The US Coast Guard (Sector Nola) is requiring a notification of infectious disease aboard Inland Towing vessels verbally in accordance with 33 CFR 160 as a Hazardous Condition. Most domestic inland towing vessels are exempt from Notice of Arrival reporting requirements but not Hazardous Conditions. No CG2692 is required in this case.

**Attestation Letter 03/27/19** The following language will be sent via email from the USCG to all vessels and agents upon receipt of an eNOA.

Good day Captain,

Sector New Orleans is requesting all vessel Masters fill out and return this form attesting to the health of their crew. The vessel will be not clear to enter until this form has been received by our office.

For clarification the following countries are considered Schengen Area countries: 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.

Respectfully,

Port State Control/Arrivals Branch
Sector New Orleans
Phone: (504) 365-2361
FAX: (504) 365-2360
E-mail: pscnola@uscg.mil
Summary:
The form vessel MASTER must fill out, sign, and email the Attestation Letter form to pscnola@uscg.mil. This is a nation-wide requirement. Vessels that are ALREADY listed as Cleared to Enter are in fact Cleared to Enter, however it is suggested that all vessels meet this requirement. Any eNOA received by Sector New Orleans after 1400 on 03/27/20, will be on the Not Cleared to Enter until the letter is received by Sector New Orleans Port State Control. The email will be sent to the vessel contact information and agent listed on the eNOA. USCG Sector NOLA reports that vessels will NOT be able to be moved from the ’Not Cleared to Enter’ list to the “Cleared to Enter” list during non-business hours. Port State Control business hours are daily 0600-1800, local. Any email sent by the Master or Agent containing the required form; that is received by PSC after business hours; will be addressed the next morning at 0600 (local) and the vessel will be moved to the “Cleared to Enter” list at that time.

USCG Guidance on Use of Cloth Face Coverings
CDC Recommendation Regarding the Use of Cloth Face Coverings (Includes How to Make your Own Face Covering Video) —> (Click here)
CDC Guidance on Cloth Face Coverings - FAQ’s —> (Click here)

US Customs and Border Protection – Fully operational

Southern Currents 19-021: Uploading Vessel Documents into the CBP Document Image System (DIS)
LAMA Guidance for Using the CBP Document Image System (DIS)
Southern Currents 20-023: CBP New Orleans Temporary Restrictions on Crew Shore Leave RESCINDED
Southern Currents 20-024: Temporary Vessel Entrance and Clearance Procedures
Southern Currents 20-028: Vessel Agent Updates – Temporary Vessel Entrance and Clearance Procedures
Southern Currents 20-029: Alternate Payment Options for Entry Summaries
Southern Currents 20-030: Restriction on C1 (crewmembers in transit) Hoteling
Southern Currents 20-035: Rescission of Temporary Restrictions on Crew Shore Leave

US Transportation Security Administration
TSA COVID-19 Information
DHS TWIC Information site: https://www.tsa.gov/for-industry/twic
TWIC Enrollment: https://universalenroll.dhs.gov/important-notices
TWIC Exemption 04/15/20

US Department of Homeland Security, Cybersecurity & Infrastructure Security Agency has developed guidance for state and local jurisdictions and the private sector in considering how to manage and continue access and re-entry for essential workers. THERE ARE NO TRAVEL RESTRICTIONS IN PLACE IN THE STATE OF LOUISIANA.
CISA Talking Points
Version 4.0 – CISA Guidance on Essential Workforce 08/18/20

U.S. Travel Restrictions – comprehensive state and national travel information

State of Texas – The Governor of Texas has rescinded travel quarantine orders in the state of Texas.


State of Louisiana COVID-19 Information and Resources
Proclamation Number 123 JBE 2020 – Phase 3 Proclamation


New Orleans COVID-19 Information and Resources

Procedures for Ordering a Pilot – These procedures are in place to protect everyone involved in the maritime industry including the pilots, federal boarding officers and inspectors, stevedores, dock workers, etc.

It is imperative that the ship’s crew receive, read, and comply with the USCG COTP New Orleans MSIB Vol XX Issue 035 COVID-19 Vessel Precautions.

In the simplest terms, the procedures require the agent to confirm with the Master that the vessel is in compliance with the MSIB BEFORE a pilot is ordered.

The agent will then order a pilot and provide verbal and written confirmation as to the Master’s statement of compliance. Note: The Bar Pilots have instructed their dispatchers at SWP to make the following part of their pre-pilot boarding communication with all inbound vessels.

Please ask all incoming vessels the following one hour prior to pilot boarding:

1. Does any crew member have symptoms of Coronavirus including a fever of 100.4 degrees or greater, cough, trouble breathing or body aches.
2. Additionally, have you complied with Captain of The Port, New Orleans, MSIB Volume XX issue:035, COVID-19 Vessel Precautions, Dated March 17, 2020?

If the ship is found NOT to be in compliance with the MSIB, the Pilots may refuse their service.

Please be sure to provide a working/valid phone number when ordering a pilot.

Bar Pilots – Fully operational
Bar Pilots Letter RE: COVID-19 Precautions
Bar Pilots COVID-19 Risk Management Plan 03/20/20

Crescent Pilots – Fully operational
CRPPA Precautionary Measures 03/20/20
CRPPA COVID-19 Risk Management Plan 03/23/20

NOBRA Pilots – Fully operational, have advised that when ordering their services, the following will be asked if the agent when the order is placed:

- Does any crew member have symptoms of Coronavirus including a fever of 100.4 degrees or greater, cough, trouble breathing or body aches?
- Additionally, has the vessel complied with Captain of The Port, New Orleans, MSIB Volume XX issue:035, COVID-19 Vessel Precautions, Dated March 17, 2020?
LAMA Recommendation: It’s suggested that agents establish contact with each vessel daily to ascertain the condition of the crew. Also check immediately before ordering a Pilot. Be proactive. Reach out. Have the Master report affirmative there are no illnesses on board. If there is an illness reported contact the USCG COTP immediately. Finally, keep records of the calls.

3/25/20: NOBRA is requesting that agents and facilities reduce the detention time to a bare minimum. This will cut the time a pilot is onboard and in contact with crew members. This reduction in onboard time will lessen the chance of exposure to themselves and others. It will also help NOBRA supply industry with a rested pilot in a timely manner. NOBRA’s resources are stretched thin because of high river levels. During this emergency, it makes no sense for pilots to be sitting at a dock for multiple hours. It is just a waste of manpower.
We are asking for everyone’s cooperation. If this cannot be done voluntarily, we will have to consider reducing the mandatory detention time.

NOBRA Letter 03/30/20: The NOBRA Pilots has requested the maritime industry’s cooperation with the implementation of the following practices:

1. Please complete all paperwork, company business, etc. prior to ordering a pilot to reduce idle pilot bridge time, thereby adhering to the original vessel order time, minimizing the impact on the Board's/State of Louisiana's mandated pilot rest period.
2. Please forego unnecessary night time vessel transit; and
3. Please strive for daylight vessel transit upon those areas of the NOBRA route where daylight vessel transit has yet to be mandated by the Board (See Note 1) or other controlling entity.

04/03/20 From NOBRA Pilots President Steve Hathorn:
It seems that some of the NOBRA Pilots are having trouble getting the crew member assigned to escort them to the bridge to use the outside stairwell.
I’m sure a lot of this is a language issue with foreign crews.
We know it is a lot safer for everyone if the pilot does not move throughout the interior of the vessel.
We would appreciate it if you would ask your membership to inform the Captain of this request.

04/23/20: NOBRA DISPATCH is experiencing problems receiving MEDICAL CLEARANCE pertaining to taking vessel orders. Each VESSEL must provide NOBRA DISPATCH with an email certifying that there are NO ill crew members (CORONAVIRUS) to report or, if so, all proper measures of sanitizing the bridge have been completed. At times the individual VESSEL’S MASTER will send an email directly to NOBRA DISPATCH, but the email is intercepted by our system’s spam blocker & placed in the “QUARANTINE FOLDER” of the email system. This prohibits DISPATCH from receiving and opening the email; therefore, delaying the process. ALL AGENTS should send these emails directly to NOBRA DISPATCH – dispatch@nobrapilots.com - in order to avoid delays.

For agents having difficulty reaching the Master of a ship, the following has been found acceptable by Captain Steven Hathorn, President of the NOBRA Pilots:

- Agents can ask Masters to send confirmation emails twice a day at 0800 and 2000. (Note: The Master should immediately notify the agent if any illness discovered between the reporting times.)
- That way, the agents have the email readily available to send the NOBRA dispatcher when the terminal notifies the agent to order a pilot.

ADDITIONALLY: NOBRA reports that some of the ships have become very lax in sanitizing the bridge before the Pilot arrives. Confirmation on the sanitizing of the bridge should be part of the emails received from the Master. Please remind the Master of the importance of cleaning and disinfecting the bridge AND including that information in his email.
Federal Pilots – Fully operational
Federal Pilots Letter RE: COVID-19

USDA Federal Grain Inspection Service – Fully operational
USDA Letter RE: COVID-19 03/13/20
USDA Letter #2 RE: COVID-19 03/16/20
Updated Guidance on Facility Checks 03/27/20
FGIS has also implemented the following practices:

- Providing staff latex gloves, masks, hand sanitizer, as well as cleaning supplies (e.g., disinfectant wipes, Lysol,) and instructions to clean all workspaces/work surfaces at the end of every shift.
- Limiting staff time with others involved in mission critical activities (e.g., No unnecessarily traffic between labs).
- Modifying standard work practices (e.g., Adjusting number of staff on shifts or completing Stowage Exam paperwork on deck of ship, instead of the vessel office to reduce/eliminate face to face interaction with ship crew.)
- Restricting staff rotations to reduce site exposure.
- Increasing telework and alternate schedules to limit exposure and continue services.
- Limiting exposure of staff in higher risk categories for COVID-19 (e.g., Staff over 60 years of age; serious medical conditions; pregnant women)

Port of New Orleans – Cargo operations continue as normal, cruise ship operations suspended through at least April 14, Administration Building is closed.
Port of New Orleans Letter RE: COVID-19
Port of New Orleans Letter 040220
Video 040220

Port of South Louisiana – Cargo operations continue as normal in facilities within the Port of South Louisiana, including those within Globalplex Intermodal Terminal. However, Port of South Louisiana offices are operating with only essential personnel (PSL Marine Operations, Gate Security, and LE).

National Cargo Bureau – Fully Operational.
Message from Captain Geoff Bolton at NCB 03/20/20: We wanted to reach out and let you know that National Cargo Bureau remains fully operational during these recent events concerning COVID-19. Container inspections are proceeding as normal at New Orleans Terminals as are Stowage and Segregation surveys on board vessels. Our work on behalf of the Coast Guard regarding vessels loading grain is business as usual. We are monitoring MSIB’s and any terminal notifications to stay informed of the latest updates at the port. Certainly USCG is experiencing challenges in these unprecedented times. If there is anything NCB can do to assist, we stand ready.

Facilities & Companies:

John W Stone Oil – Fully operational, no expected interruption to service
John W Stone Letter RE: COVID-19

Valero St. Charles & Meraux – Fully operational, dock access is restricted
Valero Letter RE: COVID-19
Valero St. Charles NEW pre-arrival checklist 03/18/20
Valero Meraux NEW pre-arrival checklist 03/25/20
**Chalmette Refinery/PBF** – Fully operational, dock access is restricted
[Chalmette Refinery Safety Protocols]

**Host Corporation** – All divisions fully operational
[Host Letter RE: COVID-19]

**Zen-Noh Grain** – No crew members may access the dock.

**Nord-Sud Shipping** – Offices now minimally staffed, answering service 24/7, contact list below
[NSS Operations Update 032120]
[NSS Personnel Contact List]

*If you’d like your facility or company included on this list, email Christine*

**The Lonestar Harbor Safety Committee** has compiled a list of best practices for the Houston Ship Channel that are widely applicable to the entire maritime industry.
[Lonestar HSC COVID-19 Best Practices]

**CDC** – the CDC has a great deal of information and many resources available online [here]
[CDC Cleaning & Disinfecting Guidance]
[CDC Guidance for Businesses and Employers]
[CDC Guidance for the Maritime Community]
[CDC Updated Cleaning & Disinfecting Guidance 07/28/20]
[Guidance for Workers That May Have Been Exposed 09/11/20]
[CDC Resources for Maritime Pilots]
[Interim Guidance for Ships on Managing Suspected COVID-19]

The CDC requires reporting of certain infectious diseases by towing vessels (by definition) under 42 CFR 70.

- There is no specification in regulation about the manner or method of providing the report.
- There is a form associated with 42 CFR 71 (Reporting by vessels entering the US from a foreign port) referenced on the CDC website and in USCG MSIB 02-20 “Maritime Conveyance Illness or Death Investigation Form” and “Maritime Conveyance Cumulative Influenza Like Illness Form”
  - Neither form is referenced in either regulation 42 CFR 70 or 71.
- The list of Quarantinable Disease is established by executive order and available through the CDC website and includes any communicable disease identified by the WHO as a “Public Health Emergency”, “Flu that can cause a pandemic” and “Severe acute respiratory syndrome”.

**US Army Corps of Engineers**
[https://www.usace.army.mil/Coronavirus/]

**The World Health Organization** has a great deal of guidance and information available [here].
See also: [WHO Operational Considerations for Managing COVID-19 Cases/Outbreaks on Board Ships]

**Louisiana Department of Health** has a great deal of information available online [here]. They have also provided interim guidance for businesses and employers [here].