Outbreak of 2019 Coronavirus Disease (COVID-19)
Travel Brief 29th May 2020

Latest updates (since May 22nd)

**Situation report in the Caribbean region**

- 25,753 confirmed cases of COVID-19 in the Caribbean
  - 12,199 recovered
  - 856 deaths
- Anguilla, Aruba, Belize, British Virgin Islands, Dominica, Montserrat, Bonaire, St. Eustatius, Saba, Saint-Lucia, Trinidad and Tobago and Saint-Barthelemy do not have any active COVID-19 cases.
- On May 27, 2020, WTTC introduced “Safe Travels”, a stamp that will allow travellers to recognise governments and businesses around the world which have adopted health and hygiene global standardised protocols

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1. **Situation report**

**In the world**

An outbreak of Coronavirus Disease causing severe acute respiratory illness was reported in China since December 21, 2019. The virus has not been previously identified and so, since it is new, there is still little known about it including its origin.

As of 29, May 2020, there were 5,950,090 confirmed cases and 362,989 deaths. Whilst most cases are from China, the virus has now spread to over 120 countries. There is evidence of human to human transmission among cases both in and outside of Wuhan City, China and internationally. Human-to-human transmission has been confirmed largely in Wuhan city, but also some other places in China and internationally.

![COVID-19 cases caused by SARS-CoV-2](image)

**Confirmed Cases = 5,950,090**

- Active Cases 2,976,136
- Closed Cases 2,973,954
- Deaths 362,989
- Recovered 2,610,965
- Countries affected 213
- Case fatality rate 2%

Data Source: Worldometer, WHO

On March 11, the World Health Organization (WHO) declared a global pandemic as the coronavirus rapidly spreads across the world. The International Health Regulation Emergency Committee is not recommending trade or travel restrictions at this time. The US Center for Disease and Control (CDC) has issued travel advisories in countries where there is demonstrated sustained transmission.

In the Caribbean region
The first case of the disease in the English-Speaking Caribbean was reported in Jamaica on 10 March 2020. The risk of further importation of cases to the Caribbean remains Very High.

The Regional Coordinating Mechanism for Health Security (RCM-HS), is actively working with Heads of Government and regional partners on a collective approach to the COVID-19 response. Countries are strongly urged to strengthen their health sector response and move to a state of readiness and rapid response.

Health authorities in CARPHA Member States (CMS) must be ready to respond to possible importation of cases and subsequent local transmission. They are also encouraged to increase their capacity for surveillance and review their pandemic preparedness plans, as a matter of urgency.

To date, there are 21,495 confirmed cases of COVID-19 in the Caribbean from 31 countries (Table, WHO).

Table - Countries or Territories in the Caribbean with reported cases of COVID-19 as of May 29, 2020(1)

<table>
<thead>
<tr>
<th>Country/Territory</th>
<th>Cases</th>
<th># increased by since May 22nd</th>
<th>Deaths</th>
<th>Recovered</th>
</tr>
</thead>
<tbody>
<tr>
<td>CARPHA Member States</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anguilla</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Antigua and Barbuda</td>
<td>25</td>
<td>0</td>
<td>3</td>
<td>19</td>
</tr>
<tr>
<td>Aruba</td>
<td>101</td>
<td>0</td>
<td>3</td>
<td>98</td>
</tr>
<tr>
<td>Bahamas(2)</td>
<td>101</td>
<td>4</td>
<td>11</td>
<td>47</td>
</tr>
<tr>
<td>Barbados(3)</td>
<td>92</td>
<td>2</td>
<td>7</td>
<td>76</td>
</tr>
<tr>
<td>Belize</td>
<td>18</td>
<td>0</td>
<td>2</td>
<td>16</td>
</tr>
<tr>
<td>Bermuda(4)</td>
<td>140</td>
<td>15</td>
<td>9</td>
<td>92</td>
</tr>
<tr>
<td>British Virgin Islands</td>
<td>8</td>
<td>0</td>
<td>1</td>
<td>7</td>
</tr>
</tbody>
</table>

2
<table>
<thead>
<tr>
<th>Country/Territory</th>
<th>Cases</th>
<th># increased by May 22nd</th>
<th>Deaths</th>
<th>Recovered</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cayman Islands(5)</td>
<td>140</td>
<td>10</td>
<td>1</td>
<td>67</td>
</tr>
<tr>
<td>Curacao</td>
<td>18</td>
<td>2</td>
<td>1</td>
<td>14</td>
</tr>
<tr>
<td>Dominica</td>
<td>16</td>
<td>0</td>
<td>0</td>
<td>16</td>
</tr>
<tr>
<td>Grenada</td>
<td>23</td>
<td>1</td>
<td>0</td>
<td>18</td>
</tr>
<tr>
<td>Guyana(6)</td>
<td>150</td>
<td>23</td>
<td>11</td>
<td>67</td>
</tr>
<tr>
<td>Haiti(7)</td>
<td>1 443</td>
<td>709</td>
<td>35</td>
<td>22</td>
</tr>
<tr>
<td>Jamaica(8)</td>
<td>569</td>
<td>35</td>
<td>9</td>
<td>284</td>
</tr>
<tr>
<td>Montserrat</td>
<td>11</td>
<td>0</td>
<td>1</td>
<td>10</td>
</tr>
<tr>
<td>Netherlands – Bonaire, St. Eustatius, Saba</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>Saint Lucia</td>
<td>18</td>
<td>0</td>
<td>0</td>
<td>18</td>
</tr>
<tr>
<td>Saint Vincent and the Grenadines</td>
<td>25</td>
<td>7</td>
<td>0</td>
<td>14</td>
</tr>
<tr>
<td>Sint Maarten</td>
<td>77</td>
<td>0</td>
<td>15</td>
<td>60</td>
</tr>
<tr>
<td>Suriname</td>
<td>12</td>
<td>1</td>
<td>1</td>
<td>9</td>
</tr>
<tr>
<td>Trinidad &amp; Tobago</td>
<td>116</td>
<td>0</td>
<td>8</td>
<td>108</td>
</tr>
<tr>
<td>Turks and Caicos</td>
<td>12</td>
<td>0</td>
<td>1</td>
<td>10</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3124</strong></td>
<td><strong>809</strong></td>
<td><strong>119</strong></td>
<td><strong>1081</strong></td>
</tr>
<tr>
<td><strong>Non-CARPHA Member States</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cuba(9)</td>
<td>2005</td>
<td>97</td>
<td>82</td>
<td>1760</td>
</tr>
<tr>
<td>Dominican Republic</td>
<td>16 068</td>
<td>2 411</td>
<td>485</td>
<td>8 952</td>
</tr>
<tr>
<td>French Guiana</td>
<td>436</td>
<td>187</td>
<td>1</td>
<td>161</td>
</tr>
<tr>
<td>Guadeloupe</td>
<td>161</td>
<td>6</td>
<td>14</td>
<td>115</td>
</tr>
<tr>
<td>Martinique</td>
<td>197</td>
<td>5</td>
<td>14</td>
<td>91</td>
</tr>
<tr>
<td>Puerto Rico</td>
<td>3647</td>
<td>734</td>
<td>132</td>
<td>0</td>
</tr>
<tr>
<td>Saint Martin</td>
<td>40</td>
<td>0</td>
<td>3</td>
<td>33</td>
</tr>
<tr>
<td>Saint Barthelemy</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>US Virgin Islands</td>
<td>69</td>
<td>0</td>
<td>6</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>22629</strong></td>
<td><strong>3440</strong></td>
<td><strong>737</strong></td>
<td><strong>11118</strong></td>
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<table>
<thead>
<tr>
<th>Country/Territory</th>
<th>Cases</th>
<th># increased by since May 22nd</th>
<th>Deaths</th>
<th>Recovered</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL</td>
<td>25753</td>
<td>4249</td>
<td>856</td>
<td>12199</td>
</tr>
</tbody>
</table>


(5) Cayman Islands. https://www.loopcayman.com/content/cayman-3-more-covid-19-cases-140-total


**Distribution of the Caribbean Countries with confirmed COVID-19 cases per air or sea travel, as of 29 May, 2020**

**From air travel**

<table>
<thead>
<tr>
<th>Country</th>
<th>Number of cases known to be from air travel</th>
<th>Known potential importation from</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anguilla</td>
<td>1</td>
<td>USA</td>
</tr>
<tr>
<td>Antigua and Barbuda</td>
<td>12</td>
<td>UK, USA, New York, Montserrat</td>
</tr>
<tr>
<td>Aruba</td>
<td>5</td>
<td>New York, US, Colombia</td>
</tr>
<tr>
<td>Bahamas</td>
<td>2</td>
<td>USA</td>
</tr>
<tr>
<td>Barbados</td>
<td>10</td>
<td>USA, UK</td>
</tr>
<tr>
<td>Belize</td>
<td>2</td>
<td>Los Angeles, Texas, Florida</td>
</tr>
<tr>
<td>Bermuda</td>
<td>30</td>
<td>UK, USA, Boston</td>
</tr>
<tr>
<td>British Virgin Islands</td>
<td>1</td>
<td>New York</td>
</tr>
<tr>
<td>Cayman Islands</td>
<td>2</td>
<td>Unknown</td>
</tr>
<tr>
<td>Cuba</td>
<td>14</td>
<td>China, Haiti, Uruguay, Spain, Dominican Republic, US</td>
</tr>
<tr>
<td>Curaçao</td>
<td>1</td>
<td>The Netherlands</td>
</tr>
<tr>
<td>Grenada</td>
<td>3</td>
<td>UK, New York</td>
</tr>
<tr>
<td>Haiti</td>
<td>33</td>
<td>Unknown</td>
</tr>
</tbody>
</table>
### Caribbean Travel Advisories, as of May 29th

Several Caribbean nations have issued travel advisories (either non-essential travel/denied entry to persons who have travelled to countries with local/community transmission in the preceding 14/20/21/28 days. Persons arriving with a history of travel to countries listed below within the preceding 14/20/21/28 days will be quarantined/denied entry/not allowed to disembark (as in cases of ships). Countries decisions has been based on assessment of the risk level as well as their capacity to manage confirmed COVID-19 cases.

Countries with new information compared to the last table indicated in orange.

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<table>
<thead>
<tr>
<th>Country</th>
<th>Number of cases known to be from sea travel</th>
<th>Known potential importation from</th>
</tr>
</thead>
<tbody>
<tr>
<td>Martinique</td>
<td>3</td>
<td>Costa Magica Cruise Ship</td>
</tr>
<tr>
<td>Cayman Islands</td>
<td>1</td>
<td>Unknown</td>
</tr>
<tr>
<td>Guadeloupe</td>
<td>1</td>
<td>Costa Magica Cruise Ship, Costa Favolosa</td>
</tr>
<tr>
<td>Puerto Rico</td>
<td>1</td>
<td>Florida</td>
</tr>
<tr>
<td>Saint-Barthelemy</td>
<td>2</td>
<td>Unknown</td>
</tr>
<tr>
<td>Trinidad and Tobago</td>
<td>52</td>
<td>Costa Favolosa</td>
</tr>
</tbody>
</table>

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From sea travel

<table>
<thead>
<tr>
<th>Country</th>
<th>Number of cases known to be from sea travel</th>
<th>Known potential importation from</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jamaica</td>
<td>34</td>
<td>Atlanta, Boston, Brazil, London, Egypt, Dubai, Malaysia, Portugal, Miami, Trinidad and Tobago, Canary Islands, Miami, France, New York, Spain</td>
</tr>
<tr>
<td>Dominican Republic</td>
<td>20</td>
<td>Italy, France, Venezuela, Canada</td>
</tr>
<tr>
<td>French Saint-Martin</td>
<td>2</td>
<td>France</td>
</tr>
<tr>
<td>Guyana</td>
<td>1</td>
<td>United States, Trinidad and Tobago</td>
</tr>
<tr>
<td>Martinique</td>
<td>3</td>
<td>France, Switzerland</td>
</tr>
<tr>
<td>Montserrat</td>
<td>1</td>
<td>London, Antigua and Barbuda</td>
</tr>
<tr>
<td>Saint-Barthelemy</td>
<td>1</td>
<td>France</td>
</tr>
<tr>
<td>Saint Vincent and the Grenadines</td>
<td>8</td>
<td>Barbados, Canada, United Kingdom, USA</td>
</tr>
<tr>
<td>Sint Maarten</td>
<td>1</td>
<td>UK, Miami</td>
</tr>
<tr>
<td>Suriname</td>
<td>1</td>
<td>The Netherlands</td>
</tr>
<tr>
<td>Trinidad and Tobago</td>
<td>10</td>
<td>Switzerland</td>
</tr>
<tr>
<td>US Virgin Islands</td>
<td>12</td>
<td>Unknown</td>
</tr>
<tr>
<td>Country</td>
<td>Non-essential travel/denied entry to persons who have travelled to countries with local/community transmission in the last 14/20/21/28 days</td>
<td>Screening at Port of Entry</td>
</tr>
<tr>
<td>-------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------------</td>
</tr>
<tr>
<td><strong>Anguilla</strong></td>
<td>• China, Europe (including UK), Hong-Kong, Italy, Iran, Japan&lt;br&gt;• March 20, 2020: Anguilla’s ports (sea and air) are closed for 14 days for all passenger movements. More information <a href="#">here</a>.&lt;br&gt;• Ports will remain closed for the movement of all passengers until April 21, 2020. More information <a href="#">here</a>.&lt;br&gt;• April 8, 2020: The Executive Council introduced a Regulation under the Emergency Powers Act prohibiting the use of any boat in Anguilla’s waters, other than those specifically exempted. This prohibition will come into force on April 8, 2020 until April 21, 2020. More information <a href="#">here</a>.&lt;br&gt;• April 16, 2020: the notice and regulations prohibiting the use of any boat in Anguilla’s waters unless specifically exempted have been extended to 12 May. More information <a href="#">here</a>.&lt;br&gt;• April 27, 2020: ports will remain closed for passenger movements until the situation outside Anguilla allows to reopen them safely. It is unlikely to be before the end of May. All establishments must close at 9:00 pm.</td>
<td>✓</td>
</tr>
<tr>
<td><strong>Antigua &amp; Barbuda</strong></td>
<td>• Canada, China, Europe, France, Germany, Italy, Iran, Japan, Singapore, South Korea, United States&lt;br&gt;• March 26, 2020: the V.C. Bird International Airport will be closed to all incoming commercial flights. After this date, commercial airlines can fly an empty aircraft into Antigua for the sole purpose of collecting citizens of their respective countries.&lt;br&gt;• March 26, 2020: all inbound commercial traffic from North America and Europe shall be denied entry into Antigua and Barbuda. More information <a href="#">here</a>.&lt;br&gt;• March 27, 2020: all ports of entry on Barbuda will be closed for 14 days. The maritime border is consolidated on the island of Antigua: all international maritime arrivals must enter via Nevis Street Pier in St John’s. More information <a href="#">here</a>.&lt;br&gt;• April 24, 2020: VC Bird International Airport may reopen by mid-June. More information <a href="#">here</a>.&lt;br&gt;• May 22, 2020: opening of borders in a phased approach from June 1, 2020, when the V.C. Bird International Airport begins accepting international and regional traffic. <a href="#">here</a>.</td>
<td>✓</td>
</tr>
<tr>
<td><strong>Aruba</strong></td>
<td>• China, EU, Great Britain, Hong-Kong, Italy, Iran, Macau, Norway, Japan, Singapore, South Korea, Switzerland, Taiwan&lt;br&gt;• March 14, 2020: the Queen Beatrix International Airport elevated its control on flights arriving from other countries that do not fall under the travel restriction. More information <a href="#">here</a>.&lt;br&gt;• March 17, 2020: at midnight through March 31, 2020, Aruba will restrict entry to Aruba to all travellers except for legal residents of Aruba. More information <a href="#">here</a>.&lt;br&gt;• March 21, 2020: from March 21, 2020 until March 31, 2020 Aruban residents are not permitted to return to Aruba&lt;br&gt;• April 28, 2020: The ban on inbound flights will be extended until May 31, 2020 Residents of Aruba who are stuck abroad (due to the border closure) can send an email to <a href="mailto:RegresoAruba@boniis.aw">RegresoAruba@boniis.aw</a>. More information <a href="#">here</a>.&lt;br&gt;• May 8, 2020: announcement that the Aruban border will open tentatively between June 15 and July 1, 2020.</td>
<td>✓</td>
</tr>
<tr>
<td><strong>Bahamas</strong></td>
<td>• China, Europe, Italy, Ireland, Iran, UK, South Korea (expected to remain in place until April 13)&lt;br&gt;• March 24, 2020: from March 24, 2020 until March 31, 2020, unless otherwise stated, no visitor shall be permitted to enter and disembark for any reason including transiting through The Bahamas. All airports including private airports and fixed-base operations (FBOs) shall be closed to incoming international flights carrying any visitor unless written permission of the Competent Authority has been granted. More information <a href="#">here</a>.&lt;br&gt;• March 30, 2020: the current state of emergency was extended until at least Wednesday, April 8. More information <a href="#">here</a>.&lt;br&gt;• May 17, 2020: The Bahamas are looking at a possible opening date for commercial travel on or before July 1 this year. Dates may change depending upon circumstances. On Sunday the Prime Minister also announced the introduction of a COVID-19 travel card which would allow for the resumption of inter-island travel. The process is scheduled to begin on Wednesday. Applicants are required to submit to an evaluation by a physician authorised by the Ministry of Health. This evaluation includes a risk assessment questionnaire to determine the individual’s level of risk for COVID-19, and a physical exam to determine the presence of any symptoms consistent with the virus. If deemed low-risk, and the physical exam does not reveal any symptoms it is expected that the person will be issued a COVID-19 Authorisation Travel Card that will allow travel to the Family Islands. If the individual is deemed higher risk or has symptoms that may be consistent with COVID-19, the individual will be referred for testing to determine their COVID-19 status. The first phase of this initiative targets residents of Family Islands who have been stuck in the capital. They will now be allowed to return home.&lt;br&gt;• Residents on islands with no confirmed cases of COVID-19 will be allowed to travel between those islands via plane or boat, without a COVID card.</td>
<td>✓</td>
</tr>
<tr>
<td><strong>Barbados</strong></td>
<td>• China, South Korea</td>
<td>✓</td>
</tr>
<tr>
<td><strong>Belize</strong></td>
<td>• China, Europe, Hong-Kong, Italy, Iran, Japan, Korea, Taiwan&lt;br&gt;• March 20, 2020: only Belizean nationals, residents and diplomats residing in Belize are allowed entry.&lt;br&gt;• March 23, 2020: the Philip S.W. Goldson International Airport will be closed. More information <a href="#">here</a>.&lt;br&gt;• April 1, 2020: State of Emergency declared on April 1st for 30 days.&lt;br&gt;• April 5, 2020: at 12:01 am, closure of borders to nationals and visitors. More information <a href="#">here</a>.</td>
<td>✓</td>
</tr>
<tr>
<td>Country</td>
<td>Non-essential travel/denied entry to persons who have travelled to countries with local/community transmission in the last 14/20/21/28 days</td>
<td>Screening at Port of Entry</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------------------------------------------------------------------------------------</td>
<td>-----------------------------</td>
</tr>
</tbody>
</table>
| Bermuda | • China, Europe, Hong-Kong, Italy, Iran, Japan, South Korea, Singapore  
• March 20, 2020: the L.F. Wade International Airport will be closed for the next two weeks and the seaport is closed to vessels. Non-residents are not allowed to land on the island. More information [here](#).  
• All persons entering Bermuda, residents, visitors, and crew, will be required to self-quarantine for 14 days from arrival. Visitors and crew may depart Bermuda based on their travel itinerary if shorter than 14 days if they remain asymptomatic.  
• May 2, 2020: Despite the phased reopening, there will be no scheduled commercial flights at L F Wade International Airport.  
• May 11, 2020: The ferry service will resume under a reduced operating schedule with limited passenger capacity. The available seating will be limited to 25% of normal capacity when services resume with no standing allowed. This will generally amount to a maximum of 50 passengers. When boarding, a ferry boat crew member will provide hand sanitizer and announce when the seating capacity has been reached. | ✓ | ✓ |
| BES Islands | • China, Germany, Hong-Kong, Iran, Italy, Japan, Macau, Singapore, South Korea, Spain  
• March 14, 2020: through March 31, 2020, no flights originating in The European Netherlands will be allowed to land in Bonaire.  
• March 14, 2020: for a period of 30 days, no cruise ships will be allowed in port. More information [here](#). | | |
| British Virgin Islands** | • Austria, Belgium, China, Denmark, France, Germany, Italy, Iran, Japan, Norway, South Korea, Spain, Singapore, Sweden, Switzerland, The Netherlands, UK, US  
• March 22, 2020: all airports and seaports are closed to inbound passengers for 14 days. More information [here](#).  
• April 15, 2020: BVI’s borders will remain closed until 1st June, 2020. There will be a gradual 6-week internal re-opening. Belonger’s and residents will be allowed to enter through the airport ONLY within the next 3 months - approval MUST be given 7 days in advance of travel amongst other measures.  
• May 20, 2020: amendment of the protocol for re-entry of Nationals and Permanent residents to the Virgin Islands  
From June 2 up to June 15, 2020, the first priority will be given to the re-entry of nationals, holders of permanent residence and naturalised citizens, who upon registration and certification by the Environmental Health Division, are deemed to have approved private quarantinable accommodation for occupancy for at least a 14-day period;  
From June 2 to June 15, 2020, priority for re-entry will also be given to persons who left the Territory for medical treatment and were subsequently displaced due to border closures. More information [here](#). | ✓ | ✓ |
| Cayman Islands | • China, Europe, Iran, Japan, South Korea  
• March 14, 2020: ban of cruise ships for 30 days and immediate closure of the Tortola cruise port.  
• March 22, 2020: suspension of all passenger flights in and out of Cayman for 3 weeks. More information [here](#).  
• Non-residents and tourists are not permitted entry to the land and should not be boarded on incoming flights.  
• April 4, 2020: extension of the international airports closure until at least April 12. More information [here](#).  
• May 7, 2020: Cayman Islands’ airports and seaports for cruise ships will remain shut until 1 September 2020 for visitors and returning residents, according to decisions taken by Cabinet today. | ✓ | ✓ |
| Cuba | • March 24, 2020: tourists are not allowed in Cuba. Only Cuban residents and foreign citizens who are permanent residents or work on the islands are allowed to enter the country. More information [here](#).  
• All commercial and charter international flights suspended, and foreign sea vessels asked to withdraw, as of April 2. Cargo operations and humanitarian flights can continue. More information [here](#). | | ✓ |
| Curacao | • China, Italy, Iran, Hong-Kong, Macau Singapore, South Korea  
• March 19, 2020: closure of the Airport Hato at Curaçao for inbound passengers from all countries until further notice. Officials canceled most passenger flights coming into the country and banned residents from leaving the island through at least early April. Suspension of maritime traffic, except for cargo. More information [here](#) & [here](#).  
• April 13, 2020: extension of the period of the closure of the Curaçao International Airport for inbound passengers from all countries, including Curacao residents until April 25, 2020.  
• All maritime traffic is prohibited to enter the country with the exception of certain cases such as the transportation of fuel, ship for repair, freight, etc. More information [here](#).  
• April 28, 2020: Passengers are not allowed to transit or enter Curacao. This does not apply to:  
Medical specialist and other medical personnel if authorized by the Government of Curacao. These passengers must have a verification letter from the government of Curacao proving they are allowed to enter Curacao.  
Persons deemed necessary or specifically approved by the Government of Curacao. These passengers must have a verification letter from the government of Curacao proving they are allowed to enter Curacao.  
Passengers in transit who remain on board of the same aircraft or do wing to wing transit from one aircraft to another without entering the transit terminal. A minimum of 24 hours prior notice is required. More information [here](#). | | |
| Dominica | • China  
• March 27, 2020: the Government of Dominica announced the closure of all airports in Dominica, including Douglas-Charles Airport, until further notice. Seaports are also closed to arriving and departing passengers. The suspensions include Dominicans | ✓ | ✓ |
<table>
<thead>
<tr>
<th>Country</th>
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<th>Screening at Port of Entry</th>
<th>Quarantine**</th>
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</thead>
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<tr>
<td><strong>Martinique</strong></td>
<td>and residents from March 28 until further notice. There is at present a 24-hour lockdown in place due to be lifted on 31 March. More information here &amp; here.</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>
| **Dominican Republic** | - **March 16, 2020:** from 6am, all commercial flights from Europe as well as the arrival of cruise ships suspended for a month. More information [here](#).  
- **March 16, 2020:** closure of the land border with Haiti.  
- **March 19, 2020:** from 6am, suspension of all inbound air and maritime transport for the next 15 days. More information [here](#).  
- **May 3, 2020:** flights do Dominican Republic are suspended. More information [here](#). | ✓                         | ✓            |
| **French Guiana** | - **March 23, 2020:** interruption of all international flights to/from French Guiana. Air service only authorized for the reunification of families with children or dependent person, professional obligations strictly necessary for the continuity of essential services and health requirements. More information [here](#).  
- **April 6, 2020:** completed International Travel Certificate must be presented prior to boarding and to Immigration upon arrival or when transiting France. The certificate must be obtained before departure via the French consular offices abroad or online. | ✓                         | ✓            |
| **Grenada**      | - **March 18, 2020:** from 6am, all commercial flights from Europe as well as the arrival of cruise ships suspended for a month. More information [here](#).  
- **March 16, 2020:** closure of airports to all commercial passenger. No crew member of commercial vessels allowed or granted Shore Leave. Permission to land at the Maurice Bishop International Airport (MBIA) granted only to passenger flights to repatriate visitors to their home countries. More information [here](#) & [here](#). | ✓                         | ✓            |
| **Greece**       | - **March 23, 2020:** all international flights interrupted to/from Guadeloupe. Air service only authorized for the reunification of families with children or dependent person, professional obligations strictly necessary for the continuity of essential services and health requirements. More information [here](#).  
- **April 6, 2020:** completed International Travel Certificate must be presented prior to boarding and to Immigration upon arrival or when transiting France. The certificate must be obtained before departure via the French consular offices abroad or online. | ✓                         | ✓            |
| **Guyana**       | - **March 18, 2020:** from midnight, for the next 14 days, partial shutdown of airports. Shutdown will mainly apply to incoming international passenger flights at the Cheddi Jagan International Airport (CJJA) and Eugene F Correira International Airport. More information [here](#).  
- **March 31, 2020:** announcement that the Cheddi Jagan International Airport (GEO) in Timehri and Eugene F. Correia International Airport (OGL) will remain closed to all incoming flights until May 1. More information [here](#). | ✓                         | ✓            |
| **Haiti**        | - **March 18, 2020:** from 12:01am, suspension of all commercial flights from Europe, Canada, the Dominican Republic, and Latin America as well as the arrival of cruise ships for a month. More information [here](#).  
- **March 20, 2020:** closure of all international airports in Port-au-Prince and Cap-Haitien to all commercial flights for a month. More information [here](#).  
- **April 14, 2020:** All flights to Port Au Prince International airport and Tocap Haitian International airport are suspended. | ✓                         | ✓            |
| **Jamaica**      | - **March 18, 2020:** from 12:01am, suspension of all commercial flights from Europe, Canada, the Dominican Republic, and Latin America as well as the arrival of cruise ships for a month. More information [here](#).  
- **March 20, 2020:** closure of all international airports in Port-au-Prince and Cap-Haitien to all commercial flights for a month. More information [here](#).  
- **April 14, 2020:** All flights to Port Au Prince International airport and Tocap Haitian International airport are suspended. | ✓                         | ✓            |
| **Martinique**   | - **March 23, 2020:** all international flights interrupted to/from Martinique. Air service only authorized for the reunification of families with children or dependent person, professional obligations strictly necessary for the continuity of essential services and health requirements. More information [here](#).  
- **April 6, 2020:** completed International Travel Certificate must be presented prior to boarding and to Immigration upon arrival or when transiting France. The certificate must be obtained before departure via the French consular offices abroad or online. | ✓                         | ✓            |
| **Montserrat**   | - **March 23, 2020:** all international flights interrupted to/from Martinique. Air service only authorized for the reunification of families with children or dependent person, professional obligations strictly necessary for the continuity of essential services and health requirements. More information [here](#).  
- **April 6, 2020:** completed International Travel Certificate must be presented prior to boarding and to Immigration upon arrival or when transiting France. The certificate must be obtained before departure via the French consular offices abroad or online. | ✓                         | ✓            |


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<th>Quarantine**</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Puerto Rico</strong></td>
<td>● May 6, 2020: Deputy Premier of Montserrat announced that borders remain closed to slow COVID-19 spread</td>
<td>✓</td>
<td>✓</td>
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<td></td>
<td>● March 12, 2020: tourists barred from travelling to Vieques and Culebra, island municipalities popular with tourists. Only residents and those delivering supplies are allowed to travel to the islands</td>
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<td>● April 8, 2020: request from Governor Vázquez to the Federal Aviation Administration to stop flights from &quot;hot spots&quot; states to San Juan, Puerto Rico. The states she wants to restrict travel from include New York, New Jersey, Pennsylvania, Connecticut, Illinois, and Florida.</td>
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<tr>
<td><strong>Saint Barthelemy</strong></td>
<td>● March 23, 2020: interruption of all international flights to/from Saint-Barthelemy. Air service only authorized for the reunification of families with children or dependent person, professional obligations strictly necessary for the continuity of essential services and health requirements. More information <a href="#">here</a></td>
<td>✓</td>
<td>✓</td>
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<tr>
<td></td>
<td>● April 6, 2020: completed International Travel Certificate must be presented prior to boarding and to Immigration upon arrival or when transiting France. The certificate must be obtained before departure via the French consular offices abroad or online</td>
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</tr>
<tr>
<td><strong>Saint Kitts &amp; Nevis</strong></td>
<td>● China, EU, France, Germany, Hong-Kong, Ireland, Iran, Italy, Japan, Singapore, South-Korea, Spain, Switzerland, UK, USA and Dutch and French territories in the Caribbean</td>
<td>✓</td>
<td>✓</td>
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<td></td>
<td>● March 26, 2020: from 12:01am until April 7, closure of the country’s borders to all commercial flights. Nationals and residents living overseas who failed to return by the deadline will need to remain offshore until the border closing is lifted. More information <a href="#">here</a></td>
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<td>● April 9, 2020: from 7:01pm until April 18, state of Emergency extended. More information <a href="#">here</a></td>
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<td>● April 29, 2020: Prime Minister of St. Kitts and Nevis said that there is no indication that the borders will open up in the immediate future.</td>
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<td>● May 22, 2020: announcement that borders remain closed to international commercial flights and visitors. Procedure in practice and which must be followed if requests for entry are made:</td>
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<td>anyone entering our country must go through a mandatory, or a compulsory quarantine period up to a minimum of 14 days, after which they must be tested and if found to be negative they will be reintegrated into the community.</td>
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<td></td>
<td>● if they are found positive they will have to be isolated until they are fully recovered</td>
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<tr>
<td><strong>Saint Lucia</strong></td>
<td>● China, Germany, Hong-Kong, Iran, Italy, Japan, Mainland France, Singapore, South-Korea, Spain, UK</td>
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<td>✓</td>
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<tr>
<td></td>
<td>● March 23, 2020: Saint-Lucia’s airports are closed to all incoming commercial and private flights. All airports will be closed to all incoming passengers until Sunday April 9th 2020. Aircraft facilitating departing passengers repatriating from Saint Lucia will be permitted. More information <a href="#">here</a></td>
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<td>● May 19, 2020: St Lucia plans to reopen its international borders on June 4, 2020. More information <a href="#">here</a></td>
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<tr>
<td><strong>Saint Martin</strong></td>
<td>● March 23, 2020: interruption of all international flights to/from Saint-Martin. Air service only authorized for the reunification of families with children or dependent person, professional obligations strictly necessary for the continuity of essential services and health requirements. More information <a href="#">here</a></td>
<td>✓</td>
<td>✓</td>
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<td></td>
<td>● At Grand Case Airport; commercial flights are operated since March 23rd by Air Antilles Express. Flights will be operated by Twin Otter 17-seater aircraft on Mondays, Wednesdays and Fridays. Flights are reserved to: Someone accompanying a very sick person; those that need urgent surgery, chemotherapy, dialysis...; those traveling for professional reasons in link with the crisis. Yet, they will have to show proof of residency on their travel documents. Also, they will have to produce two documents proving the exactitude of their motivation to travel.</td>
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<td>● inter-island ferries; rotations between Saint-Martin and the island of Anguilla are suspended until further notice from the Ferry Station of Marigot. There is one rotation per day between Saint-Martin and Saint-Barthelemy.</td>
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<td>● Gingerbay Port; reception of cruise ships is prohibited since March 13th. All activities at the commercial port, considered a vital structure, are maintained. No cancellation or modification of the schedule in terms of reception of goods.</td>
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<td></td>
<td>● April 6, 2020: completed International Travel Certificate must be presented prior to boarding and to Immigration upon arrival or when transiting France. The certificate must be obtained before departure via the French consular offices abroad or online</td>
<td></td>
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<tr>
<td><strong>Sint Maarten</strong>*</td>
<td>● China, Germany, Hong-Kong, Iran, Italy, Japan, Macau, Singapore, South Korea, Spain</td>
<td>✓</td>
<td>✓</td>
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<td></td>
<td>● March 17, 2020: Sint Maarten will restrict entry to Sint Maarten to all travellers except for legal residents of Dutch Sint Maarten, airline crew, technical or medical specialists and assistants. More information <a href="#">here</a></td>
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<td>● A “Friendly Border Control” in order between Saint Martin and Sint Maarten to restrict non-essential movements.</td>
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<td>● May 19, 2020: the Dutch Police Force will no longer control the internal borders of St. Maarten. More information <a href="#">here</a></td>
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<tr>
<td><strong>Saint Vincent and the Grenadines</strong></td>
<td>● China, Hong-Kong, Italy, Japan, Singapore, South-Korea</td>
<td>✓</td>
<td>✓</td>
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<td>● Measures to limit the spread include ordering the suspension for certain formal ports of entry while the hours of operation at other ports will be expanded in some instances. More information <a href="#">here</a></td>
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</tr>
<tr>
<td>Country</td>
<td>Non-essential travel/denied entry to persons who have travelled to countries with local/community transmission in the last 14/20/21/28 days</td>
<td>Screening at Port of Entry</td>
<td>Quarantine**</td>
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<tr>
<td>US Virgin Islands</td>
<td>• China, Iran, European countries</td>
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<td></td>
<td>• March 25, 2020: the U.S. Virgin Islands will close its doors to all visitors for 30 days. More information <a href="#">here</a></td>
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<tr>
<td>Turks and Caicos **</td>
<td>• China, Hong-Kong, Europe, Iran, Italy, Japan, Macau, Singapore, South Korea, Thailand</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>• March 24, 2020: all airports will be closed for all non-essential international and regional flights effective for 21 day. All seaports shall be closed to regional and international seafaring. More information <a href="#">here</a></td>
<td>✓</td>
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<td></td>
<td>• April 11, 2020: Regional and International flights into the Islands (including private flights) are NOT allowed until 4th May 2020 at 6am. Until June 30, 2020, at 6am, cruise ships will NOT be allowed to enter or berth / dock in the TCI. Cruise ship ports will NOT be allowed to operate having considered CDC guidance and consulted with the cruise industry. Naval vessels are allowed to enter the TCI and dock. No one will be allowed on or off the vessel except TCIG Medical Doctors or other Public Health Officials. More information <a href="#">here</a></td>
<td>✓</td>
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<td></td>
<td>• May 4, 2020: from 6:01am until June 1, 2020, all airports shall remain closed to regional and international flights, whether commercial or private; all sea ports shall remain closed to regional and international seafaring; and no person shall be permitted to enter or transit through the Turks and Caicos Islands. The restriction does not apply to outgoing flights or outgoing ships, as the case may be; cargo flights or cargo ships, as the case may be; courier flights; medevac flights; technical stops (stops by aircraft to refuel and proceed onward to another destination); emergency flights approved by the Civil Aviation Authority and the Airports Authority; or naval vessels, however no person shall be allowed on or off the vessel with the exception of Chief Medical Officer or other public health officials. Cruise ports shall remain closed until 30th June 2020 and no cruise ship shall be permitted to enter the Islands until after 30th June 2020, subject to guidance from the CDC and the cruise industry.</td>
<td>✓</td>
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<tr>
<td>Suriname**</td>
<td>• China</td>
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<td>✓</td>
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<td>• March 13, 2020: Suriname’s borders and airports will be closed to all traffic. More information <a href="#">here</a></td>
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<tr>
<td>Trinidad &amp; Tobago**</td>
<td>• China, France, Germany, Iran, Italy, Japan, Singapore, Spain, South Korea</td>
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<tr>
<td></td>
<td>• March 22, 2020: Trinidad and Tobago’s borders will be closed to all international flights until further notice. This does not apply to nationals and residents of Trinidad and Tobago. More information <a href="#">here</a></td>
<td>✓</td>
<td>✓</td>
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<td></td>
<td>• April 22, 2020: National Security Minister Stuart Young has announced that Trinidad and Tobago’s borders will remain closed at this time. More information <a href="#">here</a></td>
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<tr>
<td>** March 23, 2020: **</td>
<td>self-quarantine required for all persons arriving from the United States, the United Kingdom and European Union member countries. Travellers from these countries join those arriving from Iran, China, South Korea and Italy who were already required to be quarantined for 14 days after arrival in SVG. More information <a href="#">here</a></td>
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*awaiting confirmation – Haiti
** Persons with history of travel in the country within the preceding 14 days will be quarantined/denied entry/not allowed to disembark (in cases of ships) – Anguilla, Belize, Grenada, St. Kitts and Nevis, St. Lucia, Suriname, Trinidad and Tobago
*** Persons with history of travel in the country within the preceding 21 days are concerned – Bahamas
**** Persons with history of travel in the country within the preceding 21 days are concerned – Sint Maarten, Turks and Caicos
***** Persons with history of travel in the country within the preceding 28 days are concerned – Antigua and Barbuda

3. Impact on travel and tourism industry in the Caribbean

**Context**
The Caribbean region is known as the world’s most prominent travel destinations, famous for its tropical weather, crystal clear blue waters, white sand beaches and rich culture. These features make the region an attractive destination to foreigners, particularly those seeking to escape colder climates. The tourism industry is especially important for the Caribbean economy as it is one of the main sources of revenue. According to the World Travel and Tourism Council’s (WTTC) Tourism Satellite Account (WTTC 2001), tourism accounted for approximately 2.5 million jobs or 15.5% of total employment in 2001 and contributed 5.8% (US $9.2 billion) to region’s Gross Domestic Product (GDP).

Caribbean tourism is vulnerable to many external factors, health being one of them. Negative health publications against an island or unmanaged epidemics can seriously harm the inflow of tourists and tarnish the reputation of Caribbean tourism destinations. Without a market, the Caribbean economy suffers from a fall in tourism generated revenue. Additionally, high and increasing numbers of visitors to the Caribbean threatens the health, safety and security of both resident and visitor populations by contributing to disease spread. Due to its tropical climate, the region is mainly vulnerable to outbreaks associated with chikungunya, malaria, dengue, zika and measles. Adding to this list, we now must account for the possible spread of the 2019 Coronavirus Disease.

Reports of suspected cases in Europe and North America puts the Caribbean region on alert as 72% of visitor arrivals come from these regions. We must also note that the occurrence of this outbreak coincides with the peak of Carnival activities in the region, which usually sees approximately 42% increase in visitor arrivals for this period.

Impact on the air transport industry
The outbreak of COVID-19 has major consequences on global air traffic and the Caribbean region is no exception. International travel restrictions and the full or partial closure of businesses and industries in Asia, Europe, and North America have led to a collapse in global travel and are expected to reduce the flows of remittances.

As of January 31st, according to the International Air Transport Association (IATA), domestic and international air travel demand decreased by 40% from 2019 to 2020. Their report indicates that “passenger volumes declined sharply following the closure of Wuhan airport and WHO’s declaration of the COVID-19 as an international public health emergency” (IATA, 2020). At the time, at least 70 airlines had cancelled or cut their flights to China until as late as March either upon government restrictions or due to a lack of passenger demand. 50 more had significantly reduced operations (Uniting Aviation, 2020).

This has resulted in an 80% reduction of foreign airline capacity for travelers directly to/from China, and a 40% capacity reduction by Chinese airlines. European and US airlines largely make up the list of airlines that have canceled flights. It represents more than 25 000 flights collectively. Beijing and Shanghai are some of the most affected cities (Business Insider, 2020). The companies that are not reducing service to China make up for it by offering travel waivers for customers to change or cancel flights without a fee.

On February 21, the International Air Transport Association (IATA) estimated that due to the outbreak, airlines could lose around US$29.3bn of revenue this year (BBC News, 2020).

On March 5, their forecast was almost four times this estimate with projections that airlines could lose up to US$113bn because of the COVID-19 crisis (The Guardian, 2020). They predicted that the demand for air travel would fall for the first time in more than a decade.

According to UNTWO’s Report on COVID-19 related travel restrictions, as of April 6, 2020, around 96% of all worldwide destinations have introduced travel restrictions in response to the pandemic. About 43% (90 destinations) have completely or partially closed their borders. About 21% (44 destinations) have introduced
travel bans to passengers coming from certain destinations that have been affected by COVID-19. About 27% (56 destinations) have suspended all or partially international flights into the destination.

On April 14, IATA released an updated analysis showing that the COVID-19 crisis will see airline passenger revenues drop by $314 billion in 2020, a 55% decline compared to 2019. Full-year passenger demand (domestic and international) is expected to be down 48% compared to 2019 (COVID-19 Puts Over Half of 2020 Passenger Revenues at Risk, s. d.). The two main elements driving this are:

- **Overall Economic Developments:** The world is heading for recession. The economic shock of the COVID-19 crisis is expected to be at its most severe in Q2 when GDP is expected to shrink by 6% (by comparison, GDP shrank by 2% at the height of the Global Financial Crisis). Passenger demand closely follows GDP progression. The impact of reduced economic activity in Q2 alone would result in an 8% fall in passenger demand in the third quarter.

- **Travel Restrictions:** Travel restrictions will deepen the impact of recession on demand for travel. The most severe impact is expected to be in Q2. As of early April, the number of flights globally was down 80% compared to 2019 in large part owing to severe travel restrictions imposed by governments to fight the spread of the virus. Domestic markets could still see the start of an upturn in demand beginning in the third quarter in a first stage of lifting travel restrictions. International markets, however, will be slower to resume as it appears likely that governments will retain these travel restrictions longer.

On April 15, 2020, Emirates Airline became the first airline to roll out rapid on-site testing of COVID-19. The analysis is a blood test with results within 10 minutes. The testing began with passengers on a flight from Dubai to Tunisia on Wednesday. Emirates says it is working to scale up testing capabilities and extend it to other flights. It says its testing could also be used to provide confirmation for Emirates passengers traveling to countries that require COVID-19 test certificates (Emirates Airline Begins Conducting Rapid COVID-19 Tests For Boarding Passengers, 2020).

In the Caribbean region, the Airline LIAT has stated that the islands they operate in and out of have restricted travel to persons who have visited or resided in the following countries: People’s Republic of China, Hong Kong, Singapore, Japan, South Korea, Macau.

As cases of COVID-19 continue to spread all over the world, on March 2nd, Caribbean Airlines (CAL) announced it is putting measures in place to ensure their readiness in case of any eventualities and although none of their destinations have travel bans imposed. Measures include placing special safety kits on board all aircraft and at offices, monitoring the air quality in its aircraft cabins, continuing to ensure compliance with aircraft cleaning procedures, ensuring that all aircraft are properly sanitized at all ports, equipping employees with international guidelines on how to deal with any suspected cases of COVID-19, activating a special response team to monitor the situation in real time and promoting frequent handwashing practices amongst its crew members and passengers. They are also putting contingencies in place in the event of any future disruptions. CAL is

permitting travelers on Caribbean Airlines with onward connections to or from mainland China, Iran, Italy, Japan, South Korea and Singapore to rebook the Caribbean Airlines travel segment without change fees, subject to conditions (Loop News, 2020a).

On April 19, 2020, due to the current worldwide health situation, regional airline LIAT has announced a further postponement of air travel until, at least, May 15. Several destinations have extended border closures and instituted strict travel restrictions, which means that passengers are unable to travel. The airline is however expected to still operate its cargo flights to several destinations. Passengers who had booked flights during the period of suspension that they would automatically have their bookings cancelled and receive a full credit (SKNVibes | LIAT announces further suspension, s. d.).

**What may the post COVID-19 period look like for the air transport industry?**

Airlines have begun to look at what it will take to get fliers back on planes in a post-pandemic world.

Some measures considered include:

1. Blocking middle seats in the name of social distancing and deep sanitizing of plane cabins will likely be sticking around for the foreseeable future, but another possible preventative step has surfaced in the industry: immunity passports for COVID-19.

2. An immunity passport is essentially a document issued to anyone who has recovered from COVID-19, and therefore whose immune systems would theoretically have the antibodies necessary to fight off the virus and prevent a second infection. States like New York have begun testing citizens for antibodies. At least one nation, Chile, has already begun to issue COVID-19 immunity passports to people who have recovered from the virus. Other countries, including Italy, Germany, and the U.K., are seriously examining the idea of issuing immunity cards. There are also reports that U.S. officials could be open to the idea of immunity documentation. Medical researchers, however, do not have definitive evidence that the presence of antibodies guarantee immunity from COVID-19. "About 2 percent of patients who had recovered from the virus in South Korea, for example, were forced to return to isolation after contracting COVID-19 for a second time, the World Health Organization told Reuters. Other critics say the cards could lead to job discrimination, a black market for immunity passports, or people intentionally trying to become infected with the coronavirus in order to recover and be allowed return to work.

3. In lieu of immunity passports, some airlines like Emirates have begun administering rapid result blood tests for the coronavirus before boarding on certain repatriation flights. If a passenger tests positive for COVID-19, they are not allowed to board (Puckett, 2020).

**Impact on the cruise ship industry**

The cruise ship industry generates more than $150 billion per year in global economic activity and supports over 1.17 million jobs worldwide. Cruising also touches almost every sector, from transportation to agriculture, to hospitality and tourism, manufacturing and beyond (Update On Cruise Industry Response To COVID-19, 2020).

Several cruise ship companies expect global booking to be affected by the media coverage around the multiple cruise ships stranded at sea and non-stop attention to the coronavirus outbreak. However, it is still early to quantify it at the bottom line. According to the Signature Travel Network, a cooperative of travel agencies with more than 7 000 advisers, the demand for cruises was down by 10 to 15 percent year-over-year so far in February (Washington Post, 2020). On top of the economic hit that the $45bn industry may suffer from, the COVID-19 outbreak may affect customer confidence towards cruises for a long time (New York Times, 2020).

The CDC recommends that “all travelers reconsider cruise ship voyages to or within Asia” (CDC, 2020). They also note that “older adults and travelers with underlying health issues should avoid situations that put them at increased risk for more severe disease. This entails avoiding crowded places, avoiding non-essential travel such as long plane trips, and especially avoiding embarking on cruise ships.”

Effective March 14th, the CDC issued a No Sail Order for cruise ships. CDC commends the Cruise Lines International Association (CLIA), the leading industry trade group, for their willingness to voluntarily suspend cruise ship operations from U.S. ports of call beginning on March 13, 2020 for the next thirty (30) days (Cruise Ship Guidance | Quarantine | CDC, 2020).

On March 13th, in light of mounting fears over onboard Covid-19 outbreaks, CLIA made the decision to suspend operations as requested by the CDC. The same day, all three major publicly traded cruise companies had suspended at least some operations over the COVID-19 pandemic.

- Norwegian Cruises announced the immediate suspension of global operations until April 11.
- Carnival’s Princess Cruises is suspending global operations until May 10.

Shares of all three companies have fallen over 60% since Jan. 1 (CNBC, 2020a).

On March 15th, several cruise ships were stranded at sea, some with confirmed coronavirus cases on board. Some ships have been denied port, leaving them to anchor off the coast of a country. Other cruises have docked with quarantined passengers aboard. Three cruise ships for example have had confirmed cases of coronavirus on board: the MS Braemar, Silver Shadow and Silver Explorer. MS Braemar that had at least five confirmed coronavirus cases (four passengers and one crew member) spent days searching for a place to dock after it was refused several ports of entry in the Caribbean. It is now anchored about 25 miles offshore in the Bahamas, being resupplied with food, fuel and medication. Cuba has said it will receive the ship and “comprehends the difficult situation these passengers find themselves in” (CNN, 2020a).
On April 1, more than a dozen cruise ships remain stranded at sea right now — some with and some without passengers — as ports deny entry and passengers panic about returning home. The Industry group CLIA encompasses 38 cruise companies, with a total of 277 ships. The organization confirmed to CNN on March 31 that 3.6% of the total fleet was still at sea completing adjusted itineraries and five ships are awaiting debarkation. CLIA is now “asking ports and governments around the world to allow these ships to come into port so that those onboard can make their way home safely and as quickly as possible.” Major cruise lines P&O, Cunard, Carnival, Royal Caribbean and Holland America have now extended their ban on cruising until mid-May (CNN, 2020b).

On April 9, CDC renewed the No Sail Order and Other Measures Related to Operations Order signed by the CDC Director on March 14, 2020. This Order shall continue in operation until the earliest of (1) the expiration of the Secretary of Health and Human Services’ declaration that COVID-19 constitutes a public health emergency; (2) the CDC Director rescinds or modifies the order based on specific public health or other considerations; or (3) 100 days from the date of publication in the Federal Register (Cruise Ship Guidance | Quarantine | CDC, 2020). The new order means that, at the very soonest, cruise lines aren’t likely to be sailing before mid-July (Forbes, 2020).

On April 10, CLIA expressed their concern about the unintended consequences the No Sail Order issued has in singling out the cruise industry which has been proactive in its escalation of health and sanitation protocols and was one of the first industries to announce a voluntary suspension of operations (CLIA Statement Regarding No Sail Order Issued by the U.S. Centers for Disease Control and Prevention (CDC) on April 9, 2020, s. d.). Cruise activity supports multiple sectors of the U.S. economy (transportation, food and beverage, lodging, manufacturing, agriculture, travel agencies and travel agents, plus a broad range of supply chain industries and small businesses) that stretch across the United States. Should the suspension of sailing extend well beyond the appropriate time to resume business, the economic impact could be significant given each day of the suspension results in a total economic impact loss of about $92 million and the loss of more than 300 direct and 620 total American jobs. Over time the pace of the losses will increase and could result in a total economic impact loss to the United States of $51 billion and 173,000 direct and 343,000 total American jobs if the Order were to remain in effect for a year (Source: BREA/CLIA Economic Impact Analysis).

On April 21, the last cruise ship carrying passengers finally docked on April 22nd in Italy. It will be another three months at least, until cruise ships will once again be able to sail from U.S. ports. In the meantime, cruise lines are dealing with a host of lawsuits filed by passengers and crew who accuse the companies of negligence in exposing them to the COVID-19 disease (Aronfeld, 2020).

The Union Bank of Switzerland (UBS) forecast that during the first half of 2021, roughly 50% of cruise fleets will be in service, going to 75% in the second half of the year with pricing down 4-8% from 2019. By 2022, UBS estimates revenue will be about 10% below 2019 levels for Carnival Corp. and Norwegian Cruise Line Holdings.

and flat for Royal Caribbean Cruises Ltd., whose fleet is expected to come back slightly faster (*UBS Analyst Says 2020 Will Be Virtual Washout for Cruise Lines*, 2020).

On May 5, the third largest cruise operator in the world, Norwegian Cruise Line announced that it might soon be out of business as a result of the COVID-19 pandemic. In a filing submitted to the United States Securities Exchange Commission, the company said its accounting firm has substantial doubt about its ability to resume operations after the pandemic. The announcement sparked concern in the British Virgin Islands, about its inevitable impact on the territory’s economy. According to BVI Port Authority records, the Norwegian made over 30 scheduled calls to the territory in 2019. This amounted to approximately $18 million in revenue from the Norwegian Cruise Line last year (Loop News, 2020b).

**How is the cruise ship industry preparing for the post COVID-19 period?**

In the midst of the coronavirus crises, cruise companies embark on a raft of improvements to save their reputations. It could change the face of cruising as we know it. Strict medical protocols have already been implemented when a series of major cruise lines went into lockdown following outbreaks onboard. While UBS predicts that cruise operations will resume by 2021, the demand is already there. Reservations for next year are up to 40% from 2019 as holidaymakers rally to reschedule canceled trips and new customers plan ahead (CNBC, 2020b).

Some of the changes considered include:

1. Enhanced health care measures: more stringent boarding procedures, better monitoring capabilities and quarantine arrangements, regular temperature checks, expanded onboard medical centers, improved air filtration systems and mandatory “fit to travel” documents for older travelers could all become part of the package for future cruises.

2. Self-service buffet could soon be a thing of a past — replaced by crew-manned serving stations and table service. Reservation systems, too, could become routine for both dining rooms and entertainment venues, as liners move to comply with stricter capacity limits.

3. The use of technologies to increase the tourism industry’s level of safety such as sterilization robots already used in other parts of the tourism industry and that could ensure hospital-level sanitation standards

The COVID-19 crisis could also spell new demand for smaller operators such as expeditions and river cruises. The pandemic could accelerate a wider industry shift toward “more considered” smaller-scale travel (CNBC, 2020b).

**What it means for the travel and tourism industry in the world and in the Caribbean**

The tourism sector is currently one of the hardest-hit by the outbreak of COVID-19, with impacts on both travel supply and demand. This represents an added downside risk in the context of a weaker world economy, geopolitical, social and trade tensions, as well as uneven performance among major outbound travel markets.
Considering the evolving nature of the situation, it is too early to estimate the full impact of the COVID-19 on international tourism. For its initial assessment, UNWTO takes the SARS scenario of 2003 as a benchmark, factoring in the size and dynamics of global travel and current disruptions, the geographic spread of COVID-19 and its potential economic impact.

On March 27, based on the latest developments (quarantine measures, travel bans & border closures in most of Europe, which represents 50% of international tourism, and in many countries of the Americas, Africa and the Middle East), the evolutions in Asia and the Pacific and the patterns of previous crises (2003 SARS and 2009 global economic crisis), UNWTO estimates that international tourist arrivals could decline by 20% to 30% in 2020, down from an estimated growth of 3% to 4% forecast in early January 2020. This could lead to (UNWTO, 2020):

- **290 to 440 million** International Tourist Arrivals
- **5 to 7 years** lost in number of tourists
- **300 to 450 US$ bn** Tourism Exports (receipts), almost one third of the US$ 1.5 trillion generated globally in the worst-case scenario.
- **1/3 of 1.5 US$ trillion** lost in Tourism Exports

On March 21, highlighting the issue's importance, the head of the World Tourism Forum Institute said that with the sectors related to tourism, the total economic losses might go as high as $5 trillion (Anadolu Agency, 2020). The World Travel and Tourism Outlook has also indicated that up to 50 million jobs could be lost globally because of the pandemic. Once the outbreak is over, it could take up to 10 months for the industry to recover. Of the 50 million jobs that could be lost, around 30 million would be in Asia, seven million in Europe, five million in the Americas and the rest in other continents. (World Economic Forum, 2020)

In the Caribbean region, the COVID-19 outbreak could have considerable implications for citizens and their economies. The authors of the Caribbean Development Trends paper say that the magnitude of this impact will depend crucially on the spread of the virus, the duration of the outbreak, and measures countries in the region and elsewhere undertake to insulate themselves. It will also have much to do with country economic structures—particularly tourism dependence if the global crisis extends into the 2020-21 winter high season for tourism.

Given that tourism employs 2.4 million people in the Caribbean region and contributes more than $62 billion (15.5 percent) to GDP (2018) as the most tourism-reliant region in the world, the Caribbean region cannot afford the staggering losses that are being felt across the global tourism industry as a result of the virus.

The coronavirus crisis is already affecting the region through several channels:

- **Temporary suspension of hotels operations**
  - **Jamaica**: Tourism Minister Edmund Bartlett admitted that the entire tourism industry in Jamaica is facing imminent closure given the travel restrictions on many of its source markets as well as local containment and restriction protocols (Jamaica Observer, 2020)

- RIU announced that it was closing three of its properties: RIU Palace, RIU Negril and RIU Montego Bay, as of March 19 through April. Some 1,000 workers are expected to be left without jobs during the period of closure (Caribbean News, 2020)
- Sandals Resorts International is closing all 19 Sandals and Beaches Resorts from March 30 to May 15; no new arrivals will be accepted as of March 23. The brand is responsible for thousands of jobs, particularly on Jamaica’s north coast. The temporary closure of these and other hotels means that thousands of hospitality workers will possibly be without an income (Caribbean News, 2020)
  - The Bahamas
    - Club Med is shuttering the Club Med Columbus Isle between March 21 and May 1 (Travel Weekly, 2020)
  - Sint Maarten
    - The Sonesta Ocean Point Resort and Sonesta Maho Beach Resort will close from March 22 to March 31 due to government-imposed restrictions on travel to the destination (Travel Weekly, 2020)
  - Dominican Republic
    - Club Med will suspend operations at its Club Med Punta Cana and Club Med Miches Playa Esmeralda resorts from March 19 to May 1
    - Excellence Resorts will temporarily close the Excellence Punta Cana from March 20 to June 5 (Travel Weekly, 2020)
- A lower demand for tourism services
  - According to the international Monetary Fund, in the Caribbean, lower tourism demand due to travel restrictions and “the fear factor”—even after the outbreak recedes—will weigh heavily on economic activity. Commodity exporters will also be strongly impacted and a reduction in remittances is likely to add to the economic strain (International Monetary Fund Blog, 2020)
  - St Lucia’s Prime Minister, Allen Chastenet recently said that his government is modelling various COVID-19 impact scenarios including a potential fall in arrivals of between 50 to 80%.
  - The Economic Commission for Latin America and the Caribbean calculated that if a travel ban prompted by the virus were to last for one, two, or three months, tourism activity in the Caribbean, for example, would contract by 8%, 17% or 25%, respectively, in 2020 (Economic Commission for Latin America and the Caribbean, 2020)
- A rise in unemployment and poverty
  - The Economic Commission for Latin America and the Caribbean, is estimating a contraction of -1.8% in regional Gross Domestic Product (GDP), which could lead to unemployment in the region rising by 10 percentage points. This could lead to the number of poor in the region rising from 185 million to 220 million people, out of 620 million inhabitants in total; and the quantity of people living in
extreme poverty could increase from 67.4 million to 90 million. (Economic Commission for Latin America and the Caribbean, 2020)

Anton Edmunds, Saint Lucia’s ambassador to the United States and permanent representative to the Organization of American States stated that “beyond hotel owners and operators, the impact of the pandemic extends to suppliers, farmers and ground-based transportation providers—that is, small businesses and entrepreneurs. There is probably nowhere within the regional economy where the impact will not be felt. So-called middle-income Caribbean countries, among the most highly indebted nations in the world, are at real risk of recession” (The Dialogue, 2020).

On April 30, 2020, according to CTO, in 2020, the Caribbean region registered an estimated 15.4% reduction in level of arrivals in the first quarter when compared to 2019. The estimated reduction in arrivals for March 2020 when compared to 2019 is 39.7%. By the ending of March 28, 2020, hotel occupancy had been estimated by Smith Travel Research – based on its reporting hotels – to have reached 10.6%. In the first quarter of 2020, cruise visits were reduced by an estimated 19.1% when compared to 2019. The month of March 2020 showed an estimated 57.4% reduction in visits, in a similar vein to stayover arrivals. A preliminary projection for 2020 of a minimum 50% reduction in regional stayover arrivals would take the Caribbean back to 1995/1996 levels, a reversal of 25 years of growth. While revenues from tourism are not in a linear relationship to arrivals, we can extrapolate that a significant reduction in tourism activity will lead to a significant reduction in tourism receipts.

The potential for COVID-19 to result in reduction in real GDP in Caribbean countries across the board is between 15 and 30%. Similarly, the potential for the increase in public debt is between 15 and 60%.

As the pandemic has unfolded in the Caribbean and governments and planners grapple with its effects, it has been recognized that the Caribbean, like the rest of world, will be dealing with a “new normal” post COVID. This “new normal” will see greater integration of public health and tourism.

CHTA completed a member survey which queried the industry on a number of matters to gauge impact and outlook. The results were shared on May 5, 2020:

- 69% of Caribbean hotels presently closed look to reopen between now and the end of July assuming borders are open.
- Intra-Caribbean Business and Leisure Travel is expected to return first, followed by land-based travel from the U.S. and Canada, then from Europe. Cruise travel’s return expected to take at least 10 months.
- Recovery expected to be gradual, with 28% expressing confidence in a tourism turnaround beginning by the end of 2020 but most anticipating the beginning of a significant turnaround to take longer, into the first half of 2021. Note: other data is indicating that hotel occupancy next winter/spring will still likely be running under 50 percent during the traditional peak season.
- Nearly 2/3rds of employers reported in April being able to provide some measure of salary support for employees, most citing it difficult to do so even on partial basis beyond two months.

Hotels peg break-even occupancy level at 52% with austerity measures in place. Summer and fall occupancies are expected to be in the 10% to 40% range with most likely hovering on the lower end.

43% of Covid-19 induced cancellations expected to rebook. Most hotels honored a no-penalty rebooking window of 12 months.

69% of hotels report not receiving reimbursements from some tour operators for services rendered in first quarter.

Average amount outstanding by those tour operators delaying reimbursements is $219,000 with highest reported outstanding amount owned to one property at $15 million.

68% report not having business interruption insurance, with the overwhelming percentage who do have it indicating it does not cover pandemics.

On May 27, the World Travel and Tourism Council announced they would launch a stamp called “Safe Travels”. The specially designed stamp will allow travellers to recognise governments and businesses around the world which have adopted health and hygiene global standardised protocols (WTTC, 2020). Eligible businesses such as hotels, restaurants, airlines, cruise lines, tour operators, restaurants, outdoor shopping, transportation and airports, will be able to use the stamp once the health and hygiene protocols, are

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**Advise to Travelers Visiting the Caribbean**

Avoid nonessential travel to countries with local / community transmission. If you must travel:

- Avoid contact with sick people.
- Discuss travel to China with your healthcare provider. Older adults and travellers with underlying health issues may be at risk for more severe disease.
- Avoid animals (alive or dead), animal markets, and products that come from animals (such as uncooked meat).
- Wash hands often with soap and water for at least 20 seconds. Use an alcohol-based hand sanitizer if soap and water are not available.
- Maintain at least 1 metre (3 feet) distance between yourself and anyone who is coughing or sneezing.

If you were in China in the last 14 days and feel sick with fever, cough, or difficulty breathing, you should:

- Seek medical care right away. Before you go to a doctor’s office or emergency room, call ahead and tell them about your recent travel and your symptoms.
- Avoid contact with others.
- Not travel while sick.

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• Cover your mouth and nose with a tissue or your sleeve (not your hands) when coughing or sneezing.
• Wash hands often with soap and water for at least 20 seconds. Use an alcohol-based hand sanitizer if soap and water are not available.

In this context, the **Regional Tourism and Health Program (THP)** is an innovative program that aims to enhance the health and well-being of visitors and locals and thereby improve the quality, competitiveness, reputation and resilience of Caribbean tourism. It is being executed by the Caribbean Public Health Agency (CARPHA), the Caribbean’s sole public health agency responsible for preventing disease, promoting and protecting health, in collaboration with CTO, CHTA and countries. The aim is to strengthen countries’ capacities to provide cost-effective, quality solutions to health, safety and environmental sanitation (HSE) threats to tourism. To protect themselves, **visitors are encouraged to self-report** ([www.this.carpha.org](http://www.this.carpha.org)) to capture illnesses in real time from stay over travelers and trigger a rapid and coordinated response, so as to reduce illness spread, economic and reputational negative impact.

CARPHA will continue to monitor the situation and provide regular updates via email, on their website and social media. Teleconferences will be scheduled as necessary. The latest media release is available from CARPHA’s web.
4. Appendices

WHO Case Definitions for Surveillance of COVID-19

Suspect case

A. A patient with acute respiratory illness (fever and at least one sign/symptom of respiratory disease (e.g., cough, shortness of breath), AND with no other aetiology that fully explains the clinical presentation AND a history of travel to or residence in a country/area or territory reporting local transmission (See situation report).of COVID-19 disease during the 14 days prior to symptom onset.

OR

B. A patient with any acute respiratory illness AND having been in contact with a confirmed or probable COVID-19 case (see definition of contact) in the last 14 days prior to onset of symptoms.

OR

C. A patient with severe acute respiratory infection (fever and at least one sign/symptom of respiratory disease (e.g., cough, shortness of breath) AND requiring hospitalization AND with no other etiology that fully explains the clinical presentation.

Probable case

A suspect case for whom testing for COVID-19 is inconclusive.

Confirmed case

A person with laboratory confirmation of COVID-19 infection, irrespective of clinical signs and symptoms.


WHO Advice on Travel

As of 29th February 2020, WHO continues to advise against the application of travel or trade restrictions to countries experiencing COVID-19 outbreaks.

In general, evidence shows that restricting the movement of people and goods during public health emergencies is ineffective in most situations and may divert resources from other interventions. Furthermore, restrictions may interrupt needed aid and technical support, may disrupt businesses, and may have negative social and economic effects on the affected countries. However, in certain circumstances, measures that restrict the movement of people may prove temporarily useful, such as in settings with few international connections and limited response capacities.

Travel measures that significantly interfere with international traffic may only be justified at the beginning of an outbreak, as they may allow countries to gain time, even if only a few days, to rapidly implement effective
preparedness measures. Such restrictions must be based on a careful risk assessment, be proportionate to the public health risk, be short in duration, and be reconsidered regularly as the situation evolves.

Travel bans to affected areas or denial of entry to passengers coming from affected areas are usually not effective in preventing the importation of cases but may have a significant economic and social impact. Since WHO declaration of a public health emergency of international concern in relation to COVID-19, and as of 27 February, 38 countries have reported to WHO additional health measures that significantly interfere with international traffic in relation to travel to and from China or other countries, ranging from denial of entry of passengers, visa restrictions or quarantine for returning travelers. Several countries that denied entry of travelers or who have suspended the flights to and from affected countries, are now reporting cases.

More information can be found here:

https://www.who.int/ith/2019-nCoV_advice_for_international_traffic-rev/en/

As of 11th February 2020, WHO has advised that countries should be prepared for containment, including active surveillance, early detection, isolation and case management, contact tracing and prevention of onward spread of COVID-19 infection, and to share full data with WHO. In accordance with their obligations under the Article 43 of the International Health Regulations (2005), States Parties must inform WHO about additional health measures that significantly interfere with international traffic.

https://www.who.int/ith/Repatriation_Quarantine_nCoV-key-considerations_HQ-final11Feb.pdf?ua=1

As of 27th January 2020, WHO advises that “that measures to limit the risk of exportation or importation of the disease should be implemented, without unnecessary restrictions of international traffic.” Countries should provide to traveller’s information to reduce the general risk of acute respiratory infections, via health practitioners, travel health clinics, travel agencies, conveyance operators and at Points of Entry. Several technical guides to aid in prevention and control of COVID-19 are readily available on the WHO website.


Released Guidelines on how to screen travelers but also advises against the application of any restrictions of international traffic based on the information currently available on this event.

Advice for exit screening in countries or areas with ongoing transmission of COVID-19 (currently People’s Republic of China)

- Conduct exit screening at international airports and ports in the affected areas, with the aims early detection of symptomatic travelers for further evaluation and treatment, and thus prevent exportation of the disease while minimizing interference with international traffic.
- Exit screening includes checking for signs and symptoms (fever above 38°, cough), interview of passengers with respiratory infection symptoms leaving the affected areas with regards to potential exposure to high-risk contacts or to the presumed animal source, directing symptomatic travelers to further medical examination, followed by testing for COVID-19, and keeping confirmed cases under isolation and treatment;
• Encourage screening at domestic airports, railway stations, and long-distance bus stations as necessary.

• Travelers who had contact with confirmed cases or direct exposure to potential source of infection should be placed under medical observation. High-risk contacts should avoid travel for the duration of the incubation period (up to 14 days).

• Implement health information campaigns at Points of Entry to raise awareness of reducing the general risk of acute respiratory infections and the measures required, should a traveler develop signs and symptoms suggestive of infection with the COVID-19 and how they can obtain assistance.

Advice for entry screening in countries/areas without transmission of COVID-19 that choose to perform entry screening

• The evidence from the past outbreaks shows that effectiveness of entry screening is uncertain, but it may support risk communication strategy by providing information to travelers from affected countries/areas to reduce the general risk of acute respiratory infections, and to seek medical attention early if they develop symptoms compatible with the infection.

• During the current outbreak with the Coronavirus Disease COVID-19, a number of exported cases were detected through entry screening implemented by some countries. Symptomatic cases may be detected through temperature screening at Point of Entry, for whom medical examination and laboratory tests will be conducted for confirmation. Temperature screening to detect potential suspect cases at Point of Entry may miss travelers incubating the disease or travelers concealing fever during travel and may require substantial investments. A focused approach targeting direct flights from affected areas could be more effective and less resource demanding.

• Currently the northern hemisphere (and China) is in the midst of the winter season when Influenza and other respiratory infections are prevalent. When deciding implementation of entry screening, countries need to take into consideration that travelers with signs and symptoms suggestive of respiratory infection may result from respiratory diseases other than COVID-19, and that their follow-up may impose an additional burden on the health system. National policy and capacities should be taken into account during the decision-making process.

• If entry screening is implemented, temperature screening should always be accompanied by dissemination of risk communication messages at Points of Entry. This can be done through posters, leaflets, electronic bulletin, etc., aiming at raising awareness among travelers about signs and symptoms of the disease, and encouragement of health care seeking behavior, including when to seek medical care, and report of their travel history.

• Countries implementing temperature screening are encouraged to establish proper mechanism for data collection and analysis, e.g. numbers of travelers screened and confirmed cases out of screened passengers, and method of screening.
• Public health authorities should reinforce collaboration with airline operators for case management on board an aircraft and reporting, should a traveler with respiratory disease symptoms is detected, in accordance with the IATA guidance for cabin crew to manage suspected communicable disease on board an aircraft.

https://www.who.int/ith/COVID-19_advice_for_international_traffic/en/

WHO Advice on the use of masks
As of April 6, 2020, WHO provided advice on the use of masks in communities, during home care, and in health care settings in areas that have reported cases of COVID-19.

Wearing a medical mask is one of the prevention measures that can limit the spread of certain respiratory viral diseases, including COVID-19. However, the use of a mask alone is insufficient to provide an adequate level of protection, and other measures should also be adopted. Whether or not masks are used, maximum compliance with hand hygiene and other infection prevention and control measures is critical to prevent human-to-human transmission of COVID-19.

Community settings
There is limited evidence that wearing a medical mask by healthy individuals in the households or among contacts of a sick patient, or among attendees of mass gatherings may be beneficial as a preventive measure. However, there is currently no evidence that wearing a mask (whether medical or other types) by healthy persons in the wider community setting, including universal community masking, can prevent them from infection with respiratory viruses, including COVID-19.

Medical masks should be reserved for health care workers. The use of medical masks in the community may create a false sense of security, with neglect of other essential measures, such as hand hygiene practices and physical distancing, and may lead to touching the face under the masks and under the eyes, result in unnecessary costs, and take masks away from those in health care who need them most, especially when masks are in short supply.

Persons with symptoms should:
• wear a medical mask, self-isolate, and seek medical advice as soon as they start to feel unwell. Symptoms can include fever, fatigue, cough, sore throat, and difficulty breathing. It is important to note that early symptoms for some people infected with COVID-19 may be very mild;
• follow instructions on how to put on, take off, and dispose of medical masks;
• follow all additional preventive measures, in particular, hand hygiene and maintaining physical distance from other persons.

All persons should:
• avoid groups of people and enclosed, crowded spaces;

• maintain physical distance of at least 1 m from other persons, in particular from those with respiratory symptoms (e.g., coughing, sneezing);
• perform hand hygiene frequently, using an alcohol-based hand rub if hands are not visibly dirty or soap and water when hands are visibly dirty;
• cover their nose and mouth with a bent elbow or paper tissue when coughing or sneezing, dispose of the tissue immediately after use, and perform hand hygiene;
• refrain from touching their mouth, nose, and eyes.

**Type of Mask.** WHO stresses that it is critical that medical masks and respirators be prioritized for health care workers. The use of masks made of other materials (e.g., cotton fabric), also known as nonmedical masks, in the community setting has not been well evaluated. There is no current evidence to make a recommendation for or against their use in this setting.

WHO is collaborating with research and development partners to better understand the effectiveness and efficiency of nonmedical masks. WHO is also strongly encouraging countries that issue recommendations for the use of masks in healthy people in the community to conduct research on this critical topic. WHO will update its guidance when new evidence becomes available. Advice on the use of masks in the context of COVID-19: interim guidance -3- In the interim, decision makers may be moving ahead with advising the use of nonmedical masks.

Where this is the case, the following features related to nonmedical masks should be taken into consideration:
• Numbers of layers of fabric/tissue
• Breathability of material used
• Water repellence/hydrophobic qualities
• Shape of mask
• Fit of mask

**Home care**

**Persons with suspected COVID-19 or mild symptoms should:**
• Self-isolate if isolation in a medical facility is not indicated or not possible
• Perform hand hygiene frequently, using an alcohol-based hand rub if hands are not visibly dirty or soap and water when hands are visibly dirty;
• Keep a distance of at least 1 m from other people;
• Wear a medical mask as much as possible; the mask should be changed at least once daily. Persons who cannot tolerate a medical mask should rigorously apply respiratory hygiene (i.e. cover mouth and nose with a disposable paper tissue when coughing or sneezing and dispose of it immediately after use or use a bent elbow procedure and then perform hand hygiene.)
• Avoid contaminating surfaces with saliva, phlegm, or respiratory secretions.
• Improve airflow and ventilation in their living space by opening windows and doors as much as possible.

**Caregivers or those sharing living space with persons suspected of COVID-19 or with mild symptoms should:**
• Perform hand hygiene frequently, using an alcohol-based hand rub if hands are not visibly dirty or soap and water when hands are visibly dirty;
• Keep a distance of at least 1 meter from the affected person when possible;
• Wear a medical mask when in the same room as the affected person;
• Dispose of any material contaminated with respiratory secretions (disposable tissues) immediately after use and then perform hand hygiene.
• Improve airflow and ventilation in the living space by opening windows as much as possible.

Healthcare settings
Symptomatic people visiting a health care setting should:
• Wear a medical mask while waiting in triage or other areas and during transportation within the facility;
• Not wear a medical mask when isolated in a single room, but cover their mouth and nose when coughing or sneezing with disposable paper tissues. Tissues must be disposed of appropriately, and hand hygiene should be performed immediately afterwards.

Health care workers should:
• Wear a medical mask when entering a room where patients with suspected or confirmed COVID-19 are admitted.
• Use a particulate respirator at least as protective as a US National Institute for Occupational Safety and Health certified N95, European Union standard FFP2, or equivalent, when performing or working in settings where aerosol-generating procedures, such as tracheal intubation, non-invasive ventilation, tracheotomy, cardiopulmonary resuscitation, manual ventilation before intubation, and bronchoscopy are performed.
• Full infection prevention and control guidance for health care workers is provided here

Mask management
For any type of mask, appropriate use and disposal are essential to ensure that they are effective and to avoid any increase in transmission. The following information on the correct use of masks is derived from practices in health care settings.
• Place the mask carefully, ensuring it covers the mouth and nose, and tie it securely to minimize any gaps between the face and the mask.
• Avoid touching the mask while wearing it.
• Remove the mask using the appropriate technique: do not touch the front of the mask but untie it from behind.
• After removal or whenever a used mask is inadvertently touched, clean hands using an alcohol-based hand rub or soap and water if hands are visibly dirty.
• Replace masks as soon as they become damp with a new clean, dry mask.
• Do not re-use single-use masks.
• Discard single-use masks after each use and dispose of them immediately upon removal.


For more information

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