develop a protocol "Guidelines for Facing the Covid-19 Pandemic at Sea" to support marine users operating in Indonesia's territorial waters and jurisdiction, including all law enforcement vessels. The goal is to assist the government in the realization of protection and protection in the marine and transportation industries by providing guidance to UN organizations, including the “World Health Organization (WHO) the International Maritime Organization (IMO)” and the “International Labor Organization (ILO)”, and also the Indonesian Centers for Protection and Regulation of Covid-19.

COVID-19 was first detected in Wuhan, China in December 2019 and has been deemed a pandemic to date and has been a public health epidemic under the WHO International Health Regulations. The condition can infect respiratory disorders and pneumonia [18]. Health authorities around the world seek to contain and monitor the spread of the virus by preventive measures to minimize and slow down widespread transmission. This public health challenge involves close coordination between the government, marine law enforcement and shipping companies engaged in maritime trade to protect the health of seafarers (and passengers) and the general public.
A number of policies have been adopted, such as restrictions on activities and use of personal protective equipment. This situation must be of grave concern and awareness for seafarers and ship operators, especially in relation to the characteristics of the working environment and living onboard the ship has a great potential to quickly cause a pandemic because the space dimensions are relatively small compared to activities on land. This manual is not intended to restrict commanders and ship operators from making more detailed regulations on their [19].

WHO, as on March 3, 2020, has not yet recommended restrictions on travel or international trade, and according to International Health Regulations (IHR and other international regulations), IHR member countries are given permission and are free to examine health documents or certification of free practique. and if a source of infection or contamination is found on board, the necessary quarantine measures or other measures are necessary to prevent the spread of the Pandemic infection.

Currently, many countries enforce national and local restrictions even though the measures taken are very detrimental to maritime traffic and may violate the IHR, the FAL (Facilitation of International Trade) Convention and other maritime standards on the rights and treatment of seafarers and passengers. The truth is that shipping firms have no choice but to comply with federal regulations and restrictions! Including locally because of serious questions about COVID-19 and the possible threats to public health. These limits can be Postponement of port clearance (Sailing Approval Letter); Prevention of crew members or passengers getting on or off the ship (prohibition of changing crew members); Prevention for unloading/loading goods or stocks needed by ships, refuelling the supplies; and Imposing quarantine or refusing to ship to port (in extreme cases). Nevertheless, it is crucial for port countries to take all ships (both goods and passengers), to dock or land and unload seamen and passengers suspected of being infected with either the status of Person Under Monitoring (ODP) or Patient Inside. Supervision (PDP), because it is challenging to handle onboard and can endanger sailors and their latn passengers. If an infection or contamination is found on a ship anchored, the port states can take further steps to make action the contamination in accordance for applicable regulations.

Together with the flag states, ship operators or shipping companies and captains must cooperate with port states to ensure that activities at ports can be carried out such as Change of crew/sailors; Debarkation and embarkation of passengers; Cargo operations (loading/unloading); Maintenance and repair at the shipyard; Filling the needs of ships (fuel, freshwater, foodstuffs, etc.); and Administrative certificates and required documentation. The International Labor Organization (ILO) has indicated that adequate defence from the safety and health of seafarers should became priority throughout the COVID-19 pandemic. Under the Maritime Labor Convention (MLC) or the International Labor Organization Maritime Convention, flag States should manage that all seafarers on ships flying the flag of a ship have adequate governance and management should prevent protection of their health and should have access to timely and adequate health care when operating on a ship. The Port States must ensure that any seafarer on board a vessel in their territories has immediate access to health services on land.

The spread of COVID-19 from human to human can be understood primarily through droplets (droplets from people who have been infected with COVID-19, for example, when coughing and sneezing, who are directly exposed to other people or splashed on the persons personal various surfaces). COVID-19 may also be captured by touching objects or surfaces, which then contact the eyes, nose or mouth.

Norm of Prevention and Control Measures against Infection or Infectious Prevention also Control (IPC) stresses the most importance for hand protection, system of respiratory, environmental hygiene, self-awareness, among others: wash your hands regularly with soap and hot/flowing water or alcohol (at least 65-70 per cent) and clean your hands for 20 seconds; avoid touching your face including your mouth; If you are too close, there is a chance that you will be exposed to the Virus; Meat, milk or animal products should always be treated with caution to prevent cross-contamination with raw food.

After coughing, sneezing, using a tissue or coming into contact with objects or surfaces that may be contaminated, sailors should be given money and ability to clean their hands. Routine use of non-medical masks is recommended to be applied to sailors and passengers. Seafarers onboard or on leave) must notify the local health service authority (Port Health Office) if they have visited an area affected
by COVID-19 in the past 14 days, or if they have been in contact with someone with respiratory symptoms in the area or location which has contracted COVID-19. If a seafarer has a fever, cough or difficulty breathing, it is crucial to immediately seek out the nearest medical service centre/place and report it to interested parties.

General Provisions for Seafarers

a. Before carrying out a voyage
   1) Provide general information to seafarers and passengers about Covid-19 and preventive measures and establish checks before boarding/boarding a ship.
   2) Carry out routine cleaning and disinfection of rooms and ship buildings at least once a day.
   3) Carry out a screening procedure before entering the ship, including:
      a) Examination of body temperature and medical observation,
      b) Washing hands (provide a place to wash hands).
      c) Fill in the form checklist to find out the status.
      d) If it does not pass the screening:
         (1) For crew members, quarantine/isolation in the cabin or isolation room.
         (2) For passengers, rejected and informed the Port Health Office.
      (3) Prepare personal protective equipment (masks, personal protective clothing, protective goggles, gloves, hand washing soap, hand sanitizer, disinfectant equipment) and always check their condition and sterilization before use.

b. While sailing
   1) Carry out routine cleaning and disinfection of ship spaces and buildings at least once a day during the voyage.
   2) Carry out an independent health examination, report if you experience symptoms of cough, fever, body aches, and fatigue.
   3) Minimize activities or activities that are not important when there is no vital activity, stay in the cabin.
   4) Report the daily situation and monitor the development of the port of destination from the operator/unit above.
   5) When in the port between:
      a) Monitor the situation in the port area
      b) The crew remains on the ship, except for urgent matters, the decision is made by the captain/commander of the ship.
      c) Carry out pre-boarding inspection procedures for personnel.
      d) Carry out inspection an
   e) Sterilization/disinfection procedures for goods entering the ship.
      f) Carry out an evacuation if any personnel experience symptoms and require treatment
   6) If there are personnel who are suspected of being in contact (see provisions for contact categories), immediately carry out identification (use the Passenger / Crew Locator FormnPLF form - see Appendix A), assign ODP or PDP and implement provisions for handling ODP or PDP onboard, and remain on the ship until there are laboratory results.

3.1.2. The solution to the problems of implementing the International Chamber of Shipping Guidance for ship operators for the protection of the health seafarers in the new normal era

Ship operators must provide the crew with instructions on how to identify the symptoms and signs of COVID-19, and if passengers or sailors on board demonstrate signs and symptoms of acute respiratory disease, the crew must recognize the preparations and procedures to be followed. Medical personnel onboard must be trained and updated on their knowledge of the COVID-19 pandemic, along with new evidence and available advice. Paying attention to the WHO website for COVID-19 is advisable. As a reminder, the requisite posters to remember and provide understanding may be used or placed on board. Posters can be downloaded from the ICS website at Ship Operators, or shipping companies MUST provide their seafarers with detailed instructions and training regarding the COVID-19 Pandemic Safety
Measures on coughing/sneezing etiquette for seafarers, how to wash hands, waste disposal procedures, wearing masks, and maintaining the distance. COVID-19 can be spread through direct or indirect exposure to droplets. Indirectly is through touching the surface of the object that is exposed to the splash. Therefore, surface cleaning or surface disinfection is one way to prevent its spread.

Fortunately, normal and thorough cleaning of environmental surfaces with hot water, detergents, and ordinary disinfectants (e.g. sodium hypochlorite, ethanol) can kill the COVID-19 Virus. Implement and maintain high levels of cleaning and disinfecting measures during case management on board. For contaminated cabins, cabin patients and 'near contacts' should be washed using washing and disinfection procedures. Personnel wearing PPE, which is qualified cleaning surfaces contaminated with the infectious agents, should thoroughly clean and disinfect the premises or places, including cabins and isolation rooms (after use). Pay attention to surfaces that people frequently touch. Clothing, cloth, equipment for food services, and cabin wastes/rooms which identically the same as cases and suspected infected areas should be carried out procedures for handling infected materials, objects or spaces on board. Wash clothes or fabrics according to the fabrication instructions, use hot water and dry thoroughly. Do not separate and stir or shake the cloth as this will spread it into the open air and stick to other surfaces. The garbage from cleaning the room must be wrapped at least twice in a plastic bag that is tightly bound and stored for 72 hours before being disposed of in the regular trash. If you cannot store during this time, give it marks as risky waste. For personnel who carry out cleaning after completing their duties, immediately carry out personal cleaning, including the PPE used. PPE that has been used must be removed with great care and caution, given the maximum risk of virus exposure during direct contact with ODP / PDP on board. PPE removal must be carried out in the decontamination room in accordance with the established procedures regarding PPE removal.

3.2. Discussion

Preventive measures In facing the COVID-19 crisis and effective work control will have a positive impact on business continuity. Companies need to manage and reactivate production, taking into account health protocols because that helps prevent or avoid more severe outbreaks, which can cause more economic and social disruption. To comply with the legal requirements, particularly technical and administrative rules, are needed (to avoid increasing disruption due to COVID-19, which has a severe impact on the economy and jobs. Work is significant, at the international and national levels during a pandemic like COVID-19. All international institutions, respectively. With particular specialties, The WHO and the ILO are in particular, providers of International Employees Health and Security Guidance, identifying, with the objective of ensuring the cooperation and coordination, short, medium to long term approaches for individuals, employees, families and communities [20]. International agencies and forums should also facilitate the identification and implementation of gender-responsive initiatives in all industries, including self-employed, casual and informal employees, both in urban and rural areas, to resolve the health of economic, jobs and social problems workers in a pandemic situation. The pandemic is pushing policymakers to make tough decisions that can have drastic effects, not just for the sector of health, or the economy and the sector of labour. Social partners, along with consultation, is the essential in order to give the right practical decisions to be made [21]. Furthermore, the government must consult and collaborate with professional institutions and experts, both at national and international level with the scientific community. In order to make the right and realistic decisions possible, it is essential to consult with social partners. The government must also consult and collaborate with professional organizations and experts, including the domestic and international research world.

4. Conclusions

Marine transportation mode is often the choice for people who want to travel between islands. Besides being able to enjoy the beauty of the ocean, boat tickets are also affordable. With the new era, the requirements for boarding a new normal ship are one that you need to pay attention to. The spread of the Covid 19 virus does not only occur in residential areas or public spaces, such as shopping centers. The transmission of COVID -19 is very likely to occur in water, which may occur when a ship transits
in an area. There are many modes of sea transportation as well as various types of ships passing by in Indonesian waters. This background encourages Bakamla to take the initiative in making a guidebook for handling COVID-19 at sea, especially for law enforcement officers at sea.

In addition, his party found violations that occurred in Indonesian seas, such as the entry of a number of Indonesian workers or Indonesian migrant workers from abroad. They try to enter the area using illegal routes and without health protocols. Therefore, during the COVID-19 pandemic, it is very important for security forces at sea to understand how to handle it, so a guidebook is needed. This step has been coordinated and supported by the National Task Force for guidance to marine users operating in Indonesia's territorial waters and jurisdiction, including all law enforcement vessels. The purpose of making this guide was to help the government; in this case, the COVID-19 Task is in the preventing the spread of viruses in Indonesia, especially at sea. In order to provide protection for sailors, especially law enforcement officers on duty ships. Bakamla has coordinated with relevant ministries and agencies. This is especially true for ministries and agencies that have patrol boat units to prepare special protocols for law enforcement officers at sea.

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