



AIDE MEMOIRE

Management of cohorts who come through MIAS

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|---------------------------------|---------------|-------------------------|-----------|
| Date: | 20 May 2021 | Priority: | Medium |
| Security classification: | In Confidence | Tracking number: | 2021-3801 |

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| Information for Minister(s) |
| Hon Chris Hipkins Minister for COVID-19 Response |

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|---|--------------------------------|----------------------------|--------------------|
| Contact for telephone discussion (if required) | | | |
| Name | Position | Telephone | 1st contact |
| GPCAPT Peter Johnson | GM, MIQ Regional Operations | Privacy of natural persons | |
| Privacy of natural persons | Principal Advisor, Head of MIQ | | ✓ |

| |
|---|
| The following departments/agencies have been consulted |
| N/A |

Minister's office to complete:

- | | |
|---|--|
| <input type="checkbox"/> Approved | <input type="checkbox"/> Declined |
| <input type="checkbox"/> Noted | <input type="checkbox"/> Needs change |
| <input type="checkbox"/> Seen | <input type="checkbox"/> Overtaken by Events |
| <input type="checkbox"/> See Minister's Notes | <input type="checkbox"/> Withdrawn |

Comments



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Purpose

To update you on the work we have done to manage the current cohort of international maritime repair crew, what we have in place to manage upcoming cohorts and what we will do to proactively identify any similar cohorts in future.

GPCAPT Peter Johnson
General Manager, MIQ Regional Operations

20/05/21

Background

1. We have now managed two tranches of international mariners through managed isolation, both of whom were approved to enter New Zealand through the Ministers' Class Exception process.
2. Following the issues with tranche 1, we commissioned a lessons learned report and then implemented a range of changes for tranche 2. Tranche 2 was successful and we now have a much more robust process for supporting large cohorts through managed isolation.
3. We currently have 32 Russian maritime repair workers in the Novotel Auckland Airport managed isolation facility.
4. As these workers secured their critical worker visas through Immigration NZ and then, due to the current capacity situation in MIQ, secured their vouchers through MIAS, the same level of planning and support was not in place to manage this cohort.
5. While we have put in place immediate changes to manage the current cohort, we are also implementing a range of other measures to ensure we can safely manage any others who may come through MIAS and not through the Ministers' process.

Management of the current cohort

6. The current cohort is based at that Novotel Auckland Airport managed isolation facility, and are repair workers for the maritime industry.
7. Some issues with the behaviour of these individuals became prevalent which required an immediate response. This included:
 - a. Provision of translation services;

- b. Increased security;
 - c. Translated material outlining their obligations; and
 - d. Direct communication from the employer to the individuals.
8. In addition, while the employer had requested to be “double bunked” on their MIAS booking, an operational decision was made to have them in individual rooms on arrival.
9. The employer has also stated that the same pre-arrival requirements we required for tranche 2 were also in place, including:
 - a. Self-isolation at home before travel;
 - b. PCR test 96 hours before departure;
 - c. Transit direct from home through Moscow airport and no overnight in Moscow;
 - d. No leaving the airport before departure; and
 - e. Masks to be worn on both internal domestic flights and international.
10. All these individuals have returned negative day 0/1 and day 3 tests.
11. No additional allowance above standard MIQ procedures have has been made with respect to smoking or exercising.
12. The additional support will be maintained for the remainder of their stay to ensure no further issues arise.

Upcoming cohorts

13. While we are now managing the current cohort, we need to ensure we are more prepared for any future cohort arrivals.
14. We are aware that there are additional cohorts of international mariners coming into managed isolation through MIAS directly, including a further 26 Russian maintenance crew on 3 June.
15. We are working with the employer to put in place an Operational Plan which will document similar requirements for these arrivals as we did for tranche 2. This includes (but is not limited to):
 - a. Pre-departure requirements;
 - b. Clear expectations placed on the individuals through the employer;
 - c. Translated material which clearly outlines the expectations on them while in MIQ;
 - d. Single rooms only; and
 - e. Confirmation of smoking and exercise frequency.
16. A public health assessment will be completed to confirm that the above arrangements are still required.
17. We are also looking to enter into a Crown Services Agreement with the employer to ensure we can recover any associated costs with managing these types of cohorts in future. Our discussions with the employer is ongoing about this.

Identifying future cohorts

18. This situation has highlighted that there is a way for cohorts to secure their visa through INZ and then a voucher through MIAS, which means we do not necessarily get the same level of notification that we do if they were to come through the Ministers' Class Exception process. This is possible now as there is more available capacity on MIAS for larger group bookings.
19. There are two main issues with this occurring:
 - a. The level of pre-arranged support we can put in place to manage these cohorts safely is impacted; and
 - b. Uncertainty around how we can ensure that any additional measures and the associated costs, are met by the respective employer.
20. To respond to these issues we are investigating how we can proactively search MIAS to identify possible cohorts earlier.
21. We are investigating with INZ potential methods of identifying these cohorts earlier in the visa process. This may include notification of intended travel period.

Next steps

22. We are developing our internal process about how we will be able to identify these cohorts earlier as well as what we can require of them in advance of their arrival and when they enter a facility.
23. In regards to the upcoming international maritime maintenance crews, we are developing an Operational Plan with the representatives for the large fishing companies to ensure the requirements on each party are clear and adhered to.
24. We will update you on upcoming cohorts and the measures in place to manage these in future *Weekly Reports*.