

**WITT O'BRIEN'S**  
PART OF THE **SEACOR** FAMILY

WITH YOU WHEN IT COUNTS

# COVID-19: North American Update

COMPLIANCE & PREPAREDNESS | APRIL-MAY 2020

[wittobriens.com](http://wittobriens.com)



# PRESENTER SPOTLIGHT

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**SEAN ROCK**

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Sean has nearly 20 years of experience in the maritime industry. His public service began in the USCG where he sailed on a Polar Class Icebreaker, later becoming a Port State Control Officer and qualified as a Federal On-Scene Coordinator during his 8 year career in various locations including Seattle, Puerto Rico, Charleston, SC, and Chicago. He has an extensive background in regulatory compliance for various markets within the maritime industry in addition to containers, ports, and security.

Most recently, he has been with Witt O'Brien's for 12 years working in Vessel Services as a subject matter expert for the shipping industry. His education includes a BS Conservation Biology and MS Environmental Management.



# WITT O'BRIEN'S

## LEADER IN CRISIS & EMERGENCY MANAGEMENT

### ABOUT US

We specialize in crisis and emergency management. That's all we do—no distractions.

Our mission is to make your organization as resilient as possible in an unpredictable world. Everything we do, and all our operations, are designed with this goal in mind.

We're not desk-bound consultants. We deploy on short notice to help you overcome the most challenging events of your career.

We're the partner you want by your side in a crisis.

### WITH YOU WHEN IT COUNTS

### COMPREHENSIVE MARITIME SOLUTIONS



#### EMERGENCY MANAGEMENT

- 24/7/365 Incident Response
- Emergency Planning
- Training & Exercises



#### OPA-90 COMPLIANCE

- Qualified Individual (QI)
- Incident Management Team (IMT)
- Response Management & Exercises



#### REGULATORY COMPLIANCE

- Plans & Coverages
- Master's Guides
- Checklists & Circulars



#### VESSEL ATTENDANCE

- Audits
- Inspections
- Training



#### CRISIS COMMUNICATIONS

- Crisis Communications Response Planning
- Media Response Management
- Media Training & Exercises



#### CRISIS MANAGEMENT

- Crisis Response Planning
- Policy & Program Development
- Training & Exercises



#### BUSINESS CONTINUITY

- Risk Assessments & Planning
- Policy & Program Development
- Training & Exercises



#### REGULATORY SECURITY COMPLIANCE

- Planning, Assessments & Audits
- Policy & Program Development
- Training & Exercises


# CDC GUIDANCE

## BASIC GUIDANCE HAS BEEN MADE AVAILABLE TO ALL

Centers for Disease Control and Prevention (CDC) has issued and continues to update guidance regarding COVID-19.

- What you need to know
- Share the facts
- What to do if you are sick

Consistent with World Health Organization (WHO): [Operational considerations for managing COVID-19 cases and outbreaks on board vessels](#)



### What to do if you are sick with coronavirus disease 2019 (COVID-19)

**If you are sick with COVID-19 or suspect you are in the steps below to help prevent the disease from spreading.**

**Stay home except to get medical care**  
You should restrict activities outside your home, except for getting medical care. Do not go to work, school, or public areas. Avoid using public transportation, ride sharing, or taxis.

**Separate yourself from other people and animals in your home**  
**People:** As much as possible, you should stay in a specific room and away from other people in your home. Also, you should use a separate bathroom, if available.


**Animals:** Do not handle pets or other animals while sick. See [COVID-19 and Animals](#) for more information.


**Call ahead before visiting your doctor**  
If you have a medical appointment, call the healthcare provider and tell them that you have or may have COVID-19. This will help the healthcare provider's office take steps to keep other people from getting infected or exposed.

**Wear a facemask**  
You should wear a facemask when you are around other people (e.g., sharing a room or vehicle) or pets and before you enter a healthcare provider's office. If you are not able to wear a facemask (for example, because it causes trouble breathing), then people who live with you should not stay in the same room with you, or they should wear a facemask if they enter your room.

**Cover your coughs and sneezes**  
Cover your mouth and nose with a tissue when you cough or sneeze. Throw used tissue in a lined trash can. Immediately wash your hands with soap and water for at least 20 seconds or clean your hands with an alcohol-based hand sanitizer that contains at least 60% alcohol covering all surfaces of your hands and rubbing them together until they feel dry. Soap and water should be used preferentially if hands are visibly dirty.

**Avoid sharing personal household items**  
You should not share dishes, drinking glasses, cups, eating utensils, towels, or bedding with other people or pets in your home. After using these items, they should be washed thoroughly with soap and water.






### Share Facts About COVID-19


**Know the facts about coronavirus disease 2019 (COVID-19) and help stop the spread of rumors.**

**FACT 1** Diseases can make anyone sick regardless of their race or ethnicity.  
People of Asian descent, including Chinese Americans, are not more likely to get COVID-19 than any other American. Help stop fear by letting people know that being of Asian descent does not increase the chance of getting or spreading COVID-19.

**FACT 2** Some people are at increased risk of getting COVID-19.  
People who have been in close contact with a person known to have COVID-19 or people who live in or have recently been in an area with ongoing spread are at an increased risk of exposure.

**FACT 3** Someone who has completed quarantine or has been released from isolation does not pose a risk of infection to other people.  
For up-to-date information, visit CDC's coronavirus disease 2019 web page.





### What you need to know about coronavirus disease 2019 (COVID-19)

**How can I help protect myself?**  
People can help protect themselves from respiratory illness with everyday preventive actions.  
• Avoid close contact with people who are sick.  
• Avoid touching your eyes, nose, and mouth with unwashed hands.  
• Wash your hands often with soap and water for at least 20 seconds. Use an alcohol-based hand sanitizer that contains at least 60% alcohol if soap and water are not available.

**If you are sick, to keep from spreading respiratory illness to others, you should**  
• Stay home when you are sick.  
• Cover your cough or sneeze with a tissue, then throw the tissue in the trash.  
• Clean and disinfect frequently touched objects and surfaces.

**What should I do if I recently traveled from an area with ongoing spread of COVID-19?**  
If you have traveled from an affected area, there may be restrictions on your movements for up to 2 weeks. If you develop symptoms during that period (fever, cough, trouble breathing), seek medical advice. Call the office of your health care provider before you go, and tell them about your travel and your symptoms. They will give you instructions on how to get care without exposing other people to your illness. While sick, avoid contact with people, don't go out and delay any travel to reduce the possibility of spreading illness to others.

**Is there a vaccine?**  
There is currently no vaccine to protect against COVID-19. The best way to prevent infection is to take everyday preventive actions, like avoiding close contact with people who are sick and washing your hands often.

**Is there a treatment?**  
There is no specific antiviral treatment for COVID-19. People with COVID-19 can seek medical care to help relieve symptoms.

For more information: [www.cdc.gov/COVID19](https://www.cdc.gov/COVID19)



# CDC GUIDANCE

## INTERIM GUIDANCE FOR SHIPS ON MANAGING SUSPECTED COVID-19 CASES

### Priority on early detection, prevention, and control:

<https://www.cdc.gov/coronavirus/2019-ncov/index.html>

- Reducing the spread
- Clinical evaluation of suspect cases
- Managing sick crew or passengers when boarding and onboard
- Managing crew and passengers after exposure
- Preventing infection in crew members
- Personal protective equipment and instructions for crew members
- Reporting and Consultation
- Managing crew and passengers upon disembarkation
- Ship supplies
- Cleaning and Disinfection



# CDC ROLE IN THE CRUISE SHIP INDUSTRY

## NO SAIL ORDER FOR ALL CRUISE SHIPS



**CDC extended its No Sail Order, effective April 15, 2020, to continue to suspend all cruise ship operations in waters subject to US jurisdiction.**

- Among other things, cruise lines are required to develop comprehensive plans to prevent, detect, respond to, and contain COVID-19 on their cruise ships to protect the health and safety of both passengers and crew.
- **How long is the No Sail Order in effect?** Until one of the three following occurs...
  - The Secretary of Health and Human Services declares that COVID-19 no longer constitutes a public health emergency, or
  - The CDC Director rescinds or modifies the order based on specific public health or other considerations, or
  - 100 days have passed from April 15th, so July 24<sup>th</sup>.
- **Why did CDC extend the No Sail Order?**
  - Prevents further spread of COVID-19 into and within the United States
  - Preserves critical federal, state, and local resources that are needed to respond to COVID-19
  - Preserves critical healthcare, emergency, and port resources
- **What cruise ships does the No Sail Order cover?**
  - It applies to all cruise ships, which it defines as commercial passenger ships with the capacity to carry more than 250 people and where an overnight stay onboard by passengers or crew is anticipated. The Order applies to all cruise ships operating, or seeking to operate, in waters subject to US jurisdiction, including those that have previously voluntarily suspended operations. *It does not apply to cargo ships.*

# USCG GUIDANCE

## HOW THE USCG COMMUNICATES UPDATES



### Coast Guard Maritime Commons Blog:

<https://mariners.coastguard.blog/>

- Issuance of Marine Information Safety Bulletins (MSIB)
- Reiterate existing guidance or to provide additional guidance
- Where can these be found?
- Is the MSIB specific to a local port or the entire USCG area of operations?



### Coast Guard issued entry restrictions for the following countries:

Austria, Belgium, China, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Iran, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland, and the UK.

- Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within **the last 14 days**, with no sick crewmembers, will be **permitted** to enter the U.S. and conduct normal operations, provided that crewmembers remain aboard the vessel except to conduct specific activities directly related to vessel cargo or provisioning operations. U.S. citizens or any other persons listed in Section 2 of Presidential Proclamation "Suspension of Entry as Immigrants and Nonimmigrants of Certain Additional Persons Who Pose a Risk of Transmitting 2019 Novel Coronavirus", for example crewmembers with a transit and/or crewmember visa, may be permitted to disembark the vessel to conduct vessel operations pier side or for the immediate and continuous transit through the U.S. to another country. When entering the U.S. all persons must be cleared by Customs and Border Protection (CBP) and, if applicable, CDC. Crewmembers without the appropriate visas will generally be required to remain onboard unless otherwise cleared for entry by CBP and, if applicable, CDC.
- Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days and do have sick crewmembers should **expect delays** and need to work with local health and port officials prior to entry.
- All persons that have been in or through a country listed above may be subject to CDC screening prior to disembarkation.





### Coast Guard reminds Vessel Operators regarding reporting that ...

- The illness of persons on board a vessel must be reported to both the **Coast Guard** and the **Centers for Disease Control and Prevention (CDC)**. Vessels or masters that do not immediately report illness or death among passengers or crew may face delays and disruption to passenger and cargo operations including a requirement to return to the previous port after sailing. Additionally, vessels and masters are subject to Coast Guard enforcement action, which include civil penalties, vessel detentions, and criminal liability.
- Any illness of a person on board a vessel that may adversely affect the safety of a vessel or port facility is a hazardous condition per **33 CFR 160.216** and must be immediately reported to the **USCG Captain of the Port (COTP)** under **33 CFR 160.206**.
- Cases of persons who exhibit symptoms consistent with COVID-19 must be reported to the COTP. Such persons will be evaluated and treated on a case by case basis. **Per 42 CFR 71.21**, vessels destined for a U.S. port are required to report to the CDC any sick or deceased crew/passengers during the *15 days prior to arrival* at a U.S. port. The master of a ship destined for a U.S. port shall report immediately to the quarantine station at or nearest the port at which the ship will arrive, the occurrence, on board, of any death or any ill person among passengers or crew (including those who have disembarked or have been removed) *during the 15-day period preceding the date of expected arrival or during the period since departure from a U.S. port* (whichever period of time is shorter).

*Additional guidance is beginning to be issued from the USCG as the District level (District 7) as well as some Captains of the Port (COTPs) such as USCG Sector-Houston Galveston regarding additional screening and reporting procedures.*

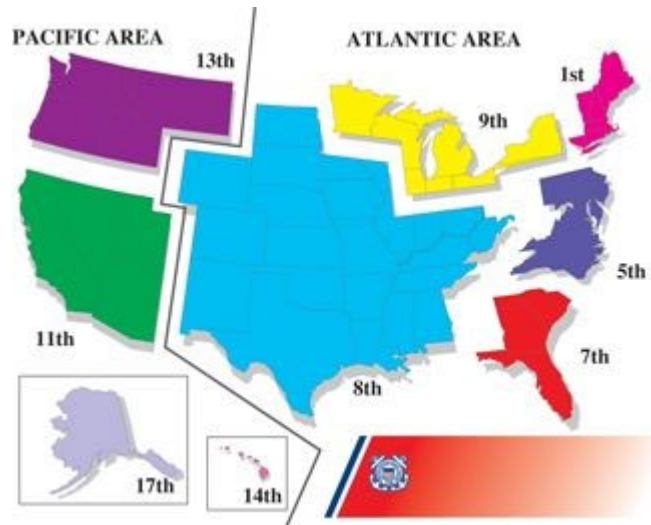
# USCG FIFTH DISTRICT

## REGIONAL GUIDANCE FROM THE DISTRICT LEVEL...



### MSIB 01-20: Marine Transportation System COVID-19 Precautions

- Vessel owners, operators, and masters should implement procedures to help ensure the safety and security of their vessel crews, reducing impacts to vessel and port operations.
- Facility owners and operators should implement procedures to help ensure the safety and security of their personnel, reducing impacts to port operations..
- Reiteration of existing CDC guidance, nothing additional or new.



# USCG SEVENTH DISTRICT

## REGIONAL GUIDANCE FROM THE DISTRICT LEVEL...



### MSIB 01-20: Medical Capability Requirements for Foreign Passenger Vessels Impacted by the COVID-19

- Increasing strain on local medical resources throughout the Seventh District Area of Responsibility (AOR) is leading to the establishment of improvised field hospitals.
- It must be considered that a potential evacuee has better access to comfortable surroundings and medical staff on board where care is already provided.
- Medical evacuation (MEDEVAC) requests from foreign passenger vessels must be communicated to the Joint Rescue Coordination Center (JRCC) for consultation with a Coast Guard Flight surgeon to determine the needs for each crew member or passenger.
- Only after consultation and upon concurrence from the Coast Guard Search and Rescue Mission Coordinator (CG SMC) as well as confirmed availability of a hospital facility will a MEDEVAC be considered.
- Vessels beyond U.S. territorial seas requiring MEDEVAC to a shoreside facility should seek flag state support prior to seeking support from the limited facilities in the U.S.



# USCG SECTOR HOUSTON-GALVESTON

## LOCAL GUIDANCE AT THE COTP LEVEL...



### MSIB 10-20: Additional Screening Measures

- Reiteration of symptoms of COVID-19 to be aware of
- Report of persons on board that has traveled to an area where a travel advisory or restriction has been issued within the past 14 days.
- Report any person exhibiting any reportable illness including symptoms for COVID-19 prior to arrival and for the duration of the port stay

### MSIB 15-20: Hazardous Condition Attestation

- Mandates Master of each vessel complete and submit a COVID-19 related Hazardous Screening Attestation Letter

Likely to see similar guidance continue to proliferate from individual COTPs among many of the 42 USCG Sectors, especially the high volume ports areas and those where there is a significant increase in confirmed COVID-19 cases.

*Locally issued MSIBs can be found in the Port Directory on the USCG Homeport website*

U.S. Department of  
Homeland Security  
United States  
Coast Guard



Commander  
United States Coast Guard  
Sector Houston-Galveston

13411 Hillard Street  
Houston, TX 77034  
Phone: (281) 494-4855  
Email: [HoustonSCC@uscg.mil](mailto:HoustonSCC@uscg.mil)

16600  
March 31, 2020

Subj: ATTESTATION OF HAZARDOUS CONDITION FOR M/V [REDACTED]

An outbreak of respiratory illness caused by novel coronavirus (COVID-19) is affecting mariners and maritime commerce. The U.S. Coast Guard has determined that the potential spread of COVID-19 from infected crew and passenger presents a hazardous condition which may affect the safety of the vessel, other vessels in the port and the port itself. Failure to immediately report hazardous conditions to the COTP is a violation of federal regulation (33 C.F.R. § 160.216) and may result in civil penalties, vessel detention, or criminal prosecution.

Prior to clearance for entry into a U.S. port, contact the nearest Coast Guard Sector Command Center and the Vessel Masters must confirm that no COVID-19 related hazardous conditions are present on the vessel by truthfully attesting to the below statements. If any of the below conditions are present aboard the vessel the Master must immediately report them to the nearest COTP. Please immediately remit this attestation to the COTP in the zone from which you received it. When arriving to the Sector Houston-Galveston COTP zone, this attestation must go to all of the following email addresses: [HoustonSCC@uscg.mil](mailto:HoustonSCC@uscg.mil), [HoustonTargeting@uscg.mil](mailto:HoustonTargeting@uscg.mil) and [inspectionsmsutexasctv@uscg.mil](mailto:inspectionsmsutexasctv@uscg.mil).

- 1) I, [REDACTED], Master of the vessel [REDACTED], hereby attest that there are NO passengers or crew aboard this vessel that are or have exhibited one or more COVID-19 or other flu-like symptoms in the past 14 days. A list of symptoms can be found in Maritime Safety Information Broadcast 06-20.

Initial and Date here only if this statement is true

[REDACTED]

- 2) I, [REDACTED], Master of the vessel [REDACTED], hereby attest that there are NO passengers or crew aboard this vessel that have been to China (excluding Hong Kong, and Macau), Iran, the Schengen area, the United Kingdom, or the Republic of Ireland in the past 14 days.

Initial and Date here only if this statement is true

[REDACTED]

Persons are not required to respond to the collection of information unless it displays a currently valid OMB control number. The requirement to immediately report hazardous conditions is an OMB approved collection assigned number 1625-0100. This attestation is not "information" as that term is defined in 5 CFR 1320.3(h).



### Coast Guard posture regarding compliance verification...

- The Coast Guard will continue to use a risk based program to determine which vessels will be required to undergo a Port State Control Exam.
- To facilitate the safe flow of commerce, the Coast Guard will liberally use remote inspection techniques to verify vessel compliance and, if needed, defer inspections.
- The Coast Guard will not issue deficiencies or detain vessels for expired certificates, documents or mariner credentials until October 1, 2020.
- Certain Certificate of Compliance (COC) exams are a statutory and regulatory requirement. Based on the evaluation of the history of the vessel, the Officer In Charge of Marine Inspections (OCMI) may:
  - Require attendance onboard the vessel to conduct a full or abbreviated exam;
  - Accept objective evidence such as vessel status within Qualship 21, previous port state or flag state exams, recent classification surveys, pictures, video, vessel logs, machinery alarm reports, etc. in lieu of attendance onboard the vessel to credit a required inspection or exam; or
  - Defer a required inspection or exam for up to 90 days
- Prior to boarding a vessel USCG will verify no ill persons on board and will practice the appropriate protective measures outlined by the CDC.
- Email: [outbreakquestions@uscg.mil](mailto:outbreakquestions@uscg.mil)
- MSU Texas City: Not allowing visitors on board the vessel during port state control activities. Confirmed this has **not** been adopted by entire Sector Houston-Galveston. *How long until others USCG units adopt a similar approach?*



### Coast Guard issued clarification on who and how this designation should apply...

- Further defines the list of personnel considered essential for sustaining the continuous flow of maritime commerce:

Merchant mariners; • Federal and state pilots; • Stevedores, longshoremen, and line handlers; • Representatives of seafarers' welfare and labor organizations; • **Marine consultants**, naval architects, marine exchanges, **surveyors** and shipyard workers; • **Classification Society and Recognized Organization surveyors and auditors**; • **Vessel owners, operators, shipping agents** and marine dispatchers; • **Technical representatives and contractors**; • Bridge operators and bridge repair personnel; • Lock and Dam operators and workers; • Lighthouse servicing and repair personnel; • Commercial barge fleet facility personnel; • Equipment, cargo, crane and dredging operators; • Truck drivers, launch/tug/towing operators and other intermodal transportation workers; • **Vendors and ship chandlers providing ship services, husbandry and provisions**; • Federal & State Agency personnel (e.g., Coast Guard, Customs and Border Protection, Centers for Disease Control and Prevention, Army Corps of Engineers, local health & safety organizations)

- Many Marine Transportation System (MTS) workers will have a federal Transportation Worker Identification Card (TWIC) that may be used to confirm their MTS nexus. However, many others in the support framework will not have specific maritime identification or may be in the process of applying for a TWIC. In any cases where there is a question, state officials are highly encouraged to engage directly with their local Coast Guard Captain of the Port to confirm whether the worker is essential to MTS operations.

*Companies that conduct these essential services have been encouraged to issue a letter on company letterhead and have each employee engaged in essential operations carry a hard copy in the event that they are questioned or stopped when in transit.*



# USCG GUIDANCE

## MSIB 12-20: VESSEL RESPONSE PLANS



### Reminder: Maintaining Response Capabilities Amidst COVID-19

- Plan holders must ensure that the availability of their contracted response resources remain within stipulated response times in accordance with 33 CFR 155.
- All Oil Spill Removal Organizations (OSROs) and Salvage and Marine Firefighting (SMFF) providers must notify their clients if they are unable to meet their contractual agreements.

### Coast Guard Administrative Responsiveness...

- As of March 30, 2020, the US Government is open but allowing for maximum telework flexibility for their employees. We have been in close communication with USCG Headquarters (HQ) regarding their status and have been told to expect normal operations at this time.
- We have had similar experiences with other USCG HQ units that are involved in program administration. By in large they have been more responsive to email and phone requests for follow-ups on administrative matters that are compliance related.
- That being said, it should be expected that there *may* be some operational delays both at HQ and in the Sector offices, especially as current conditions continue to persist.
- As a result, we highly recommend providing any amendments or vessel additions to response plans as soon as possible, as it is likely that the USCG will take the full 30 or 60 days to complete review and issue plan approvals.



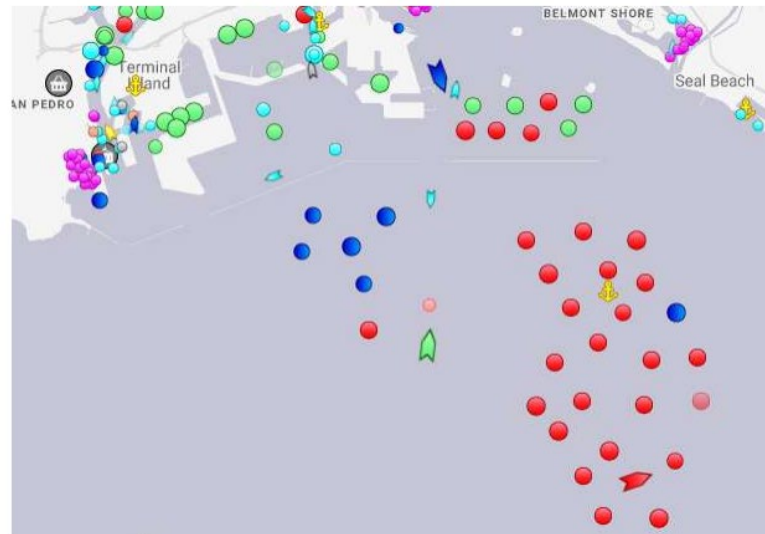
### Addressing Challenges to Completion of BWTS Installations

- USCG will extend all ballast water compliance dates up to 12 months upon request. There is no need to provide any supporting documentation, however vessel owner or operator will need to identify the vessels in the request.
- For instances where an extension of more than 12 months is needed, certain additional documentation will be required:
  - Installation arrangement correspondence including contractual and purchasing documentation.
  - Third-party documentation (drydock facility or BWTS manufacturer) that system could not be installed due to COVID-19 related restrictions.
  - Updated plan for installation, list of previously performed and scheduled work, estimate of when and how commissioning will be completed.
- If granted, extension longer than 12 months will not be longer than the minimum time needed to comply.
- Email all extension requests to the USCG at: [Environmental\\_Standards@uscg.mil](mailto:Environmental_Standards@uscg.mil).

**Air Quality Management District (AQMD)** is actively enforcing Rule 1142 that prohibits any liquid or gaseous leaks from “...all hatches, pressure relief valves, connections, gauging ports and vents and other equipment associated with a loading, lightering, ballasting, or housekeeping event” from tank vessels while in California Regulated Waters.

- Gaseous leaks which violate Rule 1142 tend to occur on tankers which are at anchor off the Ports of Los Angeles and Long Beach for extended periods of time during the times of year when ambient air and water temperatures are warm. As the weather in Southern California is expected to get much warmer, the likelihood of a pressure release being necessary for safety purposes increases and may result in a violation.

- If possible, vessels should wait for berthing outside of California state waters.
- Employ saltwater cooling to decks as necessary.
- Voluntarily self-report if a P/V valve or mast riser releases gas as it is considered when determining whether to issue violation notices and fines.





# TRANSPORT CANADA GUIDANCE

## SPECIFICALLY ADDRESSED TO THE MARINE SECTOR AND INDUSTRY

### TRANSPORT CANADA

(TC) has issued and continues to update guidance.






- **Marine Sector Health and COVID-19**




### KEEPING YOU SAFE AT WORK: MARINE SECTOR HEALTH AND COVID-19

Canada's ports play a key role in the economy and international trade. The marine transportation sectors on the Pacific, Atlantic and Arctic coasts are prepared for the heightened risk posed by COVID-19.

Here's how the marine community keeps you safe at work, while moving goods safely and efficiently through our ports:

 SHIPPING LINES:	 TRANSPORT CANADA:	 MASTERS AND CREW:	 PUBLIC HEALTH AGENCY OF CANADA:	 PORT AUTHORITIES AND TERMINAL OPERATORS:
Even before entering Canadian waters, companies are taking precautions to keep crews and port workers safe. For example, crews are being screened prior to boarding, crew changes may no longer be occurring in high risk countries, and crews are doing extra onboard cleaning according to health guidelines from the International Marine Organization and the World Health Organization.	All ships from foreign countries must report to Transport Canada 96-hours before entering Canadian waters. Once Transport Canada receives the report, they confirm the health status of the crew with the master. Reports are shared with the Public Health Agency of Canada for immediate action.  If needed, directions are given to the ship and to stakeholders like port operators and pilots. Transport Canada is also working with other government partners like the Canada Border Services Agency, the Canadian Coast Guard, and the Canadian Food Inspection Agency.	Any time after the 96 hour pre-arrival information report, the ship must immediately report any changes to Transport Canada.	If symptoms are reported, a Public Health Agency of Canada Quarantine Officer will speak to the master and crew, to assess symptoms and may require public health measures. For example, the crew may be asked to isolate themselves, wear a mask, or seek medical care.  The Public Health Agency of Canada will report back to Transport Canada.	Operators and front line workers are equipped and trained in occupational health and safety procedures and follow guidelines from their workplace health and safety experts.

**REMEMBER - Wash your hands. Avoid touching your face. Stay informed and confirm facts before sharing with others.**  
[www.canada.ca/coronavirus](http://www.canada.ca/coronavirus)



Canada

# TRANSPORT CANADA GUIDANCE

## SPECIFICALLY ADDRESSED TO THE MARINE SECTOR AND INDUSTRY

- **TRANSPORT CANADA** has issued and continues to update guidance regarding COVID-19 at: [https://www.tc.gc.ca/en/initiatives/covid-19-measures-updates-guidance-tc.html#toc\\_2](https://www.tc.gc.ca/en/initiatives/covid-19-measures-updates-guidance-tc.html#toc_2).
- Canada's Ports are open to international trade
- The necessity to ensure the unrestricted movement of seafarers and other essential marine workers
- Marine crew deemed essential
- Deferral of Canadian Cruise Ship Season
- Updates on shore leave access for seafarers in Canada
- TC will grant a general exception for certain marine personnel certificates due to expire prior to September 1, 2020, to extend validity for an additional 6 months from date of expiry automatically.



### KEEPING YOU SAFE AT WORK: CANADA'S PORTS ARE OPEN TO INTERNATIONAL TRADE

The risk of the spread of COVID-19 is low in Canada, but Canada's ports are ready. The Government of Canada, port authorities, marine pilots, terminal operators and labour unions are working together to prevent the spread of the virus.

COVID-19 is usually spread through personal contact with droplets from sneezing and coughing. The risk of coronavirus infection from handling goods is very small. Visit [canada.ca/coronavirus](https://canada.ca/coronavirus) for more information.

Here's how Canadian marine workers are keeping you safe:



### What happens if a Canadian marine worker is sick?

Canada has one of the best health care systems in the world and is prioritizing COVID-19 testing and containment. Most port workers in Canada have sick leave benefits so they can stay home if they are sick. If a worker tests positive for COVID-19, anyone who they came in contact with will be notified as part of government requirements and encouraged to self-isolate for 14 days.

### What happens if a crew member becomes sick while the ship is docked?

If a crew member becomes sick while the ship is docked, they should contact the local health authority by dialing \_\_\_\_\_, and notify your ship's agent. In the case of an emergency, call 911.

### Everyone can help reduce the spread of COVID-19:

The Public Health Agency of Canada reminds everyone to wash their hands for at least 20 seconds, avoid close contact with people who are sick, and cough into your sleeve and not on your hands.

# PANAMA CANAL AUTHORITY GUIDANCE

SPECIFICALLY ADDRESSED TO THE MARITIME INDUSTRY

The Panama Canal Authority (ACP) has issued and continues to provide guidance through **Press Releases** and **Advisories to Shipping**.

- Adopts Measures to Guarantee Sustained Operations Amid COVID-19
- Transit of Vessel with Positive or Suspected Cases of COVID-19
- COVID-19 Vessel Precautions

The screenshot displays the Panama Canal Authority (ACP) website. At the top, the ACP logo is visible on the left, and navigation links (Welcome, Home, Search, Español) are on the right. Below the header is a green navigation bar with tabs for Maritime Services, News, Financial Information, Green Connection, Expanded Canal, Multimedia, Panama, and About ACP. The main content area is titled 'Press Releases' and includes an 'Archive' section with links for each year from 2000 to 2020. Under 'March 2020', three press releases are listed: 'Panama Canal Facilitates Transit of Holland America's Zaandam and Rotterdam for Humanitarian Reasons', 'Panama Canal Backs Efforts to Expedite Return Home of the Passengers and Crew on Holland America's Zaandam', and 'Panama Canal Adopts Measures to Guarantee Sustained Operations Amid COVID-19'. Below this is the 'Advisories to Shipping' section, which includes an 'Update: 17-Apr-2020 2:20 PM' and a year selector (2020, 2019, 2018, 2017, 2016, 2015, 2014, 2013, 2012, 2011, 2010, 2009, 2008, 2007, 2006, 2005, 2004, 2003, 2002). The 2020 tab is selected, showing a list of advisories from A-16-2020 to A-01-2020, each with a title and a link to the full advisory.

**Advisories to Shipping**  
Update: 17-Apr-2020 2:20 PM

2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002
A-16-2020																		
A-15-2020																		
A-14-2020																		
A-13-2020																		
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# INDUSTRY & STAKEHOLDER INITIATIVES

## TO THE BENEFIT OF THE MARITIME INDUSTRY

- Many companies that service the maritime industry qualify as **Essential Maritime Critical Infrastructure Workers** and likely care a designation letter with them as appropriate.
- Similarly, many have and will continue to issue **Operational Readiness Letters** for the duration of the COVID-19 Pandemic.

### WITT O'BRIEN'S

March 24, 2020

To our valued Clients:

Given the current environment due to the spread of the novel coronavirus (COVID-19), Witt O'Brien's is taking every necessary measure to protect our employees and their families. As a response organization, we are doing so while also ensuring our continuity of operations, response readiness and capability to support our clients.

To this end, Witt O'Brien's has instituted a number of steps to maintain our ability to respond.

- Our 24/7 Command Center remains staffed with our Watch Standers taking calls on behalf of our clients.
- The Duty IC's continue to perform their role but physically removed from the Watch Station.
- Our Command Center call answering capability is tested regularly as a remote function using our Watch Stander go-kits.
- All non-essential personnel are advised to work from home
- Non-essential travel is currently restricted.
- Witt O'Brien's leadership is communicating with our employees on a regular basis with appropriate and updated information.
- Witt O'Brien's leadership is meeting virtually every day with Operations and Response to maintain constant response readiness.
- As Essential Critical Infrastructure Personnel under DHS, our responders are prepared to deploy to a client incident location as necessary.

Be advised, as more information is learned and the situation regarding the COVID-19 develops, Witt O'Brien's will continue to evolve and adapt so that we can remain operationally flexible and responsive to the needs of our employees, their families, and our valued clients.

Thank you,

GREG FENTON  
COO

WITT O'BRIEN'S  
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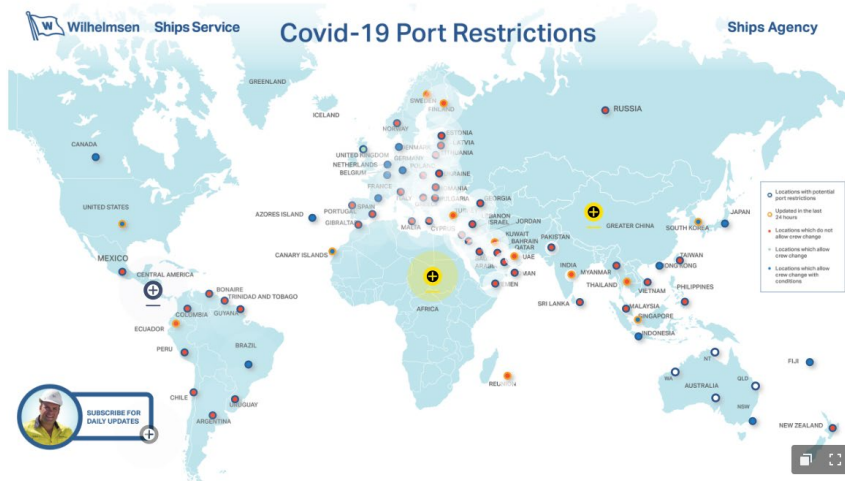
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# INDUSTRY & STAKEHOLDER INITIATIVES

## TO THE BENEFIT OF THE MARITIME INDUSTRY

- Others are sharing their best management practices, efforts, and ingenuity to the benefit of others
  - Vessel Attendance Safety Assessments
  - Wilhelmsen's Port Restrictions Map: <https://www.wilhelmsen.com/ships-agency/campaigns/coronavirus/coronavirus-map/>



### WITT O'BRIEN'S

Completed on: \_\_\_\_\_ by \_\_\_\_\_

Subject: COVID-19 Safety Assessment for Vessel Attendance on \_\_\_\_\_  
enter company and vessel name

tentatively scheduled for \_\_\_\_\_ at: \_\_\_\_\_  
enter date/time enter location

Upon receiving customer requests for attendance activities onboard vessels calling US ports, the following protocols have been implemented to ensure any activities engaged in by employees including associate consultants are done in a safe manner and do not further contribute to the spread of COVID-19. All critical attendance requests will be screened and coordinated by management on a case by case basis using the following criteria:

1. Is the attendance request considered critical and/or essential for the customer? Yes ☐ No ☐ If Yes, please explain why.  
\_\_\_\_\_
2. Travel minimized by utilizing local and/or regional qualified representatives where possible. ☐
  - The nominated representative will also be directed to use any available materials to sanitize their staterooms, hotel rooms, luggage, and professional materials as they need in order to "keep their workspace" clean.
  - They have also been encouraged to self-isolate and minimize movement in their destination vessel or room except to carry out the duties assigned.
  - They will use private transportation in as much as possible between home or airport and the destination vessel and/or hotel room should they be required to await the vessel's arrival.
  - They are encouraged to eat in their rooms via room service or food delivery service.
3. A qualified representative will only be considered for nomination by management if well. ☐
  - If a qualified representative or anyone in their household or whom they have had contact with in the past 14 days is symptomatic, they will be asked to self-quarantine and seek medical attention as needed.
  - Qualified personnel are directed to communicate with appropriate medical professionals (and provide that contact info) if they have any concerns or experience any issues such as fever.
  - Qualified nominated personnel are asked to self-monitor for signs of fever and report to Witt O'Brien's and medical professionals, if they feel ill.
4. The program coordinator will communicate directly with the Master of the vessel in advance either orally via phone or via email to complete the following pre-screening questions to their satisfaction:
  - a. Have any of the current crew or crew that have departed within the last 30 days shown symptoms of any of the following: cough, fever, sore throat? Yes ☐ No ☐ If Yes, please explain.  
\_\_\_\_\_
  - b. What health and safety measures have the crew implemented onboard with respect to COVID-19?  
\_\_\_\_\_
  - c. How are these measures applied to visitors seeking access to the vessel?  
\_\_\_\_\_
5. In consultation with management, the nominated representative will decide based on the responses to the above questions from the vessel Master on how to proceed, noting that ultimately the nominated representative retains right of refusal regarding any attendance activity. ☐
6. The nominated representative will adhere to all additional health and safety measures implemented onboard vessels. ☐

# A LOOK AHEAD

## WHAT IS THE OUTLOOK REGARDING NEW REGULATIONS RESULTING FROM COVID-19

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All of the updated guidelines that have been implemented and will continue to evolve over the next several weeks and months are likely to eventually be adopted and codified in one way or another for the future.

- When: It is too early to tell
- Not likely to happen until Governments can catch their breathe and deconstruct what is working well and what is not
- Current disposition has been primarily reactionary
- This may prove difficult at first for various reasons
- Will provide long-term benefits for all that hopefully will outweigh the costs





WITH YOU WHEN IT COUNTS

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