PUBLIC HEALTH EMERGENCY

CONTINGENCY PLAN FOR SEA PORTS IN

BANGLADESH

IHR, Migration Health and Emerging Re-emergings Disease Control Programme, CDC, DGHS

DGHS, MOH&FW BANGLADESH

IEDCR

স্বাস্থ্য ও পরিবার কল্যাণ মন্ত্রণালয়

World Health Organization Bangladesh

IOM THE UNITED NATIONS MIGRATION AGENCY

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Publication date (2nd Edition): 15 May 2023

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ACKNOWLEDGMENTS

Preparation of this public health emergency preparedness and response plan for sea ports in Bangladesh was completed with the technical and logistic support of the WHO.

As the stakeholders from the Ministry of Health, other government Ministries, and agencies who provided valuable feedback and observations during the field visits and the consultative meetings are remembered with gratitude.

Abbreviations & Acronyms

PHO	Port Health Officer
BSAA	Bangladesh Shipping Agents Association
CMT	Crisis Management Team
CDC	Communicable Disease Control Program
COVID-19	Coronavirus Disease 2019
DGHS	Directorate General of Health Services
HAN(s)	Health Alert Notice(s)
HDF	Health Declaration Form
HEOC	Health Emergency Operation Centre
IHR	International Health Regulation
IEDCR	Institute of Epidemiology, disease control & Research
IOM	International Organization for Migration
IMS	Incident Management System
IPH	Institute of Public Health
MoH&FW	Ministry of Health & Family Welfare
NFP, BANGLADESH	National Focal Point Bangladesh
PHEIC	Public Health Emergency of International Concern
PHA	Public Health Authority
PLF	Passenger Locator Form
WHO	World Health Organization
PPE	Personal Protective Equipment
SARPs	Standard and Recommended Practice
SARS	Severe Acute Respiratory Syndrome
SEARO	South East Asia Regional Office
SOP	Standard Operating Procedures
WHO	World Health Organization

Introduction

Bangladesh is a maritime nation with 19,467 square kilometers area of sea, abundant with living and non-living resources. The country has a long coastline of about 700 kilometers. Bangladesh is located in the northern part of the Bay of Bengal, which is the largest bay in the world and covers an area of about 2 million square kilometers. Sea transportation plays a vital role in economic and commercial activities in the country. Export and import trade have significantly increased in the last few years despite the COVID-19 pandemic. Effective public health measures at international Points of Entry (PoE) needs to be developed in line with expected IHR (2005) requirements. Given the variety of stakeholders engaged in responding to a public health emergency in a port, planning across different disciplines and sectors is imperative.

The country now has one IHR-designated maritime port (Chittagong), and two other international ports are Mongla and Payra which are mandated by IHR to maintain core capacities to respond to potential cross-border health concerns.

The World Health Organization (WHO) International Health Regulations (2005) (IHR) constitute a legally enforceable international instrument for 196 nations, including Bangladesh that came into action in 2007. They require governments to establish, strengthen, and share information regarding public health and to retain the capacity to prepare for, detect, and respond to an international health danger at entry points.

The following are the four major sea ports in Bangladesh:

1. Chittagong Port:

It is one of the oldest in the world and the main seaport of Bangladesh is located on the bank of the Karnaphuli River. According to Lloyd's, it ranked as the 67th busiest container port in the world in 2020. The port began its operation formally in 1887. It became a full-fledged port in 1910 having four jetties with a capacity of 0.5 million tons cargo. Now Chittagong port is having 16 jetties. Among these there are six general cargo berths and 10 container berths. Container handling began in Chittagong port from 1978. Modern technology has been introduced for handling cargoes in containers. Before 2006 no modern ships except gear vessels (having own crane) could land to this port due to the unavailability of mechanisms fitted on jetty for loading unloading. In 2007, four modern gantry cranes and Rubber Tired Gantry (RTG) were installed. When ships arrive in the outer anchorage the port's pilots bring the ship to the jetty and again accompany them up to outer anchorage while going off. When ship comes to the respective jetty, cargoes are loaded and unloaded under the supervision of port traffic department and custom formalities for taxes are completed.

Chittagong Port is one of the largest and busiest ports in South Asia with an annual capacity of 1 million TEU (twenty-foot equivalent unit) containers. Today, it is served by three container terminals – East, West, and New terminals – which can handle various types of cargoes ranging from coal to cement to cars and garments. It handles around 70% of Bangladesh's total trade and 30% of the country's GDP.

2. Mongla Port:

It is the second busiest seaport of Bangladesh Established in 1954 and is the most eco-friendly port. It is situated in the southwestern part of the country at the confluence of the Possur river, Khulna. It serves as a major hub for the export of goods such as jute, leather, and frozen seafood. Ships of 200 meter long and 7 meter can navigate here. Bangladesh government is taking special care to improve the port facilities since 2009. Already Rupsha Bridge connecting the national highway and Khulna city has been opened for movement of transports. Various development projects for the improvement of automatic lighthouse, latest telecommunication centre, road transport infrastructure, multipurpose jetty, ICD, dredging, river channel and anchorage enhancement facilities project have been taken up. About 40% of food, fertilizers including other goods are imported through this port. There will be also a railway link between the port and Dhaka city over the Padma bridge.

The government is trying to provide transit facilities in this port to the traders of India, Nepal and Bhutan. The cost of handling goods and the tax of Mongla port are less than Chittagong, Mumbai and Singapore ports. For handling of goods in Mongla port, ships need not to stay for a long time in the outer anchorage. Here facilities for loading and unloading of goods from either side of the ship are available in the outer anchorage. If barge facilities activate, the Mongla port users will enjoy more independence. In Mongla port, for handling and preservation of goods and containers, necessary facilities like mechanical equipment, transit shades, ware houses and container yards are available. Mongla port is capable to operate and handle 33 ships at a time. Again 35 vessels can get assistance to enter, exit and anchor within the mooring areas and 6.5 million metric ton goods can be discharged in a year through this port. Continuous dredging and increasing navigational facilities of channel for movement of vessels are two urgent requirements for the port users.

Mongla Port is equipped with modern facilities, including a container terminal, oil terminal, and a dry dock. It is connected to the rest of the country by a network of highways and rail lines, making it easily accessible for businesses and industries located throughout Bangladesh.

3. Payra Port:

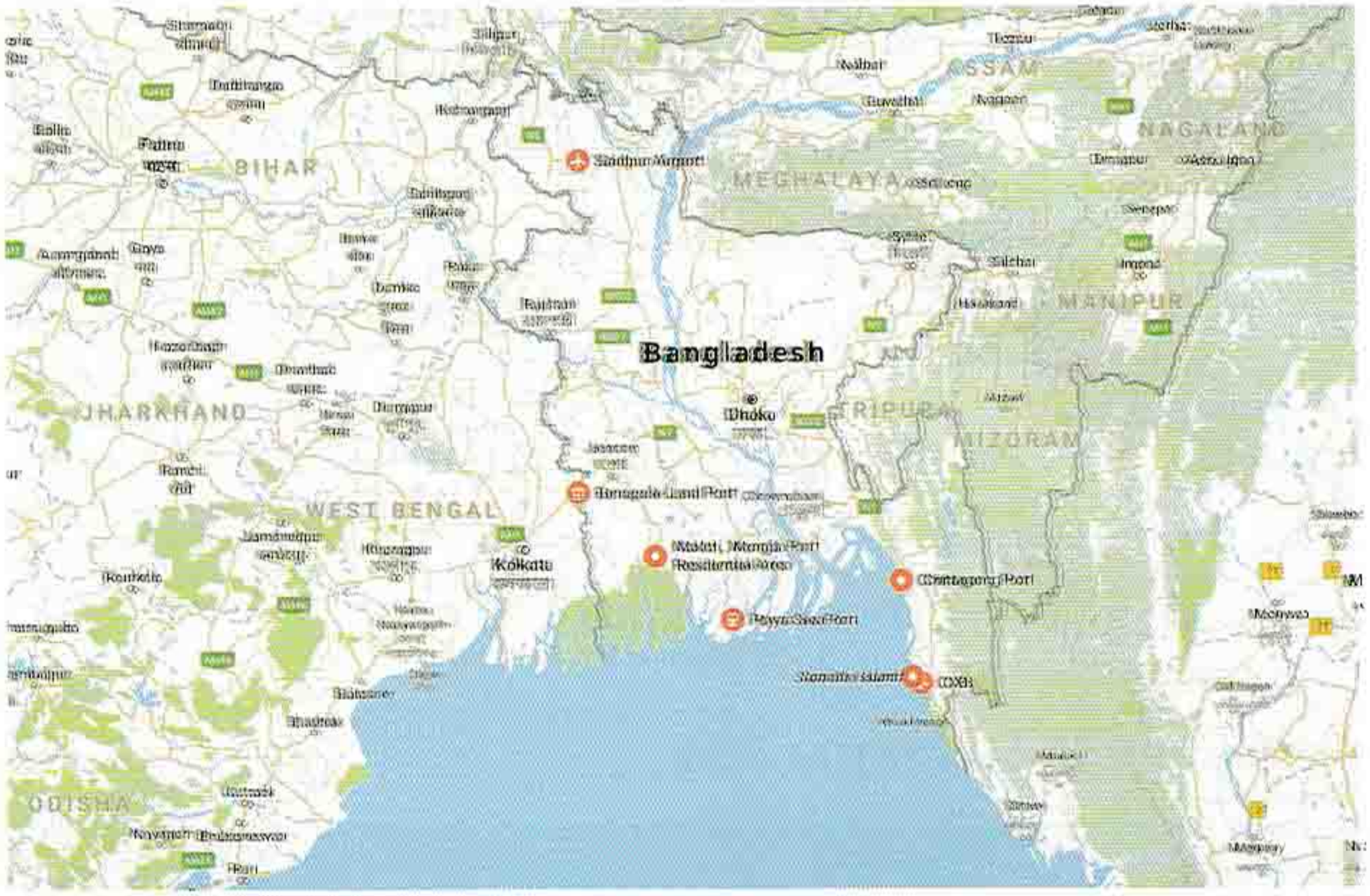
It is the 3rd sea port of Bangladesh located in southwestern Bangladesh on the bank of Rabnabad Channel under Kalapara, a sub district of Patuakhali. Vessel carrying raw materials and project cargoes, especially for Bangladesh-China Power Company (Pvt.) Limited call at Payra Port regularly. Payra Port is a newly developed seaport developed as a major hub for trade and commerce, and is expected to play a significant role in supporting the country's economic growth. There is also heavy tourism traffic at **the port as it has already been included in the world heritage sites list** by UNESCO.

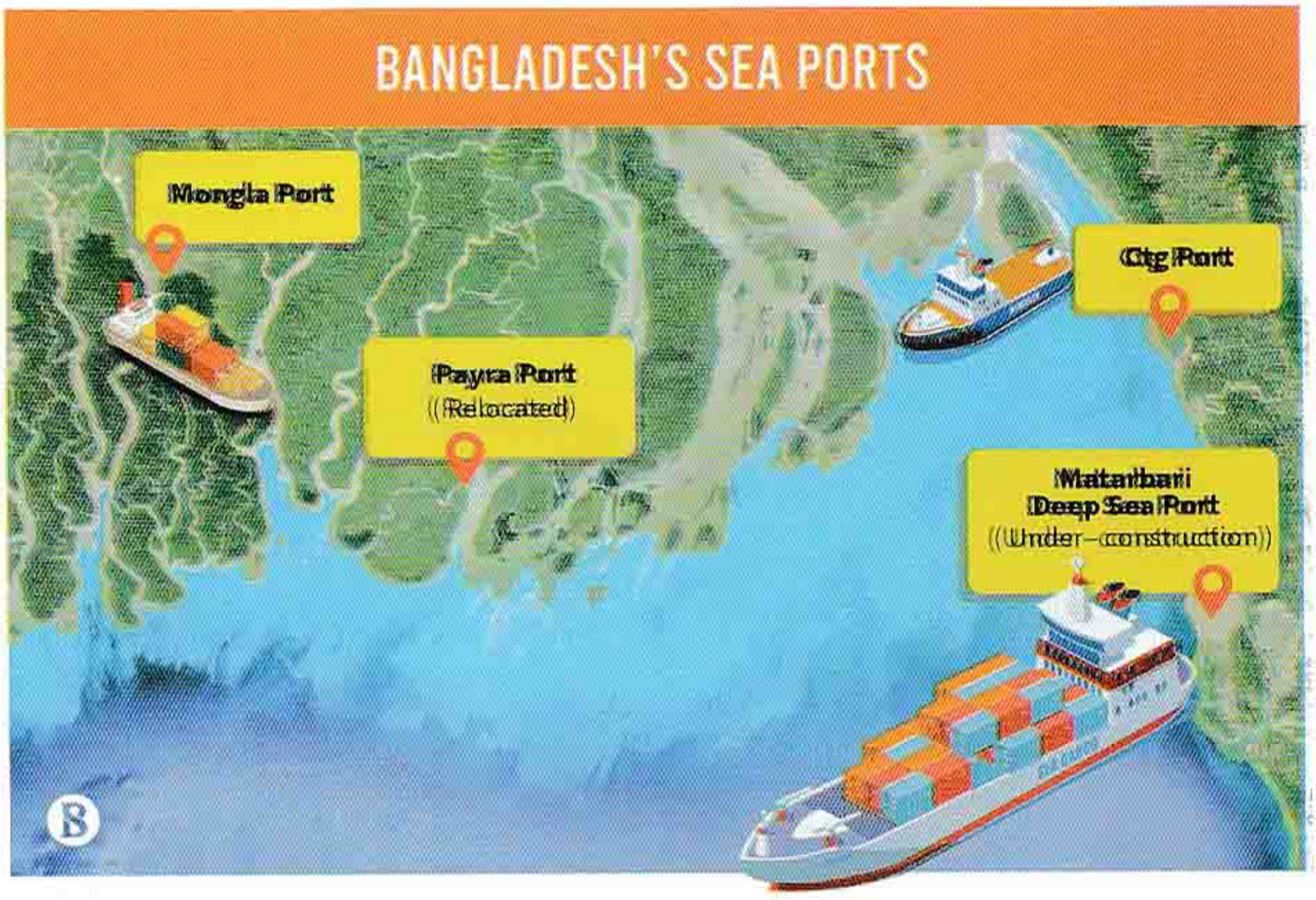
4. Matarbari Deep Sea Port:

It is a newly establsihed deep-sea port located in Matarbari, Cox's Bazar, Bangladesh. The port will be the first deep sea port and the fourth sea port in Bangladesh. Ships with the capacity of 8,000 TEU containers will be able to berth at the jetties. The deep-sea port will provide a new gateway for the country's imports and exports, and is expected to attract investment and create job opportunities in the surrounding areas.

Deep sea port construction work is in progress at Matarbari, Coxsbazar. The vessel will 16m draft will be able to discharge cargo at berth once completed. Now vessels carrying coal drops anchor at anchorage and discharge coal/ stones at barges. The operation at Matarbari is going under the control of Chattogram Port for all port-related activities.

The first phase of the deep-sea port at Matarbari is expected to be completed by the middle of 2023 having one multipurpose and one container terminal. Once Matarbari and other port construction will be completed, the capacity of Bangladesh is forecasted to substantially increase to 10.3 million TEUs (Twenty-foot equivalent units) by 2041 from the present level of 2.8 million TEUs.


BIHAR
JHARKHAND
WEST BENGAL
ODISHA
ASSAM
MEGHALAYA
NAGALAND
MANIPUR
TRIPURA
MIZORAM
Bangladesh
Dhaka
Kolkata
Benapole Land Port
Mongla Port
Payra Port
Chittagong Port
CXB


BANGLADESH'S SEA PORTS
Mongla Port
Payra Port
(Relocated)
Ctg Port
Matarbari
Deep Sea Port
(Under-construction)

Background

The country now has one IHR-designated maritime port (Chitagong), which is mandated by IHR to maintain core capacities to respond to potential cross-border health concerns. The new World Health Organization (WHO) International Health Regulations (2005) (IHR) constitute a legally enforceable international instrument for 196 nations, including Bangladesh. As per IHR-2005 requirements the government has plan to establish, strengthen, and share information regarding public health and to retain the capacity to prepare for/detect, and respond to an international health danger at entry points. As an international port it is important "to prevent, defend against, control, and provide a public health response to the international transmission of illness in a manner commensurate with and limited to public health concerns, and which avoids unwarranted interference with international travel and trade." In addition, all International POE must follow the algorithm of IHR-2005 for determining whether an incident, including those of a biological, chemical, radiological, or nuclear origin, may contribute a Public Health Emergency of international Concern (PHEIC) and report to National IHR Focal Point as per guideline.

Public Health Security at POE

OBJECTIVES

1. To prevent, delay or contain spread of the infection or the event in and out of the country
2. To reduce the effect of the public health emergency on humans, animal and environment
3. To maintain supply chain and ensure safe handling of goods.
4. To ensure continuity of services at the Ports in Bangladesh
5. To strengthen the coordinated response (health and non-health measures) to public health emergencies at the Sea Ports in Bangladesh.

STRATEGIES

This plan describes the measures to be adopted for preparedness and response during a public health emergency as highlighted by the articles in the IHR (2005).

Five major strategies are identified under which actions are recommended within the plan.

1. Rapid assessment and notification
2. Response to reduce the spread of the infection or the event
3. Provision of health care to those affected
4. Preparedness
5. Risk communication

PURPOSE

The public health emergency preparedness and response plan describes the strategies and activities to be undertaken at the Sea Ports in Bangladesh in close collaboration with the other stakeholders such as Ministry of Health, Port Health Officer, Ministry of Shipping, Port Health Authority, Bangladesh Navy, Sea Port Authority, Shipping Agents, Customs, Department of Immigration and Emigration, department of Animal Health, Department of Plant Quarantine, Ministry of Disaster Management, Atomic Energy Regulatory Commission and Department of Environment for a coordinated preparedness and response to a PHEIC.

The plan focuses on two scenarios:

- Any death or case or suspect (human or animal) due to infectious disease, or suspected contaminated cargo (food, chemical or radio-active material) that could be of PHEIC on board.
- A case or suspected case due to infectious disease of PHEIC within the country and measures to minimize the spread to other countries.
- A case of explosion related public health emergency

A. Any death or case or suspect (human or animal) due to infectious disease, or suspected contaminated cargo (food, chemical or radio-active material) that could be of PHEIC on board.

1. Risk assessment

a) Medical Officer Port Health (MO-PH) and his/her team shall visit the ship and interview or examine travelers or inspect the ship (animal or cargo)

b) MO-PH and his/her team shall discuss with relevant focal points at the sea ports in the country for death, case or suspected animals or contaminated or suspected cargo (food, chemical or radioactive material)

c) MO-PH and his/her team shall declare the ship either as infected (affected), suspected or healthy

2. Notification

a) MO-PH shall immediately notify the Civil Surgeon over telephone (Chottogram, Bagerhat, Patuakhali)

b) MO-PH shall immediately notify the Port Authority and Port Health Authority

c) Civil Surgeon shall notify the:

   1. IHR Focal point, (Director Disease Control & Line Director CDC)
   2. IHR Focal Institute (Director IEDCR)

d) Chairman Port Authority and member Administration Sea port shall notify the relevant members of the Crisis Management Team (CMT) and other concerned authorities.

Crisis Management Team:

1. Chairman Port Health Authority- chairperson
2. Member Administration Port Health Authority
3. Harbour Master or the Deputy Harbour Master
4. Bangladesh Navy
5. Port Health Officer (DG Health)-member secretary
6. Representative Civil Surgeon
7. Port Health Authority (Chief Health Officer)
8. Coast Guard
9. Representative Customs
10. Association of Shipping Agents
11. Ship Captain and his team
12. Representative from Port security
13. Fire service
14. Representative from BD Army
15. Immigration Police
16. BAERA
17. Department of Animal Health
18. Department of forest
19. Representative from Plant Quarantine
20. BAEC (Chittagong or Mongla)
21. Representative from Dept. of Disaster Management
22. Environment Authority
23. Institute of Nuclear Medicine Centre
24. Representative from Deputy commissioner
25. Rep. from department of explosive
26. Additional deputy director (plant protection)

- The CMT will coordinate all measures to respond to the public Health emergency within the Sea port.
- The Chairman of the Sea Port or his/her representative will be act as the leader of the CMT.
- The number of officers activated to support the public health emergency shall be dedicated by the leader of the CMT.
- The roles to be performed by the CMT at a public health emergency are listed in Table 1.

Figure 1: Activation of the RRT at the sea port

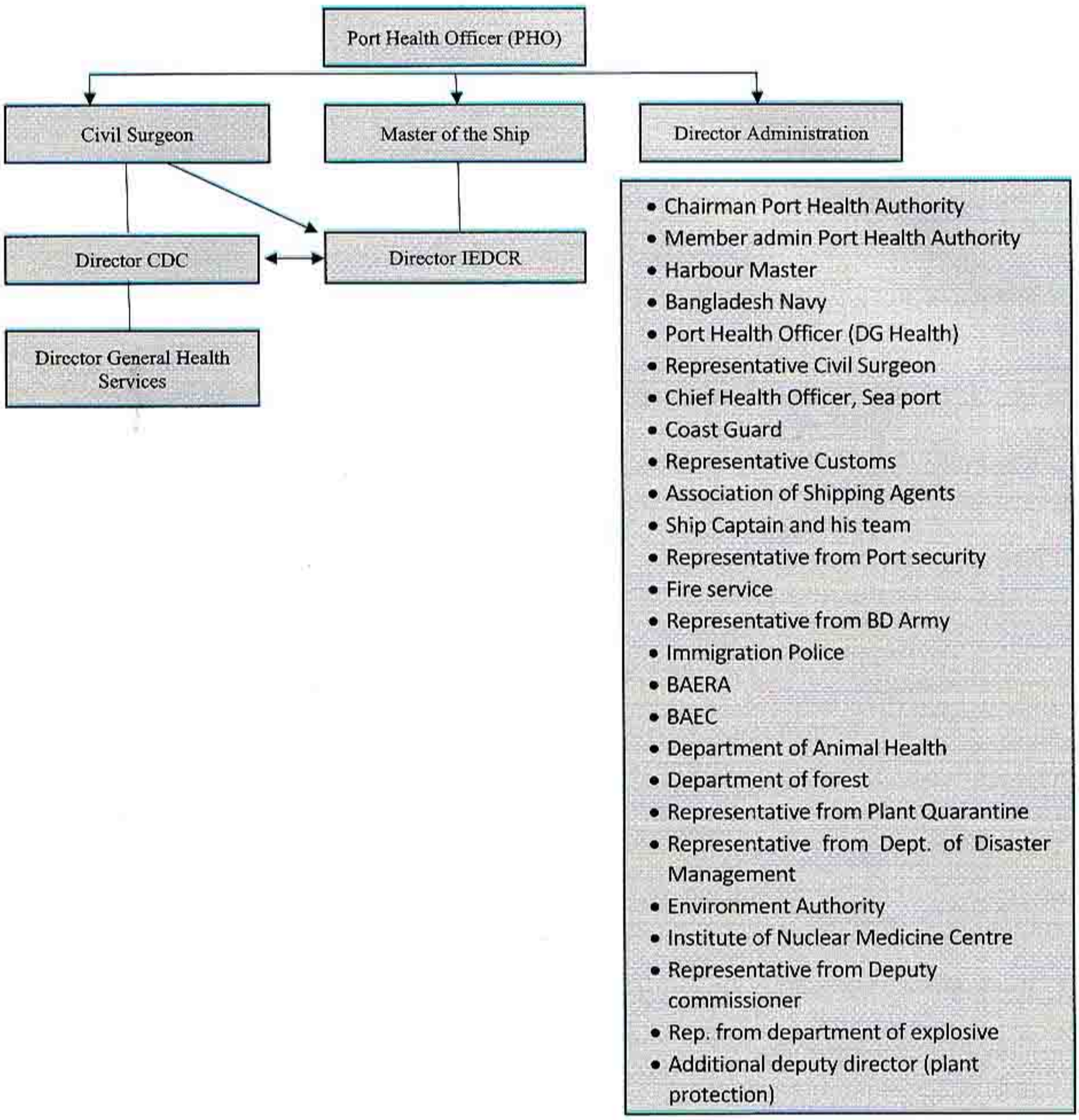


Table 1: Roles/Responsibilities of the Rapid Response Team

Bangladesh Navy	Coordinate with harbor master or deputy harbor master for mobilizing staff.
Harbor Police	Coordinate with harbor master or deputy harbor master for mobilizing staff.
Medical Team Port Health	Travelers screening and contact tracing and implement public health measures prescribed by MOHFW.
Director General-Bangladesh Customs	Inform the Chief custom officer of the respective sea port for coordination of activities.
Department of Immigration	Shall ensure clearance of all immigration formalities for an arriving sick traveler and accompanying person/s on a priority basis.
Plant Quarantine	Ensure legal restriction on movement of agricultural commodities for prevention or delay in the establishment of plants, disease or parasites inside the country.
Animal Quarantine	Risk assessment, quarantine, isolation and Screening of Animal/s affected or suspected of having an illness of PHEIC.
Director General Disaster Management Centre	Inform the officer of the respective sea port for coordination of activities .
Bangladesh Atomic Energy Commission	Activation or deactivation of the plan of the BAEC for managing a radio-nuclear emergency.
Fire Brigade	Upon notification respond as required by the incident and provide transportation to hospitals.

3. Parking a ship affected/suspected of having a PHEIC

- MO-PH shall notify the port health Authority regarding the situation, and also the Master of the Ship to comply with the instructions until authorization is granted:
  a) Ship is not allowed to enter any dock or come alongside any wharf
  b) Ship is not allowed to have physical contact with the shore or with any other vessel in the Sea Port
  c) Travelers on board are not allowed to disembark
  d) Cargo is not allowed to be removed from the ship

  *Special note- MO-PH shall not prevent the ship from taking on fuel, water, food and supplies
- For navigational reasons:
  a) MO-PH shall permit the ship to come alongside a specially controlled wharf where strict vigilance is maintained and enforced to prevent any communication or contact

with the shore or with any other vessel in the Sea Port.

b) MO-PH shall give written permission to take a boat alongside the ship with a pilot and a mooring crew.

- Harbour Master or the Deputy Harbour Master shall advice the Master of the Ship to park at the pre-designated mooring point
- If the ship is not allowed to come to the Sea Port, yet, requested to depart immediately, any passengers who desire to disembark with or without their baggage or to transship from the ship may be permitted to do so on the condition that they agree to follow the necessary health measures required by the MO-PH.

4. Health measure to disembarked travelers (affected or suspected)

The activation of the health measures will be initiated by Directorate General of Health Services (DGHS/MOHFW). The response is shown in figure 2.

1. Ambulance/s with designated equipment and staff (medical officers, nursing officers, supporting staff) specifically, trainings on transferring such persons shall be organized at the port by the Port Health Office, Ministry of Health & Family Welfare.
2. Appropriate Personal Protective Equipment (PPE) shall be provided to all staff: Sea Port staff, customs officers, immigration officers, police, security officers and other staffs who are in contact with travelers (by the Port Health Office, CDC, DGHS)
3. PPE will be provided to travelers suspected of having an infectious disease or contamination (either due to symptoms or close contact with a potentially infectious traveler or chemical or radio-nuclear hazard) by the Port Health Office.

a) Travelers affected or suspected of infectious disease

Travelers who may be affected or suspected of carrying infectious diseases shall be immediately transferred to the designated Hospital for further assessment and care, isolation or quarantine and other supportive services.

* Special note- According to the latest revisions of WHO pandemic phases for Influenza, there are six distinct stages of response. The DG Health/Ministry of Health will be involved in each stage in different capacities. This will be done by assessing the global WHO phase in progress and the current status of outbreaks and human transmission of infection within the country. Decision to move from one phase to another will be made by the National Coordination Committee of International Health Regulation (IHR-2005).
* Contamination- presence of a toxic agent or matter on a human or animal body surface, in or on a product prepared for consumption or on other inanimate objects, including vessel, ships and conveyance that may constitute a public health risk.

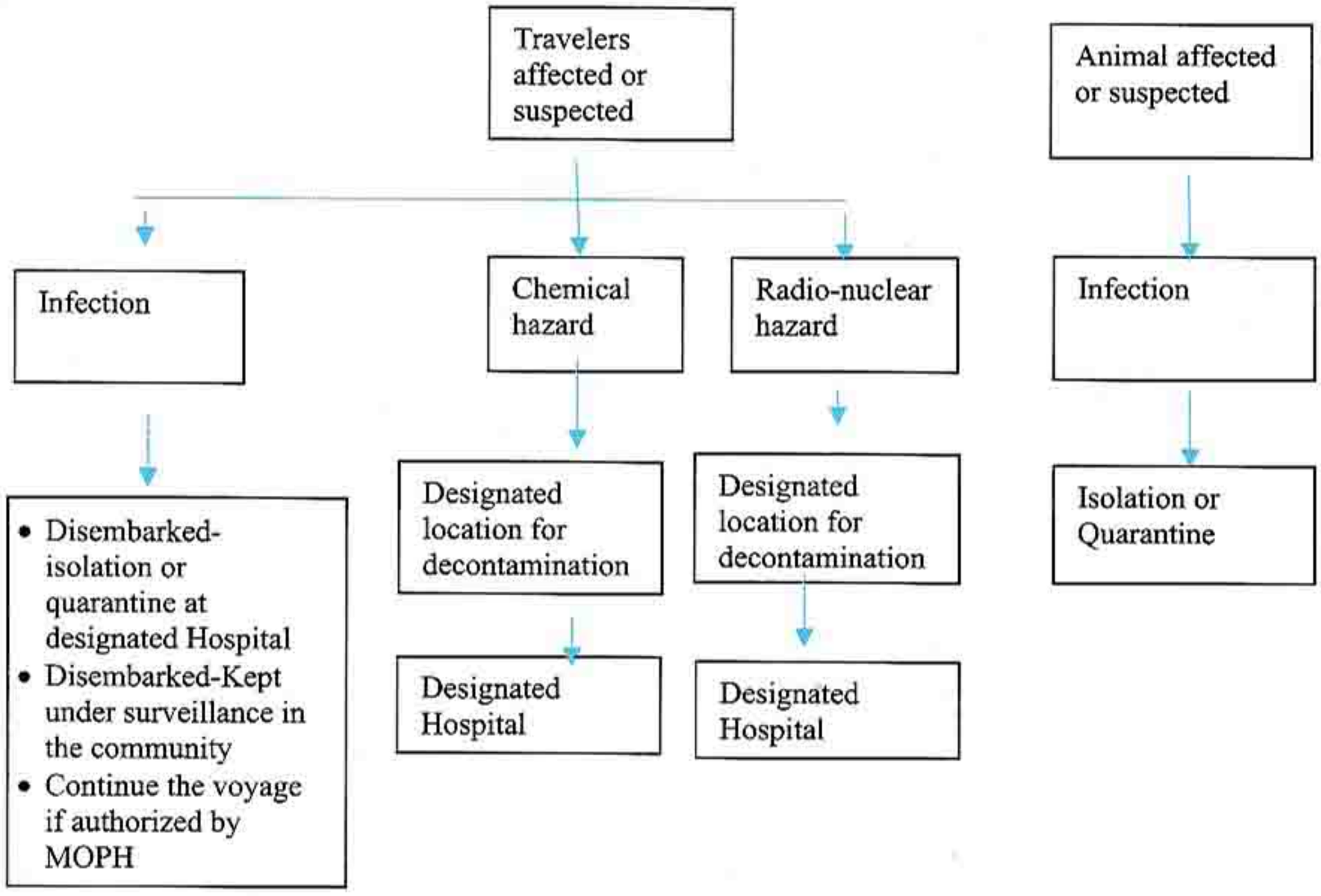
b) Travelers contaminated by hazardous chemical material

Travelers contaminated by hazardous chemical material shall be immediately transferred to designated location for decontamination with the assistance of the Fire Brigade. From there, they will be transferred to the designated Hospital for further assessment and care.

c) Travelers contaminated or suspected by radio-nuclear material

Travelers who may be contaminated by radio-nuclear material shall be transferred immediately to the designated location for further assessment and decontamination with the assistance of relevant health expert (radiation) and other supportive services.

Figure 2: Health Measures for travelers of animals affected or suspected



5. Measures to prevent contamination from cargo

a) Cargo with affected or suspected illness in personnel/goods/animals

Personnel/goods/animals Animal/s affected or suspected of having an illness of PHEIC on board will require assessment, quarantine or isolation, and further action shall be decided by the relevant authority within the port in consultation with the relevant Authority.

- Personal Protective Equipment to handlers of the affected/ suspected personnel shall be provided by the relevant organizations.
- Suspected cargo shall be temporarily quarantined at the designated facility inside the port. If needed, cargo shall be transferred inland for quarantine up to 30 days. Modes of safe transportation and responsible personnel shall be decided by the port Authority, with the consultation with other organization.

b) Cargo with contaminated food

If a cargo is identified of having contaminated food, animal & Fish feed, transfer it back to the country of origin. If destruction of such goods is allowed, it shall be decided by the Food and Drug Inspectors of the port in consultation with the Director/CDC / IEDCR/ Environment/ Disaster, Ministry of Health & Family Welfare. Commerce,

food, BAEC, Nationsl Food safety Authority and IPH and

- Personal Protective Equipment to handlers of contaminated food shall be provided by the relevant organization/ Port Health Office/ Relevant Organization.
- Until decided, suspected cargo shall be stored at a designated place in the port.
- Once decided to destroy, modes of safe transportation, place and responsible personnel shall be decided by the Food safety Authority, Ministry of Food.

c) Cargo containing hazardous chemical material

Cargo containing hazardous chemical material on board requires assessment, transferring back to the country of origin or relocation or decontamination of such goods. This would be decided by the Focal Point appointed by the Ministry of industries/ Environment as per the plan for a chemical emergency.

- Personal Protective Equipment to handlers of the hazardous chemical shall be provided by the Ministry of industries/ Environment
- If detected after unloading, until decided, suspected cargo shall be stored at a designated place in the port.
- Once decided to relocate, modes of safe transportation, place and responsible personnel shall be decided by the Ministry of industries/ Environment

d) Cargo with hazardous radio-nuclear material

Cargo containing hazardous radio-nuclear material on board also requires assessment, transferring back to the country of origin or decontamination of goods affected. This will be decided by the Focal point appointed by the Chairman of the Atomic Energy Regulatory Authority (BAERA) / BAEC as per the National plan for a Nuclear and Radiological emergency and responses and other relevant plan.

- Personal protective equipment to handlers of the hazardous radio-nuclear material shall be provided by the BAERA/ BAEC
- Mechanism to destroy any radio-nuclear material detected in the country will be decided by BAERA. If detected after unloading (e.g., illegal shipment), contaminated cargo shall be transported outside the port. Until decided, suspected cargo shall be stored at a designated place in the port. Modes of transportation, safe storage and responsible personnel shall be decided by the BAERA & BAEC.

6. Travelers who continue the international voyage

- MO-PH shall allow a traveler, placed under surveillance, to continue the voyage if measures to safeguard the health of other travelers are assured.
- If there is evidence of an impending public health risk, the MO-PH shall request such travelers to undergo additional health measures to control the risk. Vaccinations and/ or prophylaxis as per the case management protocols will be required.
- MO-PH shall record this in the Ship Sanitation Control Certificate and communicate to the next port of call.
- MO-PH shall allow a traveler placed under isolation (in exceptional circumstances), to continue the voyage before the expiry of the isolation period, provided that measures to safeguard the health of other travelers are assured.

a) Disposable material in contact or potential contact with the human or animal case or suspect

All disposable materials in contact or potential contact with the case or suspect of an illness of PHEIC shall be destroyed as per the recommendations of the MO-PH

and the Chief Animal Quarantine Officer.

- This shall be carried out at a location especially designated in the ship and using equipment designated for this purpose.

b) Baggage and Cargo arriving in the contaminated ship

Baggage, cargo, containers, conveyances, goods or postal parcels which may be contaminated shall be disinsected4 , disinfected5, decontaminated6 or treated as per the recommendations of the MO-PH and Chief Animal Quarantine Officer.

- This shall be carried out at a location especially designated in the ship and by using equipment designated for this purpose.
- Loading or unloading if above items shall be prohibited until procedures are completed.
- Areas within the ship and premises of the port which may be contaminated by humans or animals confirmed or suspected as having an infection of PHEIC shall be disinfected or decontaminated.

C) Disposal of solid and liquid waste of the affected suspected humans or animals from the ship

Disposal of any contaminated water or food, human or animal dejecta, waste water and any other contaminated matter from the ship which might contaminate the waters of the port should be removed and disposed safely as per the recommendations of MO-PH and Chief Animal Quarantine Officer.

A ship that has been considered as 'affected' will cease to be considered as 'affected' when the MO-PH is satisfied that the recommended measures have been effectively carried out and there are no conditions on board that could constitute a public health risk.

7. Death on board due to a suspected or confirmed illness of PHEIC

If a dead body is brought to the port, clearance is needed from MO-PH to bring the body into the country. Disposal of the dead body shall be carried out as per the guidelines by MOHFW -in collaboration with MOFA/ DC/ NFP/ IEDCR

B. A case or suspect of infectious origin of PHEIC within the country

In a situation of a PHEIC arising within Bangladesh, measures should be taken to prevent it from spreading out of the country through the port. Health measures shall be activated as per the recommendations of DG health/ Ministry of Health./ DLS MOFL

a) Staff affected

- All port workers shall be advised to check their temperature before leaving home for work
- Any port worker with fever (temperature of 37.5C and above, or as per national guidelines) and/ or specified symptoms shall be advised not to report for work. Such worker shall be advised to get admitted to a designated hospital for treatment.
- If diagnosed with an infection of a PHEIC . he/ she shall be advised not to report for work until full recovery and/ or the requisite time recommended in the national guidelines.
- Any port worker who has been exposed to an infection of a PHEIC through a family member at home shall be advised not to report for work till the defined incubation

period (as per national guideline) is over.

- If a port worker develops an infection of a PHEIC during the incubation period he/ she shall be advised to get admitted to a designated hospital for treatment and not to report for work until full recovery and / or the requisite time recommended in the national guidelines.

b) Departure travelers

- MO-PH shall grant permission in writing to all people who embark or re-embark.
- MO-PH may request a valid vaccination certificate from the departing travelers.
- MO-PH may persuade the person to avoid travel or prohibit the embarkation on any ship based on the following:
    - If the person shows symptoms of an infection of a PHEIC or,
    - If the person is a contact of a person showing symptoms of an infection of a PHEIC.
- MO-PH may request the person to undergo screening and .or other health measures before departure.
- MO-PH shall issue a certificate after medical examination.
- All cruise liners departing from the port should take certificate of health clearance from MO-PH before departure.

c) Preparedness

- Director/ CDC/IEDCR shall ensure that adequate PPE are available at the Port Health Office and Port Medical Centre.
- Specially equipped ambulances from the adjacent hospitals will be used for immediate mobilization in a PHEIC.
- IHR Programme of CDC/ IEDCR shall train Medical Officers. Nursing Officers and supporting staff from adjacent hospitals for attending to a PHEIC
- MO-PH in collaboration with the Harbour Master and IHR Programme of CDC , MOHFW, shall train other staff (Sea port authority, medical Centre, customs officers, immigration Navy officers, Harbour Police, Shipping agents etc.) in responding to a PHEIC , which will be done as a series of Table talk exercise/ Real simulation annually.
- MO-PH shall stockpile vaccines and prophylactic drugs for a PHEIC in consultation with IHR Program, CDC and IEDCR.

d) Risk Communication

Communication of information pertaining to risks and prevention of the PHEIC to the public will be done only by DGHS/DGDLS/DGDOF

C. A case of explosion related public health emergency

a) Assess the risk of the event

b) Notification over telephone

c) Parking/Berthing/ Docking