



Briefing

UPDATE ON IMPLEMENTATION OF PRE-DEPARTURE TESTING FOR ARRIVALS TO NEW ZEALAND

To: Hon Chris Hipkins
Minister for COVID-19 Response

Date	15/01/2021	Priority	Urgent
Deadline	18/01/2021	Briefing Number	DPMC-2020/21-427

Purpose

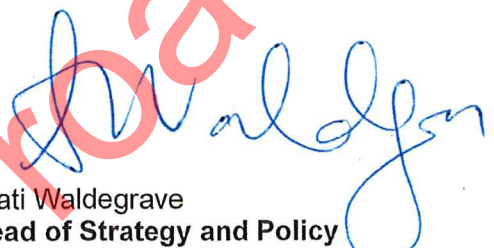
- On 7 January 2020, we provided you with advice on the implementation of the requirement for pre-departure testing of those embarking from the United Kingdom and the United States [DPMC-2021/21-408 refers].
- In response to this advice, you directed officials to provide further advice on the timetable for extending this to all arrivals to New Zealand. We understand from your office that your preference is for pre-departure testing for all arrivals to New Zealand to be in place by early next week.
- This briefing provides an update on the feasibility of introducing the requirement for arrivals to New Zealand by early next week, structured around the five key implementation pathways for travellers:
 - the requirements of the pre-departure testing regime;
 - the impact of the requirement on managed isolation and quarantine (MIQ);
 - support available to travellers unable to meet the requirement;
 - engagement with airlines in relation to the requirement; and
 - compliance and enforcement.
- While it is possible to roll this requirement out next week, officials recommend at least five days between an announcement and the requirement coming into force to give affected travellers time to comply.


Recommendations

1. **Note** the recent Amendment to the COVID-19 Public Health Response (Air Border) Order (No 2) 2020 was drafted to ensure there is the flexibility to include other countries as “specified countries” subject to the pre-departure testing requirement, as their risk level changes; YES NO

2. **Agree** that the following countries and territories will not be required to comply with the expanded pre-departure testing requirements based on health considerations; YES NO
 - a) Antarctica
 - b) Australia
 - c) The Cook Islands
 - d) Federated States of Micronesia
 - e) Fiji
 - f) Kiribati
 - g) Marshall Islands
 - h) Nauru
 - i) New Caledonia
 - j) Niue
 - k) Palau
 - l) Samoa
 - m) Solomon Islands
 - n) Tokelau
 - o) Tonga
 - p) Tuvalu
 - q) Vanuatu
 - r) Wallis and Futuna;

3. **Note** the tests that are considered acceptable will need to be reviewed as the requirement for testing is expanded to more countries and regions, with the Director-General being able to amend the list and any changes then gazetted; YES NO
4. **Note** officials will assess over the first weeks of implementing pre-departure testing the extent to which it results in New Zealanders abroad facing increased financial, physical or mental hardship. If, as a result, further financial support to New Zealanders abroad is required, officials will provide further advice; YES NO
5. **Agree** that if pre-departure testing requirements are expanded to other jurisdictions (beyond the UK and USA), a gap of at least five working days should be applied between announcement and entering into effect in order to minimise the risk of disruption to travellers with imminent departures who may otherwise not have time to obtain approved test results; YES NO
6. **Note** that infringement notices will not be issued until after 29 January 2021 for passengers departing from, or transiting, the United Kingdom and the United States; YES NO
7. **Agree** that if pre-departure testing requirements are extended to other countries, that the issuing of infringement notices commence after a two week period and on the same date for all applicable passengers. For example, if pre-departure testing is extended to most countries from 22 January 2021 then the infringement regime would commence for all passengers from 5 February 2021 (including those departing or transiting the UK and US); YES NO
8. **Forward** this briefing to the Prime Minister, Minister of Foreign Affairs, Minister of Justice, Minister of Transport, and Minister of Customs. YES NO


Arati Waldegrave
Head of Strategy and Policy
15/1/2020


Hon Chris Hipkins
Minister for COVID-19 Response
17/1/2020 2021

Contact for telephone discussion if required:

Name	Position	Telephone	1st contact
Arati Waldegrave	Head of Strategy and Policy	s9(2)(a)	✓
Joey Shannon	Special Advisor	N/A	s9(2)(a)

Minister's office comments:

- Noted
- Seen
- Approved
- Needs change
- Withdrawn
- Not seen by Minister
- Overtaken by events
- Referred to

UPDATE ON PRE-DEPARTURE TESTING FOR ARRIVALS TO NEW ZEALAND

Executive Summary

1. In response to the increasing number of COVID-19 cases internationally and the emergence of a new virulent strain of the virus, Ministers with Power to Act decided to require people travelling to New Zealand via the air border to undertake a pre-departure test.
2. On 7 January 2020, we provided you with advice on the implementation of the requirement for pre-departure testing of those embarking from the United Kingdom and the United States [DPMC-2021/21-408 refers].
3. In response to this advice, you directed officials to provide further advice on the timetable for extending this to all arrivals to New Zealand. We understand that your preference is for pre-departure testing for all arrivals to New Zealand to be in place by early next week.
4. Most of the critical elements of the system are operationally ready for the requirement for pre-departure testing for all arrivals to New Zealand to be rolled out by early next week, including:
 - a) the recent Amendment to the COVID-19 Public Health Response (Air Border) Order (No 2) 2020 was drafted to ensure there is the flexibility to include other countries as "specified countries" subject to the pre-departure testing requirement;
 - b) draft guidance for airlines, reflecting the settings in the final Order, has been shared with BARNZ (for promulgation to its members) and Air NZ;
 - c) Customs will be able to check the arrival cards of all arriving passengers and inspect the test certificate in all cases from early next week; and
 - d) information about the requirements will be available from all relevant government websites including the Ministry of Health, MIQ, Immigration NZ, SafeTravel, Ministry of Transport and the COVID-19 website.
5. However, we recommend at least five working days between announcement and entering into effect, in order to minimise the risk of disruption to travellers with imminent departures who may otherwise not have time to obtain approved test results. In the absence of such a gap, there is likely to be a significant increase in requests for consular support from travellers who may, or do, face hardship as a result of pre-departure testing requirements. Officials also expect there will be an increase in enquiries and change requests made to MIQ. While the volume of this increase cannot be predicted, MBIE has put in place processes to manage it and will review them to ensure they are robust after pre-departure testing requirements come into force.
6. The Ministry of Health (working with MFAT) has recommended exemptions for countries that are considered a low public health risk, or where there is no pre-departure test available (see the attached table). We note that it will not necessarily be possible to

identify all such countries from which New Zealanders may be travelling and further exemptions may be needed over time.

7. We do not yet have visibility on all the hurdles New Zealanders may face when attempting to fulfil the PDT requirements. And, naturally, expanding the PDT requirement beyond the UK and USA presents the opportunity for returning New Zealanders to have a wide range of experiences in attempting to fulfil the requirements. The expansion of the PDT requirements increases the importance of understanding, and deploying, support measures designed to mitigate the impact of the PDT regime. The first week of operation will reveal more about the impact of the policy on travellers, MIQ, compliance and enforcement.
8. An example of the need to learn from the experience is the exemption being developed from the pre-departure testing requirement in the Order for international aircrew (New Zealand-based aircrew are already exempt). The timing requirements for testing in the Order are based on the concept of a passenger journey, which does not work well for air crew (the testing trigger may result in infrequent testing). Further, all international aircrew are likely to be subject to regular testing regimes in their home jurisdictions equivalent to the requirements we place on Air New Zealand crew. Health and Transport officials are working on alternative pre-arrival testing requirements for international aircrews, to be included in a Ministerial exemption from the Order.
9. Officials are considering whether changes are needed to strengthen other elements of the system in response to the increasing number of COVID-19 cases internationally and the emergence of a new virulent strain of the virus. For example, considering the infection protection and control systems and testing regime for MIQ workers. MoH and MBIE will provide you with further briefing on this.
10. A number of countries and territories have recently implemented or announced the imminent implementation of similar pre-departure testing requirements, including Australia, Canada, Japan, the United States and the United Kingdom.

Workstream 1: Foundations of the testing regime

11. The recent Amendment to the COVID-19 Public Health Response (Air Border) Order (No 2) 2020 was drafted to ensure there is the flexibility to include other countries as "specified countries" subject to the pre-departure testing requirement, as their risk level changes. The Director-General of Health is able to Gazette (at any time and without notice) additional specified countries or regions to whom the pre-departure testing requirements apply.
12. The initial list of countries and territories that we recommend pre-departure testing requirements not apply to (due to their lower risk status) is as follows :
 - a) Antarctica
 - b) Australia
 - c) The Cook Islands
 - d) Federated States of Micronesia
 - e) Fiji

- f) Kiribati
- g) Marshall Islands
- h) Nauru
- i) New Caledonia
- j) Niue
- k) Palau
- l) Samoa
- m) Solomon Islands
- n) Tokelau
- o) Tonga
- p) Tuvalu
- q) Vanuatu
- r) Wallis and Futuna

13. Annex 1 provides a table assessing which jurisdictions should be exempt. Analysis was limited to those jurisdiction previously identified as low-risk based on the Ministry of Health's Country Risk Assessment Tool (CRAT) as well those jurisdictions in close proximity to New Zealand. The analysis in Annex 1 further considers some factors not addressed by the CRAT, including confidence in data.

Testing requirements

14. Officials are aware that as the requirement for testing is expanded to more countries and regions, the range of test types accepted as meeting the requirement will also need to be reviewed and expanded. However, the current list of acceptable tests for pre-departure testing is expansive, and officials are not aware of any issues with access. The range of tests that is considered acceptable can be amended by the Director-General, with any change being gazetted subsequently. Currently, proof of vaccination will **not** be accepted instead of a test.
15. In anticipation of expansion of the requirement for testing in more jurisdictions, technologies that allow information and documentation/verification relating to the different measures to be shared between relevant stakeholders have been developed. Board of Airline Representatives of New Zealand (BARNZ) and Air NZ have expressed support for the IATA Travel Pass. This builds on the existing Timatic system and will ensure a secure flow of testing and later vaccination information to governments, airlines, laboratories and passengers so that there is a standardised system in place for different stakeholders to verify information of different passengers. It is expected to launch in the first quarter of 2021 on iOS and Android. It will be able to hold testing, vaccine, and health-waiver documentation and will also provide

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travellers with a registry of health requirements and testing/vaccination centres. Officials are monitoring the progress of initiatives like these.

Aircrew

16. While it is important that aircrew are subject to testing before coming to New Zealand, the timing requirements for testing in the Order are based on the concept of a passenger journey, which does not work well for air crew (the testing trigger may result in infrequent testing). Further, all international aircrew are likely to be subject to regular testing regimes in their home jurisdictions equivalent to the requirements we place on Air New Zealand crew. Continuing uncertainty could result in more airlines pulling out of New Zealand, stranding passengers and further reducing air freight capacity.
17. An exemption from the pre-departure testing requirement in the Order is being developed for international aircrew. Health and Transport officials are working with BARNZ on alternative pre-arrival testing requirements for international aircrews, to be included in a Ministerial exemption from the Order (New Zealand-based aircrew are already exempt).

Workstream 2: Impact on MIQ

18. The impact on MIQ of expanding the requirement for pre-departure testing from the UK and USA to all long-haul passengers is mainly one of scale and volume, although the decision to exempt transit stops may simplify processes.
19. As with the UK and USA, the key impacts are managing the expected increase in requests for information or assistance; supporting travellers who are unable to use MIQ vouchers to help them find new time slots (where possible); and managing the flow-on impact of unpredictable changes to MIQ allocation and utilisation.
20. Changes in numbers of people needing to change bookings remain hard to predict. Data from the Managed Isolation Allocation System (MIAS) in early January 2021 suggests the expanded requirement will roughly double the number of affected travellers – from an average of roughly 1000 travellers a week to around 2000 a week. Some of these will need assistance, although the overall number is not yet known. (Note, currently we do not have information on country of origin where that is not entered into MIAS, or on whether voucher holders are New Zealand citizens or not.)
21. At present, last-minute reallocation of MIQ bookings can only be carried out manually. We will need to bring in additional resources in the short to medium term to ensure sufficient capacity in the MIQ allocation team.
22. We are working with Immigration NZ's Immigration Border Officers (IBO) in relation to the support they currently provide for flight changes and the possibility of expanding support for travellers affected by the new requirements where possible. This could help relieve pressure on the MIQ allocation team.

Workstream 3: Hardship support for affected travellers

23. The implementation of pre-departure testing requirements can be expected to result in increased hardship for some New Zealanders overseas.
24. Possible scenarios which could lead to financial, physical or mental hardship include:
- a) they were unable to obtain the results of an approved test from an approved provider within 72 hours of departure (it may be unfeasible for New Zealanders to obtain an approved test in line with our requirements; strict lockdowns will complicate accessibility; as will Monday and Tuesday departures given limited availability of weekend testing in some jurisdictions); or
 - b) their test returned a positive result; and/or
 - c) the inability to travel as a result of pre-departure testing requirements has resulted in breaching visa conditions in the jurisdiction of departure or transit; and/or
 - d) they have surrendered their residence, are unable to pay for temporary accommodation, and no accommodation will accept positive/suspected COVID-19 cases.
25. It is not possible at this stage to assess the breadth or volume of hardship New Zealanders might face abroad as a result of pre-departure testing requirements. ^{s9(2)(h)}
26. For some, the impact could be considerable financial pressure – some citizens may face up to 10-12 weeks in hotel accommodation before they can show they are symptom free, rearrange travel and be reallocated a space in MIQ.
27. MFAT expects to receive a substantial increase in enquiries from New Zealanders overseas whose travel plans may be disrupted because of the new pre-departure testing requirements. As an indication, over the 2019/2020 financial year MFAT responded to over 70,000 COVID-19 related general inquiries and supported 248 families with consular loans totalling \$2.3 million (the majority of which to pay for government-authorized repatriation flights).
28. ^{s9(2)(h)}
- Within the existing scope of consular support, MFAT can support New Zealanders offshore regarding the pre-departure testing requirements by:
- (i) Directing them to the appropriate websites or lead agencies to clarify or answer questions about testing requirements and how to rebook flights and MIQ.
 - (ii) Providing information about local testing providers in some cases. MFAT is, however, unable to influence testing providers to prioritise New Zealanders in terms of access and timeliness for test results.

- (iii) In very rare cases, the current delegation for consular loans (which must be repaid in full, within 30 days) can be advanced to assist a New Zealander and/or a dependent of a New Zealander who is overseas and requires:
- a. resources to ensure their immediate safety and well-being; or
 - b. assistance to pay for a flight to New Zealand, or to pay the portion required by the Government for a government-arranged repatriation, where relevant criteria for government-assisted repatriation set by the Minister of Foreign Affairs are met.
29. As an additional mitigation measure, officials recommend at least five working days between the announcement of further pre-departure testing requirements and those requirements coming into effect, in order to minimise the risk of disruption to travellers with imminent departures who may otherwise not have time to obtain approved test results. In the absence of such gap, officials expect significant pressure on consular services from travellers who may, or do, face hardship as a result of pre-departure testing requirements.
30. Officials will monitor the implementation of pre-departure testing and in parallel undertake work to understand what the volume of need for financial support due to pre-departure testing might be. Officials will consider whether further support is required over the first weeks of the requirement's implementation, including any feedback from New Zealand's network of diplomatic posts, and will provide further advice as appropriate.
31. Any decision to expand the scope of financial support provided to New Zealanders who experience hardship abroad as a result of pre-departure test requirements will need further consideration by affected agencies (including MFAT, Crown Law, Ministry of Justice, Ministry of Social Development, and the Treasury). Should relevant Ministers require further advice to inform their decision making official can provide advice regarding the criteria for eligibility and an appropriate way to deliver that support.

Workstream 4: Airline engagement on pre-departure testing requirements

32. Officials representing the pre-departure testing workstreams are now meeting on a daily basis with Air NZ and the Board of Airline Representatives of New Zealand (BARNZ) in the lead up to the 'go live' date for travellers from the UK and the USA.
33. Draft guidance for airlines, reflecting the settings in the final Order, has been developed by workstream representatives and has now been shared with BARNZ (for promulgation to its members) and Air NZ. We expect to receive questions and requests for clarification from airlines on the guidance, and where necessary it will be updated and reissued as the new regime beds in.
34. Agencies and the sector recognise there will inevitably be challenges operationalising some of the requirements, and a pragmatic approach will need to be taken to work through these. The industry-government working group that is meeting daily will provide a good forum for any issues to be worked through.

Air New Zealand

35. Air NZ has provided further detail of how it intends to operationalise pre-departure testing for their services to New Zealand.

36. s9(2)(ba)(i)



37. Air NZ will also be considering if it will also require pre-departure testing of all its passengers, even if exempt from New Zealand's testing requirements, particularly passengers exempt because they are transiting New Zealand and will be staying airside (for example passengers travelling on to Australia). This may largely be a timing issue if, as expected, Australia introduces its own pre-departure testing requirements for arrivals this week.

38. There is a risk that Air NZ's approach could result in stranded passengers, and some confusion for travellers. Officials have informed Air NZ that it will need to be clear in its communications where a requirement is Air NZ's or another country's, as opposed to the New Zealand Government's.

Board of Airline Representatives of New Zealand

39. To date, BARNZ has not raised any significant issues with the signalled extension of the requirements to other regions and territories. Most of its members are already managing a range of pre-departure requirements for their services across a number of other jurisdictions they travel to.

40. However, BARNZ has raised significant concerns about the practicality of the testing requirements for aircrew. At least one of its members has said that the marginal economic value of the route would cause it to withdraw from the market without an exemption from the testing requirement. BARNZ also points out that aircrew are subject to regular testing requirements in their home and other jurisdictions. BARNZ is working with officials on alternative requirements for inclusion as conditions in an exemption to the Order.

41. In terms of the timing for extending the requirements to other countries, a reasonable lead-in time will be needed to ensure airlines understand and can operationalise the new requirements (including updating their systems), as well as making passengers aware (to the extent practicable) if the requirements apply to them, and then providing time for passengers to book and get a test (and the result).

Workstream 5: Compliance and enforcement

42. Customs will be able to check the arrival cards of all passengers and inspect the test certificate for countries subject to the Order from early next week. This approach would

be easier for Customs to administer than first establishing whether a passenger has departed or transited through a list of specified countries.

Resourcing and processing time implications

43. The first weeks of operation will reveal more about resourcing and processing times, but Customs estimates that checking all documents at the Customs/Immigration booth to add around 3-4 minutes to processing times per passenger. The better that airlines perform their task, noting the limitations that may apply in their ability to check documentation, then the easier it will be to check compliance at New Zealand's border. Nevertheless, Customs anticipates that there will be complications e.g., difficulties and costs of dealing with documents in foreign languages and names on test certificates not exactly matching those on passports.
44. In doubtful or complex cases, the passenger will be referred to Customs' secondary processing area for further interaction. Customs expects that this will be no more than 5% of passengers. In anticipation of the increased workload in the secondary processing area we plan to redeploy up to 20 Customs officers at Auckland International Airport (either part or full time – this will be assessed based on actual experience) that have previously been moved away from the airport to other work ⁽⁶⁾ [REDACTED] Low passenger volumes through Christchurch international airport mean that no additional resources are expected to be required there.

Financial implications

45. The operational impact at Auckland International Airport will have financial and other implications that Customs will report on through the Budget 2021 process. Customs is already required to report to Treasury and the Minister of Finance on the implications of the reduction in passenger numbers on Customs' funding position, and on the financial implications of sustaining Customs' responsibilities in enforcing the Maritime Border Order (some airport staff are currently redeployed to Maritime Border Order work).

Enforcement

46. Customs is considering how non-compliance detected at New Zealand's border should be approached, including the design and administration of an infringement regime and a supporting enforcement policy. Customs will advise Ministers as required.
47. Arriving in New Zealand without evidence of a negative approved test will be an infringement offence under the COVID-19 Public Health Response Act 2020 (the Act) unless a person is exempt from the requirement. A decision is required as to when infringement notices may be given to passengers departing from, or transiting, other countries following the extension of the pre-departure testing requirement.
48. Officials recommend the issuing of infringement notices commence after a two week period and on the same date for all passengers covered by pre-departure testing. For example, if pre-departure testing is extended to most countries from 22 January 2021 then the infringement regime would commence for all passengers from 5 February 2021 (including those departing or transiting the UK and US). This approach would be simpler to administer, enable the marginal and minor cases of non-compliance that will occur because the new regime is bedding in to be worked through the system, and enable officials to gain experience on the overall level of compliance. Warning notices will be

issued for minor infringements during this period, and consideration given to prosecuting major offending such as altering or forging test certificates.

49. Customs notes that, following implementation of pre-departure testing requirements from 15 January 2021, it will collect information from interactions with non-compliant passengers to inform analysis of the nature and level of non-compliance which can then inform how the range of education, compliance and enforcement processes should be adjusted to respond.

Crown Law Office advice on human rights implications

s9(2)(h)



s9(2)(h)



s9(2)(h)



Consultation

- 57. The content of this paper has been developed by the Ministry of Health, Ministry of Transport, MBIE MIQ, Ministry of Foreign Affairs and Trade and Customs New Zealand. The Crown Law Office has provided advice and the Ministry of Justice was consulted.

Communications

- 58. The interagency communications team will work with your office on aligning content and communication of decisions around pre-departure testing as they are confirmed.
- 59. In addition, as the new requirement is implemented, officials across agencies are working to collect data and share a range of information to track progress and highlight issues for Ministers. This could include, for example, number of arrivals not tested, number of lost or incomplete tests, number of requests for emergency consular loans, number of MIQ vouchers re-issued etc. We will provide you with more data and information in the coming weeks.
- 60. While policy decisions are necessarily and rapidly evolving, it is important to note that changing publicly available information – e.g. changing/taking down web content around requirements for testing types and transit requirements respectively, even when holding lines are used to manage the social media community – poses reputational and potential risk further down the track e.g. if travellers have taken screenshots of previously available information and use this to challenge the need to comply.

Attachments:	
Attachment A:	Exclusion Assessment

Attachment A: Exclusion Assessment

<u>Country/Territory</u>	<u>Community transmission?</u> Source: WHO	<u>Active cases</u> Source: WHO Western Pacific, MFAT Embassies/High Commissions, (other government sources linked)	<u>Border restrictions</u> Source: IATA, MFAT Embassies/High Commissions (see definition of terms in notes below)	<u>Feasibility of PDT</u> Source: MFAT Embassies/High Commissions	<u>Confidence in data</u> (Officials' assessment)	<u>Overall public health risk assessment</u> (exclude from /include in PDT requirements)	<u>Comment</u>
Antarctica						Exclude	Tightly controlled transportation from Antarctica to New Zealand with an established process in place with Canterbury DHB Medical Officer of Health making a public health assessment on a regular schedule (usually weekly). NB: As at 10 January 2021, there were 59 cases in the Chilean Antarctic base; those traveling to or from the that base do not transit in New Zealand.
Australia	Clusters of cases	296	Partially restricted	Y	High	Exclude	Regular sit reps from Australia confirm good cluster containment.
Cook Islands	No cases	0	Partially restricted	N	High	Exclude	
s6(a)							
Federated States of Micronesia	No cases	1 (MIQ)	Totally restricted	N	Med-high	Exclude	
Fiji	Sporadic cases	4 (MIQ)	Partially restricted	N	High	Exclude	
French Polynesia	Community transmission	12,437	Open	No data	Med-high	Include	Subject to PDT; note French Polynesia does not include Wallis and Futuna or New Caledonia

[IN-CONFIDENCE]

<u>Country/Territory</u>	<u>Community transmission?</u> Source: WHO	<u>Active cases</u> Source: WHO Western Pacific, MFAT Embassies/High Commissions, (other government sources linked)	<u>Border restrictions</u> Source: IATA, MFAT Embassies/High Commissions (see definition of terms in notes below)	<u>Feasibility of PDT</u> Source: MFAT Embassies/High Commissions	<u>Confidence in data</u> (Officials' assessment)	<u>Overall public health risk assessment</u> (exclude from /include in PDT requirements)	<u>Comment</u>
Kiribati	No cases	0	Totally restricted	Y	Med-high	Exclude	
Marshall Islands	No cases	0	Totally restricted	N	Med-high	Exclude	
Nauru	No cases	0	Partially restricted	No data	Med-high	Exclude	No data on feasibility of PDT
New Caledonia	Sporadic cases	0	Partially restricted	Y	Med-high	Exclude	
Niue	No cases	0	Totally restricted	N	High	Exclude	
Palau	No cases	0	Totally restricted	N	Med-high	Exclude	
s6(a)							
Samoa	No cases	0	Totally restricted	N	High	Exclude	
Solomon Islands	No cases	7 (MIQ)	Totally restricted	Y	Med-high	Exclude	
s6(a)							
Tokelau	No cases	0	Totally restricted	N	High	Exclude	
Tonga	No cases	0	Totally restricted	N	High	Exclude	
Tuvalu	No cases	0	Totally restricted	N	High	Exclude	
Vanuatu	No cases	0	Totally restricted	N	Med-high	Exclude	
s6(a)							
Wallis and Futuna	Sporadic cases	0	Partially restricted	N	Med-high	Exclude	

Table notes: Totally restricted means no entry except individually approved repatriation flights. Partially restricted means entry of nationals is permitted, and those with specific border exception approval. As mentioned below, all those permitted entry remain subject to mandatory MIQ.