Islamic Republic of Mauritania

Autonomous Port of Nouakchott

Nouakchott, 23 April 2020

Circular

Subject: Measures to protect against the proliferation of covid-19

Having regard to the strategy adopted by the Mauritanian Government on preventive measures against the proliferation of Covid-19;

Given the speed of the increase in the number of affected countries;

Considering the needs of Mauritania for fuel, basic necessities and other products for everyday use;

The port authority of Nouakchott decides the following:

1. Only the Border Protection Department of the Regional Health Directorate can decide whether or not a ship will be accepted at the port of Nouakchott based on the state of health of the crew members and the ship's call history.

2. In order to protect the Mauritanian people as far as possible, vessels from the countries affected must:

(i) be quarantined as far as possible in order to enable the Department of the Regional Directorate of Health to decide on the state of health of the crew members of ships wishing to call at the port of Nouakchott

(ii) Strictly adhere to the prior sending by e-mail to the port authority of medical information concerning the health of the crew members, the history of calls of the vessel and other persons on board, which will enable the Border Protection Department of the Regional Health Directorate to carry out analyses of the risks of contamination.

3. It is the doctor equipped with adequate personal protective equipment who goes up first for checks and physical assessment of the crew members. If no suspicion is found, he authorizes the pilot to board the vessel to take the vessel to her berth.

4 The pilot must be obligatorily equipped with personal protective equipment (mask, gloves and safety glasses). The distance of 2 meters or more must be respected at all times during manoeuvres.

5. Once the vessel is alongside the berth, limit contact with crew members as much as possible and strictly respect the minimum distance of 2 metres.

6. The Doctor and the pilot are both responsible for the neutralization or destruction of their worn personal protective equipment.

7. On the approach to boarding the Border Doctor and the pilot, all members of the ship's crew must be confined to their cabins and are only allowed to go out into the corridors with clean masks and gloves. The vessel’s crew in charge of receiving and escorting the doctor must be well equipped with

adequate personal protective equipment and maintain a distance of 2 metres or more from the port doctor or pilot.

8. Crew members are confined within the superstructure throughout the ship's call.

9. Only crew members involved in a security surveillance mission and ship operations after being equipped with masks, gloves and goggles will be allowed to leave the bridge castle. The safety distance of 2 metres must be respected as much as possible.

10 Crew members are not permitted to go ashore with the exception of the chief officer for draught reading (safety).

11. Surveyors are not allowed to enter the vessel’s bridge castle. Joint inspections with the vessel are carried out with appropriate personal protective equipment (mask, goggles and gloves) only on the open deck. Documents will be exchanged by e-mail.

12. No shore-based personnel shall be permitted to come into contact with the ship's crew and have access to the ship's superstructure where the crew is confined.

13. The port officer, the state administrative services (Customs, Gendarmerie, Police) and the agent of consignment are no longer authorized to board the vessel.

14. No documents or physical objects are allowed to leave the vessel. All exchanges of documents with the ship shall be by e-mail. Discussions shall be by telephone or radio.

15- Documents or physical objects can be brought back on board by a package placed alongside the ship or at the gangway far from the presence of the on-board staff who will collect the package later after the departure of the shipping agent.

16- No control post of the visitors of the port is authorised near the gangway so as to avoid any gathering. The record of the personnel of the stevedores working on board is performed in an office ashore assured by the security agent of the port installation.

17- The board must limit the number of its personnel involved in the manoeuvers and the surveillance of ship operations. The wearing of suitable equipment of individual protection (new mask, new gloves, glasses) is compulsory for any personnel operating outside the ship castle.

18- A special bin with a close lid is placed near the ship to receive used masks and gloves. The content of the bin will be immediately incinerated.

19- The disembarkation of any kind of objects and wastes is prohibited.

20- The stevedores, cranes operators and the other agents operating on board ;

(i) Must be sensitized and educated on the COVID-19, before operating on board ;

(ii) Must avoid to go near the ship castle. They have to go back to their work station far away from the on-board staff, who must in their turn respect the distance of at least 2 meters.

(iii) Must avoid some unnecessary discussions and close distance with the on-board staff, even if this latter is well protected ;

(iv) Avoid to touch the mouth, the nose, the face with hands. Put into practice the code of good hygiene before, during and at the end of the shift. At the end of the shift, carefully pack work clothes in a packaging bag, wash hands well with a soap before getting home.

21- The moorers invloved in the manoeuvers of the ship must :

(i) Be sensitized and educated on Covid-19. When working,

(ii) Be equiped with gloves to handle touline, hawsers and other accessories from the ship ;

(iii) Put into practice the code of good hygiene at any time. Avoid touching the mouth, the nose and face. At the end of work, pack the work clothes in a plastic bag. Wash well hands with a soap before entering in the dormitory or going home.

22- Port Authority and the other stevedore companies will ensure each of them their responsibility in the supply of individual protection equipment to their respective staff.

23- At the end of the vessel's call, a report on the management of the prevention against the COVID-19 must be issued by the terminal who will submit it to the Port Authority, who in his turn, before a visa, will submit same to the Regional Direction of Public Health.

24- Any infringement of these provisions will be stated in a report and will result in the stop of the operations in progress. An investigation will be opened in order to initiate legal proceedings.

25- A maritime brigade of gendarmerie and special commissariat of police will ensure, according to their organisation, the surveillance of the respect of these provisions together with the Harbour and the manager of the concern terminal.

26- The port authority reserves the right to modify these provisions according to the evolution of the pandemic Covid-19.

The Director General