English Summary:

Considering that the current COVID-19 pandemic is still severe, the violation of international commercial port epidemic prevention measures may affect the safety of the port area, therefore, the Maritime Port Bureau has processed the amendment of "The Plan for Ship Quarantine Measures (Amendment 2.0)" to rule the shipping companies, whom have the responsibility to manage and control the ship’s personnel during the berthing operation in the port area.

Futhermore, persons on risky ships are prohibited to leave the ships, in accordance with the government's pandemic regulations. However, there is still a need to disembark before and after berthing and unberthing operations or emergencies. Therefore, in addition to the above situation, if the personnel on risky ships disembark arbitrarily, it is harmful to the safety of the port area behavior.

According to Commercial Port Law Subparagraph 3, Paragraph 1 of Article 36, this amendment increases item 6 to announce that failure to manage and control the ship’s personnel with the port area's epidemic prevention operation regulations and the personnel on risky ships disembark arbitrarily during the epidemic prevention period is an act of obstructing port area safety.

In addition, ships are abandoned or laid up because of a maritime casualty or seafarer -management dispute have increasingly become a problem in the commercial port area. To address this problem, according to Commercial Port Law Subparagraph 3, Paragraph 1 of Article 36, the Maritime Port Bureau amend the announcement adding item 7: a shipowner does not maintain the effectiveness of P&I insurance which covers the expense in activities related to the removal of shipwreck, the damage associated with oil pollution, and the costs of the seafarer’s repatriation is an act of obstructing port area safety.