

## Answers from Norway to CMI Questionnaire - Pandemic Response - The Effect on Seafarers and Passengers at Sea

### Questionnaire

1. Is your jurisdiction a member of the World Health Organisation?

**Yes. Norway is member of the WHO**

2. Has your jurisdiction given effect under its domestic law to the International Health Regulations (2005)?

**Yes. Through our law of communicable diseases and through our new national IHR-regulation. The latest regulation within the health sector was given in 2007 and then later revised in accordance with requirements in IHR (2005).**

3. Has your jurisdiction ratified the IMO-MLC 2006 Convention?

**Yes. Both law and regulations within maritime sector have been revised in accordance with requirements in MLC 2006**

4. What steps have been taken within your jurisdiction to give effect to the IMO-MLC 2006 Convention?

**Both law and regulations within maritime sector have been revised in accordance with requirements in MLC 2006**

5. Has your jurisdiction ratified the IMO Facilitation of Maritime Traffic Convention 1965 (FAL Convention)?

**Yes.**

6. What steps have been taken within your jurisdiction to give effect to the FAL Convention?

**Both law and regulations within maritime sector have been revised in accordance with requirements in FAL.**

7. Are you aware if your jurisdiction has denied free pratique to a vessel during any of the following pandemics: Avian flu; SARS; Chikungunya or MERS?

**None ships/vessel have been denied free pratique during any of pandemics mentioned**

8. Are you aware if your jurisdiction has taken any steps to establish the core capacities identified in Sections A and B of Annex 1 of the International Health Regulations, and in particular a "national public health emergency response plan" in compliance with the International Health Regulations?

**Yes, according to the International Health regulations Norway through our organization has pointed out points of entries, as for the ports which are - Oslo, Bergen and Tromsø - they all have focused on and are obliged to have the capacities as described in Annex 1. As far as we can see they more or less has fulfilled the obligations required. We have received the response plans from all these three cities (in Norwegian).**

9. a) What measures were taken by your jurisdiction during the recent Ebola outbreak?

**Local level: Going through and updating existing plans, giving necessary general information to passenger arriving from the three countries in West-Africa.**

**National level - Making ebola guidelines and later on ebola plan in cooperation with the Norwegian Institute of Public Health. Contributing into the British initiative with health personal to affected country. Giving advice and interpretations and support asked for and also pro-active to relevant institutions and the public and authorities. The Norwegian Institute of Public Health gave lots of information on their web pages and the Norwegian Directorate of Health also gave information besides and we linked info on our web pages into their pages. Posters how to behave according to the International Health regulations were put up at main airports about precautions and recommendations for passengers coming from out-break area. None particular actions were taken by the Norwegian Public Health of Institute or by the Norwegian Directorate of Health aimed particularly towards ship to my knowledge.**

**However, Norway has been a collaborating partner of The EU Ship San Act Joint Action and thereby has distributed relevant received information from this project to our designated ports and to ports issuing Ship Sanitation Certificate (SSC).**

**Norway is also part of and has implemented the SafeSeaNet system, though not fully complied with the Maritime Declaration of Health in the International Health Regulations so far. The Coastal Authority also on their own initiative through the SafeSeaNet system collected ISPS information about ships arriving Norway and the ten latest ports that the sips had been into. They also got a report regularly over ship that had left West- Africa from EMSA. SafeSeaNet is a vessel traffic monitoring and information system operating under EMSA and dealing with maritime safety, security and environment protection (<http://www.emsa.europa.eu/ssn-main.html>). EMSA, has also created the National Single Window (NSW) prototype under the Integrated Maritime Policy work programme, where 6 countries including Norway participate (<http://www.emsa.europa.eu/related-projects/nsw.html>).**

- 9 b) Which Department of State or organization in your jurisdiction was responsible for implementing those measures during the recent Ebola outbreak?

**On local level: The competent authority – it means the municipalities**

**On the National level - the Norwegian Institute of Public Health and the Norwegian Directorate of Health.**

- 9 c) Were maritime administrations within your jurisdiction consulted in relation to decisions taken within your jurisdiction during the Ebola outbreak?

**Only in the way that two of our points of entry has both the function as being pointed out as harbor and airport points. The information from us (The Heath Directorate) and the Public health institute was mainly focused on airplane, but could also to some extend be applied on ports. However, this was not followed**

**up in any particular way on national level towards the ports to my knowledge.**

9 d) Were those who took decisions in your jurisdiction during the Ebola outbreak aware of the requirements of:

(i) International Health Regulations 2005; and

**Yes, absolutely – all authorities mentioned – The Norwegian Directorate of Health, the Norwegian Public Institute of Health and the two mentioned harbours. They are well aware of the requirements in the IHR. It is also implemented into Norwegian regulations. Concerning Oslo harbor as the third harbor we do not have much information and contact directly in order to answer properly, but the municipality medical doctor in this city is well informed, so I will assume that they are.**

(ii) The FAL Convention 1965 (as amended); and

**Yes.**

(iii) The ILO MLC 2006 Convention?

**It is a part of the WHO Inspection Ship Sanitation, but only as recommended. In our (Norwegian Directorate of Health) learning of the handbook we focus primarily on the column “Required” as it deals with “public health risk” which is essential in the International Health Regulations. WHO handbook [http://www.who.int/ihr/publications/handbook\\_ships\\_inspection/en/](http://www.who.int/ihr/publications/handbook_ships_inspection/en/)**

9 e) Were those making the decisions in your jurisdiction on relation to the Ebola outbreak aware of the potential conflict in the requirements between those Regulations and Conventions?

**The Norwegian Directorate of Health answers that they do not know, but they do not think so.**

*Karoline L. Bøhler  
Attorney-at-Law  
Norwegian Shipowners' Association*