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## An assessment of how the pandemic affected the cruise tourism

### Küresel salgının kurvaziyer turizmini nasıl etkilendiğinin bir değerlendirmesi

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#### ABSTRACT

Cases of the Covid-19 pandemic around the world have been changing hourly since the beginning of 2020. Under the effect of the Covid-19 pandemic, negative impacts on the maritime trade and tourism are a sign of the economic impacts globally. Tourism and maritime sectors are directly affected by the pandemic. In this concept cruise, tourism is the intersection of both sectors. While the world economy goes into the recession by the pandemic, the sectoral situation of the cruise industry shows that even big companies started the year 2020 in a good financial situation, but in the second quarter of 2020, economic results of the adverse impacts are shown because of the voyage restrictions. The economic difficulties forced some businesses to sell their ships. All these impacts show that a return to pre-pandemic touristic activity levels before 2023 is impossible. This study aims to observe how the pandemic affected cruise tourism and which strategies can be implemented during and after the pandemic. In this sense, it is thought that cruise tourism must resume with sustainable solutions since it contributes significant values to both the country and business economics.

#### ÖZET

Dünya genelinde Covid-19 salgını vakaları 2020'nin başından bu yana saat başı değişmektedir. Covid-19 salgınının etkisiyle deniz ticareti ve turizm üzerindeki olumsuz etkiler küresel çapta ekonomik etkilerin işaretidir. Turizm ve denizcilik sektörleri pandemiden doğrudan etkilenmektedir. Bu kapsamda, kurvaziyer turizmi, her iki sektörün de kesişme noktasıdır. Dünya ekonomisi durğunluğa girerken, kurvaziyer sektörünün durumu, 2020 yılına iyi bir finansal durumda başlayan büyük şirketlerin bile, 2020'nin ikinci çeyreğinde seyahat kısıtlamaları ile olumsuz etkilerin ekonomik sonuçlarını göstermektedir. Ekonomik zorluklar bazı işletmeleri gemilerini satmaya zorlamıştır. Tüm bu etkiler, 2023'ten önce pandemi öncesi turistik faaliyet seviyelerine geri dönmenin imkânsız olduğunu göstermektedir. Bu çalışma, pandeminin kurvaziyer turizmini nasıl etkilediğini ve pandemi sırasında ve sonrasında hangi stratejilerin uygulanabileceğini ortaya koymayı amaçlamaktadır. Bu anlamda kurvaziyer turizminin hem ülke hem de işletmelerin ekonomisine önemli değerler kattığı için sürdürülebilir çözümlerle yeniden başlaması gerektiği düşünülmektedir.

## 1. Introduction

Tourism is one of the most important business sectors that makes an important economic contribution reducing unemployment not only for big countries but also for small island countries. After the 1929 economic crisis in the world, one of the ways of the countries for the improvement of economics was the improving of the tourism sector. Even the towns, whether they have a coast or not, have aimed to get income from tourism by revealing their different sides. In this context, “this sector has grown very rapidly as a result of the development of technology, the diversification of transportation possibilities, the increase in disposable income

and the increase in leisure time. According to the data of the World Tourism Organization, today it has become the largest sector in the world with the employment, the number of people served, the income and added-value” (Kandır et al., 2008). The literature shows, studies are emphasizing that marine tourism and cultural travel organizations have important contributions to the economic development levels of the country and even the regions and employment as well as hotel management (Arabacı, 2018; Blake et al., 2008; Bulut, 2018; Çağlayan et al., n.d.; Dilek et al., 2016; Dritsakis, 2012; Kandır et al., 2008; Kaplan et al., 2010; Kızıldemir et al., 2017; Nel, 2001; Puljiz, 2003).

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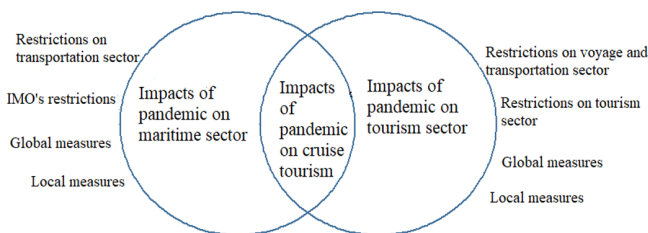
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Since the most of the world’s freight transportation are carried out by seaway, maritime transport is still a competitive alternative between the other transport modes. The marine tourism industry is one of the most important sectors of maritime business, as it covers many parts of the business such as ship-owner, ship agency, port, ship leasing, buying and selling, shipyard (İncekara et al., 2014). Because of that educational activities are carried out especially on marine tourism at the master level. Marine tourism is one of the areas that provide incoming foreign currency to a country’s economy. Marine tourism should not be perceived only as sea-sand-sun therefore it has a very wide framework. It includes many sub-fields such as yacht management, marina management, cruise management, diving, underwater archaeology, etc. Cruise tourism had carried out mostly for passenger transportation between countries until the 1950s. The vacation cruise operations supplanted passenger transportation purpose in cruise management during the following years.

This paper aims to evaluate the impact of the Covid-19 pandemic on the cruise management sector to provide sectoral suggestions and strategies considering the sensitivity of the tourism sector in the past crisis. In the scope of this, this study evaluated the impacts of the pandemic in cruise tourism comprehensively taking into account the comments of the cruise management companies and the results are presented in a framework considering the literature, news and sectoral reports. The results of the research will raise awareness of the shareholders of the cruise industry concerning reducing the sensitivity of the sector and the impact of the economic bottleneck during the pandemic.

**2. Methodology**

This study reviewed the literature, sectoral reports, and news to observe the situation of the cruise industry comprehensively in a framework taking into account the cruise industry is a sub-sector of the tourism and maritime sector. Because measures on tourism and the maritime sector affect cruise tourism. In the scope of this Fig.1 shows the framework of the study.



**Figure 1.** The framework of the study

**3. Literature Review**

The Covid-19 outbreak was first detected in Wuhan, China in December 2019. It was declared as a pandemic by the World Health Organization (WHO) on March 11, 2020. It causes uncertainty of the markets in the economy since the number of cases increases day by day. It is stated that the Covid-19 pandemic caused the biggest devastating effects on the global economy after World War II (Gössling et al., 2020).

The literature shows that many studies were carried out in 2020 specifically on the effects on the tourism sector in addition to the economic effects of the pandemic (Baldwin et al., 2020; Ertaş et al., 2020; Farzanegan et al., 2020; Polyzos et al., 2020; Radic et al., 2020; Yilmazkuday, 2020). The tourism sector is one of the directly affected sectors during the pandemic (Uğur et al., 2020). It interacts with many different sectors. The bottleneck experienced by the sector will affect many different sectors (Polyzos et al., 2020). In the globalizing world, the tourism revenues of countries increase by the increase of foreign tourist visits. As of March 2020, measures of the countries such as starting to close their borders, stopping airline flights, and applying the quarantine process have brought global tourism to a halt (Gössling et al., 2020). Also, with the increasing effects of the epidemic, the calls to stay at home and the curfews caused increasing the sensitivity of the tourism sector to the pandemic.

Cruise tourism, which is one of the most important stakeholders of global tourism, has become the most affected stakeholder of the tourism sector considering the quarantine practices for ships and passengers which are on the voyage when the measures begin to be taken for the pandemic. Therefore, the system has lost its sustainability during the pandemic because of the suspended/stopped ships.

IMO published 31 circulars for Covid-19 for ship operations (see Annex 1), ship personnel and port personnel between February and December 2020 (IMO, 2020). Measures for the maritime sector are considered within the scope of the IMO’s circular.

US Centers for Disease Control and Prevention (CDC) issued the “No Sail Order” instruction on March 14, 2020, and stopped passenger embarkation to the cruise ships. Extensions of these instructions have been published on 15 April 2020, 16 April 2020 and 30 September 2020 (CDC, 2020).

Cruise tourism has a significant economic and employment capacity which is expected that starting of the voyages will be gradual with the small cruise ships at first. The “Covid-19 EU guide for cruise ships” published on July 27, 2020, states that cruise operators should be more stringent in taking health measures for passengers, staff and public than the other package tourism holiday options, and considering of the measures to be taken within the scope of Covid-19 Company and Ship Management Plans (European Centre for Disease Prevention and Control, 2020).

The study of (Goeijenbier et al., 2017) stated that the risk of catching influenza is high in people who travel by airline and cruise ships. This also confirms the high incidence of Covid-19 cases on cruise ships, thus many countries have banned cruise ships for berthing to their ports (Qiu et al., 2020).

Radic et al. (2020) had interviews with the staff who had been working on a cruise ship during a pandemic and travellers who have experienced many cruise ship trips. Based on the opinion of a traveller who has experienced cruise ship travel in an epidemic period, it is emphasized that the most challenging task for the cruise industry at the time of an epidemic is to manage the people on board. It is stated that even if cruise enterprises take the best measures, the presence of people who do not obey the rules on the ship causes the failure of the measures process (Radic et al., 2020).

The study of Farzanegan et al. (2020), stated that the most effective way to reduce the long-term effects of the pandemic is that close the borders of countries even if it affects their economics negatively. For this reason, it emphasizes that airlines and cruise companies should implement a robust and effective pandemic planning strategy (Farzanegan et al., 2020).

The study of Uğur & Akbıyık (2020) stated that people urgently cancelled their reservations and ask for a refund of their security after the declaration of the pandemic by WHO. The study indicates that 40.81% of travel cancellation by passengers shows that the tourism sector is suddenly in a bottleneck. The tourism sector can implement B plan such as attracting tourists from different places, highlighting different attractions at different risks, unfortunately, it finds meaningless during the pandemic period. It is also stated that even if the pandemic ends, restrictions in the behaviour and travel of people will continue, and the recovery of the tourism sector will take over a long period (Uğur et al., 2020). Considering the tourist trend from China to America and Australia, (Polyzos et al., 2020) estimated that after the crisis period, America can catch the old trend in about 12 months and Australia in about 6 months.

Global survey data by the World Tourism Organization (UNWTO) shows that most experts do not expect a return to pre-pandemic touristic activity levels before 2023 while 43% of experts point to 2023 and 41% expect a return only in 2024 (UNWTO, 2021a). Despite all the negative effects of the global epidemic, some studies also take into account that it has positive effects due to the decrease in anthropogenic effects. For example, it is stated that due to the restricted transportation and production activities during the pandemic process, ecological improvements in certain tourist areas and the renewal of nature may have provided an advantage (Qiu et al., 2020).

### 3.1. Overview to the cruise tourism

Cruise tourism is a type of tourism based on a predetermined route having the facilities on the ship and the touristic activities on the destination ports (cultural tours, visiting historical places, taking advantage of the sea-sand and sun, etc.). It is a tourism activity that includes gastronomy. Cruise travel is the best way to escape the stress of land life, traffic, noise and air pollution (Ward, 2009)

“Cruise travel reflects staying in a luxury beachfront hotel, and these ships have in many ways the same functionality as five-star hotels. In cruise tourism, there are also activities including historical site visits, city trips and shopping at the port. The ports of cruise ships and tourist services offered to tourists in these ports are the areas where host countries invest heavily in this regard” (Giora et al., 1999). “*Cruise passengers who arrive in a country by a cruise ship and return to the ship each night to sleep on board even though the ship remains in port for several days*” (United Nations and World Tourism Organisations, 1994)

The cruise tourism sector covers two main businesses which are cruise port management and cruise ship management. Cruise ship management is generally a featured market with a high-income target audience. Cruise tourists participating in this trip can find the opportunity to see different destinations

without the hassle of picking up luggage, as well as enjoying the luxury ship environment. In this context, it is even seen that an employee falls into a tourist on ultra-luxury cruise ships. “Especially on modern ships, more entertainment, more variety of food and more activities are offered. Employee-customer relations are more attentive, and cruise ship’s crews are generally more polite and interested than the average hotel staff’s relationship with customers” (Bayazit, 2015).

Cruise ship management is a developing sector with travel services that can even go to Antarctica and Arctic destinations in recent years. It is dominated by an oligopoly market structure. In this sector, several large companies play a major role and marketing share. The marketing situation is determined by natural disasters, economic crises in target countries, currency fluctuations, war, etc. It is determined by these businesses except for uncontrollable external environmental factors. However, among the external environmental factors that could not be controlled in early 2020 because of the Covid-19 outbreak and the declaration of the pandemic soon after.

### 3.2. Evaluation of the impacts of the Covid-19-pandemic on cruise tourism

Covid-19, which was detected in a person in Wuhan city of China and then spread all over the world. Although vaccination has been started in December 2020 in the world, it has been spread for more than 1 year. It causes a fatal effect on human health and continues to cause significant damage to businesses and sectors in economic terms. There have been contractions and bankruptcies in many businesses and sectors in almost every country, and unemployment has reached high rates. Tourism is one of the sectors which are most affected by the consequences of the pandemic. In the framework of the tourism sector, the pandemic has not only affected the lodging industry but also has affected the cruise industry which is the sub-sectors of marine tourism. On the other hand, restrictions on international travels, restrictions of the ports, global and country-based measures on borders caused the suspension of the cruise voyages.

*“The giant cruise ship called Diamond Princess, which docked in Yokohama port of Japan, has been quarantined on suspicion of coronavirus. It was stated that a coronavirus was detected in a passenger landing in Hong Kong on the ship, which also stopped in Vietnam, Hong Kong and Taiwan before coming to Japan. It was learned that the passenger who boarded the ship on January 20, left on January 25 and after the said development, entering and leaving the ship anchored in Yokohama was prohibited.”* (Sözcü, 2020)

*“The quarantine process at Diamond Princess, which was anchored in Yokohama for two weeks with its 3,700 passengers and crew, ended on February 19, and non-infected passengers gradually abandoned the ship. Many countries evacuated their citizens from Japan with the planes they sent, and it was stated that 712 people were infected and 13 passengers died on board.”* (Deniz Haber Ajansı, 2020c).

The first impact of Covid-19 on cruise management took

place in Japan with the above event. This situation deeply affected all cruise lovers and the attraction of the holiday has been replaced by fear and anxiety. This event, before it took too much, is another essential event in Australia, once again hitting the cruise industry. Reservation cancellations have started to come one after another.

*“Australian police initiated an investigation on the disembarkation of more than 2,700 passengers on March 19, 2020, despite the presence of passengers with coronavirus symptoms on the Ruby Princess ship, which is thought to be effective in the spread of the coronavirus outbreak in Australia. The New South Wales Ministry of Health stated in a report that passengers land without testing.”* (Deniz Haber Ajansı, 2020d)

After this incident, the demand for US citizens, who constitute the highest market for cruise travels, decreased to almost zero levels, putting businesses in a very difficult financial situation.

Selim Kesedar, the owner of Prime Travel, stated that *“cruise ship travel is the sector most affected by international tourism, and Americans who prefer cruise travel most will not prefer cruise for at least 2-3 years”* (Deniz Haber Ajansı, 2020a)

The repetition of the same events in Spain and Greece, one of the most important holiday destinations of the Mediterranean Basin, after the emergence of cases on cruise ships in the Far East and Australia and the quarantine processes caused European tourists to stay away from cruise travel.

*“It has been reported that the cruise ship, with 400 passengers from different nationalities arriving at the port of Barcelona in the east of Spain, was quarantined with the detection of a new type of coronavirus in the crew.”* (Anadolu Ajansı, 2020).

*“The cruise ship named “Mein Schiff 5” with the flag of Malta could not enter any port due to the coronavirus epidemic after the Egypt voyage about 3 months ago and the giant cruise ship, which has not been taken to the ports for 45 days, has finally come to the sea with its 501 crew. started to wait by throwing anchor”*(Yeni Asır, 2020). Later, *“Carnival company, one of the businesses that steer the world cruise tourism and has the highest market share, stated that they are planning to sell 6 ships after they stated that they expect a revenue loss of 4.4 billion dollars in the second quarter of 2020.”* (Türkiye Turizm, 2020).

This situation deeply affected all businesses. The fact that such a large company can sell its ships has been a harbinger of the fact that Covid-19 has begun to deeply increase its effects, and the level of anxiety and pessimism about the future has increased not only for the managers of cruise enterprises but also of business managers in other areas such as yachts, marinas and dives operating in the field of marine tourism.

However, cruise enterprises seeking a way out despite all these, started to organize trips, albeit limited, by reducing their capacity to half or even one third with some measures, and with the Covid-19 safe ship protocol and the measures taken, the interest and confidence of cruise tourists in the cruise was tried to be gained again.

*Fincantieri launched the new cruise ship, Valiant Lady, despite everything, and while Italy was fighting the coronavirus, the business, which returned to business after a long pause, was a source of encouragement not only for cruise businesses but*

also for all entrepreneurs operating in the field of marine tourism (Deniz Haber Ajansı, 2020b).

*“Prontotour Ship Department Manager Bahadır Şaf said, “We are fully focused on 2021, like our stakeholders in the sector, that the cruise industry has started 2020 very well, but the business has stopped due to Covid-19. We launched an ambitious campaign for 2021”* (Turizm Ajansı, 2020).

The measures taken within this framework are listed as follows; (Turizm Ajansı, 2020).

- *“Before boarding, guests will undergo a three-step check - body temperature check, health status questionnaire and COVID-19 swab test.*
- *High sanitation and cleaning measures: Introducing new cleaning methods, using hospital-grade disinfectant products and supporting the onboard air with sanitation with UV-C light technology that kills 99.97% of germs.*
- *Within the scope of social distance, by reducing the total capacity of guests onboard by 70%, providing an area of approximately 10 m<sup>2</sup> or more per person.*
- *Providing free treatment at the Medical Center to all sick guests by providing services to trained and highly qualified personnel and the equipment necessary for testing all guests with COVID-19 symptoms.”*

*Followed by intensive marketing measures and policies carried out by private and public administrations need of Turkey “of the coronavirus outbreaks then became the first cruise ship to Kuşadası* (Milliyet, 2020)

Miray International - Miray Cruises General Manager Ahmet Yazıcı said, *“We have already met with intense demand for the next year, taking all measures against epidemic diseases and creating a safe space within themselves by not interacting with the outside world after moving from the port, these floating hotels will be the new favourite of holiday lovers in 2021. stated that ‘cruise tourism’, in which there is little contact with the outside world and all measures are taken, will be safer for holidaymakers”* (Deniz Bülten, 2020). In addition to all that they contain particularly important in the cruise tourism destinations located in Italy and Turkey; *“Italian Foreign Affairs and hosted by the International Cooperation Ministry, Turkey is also in the Indian Ocean as a dialogue partner riparian Countries Association (IORA) by” Sustainable Cruise Tourism Web Seminar “organized, the future of many international speakers of cruise tourism and online seminars to explain their views on the new destinations; The impact of Covid-19 on the global cruise industry, especially the opening of new business areas, how companies and ports manage the situation, measures and control measures are taken, emergency mechanisms, the revival of the cruise industry and the work to be done on gaining the trust of the market, the future of the cruise industry after the pandemic. Speakers expressed their views on issues such as development trends.”* (Trabzon Ticaret ve Sanayi Odası, 2020).

#### 4. Result and Discussion

The marine tourism sector has experienced serious crises from time to time due to reasons such as terrorism, war and economic bottleneck, but this situation occurred regionally

and nationally. The Covid-19 crisis has affected marine tourism worldwide. Cruise tourism has been one of the most affected sectors of tourism. The world's largest cruise companies have come to the point of bankruptcy and even announced that they will sell their ships. The problems experienced by passengers on cruise ships kept under quarantine were reflected in the press and people started to move away from cruise tourism. With the Covid-19 precaution protocols taken later, the cruise sector started to grow, but sufficient efficiency could not be obtained. Cruise management companies had to postpone their plans to 2021.

Association of Turkish Travel Agencies (ATTA) (2020) announced that the cruise industry reached a capacity of 42 billion dollars globally before the pandemic, but it closed the year 2020 with a loss of up to 100% (TÜRSAB 2020).

**Table 1.** International tourist arrivals, change % (UNWTO, 2021b)

	2019	2020	2021 (January)
World	4%	-73%	-87%
Middle East	7%	-74%	-84%
Europe	4%	-69%	-85%
Asia and the Pacific	4%	-84%	-96%
America	2%	-69%	-77%
Africa	2%	-74%	-85%

Data of UNWTO shows that the fall of the international tourist arrivals is 87% in the world and 85% in Europe in January 2021 compared to 2020.

The cruise tourism statistics of The Ministry of Transportation and Infrastructure (MTI) shows that only 5 cruise ships called in Turkish Ports in 2020 which are Kuşadası (3 ships), Antalya (1 ship), Alanya (1 ship) Ports (MTI, 2020). Of course, these calls are in the first quarter of 2020 before the declaration of a pandemic by WHO. The statistics of 2019 shows that the number of cruise ships calls are 344 in Turkish Ports. It should be stated that cruise tourism suffered heavy losses by 99% in 2020 compared to the figures of 2019 (MTI, 2020).

However, small-scale cruise management companies turned the pandemic into an advantage operating a boutique service. They have even become an alternative to hotel and cultural tours. The best example of this is the blue cruise journey which is in particular of Turkey. Blue cruise companies serve families of 3 and 4 people in a boutique style and have a maximum capacity of 12 passengers. It achieved to manage to attract domestic and foreign tourists to the blue cruise voyage considering the covid-19 measures. They implemented their marketing activity as an image of "only your family and you-not Covid-19 at the sea". This solution created an advantage on the blue cruise business in the Turkish marine tourism industry.

In this context, the most important way out for cruise management during the pandemic period is the ships and voyages with trained crew and personalized service. Also, it is extremely important to build and use small draft cruise ships that will serve up to 100 tourists with a high quality of service. Requesting PCR and antibody tests from each passenger before the voyage, regularly testing of the crew,

frequently performing disinfection procedures onboard, establishing a small polyclinic/health center rather than an infirmary on board, realizing PCR testing facilities, recruitment experienced health personnel in Covid-19 and redesign of ventilation systems provide safety voyage and sense of confidence of passengers. In order to retain existing customers and attract potential customers to cruise tourism, it is also extremely important to announce these activities to the public through media, especially social media. Within the scope of marketing strategies, measures taken especially on Covid-19 should be applied strictly, rather than crowded city ports, Antarctica, Northern Lights, Fjords, Aegean and Mediterranean Bays (planning activities such as anchoring, swimming, diving and fishing in the bays), should be selected on their destinations. Destinations embodying the concept of adventure, nature, rural and eco-tourism should be adapted to cruise tourism. Visiting opportunities to virtual-3D museums, exhibitions and biennials should be provided by agreeing with the museums in the destinations. Also, the united joint profit sharing by the cruise ship enterprises which operate with trained crew and personalized service style, contribute to cruise companies during the economic crisis of the pandemic.

## 5. Conclusion

This research evaluates the impacts of the pandemic emphasizing the followings to show the consequences of the pandemic and decrease the sensitivity of the cruise industry.

- Cruise tourism is under the effect of the maritime and tourism sector. The measures and restrictions in these sectors are related to the cruise industry.
- The sector hit bottom in the world in 2020. The economic impacts will continue after the pandemic because people's habits changed.
- The restrictions and changed habits show the tendency to the local tourism during the pandemic.
- Local and small-scale cruise tourism turned the situation into the advantage.
- Boutique services came into prominence.
- Advertising of the measures getting by small-scale cruise ships via media and social media gained importance to attract potential customers.
- Advertising will also be significant for the international cruise management companies after pandemic because people cannot prefer the long voyage in the crowded ships considering the past experiences in these type ships.

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## Annex I- IMO Circulars

1. Circular Letter No.4204/Add.35 (14 December 2020) - Coronavirus (COVID-19) – Designation of seafarers as key workers.
2. Circular Letter No.4204/Add.34 (19 November 2020) - Coronavirus (COVID 19) – WHO e-learning courses on “Promoting public health measures in response to COVID-19 on cargo ships and fishing vessels” and “Operational considerations for managing COVID-19 cases and outbreaks on board ships”.
3. Circular Letter No.4204/Add.33 (5 November 2020) - Coronavirus (COVID-19) – Joint Statement IMO-UNWTO to support the safe resumption of cruise ship operations following the COVID-19 pandemic.
4. Circular Letter No.4204/Add.29 (4 September 2020) - Coronavirus (COVID 19) – Communication from the Secretary-General regarding the crew change crisis.
5. Circular Letter No.4204/Add.28 (26 August 2020) - Coronavirus (COVID 19) – WHO guidance to promote public health measures on cargo ships and fishing vessels.
6. Circular Letter No.4204/Add.27 (26 August 2020) - Coronavirus (COVID 19) – Protocols to mitigate the risks of cases on board ships.
7. Circular Letter No.4204/Add.26 (3 August 2020) - Coronavirus (COVID-19) – Guidance on the gradual and safe resumption of operations of cruise ships in the European Union in relation to the COVID-19 pandemic.
8. Circular Letter No.4204/Add.25 (24 July 2020) - Coronavirus (COVID-19) – Outcome of surveys by ICS and ITF on health protection measures on board ships in response to the coronavirus (COVID-19) pandemic.
9. Circular Letter No.4204/Add.24 (13 July 2020) - Coronavirus (COVID-19) – Outcome of the International Maritime Virtual Summit on Crew Changes organized by the United Kingdom.
10. Circular Letter No.4204/Add.23 (1 July 2020) - Coronavirus (COVID-19) – Recommendations for port and coastal States on the prompt disembarkation of seafarers for medical care ashore during the COVID-19 pandemic.
11. Circular Letter No.4204/Add.22/Rev.1(25 June 2020) - Coronavirus (COVID-19) – Singapore Crew Change Guidebook.
12. Circular Letter No.4204/Add.21(8 June 2020) - Joint statement IMO-UNCTAD – Call for collaborative action in support of keeping ships moving, ports open and cross-border trade flowing during the COVID-19 pandemic.
13. Circular Letter No.4204/Add.20(5 June 2020) - Coronavirus (COVID-19) – Accelerating digitalization of maritime trade and logistics – A call to action.
14. Circular Letter No.4204/Add.19/Rev.2 (22 July 2020) - Coronavirus (COVID-19) – Guidance for flag States regarding surveys and renewals of certificates during the COVID-19 pandemic.
15. Circular Letter No.4204/Add.18 (26 May 2020) - Joint Statement IMO-ICAO-ILO on designation of seafarers, marine personnel, fishing vessel personnel, offshore energy sector personnel, aviation personnel, air cargo supply chain personnel and service provider personnel at airports and ports as key workers, and on facilitation of crew changes in ports and airports in the context of the COVID-19 pandemic.
16. Circular Letter No.4204/Add.17 (21 May 2020) - Coronavirus (COVID 19) – Preparing for post COVID-19 operations: considerations and practicalities for port community systems, single window and other electronic exchange platforms.
17. Circular Letter No.4204/Add.16 (6 May 2020) - Coronavirus (COVID 19) – COVID-19 related guidelines for ensuring a safe shipboard interface between ship and shore-based personnel.
18. Circular Letter No.4204/Add.15 (6 May 2020) - Coronavirus (COVID 19) - Personal protective equipment.
19. Circular Letter No.4204/Add.14/Rev.1 (5 October 2020) - Coronavirus (COVID-19) – Recommended framework of protocols for ensuring safe ship crew changes and travel during the coronavirus (COVID-19) pandemic.
20. Circular Letter No.4204/Add.13 (5 May 2020) - Coronavirus (COVID-19) – Recommendations for Governments and relevant national authorities on facilitating the movement of offshore energy sector personnel during the COVID-19 pandemic.
21. Circular Letter No.4204/Add.12/Rev.1 (5 May 2020) - Coronavirus (COVID 19) – Declaration by Port Authorities Roundtable (PAR) members in view of the global COVID-19 situation.
22. Circular Letter No.4204/Add.11 (24 April 2020) - Coronavirus (COVID 19) - EC Guidelines on protection of health, repatriation and travel arrangements for seafarers, passengers and other persons on board ships.
23. Circular Letter No.4204/Add.10 (22 April 2020) - Joint Statement IMO-WHO-ILO on medical certificates of seafarers, ship sanitation certificates and medical care of seafarers in the context of the COVID-19 pandemic .
24. Circular Letter No.4204/Add.9 (16 April 2020) - Joint Statement IMO-WCO on the integrity of the global supply chain during the COVID-19 pandemic.
25. Circular Letter No.4204/Add.8 (14 April 2020) - Coronavirus (COVID-19) – Video meeting with port State control (PSC) regimes (includes joint statement and statements and/or relevant temporary guidance issued by the United States, the

Acuerdo de Viña del Mar and the Caribbean, Indian Ocean, Mediterranean, Paris and Tokyo MOUs.

26. Circular Letter No.4204/Add.7 (3 April 2020) - Coronavirus (COVID-19) – Guidance concerning unforeseen delays in the delivery of ships.
27. Circular Letter No.4204/Add.6 (27 March 2020) Coronavirus (COVID-19) – Preliminary list of recommendations for Governments and relevant national authorities on the facilitation of maritime trade during the COVID-19 pandemic.
28. Circular Letter No.4204/Add.5/Rev.1 (2 April 2020) Coronavirus (COVID-19) – Guidance relating to the certification of seafarers and fishing vessel personnel.
29. Circular Letter No.4204/Add.4/Rev.2 (9 October 2020) contains ICS Coronavirus (COVID-19) Guidance for ship operators for the protection of the health of seafarers.
30. Circular Letter No.4204/Add.3 (2 March 2020) - Operational considerations for managing COVID-19 cases/outbreak on board ships.
31. Circular Letter No.4204/Add.2 (21 February 2020) contains the Joint Statement IMO-WHO on the Response to the COVID-19 Outbreak and encourages Member States and international organizations to disseminate it as widely as possible.