



Department
for Transport

Report of the Global Travel Taskforce

Presented to the Prime Minister by the Secretaries of State for
Transport and for Health and Social Care



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Foreword: Statement from the Secretaries of State for Transport and for Health and Social Care

In October 2020, the Prime Minister asked us to establish the Global Travel Taskforce to finalise plans for rapid implementation of a “test to release” regime for international arrivals, and to explore other measures to get our world leading international travel and tourism sectors going again.

The Taskforce has spoken to a large number of representatives from the aviation, maritime (including cruise), international rail, tourism and hospitality industries and has heard a clear message that they see testing and common, global standards as the way forward in this uncertain world. If travellers are again to make plans, they need confidence that they can arrive at their destination and know what is expected of them, without sudden last-minute changes.

The proposals below are the start of our efforts, aimed at **ensuring there are clear public health measures, increasing demand safely** and making sure that **the UK is at the forefront in leading global standards**. They must put the protection of public health first, while enabling economic recovery and the growth of our tourism and international travel sectors. They will also need to adapt over time: as the virus evolves and as we gather evidence of the effectiveness of our response, our approach will evolve with it.

Despite the challenges that the virus will continue to present, we believe the measures we are proposing tread a careful balance between protecting public health and promoting economic recovery.

A handwritten signature in blue ink that reads "Grant Shapps".A handwritten signature in blue ink that reads "Matt".

Rt Hon Grant Shapps MP
Secretary of State for Transport

Rt Hon Matt Hancock MP
Secretary of State for Health and Social Care

1. Executive Summary

Importance of international travel to the UK and the impact of COVID-19

- 1 The transport and tourism sectors have long been at the core of the UK's economic success, building the UK's brand as a global and connected nation. The COVID-19 pandemic is proving to be an existential threat to many otherwise strong businesses within these sectors. International travel fell by 70% over the first eight months of 2020, compared to 2019. The impact of the restrictions announced on 4 November add to the unprecedented challenges faced already in 2020. Like the UK, our international partners are considering how to open up global travel, while preventing the import of cases and protecting public health.
- 2 In response, early in the crisis the Government announced an unprecedented fiscal package to assist all sectors affected. We also sought to increase consumer confidence in the safety of travel, through the development of strong health and safety protocols in the Government's aviation sector guidance, and broader transport guidance, as well as the roll out of VisitBritain's Good to Go safety mark scheme.
- 3 The introduction of our aviation safety guidance (based on the International Civil Aviation Organization's (ICAO) principles) and International Travel Corridors helped to build consumer confidence and to open up travel to and from lower-risk countries throughout the summer months. However, this continues to be impacted by the continued evolution of the pandemic across the world, and as restrictions in many countries continue to change. The Government recognises the need for further measures to aid the recovery of the international transport and tourism sectors as they adapt to changes in travel behaviour.

Objectives of the Global Travel Taskforce

- 4 The Global Travel Taskforce was set up by the Prime Minister to consider further how the Government can support the UK's international travel sector to meet these challenges. We have an opportunity to shape our future: to protect the travelling public through ensuring the very best possible public health measures are hardwired into our transport system; to innovate and inform to increase demand safely; whilst leveraging our global leadership role in transport to develop global solutions and create new opportunities for UK businesses.
- 5 The Taskforce is the start of a new process to drive our collective thinking and ambition. We will develop proposals at pace; regularly review our progress, identifying opportunities for more initiatives; and celebrate our shared successes.
- 6 Some of the recommendations contained in this report will be delivered in the short term, whereas others will need further consideration with clinicians, health experts and the transport and tourism sectors, and will be dependent on the future course of the pandemic. This report is the next step towards recovery for the travel and tourism sectors, as we look ahead towards the summer season in 2021. We will continue to adapt our approach over time as the virus evolves.
- 7 **Clear public health measures:** First and foremost, this will mean the delivery of a "test to release" scheme, allowing travellers to opt into a test after 5 days of self-isolation to release them to get on with their daily lives, in line with domestic restrictions. We have also considered other measures to suit different types of passenger, including continuing to explore piloting pre-departure testing schemes.
- 8 **Increasing demand safely:** To facilitate inbound tourism, we have focussed on measures to increase consumer confidence, and may be able to evolve these further

with the prospect of vaccines on the horizon. We have heard of the importance of clear and consistent messaging to passengers. We also recognise the value of international business travel and tourism to the UK, so we propose further work with industry and health authorities to develop a new short stay self-isolation exemption for international business travellers and to explore the feasibility of the concept of “tour bubbles” for inbound guided tours. To help restart the paused cruise sector, we recommend publishing the epidemiological criteria for when cruises can restart in the UK and implementing the phased restart of cruises when it is safe to do so.

- 9 **Leading a global approach:** Finally, we will continue to push internationally with partner countries and through our work at international organisations such as ICAO for common frameworks that meet our own high standards and give travellers the confidence to begin moving again.
- 10 To repeat, the Global Travel Taskforce does not represent the end of our work. We will continue to keep both our innovations and the underpinning regulations under review, and we will continue to consider new evidence carefully as it emerges. The recommendations will be subject to further clinical advice as they are developed and will be reviewed regularly as the pandemic evolves to ensure we are focussing our efforts appropriately.

Recommendations

- 11 This report makes **14** recommendations to ensure **clear public health measures, increase demand safely** and **take the lead on global standards:**

Clear public health measures

- Introduce a “**test to release**” scheme in England to allow participating travellers from non-exempt countries to reduce their period of self-isolation
- Develop a **pre-departure testing proposal** with partner countries on a bilateral basis

Increasing demand safely

- Launch a **public health information campaign** to inform UK departing passengers and international visitors about travel requirements
- Deliver a **system of assurance of air travel**, led by the Civil Aviation Authority (CAA), to evidence the industry’s compliance with international guidance, helping increase consumer confidence and demonstrating the UK’s global leadership
- Deliver an **effective communications campaign**, alongside the CAA’s system of assurance, working with the CAA and Public Health England (PHE) to publicise the UK industry’s compliance with global health standards, to boost consumer confidence and provide reassurance to encourage UK-based residents that global aviation is open, safe and secure
- Develop a **Tourism Recovery Plan** setting out the transformation and growth of the sector over the next five years as part of our economic recovery
- Develop an **Aviation Recovery Plan** to consider the outlook for the sector in the medium term once these short-term measures have taken effect, including on ensuring sustainable economic growth and delivering on our long term aims on net zero and connectivity

- At the appropriate time, run a **flagship overseas marketing campaign**, promoting the UK as an attractive and safe place to visit
- Work with industry to explore the potential for “**tour bubbles**” by extending the model successfully used for sports teams to cover inbound group tours
- Investigate **measures to facilitate safe transit**, for example where passengers need to transfer through another country on a longer journey to avoid the need for passengers arriving from low-risk countries to self-isolate
- Study the feasibility of **short stay exemptions for business activity**
- **Publish the criteria for when cruises can restart** and agree to **implement the phased approach to restart** when the public health advice is that it is safe to do so

Leading on global standards

- **Continue to drive forward work both in ICAO and with international partners on a bilateral and multilateral basis** to deliver a shared global understanding of how to integrate a range of risk mitigation measures, such as increased testing, to reduce reliance on self-isolation or quarantine, which will help civil aviation recover
- **Advocate for the development of a global framework for the validation of tests and vaccination records** as ICAO further develops its guidance on restart and recovery through 2021.

2. Testing Measures

Testing for International Arrivals – “Test to Release” Scheme in England

Challenge:

- 12 In June 2020, we introduced a new self-isolation requirement for all arrivals into the UK, bar a small number of exemptions for specific jobs. This action helped ensure that the sacrifices of our nationwide lockdown were not wasted, and it played a part in helping to reduce the UK’s infection rates. While self-isolation, if fully adhered to, remains the most effective way of reducing the risk of imported cases, we must evolve our approach as we learn more about the virus and how it spreads.

Proposal:

- 13 From 15 December, England will be rolling out a “test to release” scheme for international arrivals. This will provide individual travellers who are arriving from high risk destinations with the option of paying for a test, to be taken after 5 days of self-isolation. Subject to a negative result, they will then be released from self-isolation to get on with their daily lives in accordance with local restrictions. If passengers test positive, they will be required to self-isolate for a further 10 days, and will be subject to existing domestic support and enforcement measures. Those who do not wish to pay for a test can continue to self-isolate for 14 days.
- 14 The scheme will be open to arrivals by all modes of transport, and to all arrivals from non-exempt countries (those not on the travel corridor list).
- 15 We expect passengers to opt in to test to release by booking and paying for a privately provided test before they arrive in England: they will be required to indicate this on their passenger locator form (PLF). We recognise there will be some instances where this is not possible and, as such, passengers will be allowed to opt in at any point after arrival, subject to resubmitting their PLF.
- 16 Passengers will be given the option of how and when they will take their test. This means they will have the choice of travelling to a testing centre or taking the test at home.
- 17 The Government will not be specifying the type of test that testing providers should be supplying: while we will be setting out minimum standards in legislation, it will be up to the market to define how it meets those standards. This is so we can incentivise testing providers to innovate and allow space for new entrants into the market.
- 18 We have always been clear that any testing scheme must not impact on NHS Test and Trace capacity. The Government will be taking steps to mitigate this risk, including working with transport operators to ensure passengers are made fully aware of how the scheme works and how they can opt in. Using an NHS test will not legally permit anyone to be released from self-isolation: any individual who attempts to use an NHS test in this way will be subject to a fixed penalty notice.
- 19 The scheme will be reviewed on a regular basis, and our approach may change as technology and our understanding of the virus develops.

Recommendation

The Government will **implement the “test to release” scheme** for international arrivals by 15 December

Pre-Departure Testing

Challenge:

- 20 While a “test to release” regime will mark a significant step forward in supporting the recovery of international travel, it won’t suit every passenger. There were 8.7 million inbound and 9 million outbound business trips to and from the UK in 2019, and 16.9 million and 58.7 million trips to and from the UK for holidays: numbers that bring significant economic benefits to UK businesses, so we need to develop measures to provide passengers with a greater range of options, while ensuring robust public health measures are in place.

Proposals:

- 21 The Government has therefore been considering whether a model in which the traveller undertakes a self-isolation period before travel, followed by a test, could be adopted with partner countries. The objectives of this would be to:
- re-open markets which are currently closed to UK residents due to other countries’ COVID-19 border restrictions
 - provide consumers with more choice about how they travel while still protecting public health effectively
 - create a model that could be rolled out globally.
- 22 There is some preliminary research that the risk of passengers being infected with COVID-19 while travelling by air, ferry or train, while existent, is acceptably low. Mitigations, when implemented, are based on risk assessment.¹ This is dependent on appropriate measures being taken by operators and passengers, including suitable cleaning measures, hand hygiene, and the use of face-coverings, as set out in the sector specific Government and UK Chamber of Shipping guidance documents.
- 23 Any system would have to be agreed bilaterally with a partner government. Such bilateral agreements could be a means to re-open crucial travel markets and aviation routes. For any regime, if involving pre-departure self-isolation, assurance would be required that the traveller had completed an appropriate self-isolation period before travel, and this would need to form part of an agreement. The agreements could be piloted on certain routes and, if found to work effectively, could then be rolled out across other routes between the UK and the partner country. The Government will discuss such agreements with our international partners.
- 24 Any pre-departure testing option is subject to advice from clinicians.

¹ See, for example, recent tests conducted by the US Department of Defense on airborne transmission aboard aircraft. <https://www.ustranscom.mil/cmd/docs/TRANSCOM%20Report%20Final.pdf>, accessed 30 October 2020

Recommendation

Develop a pre-departure testing proposal: The Government should continue to explore pre-departure testing pilots with partner countries on a bilateral basis, including exploring different possible models for such a scheme.

Next steps

- 25 Further work is being undertaken by PHE and others to examine the residual risk of transmission on transport and in transit.
- 26 It will be important that any pre-departure system aligns with the proposed “test to release” system for arrivals in England. We have considered how the principles used to design “test to release” could be used as the basis of pre-departure agreements. A self-isolation period of at least 5 days, whether done pre or post-departure, followed by a “test to release” the passenger from self-isolation, must be a core tenet to reduce the risk of onward transmission sufficiently once the traveller is free to mix in the local community.
- 27 We also recognise that, if visitors decide to self-isolate in hotels or other accommodation with other members of the public on site, clear guidance for accommodation providers and engagement with the sector will be required.

3. International Travel Recovery Measures

Consumer confidence

Challenge:

- 28 Travel and tourism have been hit hard by the COVID-19 pandemic. The Taskforce heard from stakeholders across the sectors that there is pent up demand to travel to the UK, as well as strong demand from UK residents to travel abroad in 2021.² Consumer research shows that uncertainty, as a result of continued waves of infection, along with the current and changing self-isolation requirements and Foreign, Commonwealth and Development Office (FCDO) travel advice reflecting the situations in specific countries are significant influences on consumer decision-making.³
- 29 We must accept that there will be a risk that the UK and foreign governments have to make changes to travel restrictions at short notice in response to the public health requirements. Industry and travellers have to take responsibility to ensure that they have adequate insurance and that measures are in place to mitigate these risks, including being prepared to stay overseas for longer than planned. However, addressing these issues, as well as seeking to establish travel corridors between safe areas will be key to recovery.
- 30 For the business market, we learnt from the recent Department for Transport (DfT) and Business Travel Association survey (Annex E) that the most important aspects that businesses consider when planning future air travel are focused on COVID-19 restrictions and personal safety, including government easing of travel restrictions (54%), employee willingness to travel (52%) and COVID-19 safety measures in place (45%).
- 31 It is critical to recovery that we: demonstrate the UK is safe; are clear on what measures are in place to protect people once they are here; show real confidence in the sector; and seek to establish travel corridors between safe areas. We also recognise that this is a dynamic situation and that we will need to adapt our approach over time.

Proposals:

- 32 For inbound travel, a clear **public health information campaign** for travellers will be critical, so that travellers have access to accurate and timely information to make informed decisions. This will include the Government promotion of:
- The NHS COVID-19 contact tracing application before travel, at the border, and at other useful journey points, and information on how UK schemes like “Track and Trace” work

² [VisitBritain consumer sentiments research \(Sept 2020\)](#) finds 63% of international respondents are interested in visiting Britain, roughly stable since September 2019. Consumer sentiments research suggests that there is quite a lot of ‘intent’ and it is now residing in the spring/summer 2021 time period, with a decent proportion of interest from October 2021 onwards. Accommodation searches (from nSight) for the Feb-Apr 2021 period are 16% higher than those made at this time last year – indicating strong potential demand.

³ VisitBritain’s [domestic consumer sentiment research](#) looks at reasons for not feeling confident about taking trips in the U.K, where ‘Restrictions on travel from government’, by a significant margin, is the leading reason that U.K. adults do not feel confident about taking an overnight trip in either early or late winter. Concerns about catching COVID-19 is the second most cited reason.

- Clear visibility of the VisitBritain Good to Go kitemark (which sets out which tourism businesses have complied with COVID-Secure standards) to international visitors to boost confidence and messaging to reassure local communities about the impact of international visitors on their areas⁴
 - Clear information about what measures are in place in different parts of the UK, potentially through an interactive map on gov.uk. This information would be translated into key languages.
- 33 We heard how it will be important for the Government to work with industry to promote clear and consistent messages about the measures in place to ensure passengers' safety.
- 34 For air travel, **recognised assurance of the measures taken by the aviation industry to comply with Government and international guidance on COVID-secure procedures from the UK's aviation regulator, the CAA, and PHE** will be part of helping consumers feel confident to fly. In response to the COVID-19 pandemic, ICAO established the Council Aviation Recovery Taskforce (CART) guidance, to advise Member States on the safe and secure restart and recovery of international air travel, including COVID-safe procedures. The UK, along with other Member States, is a member of CART, and the UK's own aviation guidance largely follows the ICAO guidelines. The Government has asked the **CAA to provide assurance to airports and airlines** to:
- demonstrate the aviation industry's implementation of ICAO guidance
 - boost consumer confidence
 - establish the UK as a world leader in COVID-secure travel.
- 35 Alongside the assurance, the Government will **run a communications campaign** to publicise the UK industry's compliance with the ICAO guidance in order to reassure UK-based residents that air travel is safe and to increase consumer confidence.
- 36 A **flagship marketing campaign** at the appropriate time will be critically important in converting demand into bookings. This should be supported by clear and consistent messaging from the Government that the UK is safe and open for travel. This would be supported by Destination Management Organisations and the tourism sector alongside continued domestic promotion.

Recommendations

A public health information campaign: Government communications should include clear information to international visitors about requirements, both before travelling and on arrival.

A system of assurance of air travel: led by the CAA, this assurance will evidence the industry's implementation of international guidance, helping increase consumer confidence and demonstrating the UK's leadership.

⁴ This could be supported by better capture and use of data locally and domestic messaging. This could include information about the number of international visitors locally, the number of cases, and also highlight international visitor spend to show the value of international tourism to the local economy.

An effective communications campaign: alongside the CAA's system of assurance, working with the CAA and PHE to publicise the UK industry's implementation of global guidance, to boost consumer confidence and provide reassurance to encourage UK-based residents that global aviation is open, safe and secure.

A flagship overseas marketing campaign led by VisitBritain: promoting the UK as an attractive and safe place to visit to create demand for travel to the UK and converting demand into bookings.

Tourism and Business Travel

Challenge:

- 37 The Taskforce has explored other initiatives that could potentially further assist facilitating international travel and tourism, recognising that "test to release" is not the answer for all segments of the market. The Taskforce heard that it is vital that we provide clarity on the reopening of business events, given the lead time to organise these events. The recommendations will be subject to further clinical advice as they are developed and will be reviewed regularly as the pandemic evolves to ensure we are focussing our efforts appropriately.

Proposals:

- 38 The Government will continue to work with industry on a **Tourism Recovery Plan**, setting out the transformation and growth of the sector (both domestic and international) over the next five years as part of our economic recovery, balancing that with the public health risks. Its short-term recovery priorities are: maximising the profits of tourism businesses able to reopen; reopening the tourism drivers currently closed (including business, sporting and cultural events); and preserving key infrastructure and jobs to service visitors of the future. As part of the plan and noting the lead in times for key parts of the sector (including business events and school travel), the Government will continue to work with industry to establish the conditions that need to be met to support restart and future planning. This will be based on the epidemiological criteria that need to be met, build on key measures we are taking (including testing) and take account of the impact of vaccines in the near future.
- 39 Once the short-term measures set out in this report have taken effect, the Government will develop and publish an **Aviation Recovery Plan** looking at the challenges the sector will face in the medium term, including ensuring sustainable economic growth and on delivering our longer term aims on net zero and connectivity.
- 40 The Taskforce heard that business travel is expected to recover most slowly and that there is a clear need to boost confidence. An **exemption for short-term business trips** from the need to self-isolate on arrival would clearly have a major beneficial impact in supporting such journeys⁵, which make an important economic contribution to the UK. Inbound business visits are important for the success of events and

⁵ VisitBritain's [Business events and conferences research finds that](#) "The average length of stay tends to be shorter for business visitors, compared to the all-purpose average. Indeed, visits lasting 1-3 nights are the most common length of stay for a business visit, accounting for 62% of those in 2018".

conferences and to the broader visitor economy. Business visits accounted for 22% of all inbound visits in 2018 (with 8.4 million such visits) and contributed £4.5 billion in spend⁶. This exemption would explicitly not extend to socialising or any other non-business-related activity. This might provide an opportunity to start promoting major events in 2022, including the Commonwealth Games, Festival 2022 and the Platinum Jubilee. We will work with industry and clinicians to study the feasibility of this proposal, including, building on the conference pilots, examining how we can restart business conferences in a COVID-secure manner as early as possible in 2021.

- 41 One potential measure to assist inbound travel is “**tour bubbles**” for group tours from overseas. Building on the model successfully used by sports teams this year and seeking potential benefits from the prospect of vaccines on the horizon, the group would arrive together and use private transport to visit a number of COVID-19 secure venues, all while staying together as a group and following local regulations. The Department for Digital, Culture, Media and Sport (DCMS) will lead work with industry to develop the feasibility of this proposal, which remains subject to advice from clinicians.
- 42 Another key area to be considered is the ability to **transit** through other countries, a critical component of the travel sector, on which many passenger journeys rely. This is particularly relevant for journeys from across Europe to the UK via overland transport, and for longer aviation journeys, where a layover is needed in an intermediate country. Therefore, we will explore ways that transit could be safely facilitated, in line with public health requirements, without passengers needing to self-isolate on return to the UK. This will include working through multilateral institutions, such as ICAO, and with partner countries on how we can assure ourselves that global guidance is being implemented appropriately in transit hubs.

Recommendations

- **Develop a Tourism Recovery Plan:** setting out the transformation and growth of the sector over the next five years as part of our economic recovery, balancing that with the public health risks.
- **Develop an Aviation Recovery Plan:** to consider the outlook for the sector in the medium term once these short-term measures have taken effect, including on ensuring sustainable economic growth and delivering on our long term aims on net zero and connectivity.
- **Short stay exemption for business activity:** working with industry and clinicians to consider the feasibility of the proposal. Business travellers would not be required to self-isolate if undertaking business related activity only.
- **Tourist bubbles to enable group tours:** working with industry and clinicians to take the successful model used for sports teams and explore extending it to group tours, allowing that group to avoid the need to self-isolate when visiting the UK.
- **Measures to facilitate safe transit,** whether overland or in aviation journeys, to avoid the need for passengers arriving from low-risk countries to self-isolate.

- 43 While **travel corridors** are outside of the Taskforce’s remit, the Government will

⁶ See further detail in [VisitBritain’s foresight report ‘Understanding Business Visits’](#)

continue to review the international travel regulations that underpin them and conduct a formal review every month. The Government is committed to ensuring that its measures are fit for purpose for summer 2021 and we will continue our engagement with the sector to evolve our proposals as necessary.

Cruise Sector

Challenge:

- 44 Since the outbreak of the pandemic, most cruise operators voluntarily suspended operations until the autumn. The cruise sector, with Government support, has spent the last seven months learning lessons from the pandemic and putting in place new protocols and industry guidance to create a COVID-19 safe environment on board. The sector has now developed and published (on 2 October) its COVID-19 Framework.⁷ This provides guidance on preventing infection occurring on board and managing any on-board outbreaks. It also states that *‘Operators are responsible for leading in the management and implementation of repatriation of passengers and seafarers. That is, arranging flights or other transport, potentially for symptomatic passengers, to the UK when required.’*
- 45 With the UK cruise framework in place, the sector now feels ready to restart, as it has in some other parts of the world. To support preparation for restart, the Government (led by the DfT) developed proposals for a phased risk-based approach resuming cruise operations (Annex D).
- 46 However, since then there has been a significant rise in COVID-19 cases in the UK and abroad. Against this context, it was rightly considered that now is not the right time to see the resumption of cruise operations from the UK and the FCDO continues to advise against sea-going cruise travel based on the latest medical advice.
- 47 It is critical that we proceed cautiously and are mindful of the public health risks as we consider when it is safe to restart cruises, and whether it is safe to move between stages. The protection of public health must come first, while enabling economic recovery and the growth of the sector. We need to ensure that there are clear public health measures so that we can increase demand for cruises safely. However, it is also vital that we provide clarity on the conditions for cruise restart to enable the sector to undertake effective financial forecasting for their businesses (and ensure financial viability); communicate with clarity to their crew, supporting travel supply chain and customers; secure future bookings for 2021 and beyond; and plan for operational restart.

Proposal: criteria for resuming UK cruise operations

- 48 From a health perspective, it is proposed by PHE that it *may* be appropriate to resume cruises when the national alert level is at level 3 and when a move to level 2 is being considered by the Chief Medical Officer. However, the locations, proportion of the population and associated restrictions on any areas in higher tiers of restrictions would need to be taken into consideration. In addition, operators will also need to demonstrate compliance with the Cruise Lines International Association (CLIA) protocols, including formal commitment to accepting responsibility for repatriation costs and protocols (ahead of phase 3).

⁷ The UK Framework document is in the process of being incorporated into CLIA Global Policy. All members are required to confirm compliance with CLIA policies on an annual basis. The UK policy will apply to those operating in and out of UK waters. It is based upon the EU Healthy Gateways Guidance for Restarting Cruise Operations which also provides assurance over the consistency of cruises operating outside of the UK.

- 49 FCDO travel advice on cruises is kept under continuous review. Transition between each phase would be subject to agreement by DfT, the Maritime and Coastguard Agency (MCA), DHSC, PHE and FCDO that it is safe to do so, including in consultation with the Chief Medical Officer. We will proceed cautiously and if the public health advice does not support restart or moving between stages then we will follow this advice.

Recommendation

Publish the above criteria for restart and implement the phased approach to restart as soon as it is safe to do so.

4. An International Approach

Developing Common Global Guidelines

- 50 Even with the best political will, expertise and science, no one country can tackle these severe global health issues alone. In the absence of an effective and widely available vaccine, aviation, maritime and international rail can only return to pre-pandemic levels when passengers and countries are confident in our collective response. International coordination, including through the G20 and ICAO, will continue to be vital to set out how a series of domestic health measures across countries could fit together in a coherent way and to ensure complementarity of standards and documentation, especially when building a public health corridor.
- 51 Since the very beginning of the pandemic, the UK has played a leading role on the global stage to facilitate the restart and recovery of international aviation. ICAO has been at the heart of these efforts. Through our membership of ICAO's Council Aviation Recovery Taskforce (CART), we helped deliver a global harmonised approach to restart and recovery through the "Take-Off" guidance and the COVID-19 Restart and Recovery Implementation Centre Database, which helps countries to work towards a common approach.
- 52 The publication of the "Take-Off" guidance in June was well-received by countries, industry, airlines and travellers. An update on testing and self-isolation measures was published in November, which also reflects the latest World Health Organization (WHO) guidance on public health measures. The UK has provided real world and real time input into these evolving guidelines by working with ICAO, other countries, the WHO, public health agencies and with industry to test the concepts contained within them, ensure lessons learnt are reflected and to ensure they could be readily implementable. This important work will continue through 2021. The UK has also proactively worked to facilitate information flows within Europe through the European Civil Aviation Conference.

Challenge:

- 53 Restarting global travel in a responsible, safe and sustainable manner requires cooperation between governments, industry and international organisations. At present, the proliferation of different testing and assurance regimes in various countries provides a challenge for both passengers and industry. The global harmonisation of measures will simplify travel between countries, strengthening public confidence in international travel and enable travel to be more quickly re-established between countries.
- 54 Recognising that individual states have responsibility for their national regimes to reduce burdens on industry and on the travelling public, it is important that decisions are based on a common international understanding, particularly when it comes to recognition of medical certificates and tests. As global baseline criteria for testing regimes become integrated into national systems, the next challenge will be to put in place a global framework for validating test results and vaccination records.

Proposals:

- 55 The UK has been at the forefront of the November update to ICAO guidelines on restart and recovery. This update develops a shared global understanding of how to integrate a range of risk mitigation measures into a cross-border risk management

strategy that can be jointly agreed between a country of departure and a country of arrival. Adopting this common international approach offers efficiency and effectiveness gains as each State can take account of the risk mitigation measures of the other in an agreed, verifiable framework; quarantine or self-isolation measures on arrival can be adjusted based on testing completed pre-departure as well as post arrival. This risk management strategy reflects the latest WHO and public health expert guidance whilst recognising that a normal return to business can only happen once we have an effective vaccine. **We will continue to drive this important agenda forward, both in ICAO and with international partners on either a bilateral or multilateral basis** through the UK's permanent representatives and expert international team, building on the technical expertise of the CAA and the UK's strong reputation as a leader on global standards. The key debate in the future is likely to be how far the science permits countries to relax self-isolation and quarantine measures in favour of increased testing or vaccination.

- 56 As ICAO further develops its guidance on restart and recovery through 2021, **the UK will advocate for the development of a global framework for the validation of tests and vaccination records**. This will need to include recommendations around the use of technology and tools to track this information across borders, taking into account privacy concerns and the advice of the WHO and public health experts. Given recent developments on a new vaccine, ICAO can also help facilitate the safe global distribution of vaccines.

Case Study: Common Trust Network for Health Status Verification

The Commons Project Foundation (a global non-profit foundation specialising in digital services) and the World Economic Forum (WEF) are launching the Common Trust Network for Health Status Verification aimed at enabling safer travel. The Common Trust Network is designed to ensure that only verifiable laboratory results and vaccination records from trusted sources are presented for the purposes of cross-border travel. The Network includes a global registry of approved laboratories and vaccine distributors, standard formats for laboratory results and vaccination records, and standard tools to make those results and records digitally accessible. The Network also creates a common global format for countries to publish their health screening entry rules and a global repository of those rules, making it easier for travellers and the travel industry to understand and comply with each country's requirements.

The Commons Project and the WEF are also launching the CommonPass application and platform. Built on the Common Trust Network, CommonPass is an application and platform for travellers to understand their destination's health entry requirements and document their compliance, while protecting the privacy of their personal health information

Recommendation

Continue to drive forward work both in ICAO and with international partners on a bilateral and multilateral basis: to deliver a shared global understanding of how to integrate a range of risk mitigation measures, such as increased testing, to reduce reliance on self isolation or quarantine, which will help civil aviation recover.

Advocate for the development of a global framework for the validation of tests and vaccination records: as ICAO further develops its guidance on restart and recovery through 2021.

5. Next Steps

Next steps

- 57 The Government is leading the way in its collaborative work with industry to ensure the safe and viable recovery of the transport and tourism sectors. The Global Travel Taskforce Steering Group will continue to drive the development of the proposals set out and ensure the delivery of the recommendations.
- 58 The DfT is developing recovery plans for the aviation, maritime and international rail sectors. The work is leveraging the full influence of the DfT to support recovery and to identify opportunities that now exist to address key strategic objectives. The recommendations in this report will provide a strong platform for the recovery plans.
- 59 Finally, the Government also recognises that tourism is a globally competitive industry and that the UK's tourism sector has been severely impacted by the pandemic. DCMS is working closely with the tourism sector, through the Tourism Industry Council, and alongside Devolved Administrations to develop a joint government and industry plan to support the recovery of the tourism sector.

Annex A: Global Travel Taskforce Terms of Reference

- 1 In response to the impact of and specific challenges posed by COVID-19 to international travel, the Prime Minister asked the Health and Transport Secretaries to establish the cross-Government Global Travel Taskforce, to consider further how Government can support the sector to meet these challenges.
- 2 The Taskforce's work includes:
 - Considering how a testing regime for international arrivals could be implemented to boost safe travel to and from the UK;
 - What steps we can take to facilitate business and tourist travel on a bilateral and global basis, through innovative testing models and other non-testing means; and
 - More broadly, what steps we can take to increase consumer confidence and reduce the barriers to a safe and sustainable recovery of international travel.
- 3 The ongoing Travel Corridor process and related policy was not within scope of the Taskforce.
- 4 A core function of the Taskforce was to afford policy-makers a chance to discuss these issues further with those outside of Government, as it considered robust and sustainable proposals that will facilitate safer international travel. In its work, the Taskforce consulted with representatives from:
 - The **transport industry**, to discuss shared challenges, the value of the sector to the economy, and the future of international travel;
 - **International partners**, to discuss different approaches to health measures at the border, and what standards and practices are needed to maintain safe international travel;
 - The **tourism sector and local business leaders**, to consider the economic impact on domestic tourism, and how international travel can support economic recovery;
 - The **private testing sector**, to consider capacity constraints, pricing, and how quickly testing capacity can be rolled out; and
 - **Academia and policy institutes** to provide insight and innovative solutions to the challenges the sector is facing.
- 5 The Taskforce reported to the Secretary of State for Transport and Secretary of State for Health and Social Care. It included collaboration between officials from:
 - Department for Transport;
 - Department for Health and Social Care;
 - NHS Test and Trace;
 - Public Health England;
 - Foreign, Commonwealth and Development Office;

- Department for Digital, Culture, Media and Sport;
- Department for Business, Energy and Industrial Strategy;
- Ministry of Housing, Communities and Local Government;
- HM Treasury
- The Home Office;
- Department for International Trade; and
- The No 10/Cabinet Office C-19 Taskforce.

6 Officials from the Scottish and Welsh Governments and Northern Ireland Executive were closely involved in the Taskforce's work. The Taskforce sought to achieve a four nations approach, while noting that health matters are devolved, and therefore decision-making and implementation may differ across the nations.

Annex B: Summary of Industry and Other Government Engagement

The Taskforce has consulted with a wide range of businesses covering aviation, maritime, international rail and the tourism sector:

A

ADS
AGS
Airbnb
Airlines UK
Airport Operators Association
American Airlines
AMP Capital
Associated British Ports
Association of British Travel Agents
Association of Independent Tour Operators
Association of Leading Visitor Attractions

B

BAR UK
BBGA
Belfast City Airport
Belfast Harbour
Birmingham Airport
Bristol Airport
Bristol Port Company
British Marine
British Ports Association
Brittany Ferries
Booking.com
Business Travel Association

C

Carnival
Collinson
Commons Project
Cornwall Newquay Airport
Cruise Britain
Cruise Lines International Association

D

DFDS
Dnata
Doncaster Sheffield Airport

E

easyJet
Edinburgh Airport
Emirates
European Tour Operators Association
Eurostar
Eurotunnel / Getlink Group

F

Finnair
Forth Ports
Fred Olson

G

Gatwick Airport

H

Heathrow Airport
Highlands and Islands Airports Ltd
Hilton

I

IATA
Intercontinental Hotels Group
International Airlines Group
Inverness Airport

J

Jet2

K

KLM

L

London and Partners
London City Airport
London Luton Airport

M

Malaysia Airlines

Maritime UK
 Manchester Airports Group
 Marketing Manchester
 MCS

N
 Nautilus International
 Newcastle Airport
 Newhaven Port
 Northern Ireland Tourism Alliance
 Norwegian

O
 OECD Tourism Committee

P
 P&O Ferries
 Peel Ports
 Poole Harbour
 Port of Dover
 Port of London Authority
 Port of Tilbury
 Port of Tyne
 Portsmouth International Port

R
 RCC International Group
 Regional and Business Airports
 Association

Royal Caribbean International

S
 Saga
 Society of Maritime Industries
 Stena
 STR
 Swissport

T
 Tourism Alliance
 TUI

U
 UK Chamber of Shipping
 UKHospitality
 UKInbound
 UK Major Ports Group
 United Airlines

V
 VIKAND
 Virgin Atlantic
 Visit Bristol
 VisitBritain

W
 World Economic Forum
 World Travel and Tourism Council

List of workshops

21/10/2020	Travel Industry Day of Workshops - DfT	Bilateral testing pilots Restarting international travel Test and release scheme
22/10/2020	Tourism & Local Business Workshop - DCMS	Restarting international travel Engagement and communications
26/10/2020	International workshop - FCDO	Shared challenges, approaches considered and adopted, moving towards an international framework
27//10/2020	International workshop - FCDO	Shared challenges, approaches considered and adopted, moving towards an international framework
29/10/2020	Travel Industry Day of Workshops - DfT	Bilateral testing pilots Restarting international travel Test and release scheme

Key learning from stakeholder workshops

The Global Travel Taskforce did not conduct a formal consultation process but it did solicit input from a wide range of stakeholders. The following seeks to summarise some of the key points heard by the Taskforce during this process but is not intended as an exhaustive list.

Test and Release

- DfT heard from a broad range of participants, airlines, cruise and ferry operators, ports and airports and tech developers.
- Operators and ports say they can play an active part in establishing, operating and supporting a test-and release system, using existing booking and check-in systems to share information and for passengers to access tests.
- The travel trade is adept at communicating with its customers and Government should use this capability.
- There may be constraints on providing on-site access to tests.
- Take-up of testing will be cost sensitive and passengers may choose to isolate if it is too expensive.
- Testing should be accessible to all passengers at all locations
- Information and testing must be accessible to non-English speakers.
- There should be clear communication that NHS tests are not to be used to reduce self-isolation.
- Operators and ports support commercial test provision; competition and volume are expected to drive down cost.
- Authentication of test results is an issue; the Government should consider technological solutions to authentication.
- There should be parity between different kinds of tests and Government should consider using cheaper tests with slightly less accuracy.
- Stakeholders believe it is the need to isolate that is suppressing demand. The travel industry would prefer the shortest possible isolation period – or none. Business travel is often for short periods – typically 3-5 days, which means that extended isolation is a barrier.
- There needs to be a discussion with industry about risk; a zero-risk approach is not realistic.
- An approach where passengers could test and isolate before travel should also be considered.

Pre-departure Testing

- There was strong support for a pre-departure testing regime, which needs to be flexible and respond to new testing method and technology.
- Rapid, affordable and available testing is vital. The approach should work across modes and for multi-modal transfers, this is important for those who fly to a departure port international cruises.

- Clear, common global standards are needed. Standardisation is important, but it is also important to be flexible and accommodate new tests and technology.
- The Government should look at more data and different modelling methods to support decision making.
- A tiered testing approach with pre-departure testing, testing while away and on arrival could minimise the risk of travellers testing negative at home but catching COVID-19 mid-travel and spreading.
- Self-isolation should be reduced or eliminated and could be done at home prior to departure, it is hard to get other nations to enforce.
- Tests must be affordable, especially for frequent travellers.
- Linking the types of test is important, PCR has a role to play but LAMP tests are highly effective and combining the two testing approaches can work.
- Outbound testing would boost traveller confidence and increase demand.

Non-testing approaches

- Consumers need time to plan and book travel, and changes to rules are eroding confidence.
- Public perception of rules is important, and simplicity and transparency are key.
- International harmonisation of approaches and measures would be welcome, if difficult to achieve.
- Passengers are not aware of who needs to fill in Passenger Locator Forms, which is causing queues and congestion at the border.
- There is a lack of clarity for inbound tourists about which areas in the UK tiered system they can visit.

Cruises

- A test system could boost cruise passengers' confidence, passengers want to travel and cruise operators have extensive measures in place.
- Cruises can't start again at short notice. The ships will need to be commissioned, and crew must train and isolate before operations can start, this process will take around 8-12 weeks.

Travel corridors and exemptions

- A potential business corridor framework could be based on the time spent at the destination e.g. 2-3 days that would be exempt from self-isolation.

Travel "bubbles"

- Introducing group bubbles is not needed as customers may not want to lose their freedom on holiday.
- Ferries are natural travel "bubbles."
- Transit to ferry through high-risk countries is a problem, operators suggest that this should be excluded from self-isolation.

Communications and guidance

- There is a pent-up demand for travel and people want to go on holiday.

- Most customers can't afford another two weeks of self-isolation.
- Stakeholders believe that the Government has discouraged travel, and the narrative needs to change to provide assurance that travel is supported.
- The issues are complex, which is why the Government must lead on communications, supported by industry. Communications must provide clarity on where responsibility and liability lies between operators and insurers,
- A joint Code of Conduct from the Government and the industry is suggested.
- Announcing changes to rules e.g. travel corridors with little warning is damaging confidence, and change is needed.

In addition to contributions made at the workshop, further substantive contributions were received from:

Contribution from	Summary	Where is this addressed in the report?
Birmingham Airport	Support for a scheme that reduces self-isolation. Cost cited as a concern.	Section 2 Testing Measures.
World Travel and Tourism Council	Proposal to trial risk-based testing combined with COVID-19 secure measures.	Section 2 Testing Measures.
Caircraft	Country-based COVID-19 risk classification and testing methodology.	Section 2 Testing Measures.
Jet 2	Three-point winter leisure travel recovery plan.	Section 2 Testing Measures.
London City Airport	Call for a robust, affordable and accessible arrivals testing regime to be implemented as soon as possible with a targeted and risk-based approach.	Section 2 Testing Measures.
BBGA (British Business General Aviation Association)	Proposal for an on-site, virus detection approach.	Section 2 Testing Measures.
Airlines UK / AOA	Joint proposal from the UK Airport Industry including a "tiered" approach and "day 5" arrivals testing, validation for alternative testing technologies and testing on departure.	Section 2 Testing Measures.
Manchester Airport Group	Additional comments and suggestions following workshop.	Section 2 Testing Measures.

Collinson Group	Suggesting options for a science led testing regime including trials of day zero testing to capture data and improve modelling of infection rates.	Section 2 Testing Measures.
The Business Travel Association	Proposal for testing on arrival and removal of self-isolation to encourage essential business travel.	Section 2 Testing Measures.
Newcastle Airport	Plan to sell testing via website/booking engine, and promote tests to customers.	Section 2 Testing Measures.
ABTA	Contribution on Test & Release, avoiding abuse of NHS tests and non-testing measures.	Section 2 Testing Measures. Section 3 International recovery measures.
ADS	Call for pre-departure and arrival testing, removal or significant shortening of self-isolation and targeted support for the aerospace sector, and for the Taskforce to remain active until the aviation industry recovers.	Section 2 Testing Measures. Section 3 International recovery measures.
Heathrow Airport	In addition to joint A4A submission – response shares lessons learned and calls for the taskforce to: <ul style="list-style-type: none"> • Introduce a testing regime at the beginning of December. • Introduce a London to New York pre-departure testing pilot. • Evaluate – and validate - the use of different rapid tests (RPOC) in aviation. Heathrow also shared passenger insight survey data on testing.	Section 2 Testing Measures. Section 3 International recovery measures.

<p>CBI</p>	<p>Submission urging the following actions:</p> <ul style="list-style-type: none"> • Implement a robust and affordable testing regime for international arrivals. • Put in place a longer-term framework for official travel advice and improved screening regimes to further reduce costs and self-isolation times. • Commit to working multilaterally with international partners to facilitate a global return to flying and rebuild demand for the UK's leading aerospace sector. • Ensure testing schemes meet the needs of business travellers, recognising the value of this type of journey to the economy, as well as the disproportionate disincentive of self-isolation for short trips. 	<p>Section 2 Testing Measures.</p> <p>Section 3 International recovery measures.</p>
<p>United Airlines</p>	<p>Plans for a pre-departure passenger testing pilot and offer to share the results of this pilot when available.</p>	<p>Section 2 Testing Measures.</p> <p>Section 3 International recovery measures.</p>
<p>London First</p>	<p>Letter highlighting the economic importance of international travel to London and the UK. Encourages a risk-based approach to testing that is dynamic, transparent, clear, simple, accessible and affordable to passengers.</p>	<p>Section 2 Testing Measures.</p> <p>Section 3 International recovery measures.</p>

Portsmouth International Port	Contribution highlighting the economic importance of the port & case study on the first UK cruise turnaround since the pandemic began.	
Eurostar	Contribution highlighting the impact of the pandemic on traffic and revenues & proposals for self-isolation-free short business travel and pre-departure testing.	Section 3 International recovery measures.
A4A (Airlines for America) with British Airways, Virgin Atlantic, Heathrow Airport and American Express Global Business Travel.	Proposal for a pre-Departure testing pilot for flights between Heathrow and JFK/Newark.	Section 3 International recovery measures.
Saga PLC	Non-testing measures that would allow update to travel advice for cruises to resume.	Section 3 International recovery measures.
UK Major Ports Group	Call for cruises to resume, a common approach across sectors and clear and consistent messaging.	Section 3 International recovery measures.
UK Chamber of Shipping	Framework for operations of cruise and ferry operations.	Section 3 International recovery measures.
Boeing	Information about Boeing's Confident Travel Initiative and invitation for HMG to join flight testing study.	Section 3 International travel recovery.
Common Pass	Proposal for a common trust framework for health status verification (trial demonstration at Heathrow 21 October).	Section 3 International travel recovery measures.
InterContinental Hotels Group	Suggestions for: Driving demand and incentivising travel; Effective communications by government working with industry; Supporting tourism and hospitality businesses.	
BAR IATA	Response highlighting Oxera & Edge Health	Section 3 International recovery measures.

	research and suggesting airport testing as an alternative to T&R.	
Cruise Lines International Association (CLIA)	Proposals for a safe return to cruise travel.	Section 3 International recovery measures.
UK Inbound	Additional comments on isolation and travel “bubbles”	Section 3 International recovery measures.

Annex C: Cruise restart – additional information

The cruise sector is suffering significant economic loss. Industry has reported that the impact of the suspension of cruise operations over a six-month period (up until the end of Sept) has resulted in:

- total economic loss of £6.8bn;
- total loss of 52,700 jobs (including both those directly employed by cruise companies and in the wider supply chain); and
- total loss of earnings (income) is £2.14bn

Cruise companies and those in the supporting travel industry have taken advantage of the Coronavirus Job Retention Scheme, but nevertheless the sector has seen large-scale redundancies, and we have so far seen one cruise operator go into administration and are aware of a number who are seeking financial support.

The sector has now developed its COVID-19 Framework and is ready to restart operations in the UK, when the time is right. A key target for the sector is resume international operations (beyond the UK) by spring – a peak season for cruise activity. The sector requires a lead time of between 8 – 12 weeks to prepare for operations and that cruises are on average booked 32 weeks in advance. Industry have advised that the date for the removing / amending the travel advice cannot be the same day as they restart.

The phased approach to restart (Annex D) focuses on a gradual phasing in of cruise operations, starting with UK-UK cruises, then transitioning to European Ports call before returning to a full resumption of international (beyond Europe) sailings. Transition between each phase would be subject to agreement by DfT, MCA, DHSC, PHE and FCDO that it is safe to do so, in consultation with the Chief Medical Officer. The cruise sector agreed to this plan (also approved by the Secretary of State for Transport) but highlighted that it would seek to transition beyond UK-UK sailings in quick succession (and by spring 2020), noting the limited appetite in this market and the reliance on international sailings to ensure financial viability. The cruise sector's peak booking season is between Christmas and February, where they secure 30 – 40% of their revenue. They are concerned that if they are unable to secure bookings during the peak booking season, business for next year will also be written off. However, we must proceed cautiously and if the public health advice does not support restart or moving between the stages then we will follow this advice.

International context

Whilst the Government currently advises against cruise travel, since August we have started to see a restart of seagoing cruises in other parts of the world. For example, we have seen cruises restart in Germany, Italy, Greece, Malta, Cyprus, Croatia, France, Norway, Madeira, Saudi Arabia, Tahiti and Society Islands, Montenegro, Barbados and some Caribbean islands. The US CDC has recently removed its 'No

Sail Order' and replaced this with a 'Conditional Sail order' to support restart. We are also aware that cruises are due to restart in the Canary Islands and Singapore. Currently Canada, Australia and New Zealand also advise against international cruise travel.

COVID-19 cases and outbreaks have been reported since the restart of cruises elsewhere in the world. Reports reflect, however, that these have been managed in accordance with new COVID-19 health protocols⁸. The Government is working to build a knowledge base of these operations.

International standards for cruise restart

We have seen good practice in multilateral engagement in standard setting in the cruise sector. The EU Healthy Gateways has developed interim advice for restarting cruise ship operations after lifting restrictive measures in response to the COVID-19 pandemic. Healthy Gateways is a consortium bringing together public health authorities from 29 countries. Advisory Board members include the World Health Organization (WHO) and the US Centre for Disease Control and Prevention (CDC). The Healthy Gateways guidance applies to EU Member States and may be adopted by non-EU countries with an intent to permit the restart of operations. The UK cruise framework documents (as covered under section have been based upon the EU Healthy Gateways guidance.

The International Maritime Organisation (IMO) has recently issued an IMO circular which provides a Joint Statement from this IMO and World Tourism Organization (UNWTO) to support the safe resumption of cruise ship operations following the COVID-19 pandemic. This is a positive reflection of action being taken at an international level to support cruise restart. Even more positive, is that it references the newly developed UK Cruise Framework as good practice, encouraging other governments to use this guidance to facilitate the recovery of the cruise sector under safe conditions for the health of crew, passengers and the population of port States during the pandemic.

The IMO circular is available at:

[https://wwwcdn.imo.org/localresources/en/MediaCentre/HotTopics/Documents/COVID%20CL%204204%20adds/Circular%20Letter%20No.4204-Add.33%20-%20Coronavirus%20\(Covid-19\)%20-%20Joint%20Statement%20Imo-Unwto%20To%20Support%20TheSafe%20Resumption%20Of%20Cruise.pdf](https://wwwcdn.imo.org/localresources/en/MediaCentre/HotTopics/Documents/COVID%20CL%204204%20adds/Circular%20Letter%20No.4204-Add.33%20-%20Coronavirus%20(Covid-19)%20-%20Joint%20Statement%20Imo-Unwto%20To%20Support%20TheSafe%20Resumption%20Of%20Cruise.pdf)

⁸ There has been one incident we are aware of where one operator (not a member of CLIA) had a COVID-19 outbreak and non-compliance was identified as the cause. Remedial action was taken by the Norwegian Government.

Annex D: Global Travel Taskforce proposals for a phased return of cruise restart

The table below sets out proposals for a phased restart of cruise operations. This has been developed to allow a risk-based approach to restarting the sector, in a controlled approach with opportunities to test the ‘proof of concept’ for the enhanced health and safety measures on board to mitigate the COVID-19 risk assessment, along the way.

The conditions associated with cruise operations will be dependent on the wider developments in the management of COVID-19, globally. In line with this, UK-based cruise ships will not visit countries for which the FCDO Travel Advice advises against all or all but essential travel and changes to itineraries may need to be made following changes to the countries on the International Travel Corridors list.

There will be a monthly review of the progress of cruise resumption, against the wider developments of COVID-19, and there will need to be collective agreement between DfT, MCA, PHE, FCDO and the Devolved Administrations on the decision to transition from one cruise phase to the next. There will also be the ability to roll back to previous cruise profiles within the restart plan, if required. Decisions relating to roll-back may be driven by a number of factors, including (but not limited to) increased rates of infection (including restrictions associated with local / national lockdown); changes to the wider FCDO travel advice and countries on the International Travel Corridors list; self-isolation requirements; and any evidence of systemic failings in protocols (e.g. evidence of further outbreaks). The situation will remain under regular review.

Cruise Phase	Description and conditions	Rationale	Assurance measures
Cruise phase 1: Cruises which start and end in the UK – UK port calls only	<ul style="list-style-type: none"> Cruises which depart from and return to UK ports. Cruises may operate in European waters, but will be restricted to UK port calls only. Operators will have agreed in advance with Ports and Port Health Authorities arrangements for the disembarkation of any 	<p>Providing evidence that there is compliance with UK guidance for the safe resumption of cruise operations, the onboard risk environment is managed.</p> <p>By restricting passengers to UK residents only and restricting to</p>	Operators will undergo external verification of the COVID-19 management plans as part of their compliance with the UK guidance.

	<p>passengers / crew including those requiring medical care, including access to appropriate accommodation, medical facilities and transport links. This will be detailed in the COVID-19 Management Plan and Port Management Plan.</p> <ul style="list-style-type: none"> • Passengers restricted to UK residents only. • All operators, crew and passengers must comply with the requirements in the UK guidance for the resumption of cruise operations. 	<p>UK port calls, we are limiting the risk of transmission from those entering from outside of the UK.</p> <p>The restart of cruise phase 1 will provide a ‘proof of concept’ for the enhanced health and safety measures on board to mitigate the COVID-19 risk assessment, and will enable us to assess and understand any behavioural issues which may impact compliance with protocols.</p>	<p>Communication between Ports and Port Health Authorities will enable a forward look of scheduled cruise activity and enable forward planning as required.</p> <p>The MCA will have oversight of compliance <u>with process and equipment provisions</u> via their normal UK inspection regime. Any concerns relating to public health will be reported to the Port Health Authorities.</p>
<p>Transition to resumption of cruise phase 2 will only take place following agreement by DfT, MCA, PHE, FCDO and DAs that it is safe to do so.</p>			
<p>Cruise phase 2: Cruises which start and end in the UK, with European Port calls</p>	<ul style="list-style-type: none"> • Cruises which depart from and return to UK ports. • Limited European and UK port calls for passengers permitted, (aligned with FCDO travel advice and International Travel Corridors (ITC) list on the day of calling at the port), following a risk-based approach to controlling excursions and port calls. • No embarkation of passengers overseas permitted. 	<p>Following satisfactory evidence from cruise phase 1 that cruises can provide a COVID-19 safe environment, limited port calls will be introduced under controlled measures.</p> <p>The testing of cruise phase 1 will provide assurance about how the port call risk environment is managed, through a low risk environment.</p>	<p>Operators will undergo external verification of the COVID-19 management plans as part of their compliance with the UK guidance.</p> <p>Communication between Ports and Port Health Authorities will enable a forward look of scheduled cruise activity</p>

	<ul style="list-style-type: none"> • Operators will have agreed in advance with Ports and Port Health Authorities contingency arrangements for the disembarkation of any passengers / crew including those requiring medical care, including access to appropriate accommodation, medical facilities and transport links. This will be detailed in the COVID-19 Management Plan and Port Management Plan. • No restrictions on residency of passengers, however, there will need to be a clear demonstration that all passengers comply with Public Health requirements/regulations (including self-isolation requirements). • All operators, crew and passengers must comply with the requirements in the UK guidance for the resumption of cruise operations. • All operators must comply with any local requirements at the ports of call which must be incorporated into the voyage plan. 	<p>Cruise phase 2 will see Port calls extend to Europe, however, the choice of Ports of call will be dependent on the FCDO Travel Advice and ITC list, as well as self-isolation requirements and the restrictions of other countries allowing UK passengers within their borders.</p> <p>Restrictions will be placed on shore side excursions. There must be clarity and control on customer movements (e.g. through agreed tours / excursions / visitor stops) based on operator risk assessments. Excursions may only be arranged with providers who can provide evidence of COVID-19 safety protocols as agreed and verified as part of the COVID-19 management plan.</p>	<p>and enable forward planning as required.</p> <p>The MCA will have oversight of compliance with process and equipment provisions via their normal UK inspection regime. Any concerns relating to public health will be reported to the Port Health Authorities.</p>
<p>Transition to resumption of cruise phase 3 will only take place following agreement by DfT, MCA, PHE, FCDO and DAs that it is safe to do so.</p>			
<p>Cruise phase 3: Resumption of full</p>	<ul style="list-style-type: none"> • Normal resumption of cruise operations. • Operators will have agreed in advance with Ports and Port Health Authorities 	<p>Following satisfactory assurance that the cruise environment continues to provide COVID-19 risk</p>	<p>Operators will undergo external verification of the COVID-19 management plans as</p>

<p>cruise operations</p>	<p>arrangements for the disembarkation of any passengers / crew requiring medical care, including access to medical facilities and transport links. This will be detailed in the COVID-19 Management Plan and Port Management Plan.</p> <ul style="list-style-type: none"> • No restrictions on residency of passengers, however, there will need to be a clear demonstration that all passengers comply with Public Health requirements/regulations (including self-isolation requirements). • All operators must comply with the requirements in the UK guidance for the resumption of cruise operations. • All operators must comply with any local requirements at the ports of call which must be incorporated into the voyage plan. 	<p>mitigations and that foreign Port calls can be managed safely, ‘international fly cruise’ arrangements for UK passengers will be permitted – providing the epidemiological risk environment allows it.</p> <p>The countries at which passengers will be able to join a cruise will be limited to those where the FCDO does not advise against travel and ITC list, as well as the restrictions of other countries allowing UK passengers within their borders.</p>	<p>part of their compliance with the UK guidance.</p> <p>Communication between Ports and Port Health Authorities will enable a forward look of scheduled cruise activity and enable forward planning as required.</p> <p>Written and formal confirmation from operators on compliance with repatriation provisions including taking all responsibility for the organisation and costs of repatriation.</p>
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Annex E: DfT and Business Travel Association (BTA) Survey Headline Findings

Background

A joint DfT/BTA online survey was sent to BTA members to explore changes and expectations around business travel as a result of the Covid-19 pandemic. The BTA is representative of the business travel community and travel management companies.

The membership who responded to the survey come from a diverse range of industries: Information, Communication and Technology (13%), Manufacturing (12%) and Professional, Scientific and Technical Activities (12%), Finance and Insurance (12%). 55% of businesses that responded had fewer than 250 employees, 6% employed over 10,000.

Business air travel was used frequently in 2019

- Businesses used air travel frequently (32% flew daily, 31% flew weekly in 2019).
- The top three reasons for using air travel in 2019 was to meet clients/potential clients (83%), to visit another part of the organisation (76%) and to attend conferences (75%).

Confidence in future air travel is low and contingent on Covid-19 factors - not necessarily airport testing

- The most important aspects businesses consider when planning future air travel are focused on Covid-19 restrictions and personal safety: **government easing of travel restrictions** (54%), **employee willingness to travel** (52%) and **Covid-19 safety measures in place** (45%).
- Airport testing was less important - only considered important for 16% of businesses.
- Around 7 in 10 businesses (69%) disagree that they will travel by air the same amount in the next 12 months as they did in 2019. This is **likely** to be an anticipation of less frequent travel, rather than more.
- **Only 7% of businesses feel confident to fly in the next 3 months**, but this rises to 34% in the next 6-12 months (when compared to pre-March 17th).

Businesses expect more future air travel bookings in the long term, primarily for sales and site visits

- **Few businesses expect to recommence booking air travel in the next three months.** Those who do expect to recommence air travel generally do so in order to meet clients (25%), visit another part of the organisation (19%), or for construction/other site visits (17%).
- **For the next six months, businesses are more hopeful, but still less than half expect to recommence booking air travel.** 47% of businesses expect to resume air travel for client meetings, 43% expect air travel to resume to visit other

parts of the business, and 26% expect air travel to resume for construction/other site visits in the next 6 months.

Methodology

- The survey ran online from 30/09/2020 to 21/10/2020. Several reminders were sent to encourage response rates.
- The BTA sent the survey out to their members with an accompanying letter from DfT and BTA that outlined the purpose and nature of the survey.
- No quotas were applied, and the data is not weighted.
- The survey was sent to around 750 businesses and 300 responses were received.