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**Oasis Circular No.: 2104**

**Subject: Update on quarantine measures at Chinese ports following spreading of the Indian COVID-19 variant**

Following recent epidemic situation in India, many Chinese ports have enhanced epidemic control and prevention and implemented additional requirements on vessels that have called India or had crew change in Indian ports recently.

Briefly, we have summarized the latest requirements at various Chinese ports as follows for your ready reference:

**Ports in Liaoning province including Dalian, Bayuquan, Jinzhou, Huludao, etc.**

All the vessels arriving from a foreign country are subject to NAT tests to the whole crew. Cargo operation can only be started after the negative tests results are available.

**Tianjin**

For vessels that have called an Indian port within the last 21 days before arrival or that have crewmembers with recent travel history in India, the whole crew need to receive NAT test before cargo operation can be commenced.

**Jingtang**

For vessel that have called India or had crew change in India in the past 21 days, pilotage can only be arranged in daytime.

**Longkou**

Vessels that have called an Indian port and/or arranged crew change in India needs to report the situation to the authorities in advance, so that the authorities may consider if any additional requirements are needed.

**Weihai**

From May 19<sup>th</sup>, vessels arriving from high risk countries and areas may not be allowed to enter. However, the definition of “high risk countries and areas” is yet to be further clarified.

### **Shidao**

Ships that have called India recently or that have Indian crewmembers on board may not be allowed to enter.

### **Qingdao**

For ships that have called an Indian port within the last 14 days before arrival or that have newly signing-on Indian crewmembers, NAT test will be arranged to all the crew on board. No cargo operation will be allowed until all crewmembers’ test reports have shown negative results.

### **Rizhao (including Lanshan)**

Vessels arriving from India need to submit special application for port entry, and once approved, will be arranged to call a designated berth. Cargo operation will be conducted in non-contact manner. In case there are crewmembers who show symptoms of fever or coughing, the vessel’s entry may be rejected.

### **Lianyungang**

For vessels that have called an Indian port within the last 21 days before arrival or that have newly signing-on Indian crewmembers, the whole crew need to receive NAT test before cargo operation can be commenced.

### **Shanghai**

For vessels whose first port of call in China is Yangshan, Shanghai, after calling India within the last 21 days or carrying crewmembers who have travel history in India within the last 21 days, special declaration needs to be submitted to the port authorities.

If a vessel calls Yangshan as the first port of call in China after calling India in the past 21 days, the whole crew needs to receive NAT tests.

If a vessel calls Yangshan as the first port of call in China carrying crewmembers who have travel history in India in the past 21 days, the relevant crewmembers need to receive NAT test.

Cargo operation may be started before the results are available, but will be suspended immediately if any crewmember is tested positive.

### **Ports on Yangtze River**

Highest-level protection measures must be taken for persons attending on board vessels arriving from India, Laos, Cambodian, Thailand, Pakistan, Nepal, Myanmar, Sri Lanka, etc.. Vessels that have called these countries in the past 21 days, may have to comply with special requirements such as NAT tests for all the crew.

### **Ningbo**

If Ningbo is the first port of call in China after signing on Indian crew and/or calling Indian ports within 35 days before arrival at Ningbo, the newly signing-on crewmembers or all the crew onboard may be tested after arrival at Ningbo port.

### **Zhoushan**

For vessels proceeding to Zhoushan for cargo operation, if the crew change took place within 30 days before arrival at Zhoushan, the new on-signers or all the crews onboard would receive NAT test before cargo operation could be started. No quarantine period is required up to now.

If a vessel has called an Indian port or changed crew in India or signed on Indian crew members within the past 3 months before arrival at Zhoushan, the application of port entry from such vessel might be rejected by the authorities.

As for vessels planning to be repaired at Zhoushan, up to date measures imposed by the authorities will be much more complicated. In brief, quarantine period may be imposed (longest possible quarantine may be 42 days as of the crew change at last foreign port), depending on the specific situation of the vessel and requirements of the shipyard in charge of the repair.

### **Ports in Guangxi province including Beihai, Fangcheng, Qinzhou, etc.**

For vessels that have called an Indian port within the last 21 days before arrival or that have crewmembers with recent travel history in India, the whole crew need to receive NAT test before cargo operation can be commenced. In case the vessel stayed in India so that preventive disinfection is deemed necessary, cargo operation can only be started after completion of disinfection.

Vessels that have called Pakistan, Russia, Cambodian, Thailand, Myanmar, Laos and Nepal within the last 14 days, preventive disinfection may also be required.

### **Xiamen**

A special report needs to be submitted to the port authorities via the agent, in case the vessel have called an Indian or Pilipino port within 21 days, or have had crew change in India or Philippines in the last 21 days, or have newly signing-on Indian or Pilipino crewmembers, so that the authorities may consider if special measures shall be taken.

### **Fuzhou**

For vessels that have called an Indian port within the last 21 days before arrival or that have crewmembers with recent travel history in India, the whole crew need to receive NAT test before cargo operation can be commenced. Vessels that have called high risk countries such as Pakistan, Russia, Cambodian, Thailand, Myanmar, etc. within the last 14 days, preventive disinfection may also be required.

### **Guangzhou**

A special report needs to be submitted to the port authorities via the agent, in case the vessel have called an Indian or Pilipino port within 21 days. At Xinsa terminal, the whole

crew will be subject to NAT tests in case the vessel called India in the last month or have had crew change in India.

### **Shenzhen**

Special declaration is needed in port entry applications, in case the vessel has called an Indian port in the past 21 days and the first port of call in China is Shenzhen.

The entire crew needs to receive NAT tests before cargo operation can be started, if a vessel has called an Indian port within 21 days before arrival, or carries crewmembers that have recent travel history in India. Furthermore, crew change in Shenzhen for these vessels is suspended.

### **Zhanjiang**

For vessels that have called an Indian port within the last 21 days before arrival or that have crewmembers with recent travel history in India, the whole crew need to receive NAT test before cargo operation can be commenced.

### **Hong Kong**

If a ship arrives at Hong Kong within 21 days after sailing from India, no crew change will be allowed.

Please note that the specific measures required for a vessel's calling and berthing may vary at different terminals in the same port. Furthermore, as the situation is constantly developing, the requirements are changing quickly. Owners and managers are recommended to contact their local agents for details of the authorities' requirements for the specific voyage.

If you have any further query, please feel free to contact us for more information.

Best regards,

**Oasis P&I Services Company Limited**



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Tianjin

Dalian

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