



April 4, 2020

CSI Client Advisory 05-2020

SUBJECT: COVID-19 Update

At the time of the release of our first COVID-19 Client Advisory (03-2020), there were 6,000 reported cases in the United States. Now, just two and a half weeks later, that number has exponentially increased to almost 300,000, with close to 8,000 related deaths. Keep in mind, due to limitations in testing, it is expected that this number is much larger than what is being reported.

Based on the intensity of this pandemic, there has been quite a bit of information passed that impacts your operations in the United States. In an effort to keep you continually updated on the most recent developments and information, CSI will continue to closely monitor the advisories and message traffic in order to provide you timely updates.

In the event of an emergency, our Spill Management / Incident Management Team (SMT/IMT) capabilities remain intact. As always, CSI is available on our 24-Hour Telephone at +1-912-233-8181 to provide any assistance as needed. While our daily office operations are not interrupted, our vessel attendance for inspections and audits have been adversely impacted by the intense travel restrictions, associated mandatory post-travel quarantining, various Federal/State/Local and terminal shelter-in-place orders, and State by State roadblocks/checkpoints. It has all but made air travel only possible for the worst-case incident emergencies. We are currently driving to ports within a couple hour range radius near pre-positioned personnel for the terminals that will allow us to attend. Our objective is to protect our employees and their families and not put your crews and their families at unnecessary risk.

There are cities in the United States that have been heavily impacted by the virus, and more cities will likely be added. In the event of an emergency, we will work closely with the U.S. Coast Guard, State Agencies, and your contracted response providers to ensure we have an SMT/IMT respond as needed.

We have consolidated pertinent information relating to COVID-19, which is relevant to your business and the maritime industry. Should you come across any relevant articles that you would like to share, please email them to us at csi@compliancesystemsinc.com.

Advisories:

- [US Coast Guard MSIB COVID-19 \(Change 3\): This is the most updated version of the Coast Guard's COVID-19 updates.](#)



COLONIAL COMPLIANCE SYSTEMS, INC.
MARITIME REGULATORY CONSULTANTS

- [US Coast Guard MSIB 06-20: Vessel Reporting Illness or death \(must be immediately reported to the nearest Coast Guard Captain of the Port and the US Centers for Disease Control and Prevention \(CDC\)\).](#)
- [US Coast Guard MSIB 09-20: Vessel inspections and exams. Provides general information on Port State Control and what to expect. \(summarized in CSI Client Advisory 03-2020\).](#)
- [US Coast Guard MSIB 12-20: Vessel Response Plans: Vessel owner/operators are reminded to keep in continual contact with their ORSO/SMFF to ensure there are no limitations to response resources.](#)
- [Seventh Coast Guard District MSIB 01-20: Increased medivacs have placed a strain on CG resources. Specific instructions for making Medivac calls.](#)
- [Sector Houston-Galveston MSIB 15-20: COVID-19 Screening Measures. Mandatory 'Attestation of Hazardous Condition' must be completed and sent to the distribution list.](#)
- [US Centers for Disease Control and Prevention \(CDC\) updates :](#) Latest information provided on a regular basis including recommendations by the CDC.
- [National Response Corporation Client Advisory 02-2020:](#) NRC's response to Coast Guard MSIB 12-2020 call to vessel owners and operators to ensure OSROs have capabilities at hand.

For your convenience, we have attached the advisories to this document. The blue-shaded documents above have hyperlinks directly to the sites. The Coast Guard MSIBs can also be retrieved from: <https://www.dco.uscg.mil/Featured-Content/Mariners/Marine-Safety-Information-Bulletins-MSIB/>

This Client Advisory, along with previously issued CSI Advisories, can be retrieved from our website, www.compliancesystemsinc.com. Should you have any questions regarding this advisory, please do not hesitate to contact our office at csi@compliancesystemsinc.com or +1-912-233-8181.



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 02-20 (Change 3)
Date: March 16, 2020

E-Mail: OutbreakQuestions@uscg.mil

Novel Coronavirus – Update (Change 3)

An outbreak of respiratory illness caused by a novel coronavirus (COVID-19) may affect mariners and maritime commerce. The Centers for Disease Control and Prevention (CDC) has updated their Interim Guidance for Ships on Managing Suspected Coronavirus Disease 2019 (see <https://go.usa.gov/xdfyG>) and Cruise Ship Travel (see <https://go.usa.gov/xdfVP>).

Illness of a person onboard any 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 reported **immediately** to the U.S. Coast Guard Captain of the Port (COTP). Cases of persons who exhibit symptoms consistent with COVID-19 must be reported to the COTP.

The Coast Guard considers it a hazardous condition under 33 CFR 160.216 if anyone, regardless of where they have been or who they have interacted with, shows symptoms of COVID-19 or other flu like illness. This requires immediate notification to the nearest Coast Guard COTP.

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 15 days prior to arrival at the U.S. port. Guidance to vessels to report deaths and illnesses to the CDC can be found at: <https://go.usa.gov/xdjmj>. U.S. flagged commercial vessels are also advised to report ill crewmembers in accordance with the requirements of each foreign port called upon.

Presidential Proclamations have placed entry restrictions from persons arriving from or through the following countries: Iran, China (excluding Hong Kong and Macau), the European states within the Schengen Area (Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, and Switzerland), and beginning at 11:59 p.m. eastern standard daylight savings time on March 16, 2020, United Kingdom and Republic of Ireland.

Vessel owners/operators and local stakeholders should be aware of the following:

1. On March 13, 2020, Cruise Lines International Association (CLIA) announced that member companies were voluntarily suspending cruise ship operations from U.S. ports of call for 30 days. The CDC issued a [No Sail Order](#) on March 14, 2020 to all cruise ships that had not voluntarily suspended operations. The Coast Guard will closely coordinate with CDC to facilitate a safe and expeditious return of passengers onboard cruise ships that are underway and bound for U.S. ports.
2. Maritime commerce is vital to the U.S. economy and the Coast Guard has the responsibility to safely enable the uninterrupted flow of maritime cargo.
 - o 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.
3. All persons that have been in or through a country listed above may be subject to CDC screening prior to disembarkation.

Vessel owners and operators should be aware of the following:

- The Coast Guard will continue to review all “Notice of Arrivals” in accordance with current policies and will communicate any concerns stemming from sick or deceased crew or passengers to their Coast Guard chain of command and the cognizant CDC quarantine station, who will coordinate with local health authorities.
- All commercial vessel operators and mariners are encouraged to exercise due diligence during daily operations and highly encouraged to follow the CDC [Interim Guidance for Ships on Managing Suspected Coronavirus Diseases 2019](#).
- Vessel masters shall inform Coast Guard boarding teams of any ill crewmembers on their vessel prior to embarking the team.
- Local industry stakeholders, in partnership with their Coast Guard COTP, should review and be familiar with section 5310 Procedures for Vessel Quarantine and Isolation, and Section 5320 - Procedures for Security Segregation of Vessels in their Area Maritime Security Plan.
- Local industry stakeholders, in partnership with their Coast Guard COTP, should review and be familiar with their Marine Transportation System Recovery Plan.
- **Maritime facility operators are reminded that they are not permitted to impede the embarkation/ disembarkation of crew members as permitted under Seafarer's access regulations.** This authority resides with CBP, Coast Guard, or the CDC for medical matters. Facility operators should contact their local CBP, Coast Guard, or CDC/health department offices if they have a specific request to restrict a crew member’s access.
- The Coast Guard recommends that people review the CDC travel guidance (see <https://www.cdc.gov/coronavirus/2019-ncov/travelers/index.html>) and the U.S. Department of State (DoS) Travel Advisories related to COVID-19 at <https://travel.state.gov/content/travel/en/traveladvisories/traveladvisories.html/> .

Richard Timme, RDML, U. S. Coast Guard, Assistant Commandant for Prevention Policy sends



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 06-20
Date: March 13, 2020

E-Mail: OutbreakQuestions@uscg.mil

Vessel Reporting Requirements for Illness or Death

An outbreak of respiratory illness caused by novel coronavirus (COVID-19) is affecting mariners and maritime commerce. This MSIB serves as a reminder 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). Reporting delays create significant challenges to protect persons on board vessels and, more broadly, maintain an effective Marine Transportation System. 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.

Illness of a person onboard a vessel that may adversely affect the safety of a vessel or port is a hazardous condition per 33 CFR 160.216 and the owner, agent, master, operator, or person in charge **must immediately** notify the nearest Coast Guard Captain of the Port (COTP). It is critical to report persons who exhibit symptoms consistent with COVID-19 or other illness to the COTP.

42 CFR 71.1 defines an ill person onboard a vessels as one that has:

(A) **Fever (has a measured temperature of 100.4 °F [38 °C] or greater; or feels warm to the touch; or gives a history of feeling feverish) accompanied by one or more of the following:**

- skin rash,
- **difficulty breathing** or suspected or confirmed pneumonia,
- **persistent cough** or cough with bloody sputum,
- decreased consciousness or confusion of recent onset,
- new unexplained bruising or bleeding (without previous injury),
- persistent vomiting (other than sea sickness)
- headache with stiff neck;

(B) **Fever that has persisted for more than 48 hours;**

(C) Acute gastroenteritis, which means either:

- diarrhea, defined as three or more episodes of loose stools in a 24-hour period or what is above normal for the individual, or
- vomiting accompanied by one or more of the following: one or more episodes of loose stools in a 24-hour period, abdominal cramps, headache, muscle aches, or fever (temperature of 100.4 °F [38 °C] or greater);

Additionally, as required by [42 CFR 71.21](#), 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). Guidance and forms to report deaths and illnesses to the CDC can be found at: <https://go.usa.gov/xdjmi>.

Richard Timme, RDML, U.S. Coast Guard, Assistant Commandant for Prevention Policy sends.



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 09-20
Date: March 26, 2020

E-Mail: OutbreakQuestions@uscg.mil

Vessel Inspections, Exams, and Documentation

The uninterrupted flow of commerce on our Marine Transportation System (MTS) is critical to both National Security and National economic well-being. During this National emergency for COVID-19 it is paramount that the Coast Guard safeguards the continued operation of the MTS to ensure our domestic supply chain continues uninterrupted. Commercial vessel compliance activities should, to the extent possible, continue so as to safeguard the MTS and prevent an undue backlog from causing future delays. 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 following is the Coast Guard's current position on commercial vessel compliance activities:

Prior to boarding a vessel or immediately prior to conducting a pre-exam/inspection meeting, Marine Inspectors, Port State Control Officers (PSCOs), and Commercial Fishing Vessel Examiners will verify with the vessel representative that there are no ill persons onboard. Coast Guard personnel will practice the appropriate protective measures as outlined by the Centers for Disease Control and Prevention (CDC).

U.S. Flagged Vessel and Outer Continental Shelf (OCS) Inspections:

1. U.S. flagged vessels and OCS units due for Certificate of Inspection (COI) Renewals, Annual Inspections, Periodic Inspections, Dry Dock Exams, and Internal Structural Examinations (ISE) that are based on statutory or regulatory requirements should be addressed on a case-by-case basis by the local OCMI. Based on the OCMI's evaluation of the history of the vessel and in consultation with the vessel owner or operator, the OCMI may:
 - Require Coast Guard attendance onboard the vessel to conduct a full or abbreviated inspection;
 - Accept objective evidence such as recent classification surveys, pictures, video, vessel logs, machinery alarm reports, etc., in lieu of Coast Guard attendance onboard the vessel to credit a required inspection or exam. (A dry dock, pressure vessel, or other non-annual exam may only be credited for a maximum of one year.);
 - Defer a required inspection or exam for up to 90 days; or
 - Issue a CG Form CG-835V to restrict the vessel movement as a worklist item.
2. Recognized Organizations (ROs) and Third Party Organizations (TPOs) that are conducting surveys and audits on behalf of the Coast Guard may request extensions on a case-by-case basis on behalf of the vessel owner or operator. This includes both internal and external surveys for those companies/vessels subject to Subchapter M requirements. Surveys and audits that require travel to or through high-risk affected areas will generally constitute sufficient reason for the Coast Guard to grant an extension. When evaluating if an extension will be granted, the OCMI or the Office of Commercial Vessel Compliance (CG-CVC) will evaluate the vessel's history of compliance and may require objective evidence to verify if the vessel complies with the applicable laws and regulations. Any extension of a statutory or

regulatory required survey or audit will be documented in writing by the RO/TPO and should generally not be more than 90 days. ROs/TPOs that seek to use remote survey in lieu of attendance on vessels that are both classed and certificated should contact the Flag State Control Division (CG-CVC-4) or the Towing Vessel National Center of Expertise (TVNCOE) to propose the methods and administrative procedures that will be used. Extension requested for vessels subject to Subchapter M requirements should be relayed by the TPO to the OCMI.

3. The same allowances should be considered for companies that are required to complete internal vessel and management audits as required by ISM or TSMS. These companies should work through their RO/TPO for extension requests; however, extensions granted for this work is not required to be reported to the CG, but rather documented by company and RO/TPO.

Port State Control (PSC) Exams:

1. 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. The Coast Guard will not issue deficiencies or detain vessels for expired certificates, documents or mariner credentials until October 1, 2020.
2. Certain Certificate of Compliance (COC) exams are a statutory and regulatory requirement. Based on the OCMI's evaluation of the history of the vessel, the OCMI may:
 - o Require Coast Guard attendance onboard the vessel to conduct a full or abbreviated exam;
 - o 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 Coast Guard attendance onboard the vessel to credit a required inspection or exam; or
 - o Defer a required inspection or exam for up to 90 days

Fishing Vessel Safety (FVS) Exams:

1. U.S. flagged commercial fishing industry vessels that are due for a 5 year commercial fishing vessel safety dockside exam that is based on statutory or regulatory requirements, will be addressed on a case-by-case basis by the local OCMI.
2. Based on the OCMI's evaluation of the history of the vessel and in consultation with the vessel owner or operator, the OCMI may:
 - o Require Coast Guard attendance onboard the vessel to conduct a full or abbreviated exam; or
 - o Defer a required exam for up to 90 days.
3. If a deferral is made, the OCMI will issue a letter of deferral to the vessel owner/operator. The letter of deferral will be retained on board the vessel.
4. Accepted Organizations (AO) and Similarly Qualified Organizations (SQO) that are recognized TPOs conducting FVS Exams on behalf of the Coast Guard. The TPO may defer a required FVS Exam for up to 90 days. If a deferral is made, a signed letter of deferral will be issued by the TPO to the vessel owner/operator. The letter of deferral will be retained on board the vessel. If a deferral is made, the TPO shall notify the cognizant OCMI or Coast Guard District Commercial Fishing Vessel Safety (CFVS) Coordinator.

Commercial Fishing Industry:

1. Certain commercial fishing vessels request a FVS Exam prior to carrying a National Oceanic & Atmospheric Administration National Marine Fisheries Service (NOAA-NMFS) observer. These requests shall continue to be coordinated through the cognizant OCMI. Processing and accommodating requests for a FVS Exam will be addressed on a case-by-case basis by the OCMI.

For additional information, please use the following contact information:

U.S. Flagged vessels CGCVC@uscg.mil

PSC examinations PortStateControl@uscg.mil

Commercial Fishing Vessel Safety CGFishSafe@uscg.mil

Richard V. Timme, RDML, U. S. Coast Guard, Assistant Commandant for Prevention Policy sends



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Office of Marine Environmental Response Policy
2703 Martin Luther King Jr Ave, SE, STOP 7516
Washington, DC 20593-7516

MSIB Number: 12-20
Date: April 2, 2020

E-Mail: OutbreakQuestions@uscg.mil



COVID-19 – Vessel and Facility Response Plans

The uninterrupted flow of commerce on our Marine Transportation System (MTS) is critical to both National Security and economic vitality. During the ongoing national emergency, it is paramount that we safeguard the continued operation of the MTS in the face of the acute and evolving threats posed by the novel coronavirus (COVID-19) pandemic. The MTS, which provides more than 90 percent of the domestic supply chain, is dependent on an extensive support network, to include the response community.

This MSIB serves as a reminder that vessel and facility owners or operators must ensure the availability of response resources remain within stipulated response times in accordance with 33 CFR § 154 and 33 CFR § 155. Vessel and Facility owners or operators should continually communicate with their oil spill response and salvage and marine firefighting (SMFF) providers to assess changes or degradation of resource availability and capability.

The [2019 Guidelines for the U.S. Coast Guard Oil Spill Removal Organization \(OSRO\) Classification Program](#) requires classified OSROs to notify the applicable Captain of the Port (COTP) and the National Strike Force Coordination Center of any significant changes made to its response resources within 72 hours. A significant change is defined as a reduction in the OSRO's capacity by a factor of 10% or greater, for a period of 48 hours or longer.

All OSROs, classified or not, and SMFF providers must notify their clients if they are unable to meet their contractual agreements. Vessel and facility owners or operators remain responsible to ensure the availability of response resources, and shall immediately contact the COTP of any response resource impacts.

Ricardo Alonso, CAPT, U.S. Coast Guard, Office of Marine Environmental Response Policy sends.

This release has been issued for public information and notification purposes only.



Marine Safety Information Bulletin (MSIB) 01-20
March 29, 2020

**Medical Capability Requirements for
Foreign Passenger Vessels Impacted by the Novel Coronavirus**

This MSIB provides guidance to foreign passenger vessels located in the Seventh District Area of Responsibility (AOR) impacted by the novel coronavirus (COVID-19). Due to the outbreak of respiratory illness caused by COVID-19 and its impact on mariners and vessel operations, an increased number of foreign passenger vessels have required medical evacuations of both stable and critically-ill persons, including those with an influenza-like illness (ILI) such as COVID-19. Although the Coast Guard continues to prioritize the safety of life at sea and the safety of U.S. ports and waterways, the recent increase in medical consultations (MEDICOs), ultimately resulting in medical evacuations (MEDEVACs), has placed, and is expected to increase, strains on local medical resources throughout the Seventh District AOR. Medical facilities in the Port of Miami, for example, are no longer accepting MEDEVAC patients due to limited hospital capacity and it is expected that neighboring counties will follow suit.

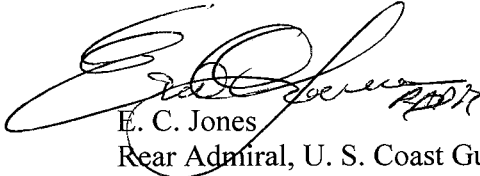
The demand for medical services across the Seventh District AOR is leading to the establishment of improvised field hospitals, whose capacities for dealing with critical patients is unproven at this time. It must be considered that a potential evacuee has better access to comfortable surroundings and medical staff on board the foreign passenger vessel where care is already being provided. To ensure the safety of persons on board and mitigate the potential of overwhelming local medical resources, all vessels operating within the Seventh District AOR with more than 50 persons on board should increase their medical capabilities, personnel and equipment in order to care for individuals with ILIs for a indefinite period of time. This is necessary as shore-side medical facilities may reach full capacity and lose the ability to accept and effectively treat additional critically-ill patients.

To facilitate safe and effective MEDEVACs of those exhibiting ILI, vessels requesting such evacuations shall communicate with either the Joint Rescue Coordination Center (JRCC) Miami or JRCC San Juan to consult with a Coast Guard flight surgeon who will determine medical needs for each concerned crew member. Only after such consultation, with concurrence by the Coast Guard Search and Rescue Mission Coordinator (CG SMC) and confirmed availability of a hospital facility, will MEDEVAC be considered. If a MEDEVAC is deemed necessary by the Coast Guard flight surgeon, the vessel owner or operator will be required to secure commercial transportation ashore, confirm the availability of medical services with local medical facilities, and coordinate a private ambulance prior to the CG SMC authorizing the evacuation.

Foreign flagged vessels that loiter beyond U.S. territorial seas, particularly those registered to The Bahamas, that require a MEDEVAC to a shoreside facility should should seek flag state support prior to seeking support from the limited facilities in the U.S.

Vessels within U.S. territorial seas have an on-going requirement to immediately report hazardous conditions to the cognizant Captain of the Port (COTP), including ill persons and fatalities, in accordance with 33 CFR § 160.216 and MSIB 06-20. Additionally, vessels should report the number and condition of any and all ill persons on board to the cognizant COTP daily. Vessels or masters that do not immediately report illness or death among onboard personnel may be in violation of 33 CFR § 160.216, and could be subject to civil penalties or criminal prosecution.

These requirements are effective immediately and are necessary to facilitate navigation and vessel safety, protection of the marine environment, and the safety and security of crew, vessels, ports, and waterways with the Seventh District AOR.



E. C. Jones
Rear Admiral, U. S. Coast Guard
Commander, Seventh District



Coast Guard Sector Houston-Galveston Marine Safety Information Bulletin 15-20

Date: March 31, 2020
Time: 1300

Sector Houston-Galveston Port State Control Hazardous Condition Attestation

This MSIB supersedes Sector Houston-Galveston's MSIB 10-20 "Screening Measures for 2019 Novel Coronavirus (2019-nCoV)."

The U. S. Coast Guard continues to work alongside various federal, state and local maritime stakeholders and public health officials to respond to the continuing novel coronavirus (SARS-CoV-2) pandemic. This virus and disease (COVID-19) presents a serious public health threat to the United States.

Effective immediately, Masters of vessels wishing to enter the Houston-Galveston Captain-of-the-Port (COTP) zone and to whom the regulations contained in Title 33 Code of Federal Regulations (CFR) Part 160, Subpart C—*Notification of Arrival, Hazardous Conditions, and Certain Dangerous Cargoes* apply, shall submit a completed "Attestation of Hazardous Condition" prior to receiving clearance for entry into the Houston-Galveston COTP zone. The specific attestation that must be completed by vessel Masters can be found on the Sector Houston-Galveston Homeport page at this [link](#) under the "Prevention/Foreign Vessel Boarding" tab. Prior to arriving in the COTP Houston-Galveston zone, the vessel's Master shall ensure that the completed attestation is simultaneously submitted to **all** of the following email addresses: HoustonSCC@uscg.mil, HoustonTargeting@uscg.mil, houstonpsc@uscg.mil and inspectionmsutexas@uscg.mil. Until this attestation is received by COTP Houston-Galveston, your vessel will not be placed on our "Cleared to Enter" list.

As a reminder, the provisions outlined in 33 CFR 160.216 still apply to all vessels. Should conditions on board your vessel change at any time after submitting your attestation, including while your vessel is already in port (e.g. someone on board your vessel begins to display symptoms of any reportable illness, including COVID-19), you are reminded of your obligation to immediately contact the Sector Houston-Galveston Command Center to report this hazardous condition.

The U.S. Coast Guard's Inspections and Compliance Directorate has published a series of Marine Safety Information Bulletins (MSIBs) detailing key maritime issues associated with this pandemic, including but not limited to guidance on compliance with federal drug testing requirements, vessel inspections, exams, and documentation, and reporting requirements for illness or death. Mariners are urged to carefully review all of the Coast Guard's COVID-19-related MSIBs to ensure their compliance with continuing pandemic response measures. These MSIBs may found at the following link under the "2020" tab at the [USCG DCO website](#).

The U. S. Centers for Disease Control and Prevention (CDC) has published a "COVID-19 Guidance for Ships" which all maritime stakeholders are highly encouraged to read. This guidance includes measures a crew may take to help prevent illness transmission. A link to this important information may be found here: <https://www.cdc.gov/quarantine/maritime/>.

For continuing updates on the pandemic, please visit the CDC's 2019 Novel Coronavirus Situation Summary at: <https://go.usa.gov/xDdS>.

K. D. ODITT
Captain, United States Coast Guard
Captain of the Port



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CLIENT ADVISORY LETTER 2020-02
April 3, 2020

NRC Update on COVID-19 and USCG MSIB 12-20

Dear Valued Customer,

National Response Corporation (NRC) a U.S. Ecology (USE) company is working to ensure uninterrupted services for our customers during the current COVID-19 crisis. We have implemented detailed plans and protocols at all company locations to mitigate the spread of the virus and protect our team members, customers and the communities we serve. Ensuring safety and protecting the environment and public health are core to our business.

Many of you may have received the U.S. Coast Guard (USCG) Marine Safety Information Bulletin (MSIB 12-20), dated April 2, 2020. We write to advise that NRC has seen no significant change to our in-house and ICN response readiness status. We will continue to monitor and advise if resource availability and capability fall below the 10% levels described in the USCG MSIB 12-20, which is not anticipated.

Please be reassured that USE/NRC and our ICN network is keeping its readiness for emergency response. We have formulated Business Continuity Plans which are currently in place and will be updated as needed. All NRC response Managers, Supervisors, and Responders remain On Standby and on call 24/7. We have set up a system to do daily health checks and set new protocols as part of our business continuity plans.

In addition to OPA'90 OSRO emergency response services USE/NRC is also routinely providing COVID-19 decontamination response services for vessels and facilities. All emergency calls for OPA'90 OSRO response and COVID-19 decontamination response services should be directed to NRC's International Operations Center (IOC), which is staffed 24/7 in-house.

USE/NRC International Operations Center (IOC)
24/hour Emergency Response Line
24-Hour Emergency Line: +1 (631) 224-9141, ext. 0
1 (800) 899-4672

Please let us know how we can help you. We are all in this together and USE/NRC is committed to be the best emergency response partner available. Thank you for being a USE/NRC customer.

Sincerely,

Michael Reese
Senior Vice President