

BEFORE THE WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION

WASHINGTON UTILITIES AND
TRANSPORTATION COMMISSION,

Complainant,

v.

PUGET SOUND PILOTS,

Respondent.

DOCKET TP-190976

**EXHIBIT TO
TESTIMONY OF
Jordan Royer
ON BEHALF OF
PACIFIC MERCHANT SHIPPING ASSOCIATION**

USCG MSIBs Re COVID-19

May 27, 2020

Revised July 8, 2020



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 4)
Date: April 23, 2020

E-Mail: OutbreakQuestions@uscg.mil

Novel Coronavirus - Update (Change 4)

An outbreak of respiratory illness caused by a novel coronavirus (COVID-19) continues to affect mariners and maritime commerce. Vessel arriving to or traveling between any U.S. port or place must follow reporting and infection control measures to maintain the safety of personnel onboard vessels as well as within the port.

Vessel Reporting Requirements:

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. This requirement is separate and additional to any other required Coast Guard or Center for Disease Control and Prevention (CDC) reporting, and applies to vessels departing from or arriving to any port or place in the U.S., includes internal waters, the territorial seas, and deep water ports.

In addition to Coast Guard reporting requirements, 42 CFR 71.21 requires vessels destined for a U.S. port to report to the Center for Disease Control and Prevention (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: [Cargo vessels and Cruise ships](#). U.S. flagged commercial vessels are also advised to report ill crewmembers in accordance with the requirements of each foreign port called upon. Further, 42 CFR 70.4 states the master of any vessel or person in charge of any conveyance engaged in interstate traffic, on which a case or suspected case of a communicable disease develops shall, as soon as practicable, notify the local health authority at the next port of call, station, or stop, and shall take such measures to prevent the spread of the disease as the local health authority directs.

See [MSIB 06-20](#), "Vessel Reporting Requirements for Illness or Death", for further information.

Vessel Control Actions:

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), United Kingdom and Republic of Ireland.

Non-passenger Commercial Vessels:

- 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.

Passenger Vessels:

- On April 15, 2020, the CDC updated their existing No Sail Order. This Order will remain in effect until the Secretary of Health and Human Services’ declaration that COVID-19 constitutes a public health emergency, the CDC Director rescinds or modifies the order based on specific public health or other considerations, or 100 days from the date publication in the Federal Register. This renewed order requires all cruise ship operators to provide “an appropriate, actionable and robust plan to prevent, mitigate, and respond to the spread of COVID-19 on board cruise ships” prior to operating in waters subject to U.S. jurisdiction. In addition to the plan, there are further restrictions on crew member and vessel movements. The CDC maintains a [website](#) specific to cruise ships with further information including a copy of the No Sail Order.

Onboard Precautions for COVID-19:

The Centers for Disease Control and Prevention (CDC) has updated their [Interim Guidance for Ships on Managing Suspected Coronavirus Disease 2019](#). This guidance includes measures to prevent infection in crew members, recommended PPE, cleaning and disinfection, how to manage sick passengers or crew.

Vessel owners and operators are encouraged to develop procedures to prevent, respond, and mitigate the effects of COVID-19 on board vessels. These plans should include the applicable aspects of the CDC guidance as well as any additional requirements of local health agencies.

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



Marine Safety Information Bulletin

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

MSIB Number: 08-20, Change 1
Date: March 30, 2020

E-Mail: OutbreakQuestions@uscg.mil

COVID-19 – Mariner Credentials

Extension of Merchant Mariner Credential Endorsements and Medical Certificates

This MSIB provides guidance concerning mariner credentials and medical certificates and the action being taken by the Coast Guard due to the novel coronavirus and the disease it causes (COVID-19). We are doing this in keeping with national guidance to meet the challenge of this disease and in response to a number of questions and concerns raised by the maritime industry and mariners.

The Coast Guard has also been consulting with the International Maritime Organization (IMO) and other administrations to ensure alignment with respect to the extension of endorsements issued in accordance with the Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW). We are taking a pragmatic approach consistent with the IMO Secretary General's circular Letter No.4204/Add.5 dated 17 March, 2020.

To mitigate the impact to the seafarers and the industry caused by the novel coronavirus disease COVID-19, the Coast Guard is taking the following actions:

- **Regional Exam Centers and Monitoring Units.** Regional Examination Centers and Monitoring Units will be closed until further notice effective immediately. Mariners may cancel or reschedule any REC appointment by contacting NMC's Customer Service Center at 1-888-IASKNMC, by emailing IASKNMC@uscg.mil, or through the NMC online chat system. This includes appointments for application submission, payment of fees associated with an application, or appointments for examinations.
- **National Endorsements:** Merchant Mariner Credentials (MMC) and Medical Certificates (National Endorsements only) that expired between March 1, 2020 and July 31, 2020 are extended until 31 October 2020. Mariners who are actively working on expired credentials that meet the expiration criteria must carry the expired credential with a copy of this notice.
- **STCW Endorsements:** MMCs with STCW endorsements that expired between March 1, 2020 and July 31, 2020 are extended until 31 October 2020. Mariners who are actively working on expired credentials that meet the expiration criteria must carry the expired credential with a copy of this notice.
- **STCW Medical Certificates:** STCW Medical Certificates that expired between March 1, 2020 and July 31, 2020 are extended until 31 October 2020. Mariners who are actively working on expired medical certificate that meet the expiration criteria must carry the expired certificate with a copy of this notice.

- Additional administrative measures: The following items that expire in between March 1, 2020 and July 31, 2020 are extended until October 31, 2020: Additional Information (AI) letters, Qualified Assessor (QA) letters, Designated Examiner (DE) letters, Proctor approval letters, Approval to Test (ATT) letters, and mariner training course completion certificates.
- Pilot Annual Physical examinations. 46 USC 7101(e)(3) requires that pilots undergo an annual physical examination each year while holding a credential. The Coast Guard does not intend to enforce this requirement given the current national emergency and the lack of medical care. This measure ONLY relaxes the requirement for an annual physical and not the actual medical standards.
- Course and Program Approvals. Course and program approvals that expire between January 1, 2020 and July 31, 2020 are extended for six months from their current expiration date. This MISB serves as formal notification of the extension. The National Maritime Center (NMC) will not issue new course approval letters or certificates. NMC will update internal records to ensure the acceptance of course completion certificates issued during the extension and that the website reflects appropriate information.

The National Maritime Center (NMC) will be issuing additional guidance on these extensions and other administrative measures and will be posted on its website: <https://www.uscg.mil/nmc/>. If you have questions, visit the NMC website, or contact the NMC Customer Service Center by using the NMC online chat system, by e-mailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (427-5662).

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



Marine Safety Information Bulletin

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

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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:
 - Require Coast Guard 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 Coast Guard attendance onboard the vessel to credit a required inspection or exam; or
 - 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:
 - Require Coast Guard attendance onboard the vessel to conduct a full or abbreviated exam; or
 - 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.

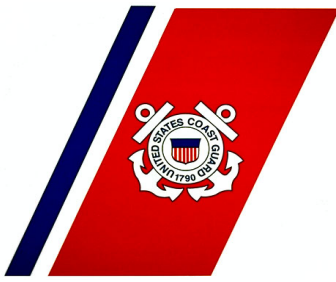
For additional information, please use the following contact information:

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
Prevention Regulation and Standards Directorate
2703 Martin Luther King Jr Ave, SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 03-20
Date: 06 February 2020
Contact: LT Kim Gates
Phone: 202-372-1455
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Resources for Voluntarily Establishing a Safety Management System

Recently, the Coast Guard has received several inquiries about the use of safety management systems onboard passenger vessels. The purpose of this bulletin is to inform the maritime community of helpful resources for those vessels choosing to voluntarily establish a safety management system (SMS).

A SMS is a structured tool, which has proven effective in many cases to reduce human error, create a culture of safety at all organization levels, and decrease the probability of maritime accidents. The objectives of a SMS are to provide safe working practices for ship operation, to continuously assess and identify risks to the vessel, personnel and the environment, to establish appropriate safeguards to those risks, and to improve safety management skills of personnel ashore and onboard ships.

In an effort to increase passenger vessel safety, vessel owners and operators not already required to have a SMS, are encouraged to voluntarily develop a SMS as established in Title 33 of the Code of Federal Regulations (CFR) Part 96. While this set of standards may not be suitable for every passenger or small passenger vessel, the below are additional references which may be taken in whole or in part to help establish an appropriately structured SMS:

- International Maritime Organization standards:
 - Resolution A.741(18), as amended by MSC.104(73), MSC.179(79), MSC.195(80), MSC.273(85), and MSC.353(92) - The International Safety Management Code
 - Resolution A.1071(28), Revised Guidelines on the Implementation of the International Safety Management (ISM) Code by Administrations
- American National Standards Institute (ANSI) - ANSI/ASQC Q9001-1994, Quality Systems - Model for Quality Assurance in Design, Development, Production, Installation, and Servicing, 1994
- Navigation and Vessel Inspection Circular (NVIC) 05-99, Change 1- Guidance Regarding Voluntary Compliance with the International Management Code for Safe Operation of Ships and for Pollution Prevention
- COMDTINST M16000.7 (series), U.S. Coast Guard Marine Safety Manual (MSM), Volume II, Section E, Chapter 3: This reference contains useful information about the SMS certification process.
- Equivalence Program for Vessels Inspected under 46 CFR Subchapter T: this Homeport website contains information and resources for vessels inspected under 46 CFR Subchapter T that could be used to adapt a SMS described in 33 CFR Part 96:

<https://homeport.uscg.mil/Lists/Content/DispForm.aspx?ID=2350&ContentTypeId=0x010077A263807AAFE54DBF09C291D3EAA816008BFEC11A80BC564EB4241068A94ACD2E>

- U.S. Coast Guard Office of Commercial Vessel Compliance (CG-CVC) website: This website contains links to the current policy letters and guidance documents for vessels looking to implement a safety management system. Link: <https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Commercial-Vessel-Compliance/>
- Passenger Vessel Association (PVA) Flagship Safety Management System: A voluntary alternative safety management system that is accepted by the Coast Guard to meet the objectives and functional requirements of a SMS in 33 CFR Part 96.

Please note that not all elements of these references may be applicable to each passenger vessel type and operation, but are listed for completeness and to provide structure. Vessel owners or operators may contact their local Coast Guard Officer in Charge, Marine Inspections for further information on this voluntary option.

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Marine Safety Information Bulletin

Commandant (CG-5PC)
Attn: Inspections and Compliance Directorate
U.S. Coast Guard
2703 Martin Luther King Jr Ave SE, Stop 7501
Washington, DC 20020

MSIB Number: 05-20
Date: March 10, 2020
Contact: LCDR Kevin McDonald
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Transportation Worker Identification Credential (TWIC) – Reader Requirements; Delay of Effective Date

The Coast Guard issued its final rule “TWIC – Reader Requirements; Delay of Effective Date” on March 9, 2020 [85 Fed. Reg. 13493]. The final rule delays implementation of TWIC readers for three years at facilities that handle certain dangerous cargoes (CDC) while allowing reader requirements for large passenger vessel facilities and one specific large passenger vessel to move forward.

The Coast Guard delayed the effective date for three categories of CDC facilities affected by the final rule entitled, “Transportation Worker Identification Credential (TWIC) – Reader Requirements,” which published in the Federal Register on August 23, 2016. The three categories are: facilities that handle certain dangerous cargoes in bulk, but do not transfer these cargoes to or from a vessel; facilities that handle certain dangerous cargoes in bulk, and do transfer these cargoes to or from a vessel; and facilities that receive vessels carrying certain dangerous cargoes in bulk, but do not, during that vessel-to-facility interface, transfer these bulk cargoes to or from those vessels. Facilities that receive passenger vessels certificated to carry 1,000 passengers or more and one large passenger vessel will have to meet the regulations of the 2016 Reader Requirements.

Facility and vessel owners or operators with specific questions regarding the requirements of these regulations should contact their local Coast Guard Captain of the Port (COTP). A listing of individual COTP contact information is available on Coast Guard Homeport at www.homeport.uscg.mil under “Port Directory”.

Important dates associated with the regulation:

- May 8, 2020 – Effective date of final rule
- June 7, 2020 – Implementation date for passenger vessel facilities and one large passenger vessel

More information on the TWIC – Reader Requirements; Delay of Effective Date Final Rule may be found at: <https://mariners.coastguard.blog/2020/03/10/faqs-twic-reader-requirements-delay-of-effective-date-final-rule/>

TWIC – Reader Requirements; Delay of Effective Date: Frequently Asked Questions, Maritime Commons Blog Post may be found at: <https://mariners.coastguard.blog/2020/03/10/final-rule-twic-reader-requirements-delay-of-effective-date/>

If you have any questions or concerns regarding this bulletin, please contact Lieutenant Commander Kevin McDonald, Commandant (CG-FAC-2) U.S. Coast Guard, at (202) 372-1120 or by email at CGFAC@uscg.mil.

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

Please refer to the document(s) published in the Federal Register for specific details and requirements of subjects announced here.



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 (CG-5PC)
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Date: May 7, 2020

E-Mail: OutbreakQuestions@uscg.mil

COVID 19 – Port and Facility Operations - Change 2

In conjunction with the novel coronavirus (COVID-19) guidance provided to commercial vessels by the Coast Guard in Marine Safety Information Bulletin (MSIB) Numbers 02-20 (as amended) and 06-20, the Coast Guard is providing the following updated information to port and facility operators as it relates to COVID-19.

The facility compliance regulations outlined throughout 33 Code of Federal Regulations remains in force, and facility operators are expected to continue to comply with these requirements. Questions or issues that arise as a result of COVID-19 should, where possible, be addressed in accordance with regulations outlined in 33 Code of Federal Regulations, and any plans and manuals already approved/reviewed by the Coast Guard. However, it is recognized that the COVID-19 pandemic has resulted in a myriad of unique operating conditions that warrant special considerations. Some challenges have included cruise ships mooring at facilities not approved for passenger operations, garbage removal, and facility and vessel crew interactions. Because of these operational concerns, the following clarification and guidance is provided to help ensure the safety and security of workers, ports, and facilities:

- **Signatures:** Both Declarations of Security (DoS) and Declarations of Inspection (DOI) require signatures. Electronic signatures discussed below are acceptable. However, if electronic signatures are not reasonable, in lieu of having one DoS/DOI with two signatures, two separate forms may be used. Each DoS/DOI will be signed and the name of the other Person in Charge (PIC) or Facility Security Officer (FSO)/Vessel Security Officer (VSO) or their designated representative should be written on each form with a date and time. Each PIC and FSO/VSO shall keep their respective copies. Communications are key and both parties should ensure complete understanding of their duties and responsibilities before beginning any operations.
(Ch 1)
- **Declarations of Security (DoS) – 33 CFR 105.245** and approved Facility Security Plans require a DoS to be completed in certain situations, depending on the Maritime Security (MARSEC) level. While there may be a requirement to complete a DoS, there is no requirement for the coordination of security needs and procedures, signature of the DoS, or implementation of agreed upon measures to be conducted in a face-to-face manner between the FSO and the Master, VSO, or their designated representative. As such, electronic communication may be used for the purposes of completing the DoS, however a conversation should still occur between both the vessel and facility.
- **Declarations of Inspection (DOI) – 33 CFR 156.150** requires a DOI to be completed before any transfer of oil or hazardous material to or from a vessel. Prior to the transfer beginning and in accordance with 33 CFR 156.120 and 156.120(w), the PIC from the vessel and facility shall meet to begin completing the DOI and hold a conference to ensure both parties understand the operation. The DOI meeting/conference can be completed over the radio, phone or at a safe social distance and still meet these requirements, however both PIC's must communicate with each other before beginning any transfer. Additionally, both PIC's shall sign

the DOI, but it can be done electronically, or in accordance with the “Signatures” paragraph above. All other requirements of 33 CFR 156.150 must be met before the transfer begins. (Ch 2)

- Seafarer’s Access - Maritime facility operators are reminded they are not permitted to impede the embarkation/disembarkation of crew members as permitted under Seafarer's Access regulations. The authority to restrict access resides with Customs and Border Protection (CBP), the Coast Guard, and the Center for Disease Control (CDC) for medical matters. Facility operators should contact their local CBP, Coast Guard, or the CDC, State and local health department offices regarding specific questions or concerns about their individual operations. Nothing in the Seafarer Access requirements prevent the facility from maximizing options to minimize direct interaction that may include use of camera systems, barriers, or other measures. These modifications can be made to the Facility Security Plan (FSP) or use of Noncompliance, as discussed below, may be used.
- Noncompliance – 33 CFR 105.125 discusses noncompliance with the facility security requirements. If a situation arises where a facility will not be able to comply with the requirements of 33 CFR 105, the facility must contact the Captain of the Port (COTP) to request and receive permission to temporarily deviate from the requirements. Potential situations where this can be used are modified escort requirements in secure areas or mooring a cruise ship at a non-passenger terminal. This request should include any new measures or safeguards the facility plans to employ to mitigate any risk from the non-compliance with 33 CFR 105. While not discussed in 33 CFR 105, the facility operator should also evaluate and consider any safety risks that may be created from the non-compliance. For example, if a facility will receive a different type of vessel than they normally receive, the facility operator should consider if the dock is physically capable of handling that vessel, and any logistical issues that may arise such as movement of personnel from the vessel off the facility, any medical issues or personnel that may be introduced to the facility, supplies for the vessel, and waste removal from the vessel.
- Equipment Testing - 33 CFR 126, 127, 154, and 156 contain various requirements for conducting tests on different facility systems and equipment. Due to the COVID-19 pandemic, some of these tests may be impractical for various reasons. When a facility is unable to conduct these tests, as an alternative, they should submit a request to the local COTP in accordance with 33 CFRs 126.12, 127.017, 154.107, 156.107 as appropriate, to extend the deadline, outlining the reason(s) the delay is needed and any additional interim measures that will be employed to help ensure the safety of the system until the required test can be carried out. For example, if a facility desires to extend the hydrostatic test date of facility transfer pipeline required by 33 CFR 156.170, they should submit a written request to the COTP. The request may state the test is not safe at this time due to the need to introduce third party contractors onto the facility, the amount of product in the pipeline/tanks and that the facility will increase visual inspections of the transfer pipeline until the required annual hydrostatic test can be completed. If there are no significant safety issues, COTP’s may approve extension requests for up to three months to expire on 30 September 2020. (Ch 2)
- Third Party Audits/Assessments - In accordance with 33 CFR 105.415(b), the FSO must ensure an audit of the FSP is performed annually. The annual audit may be completed internally and there is no requirement to use third parties. The person conducting the audit must have knowledge of methods for conducting audits, not have regularly assigned security duties, and be independent of any security measures being audited, unless appropriately excepted, per 33 CFR 105.415(b). The facility may also maintain social distancing if performing the audit onsite or develop another method for a virtual review as there is no requirement for the audit to be conducted in person. If the facility chooses a virtual audit, encrypted emails should be used to protect Sensitive Security Information. However, the initial Facility Security Assessment or review/validation required every five years **must** have an on-scene survey per 33 CFR 105.305(b), but there is no requirement that it be performed by a third party. (Ch 2)

- Waste Reception Facilities – Garbage and Medical Waste

33 CFR 158 regulations require all ports and terminals under the jurisdiction of the United States to provide vessels with reception facilities for garbage (33 CFR 158.133(c)). International regulations require these reception facilities to have a Certificate of Adequacy (COA) issued by the Coast Guard that attests to their ability to offload garbage, which may include medical waste (33 CFR 158.410). Medical waste is defined in 33 CFR 158.120 as “isolation wastes, infectious waste, human blood and blood products, pathological wastes, sharps, body parts, contaminated bedding, surgical wastes and potentially contaminated laboratory wastes, dialysis wastes and such additional medical items as prescribed by the EPA by regulation.”

- Reception Facilities - Ports and terminals must be ready to receive any medical waste from any vessels calling at their facility. This means that those ports/terminal with or without a COA for garbage, must provide vessels with adequate reception facilities for medical waste or a list of persons authorized by federal, state or local law or regulation to transport and treat such wastes.
- Vessels - In addition to notifying the COTP, vessels must coordinate with the port/terminal/recreational boating facility their needs for reception facilities for medical waste, 24 hours in advance of their arrival (33 CFR 151.65(b)), or immediately if already in port.
- COA Waivers - If there are issues or concerns with the health hazards associated with any garbage, reception facilities and vessels should work with the appropriate federal, state, and/or local agencies to determine the actual risks and formulate a plan of action based on information received from those agencies. COTP may also exercise their authority to grant waivers under 33 CFR 158.150, if necessary, to allow for offloading of medical waste or garbage to a reception facility without having a COA.
- Facility Safety and Security Inspections: Coast Guard COTP’s will continue to use risk based decision making to determine if a facility inspection or spot check will be conducted. Owners and operators should work closely with the COTP to determine if attendance for a full or abbreviated inspection is necessary and what mitigations measures may be taken to include social distancing, phone interviews, providing electronic logs, etc. The COTP may conduct and credit a virtual inspection based off facility inspection history, phone interviews, review of electronic records/pictures, etc, or defer an inspection/spot check for up to 90 days. **(Ch 2)**
- TWIC Enrollment Centers – If applicants are planning to visit an enrollment center, please use the “Find an Enrollment Center” feature at the bottom of the Universal Enroll website (<https://universalenroll.dhs.gov/locator>) to determine if the center is open and its hours of operation.

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: 10-20
Date: March 27, 2020

E-Mail: DAPI@uscg.mil

COVID-19 – Guidance for Maritime Operators on Compliance with Federal Drug Testing Requirements

To help protect our essential maritime workforce, while also ensuring drug testing continues to serve as a deterrent, the Coast Guard is providing the following guidance, which, along with any subsequent updates, will remain in effect during the COVID-19 national emergency.

Recommended actions for marine employers with mariners in safety sensitive positions who are subject to drug testing under 46 Code of Federal Regulations (CFR) Part 16:

- **Random Testing:** Operators shall continue to conduct random urinalysis tests reasonably spread throughout the current year as per 46 CFR 16.230. However, the Coast Guard understands that introducing third party collectors onto a vessel or sending mariners to a collection site, increases human contact during the pandemic. In order to minimize human contact and safeguard the uninterrupted flow of vital commerce, maritime operators are encouraged to adjust random selection dates and use their own office employees or mariners to administer the drug tests during the pandemic emergency. Many companies already have “in-house” qualified collectors who are also authorized to train and certify other collectors. Virtual training options are also available on-line to certify urine collectors. However, the Coast Guard realizes that the challenges related to the pandemic, including the time to get employees trained, could make it difficult to reach the required 50% random test rate for all covered employees in 2020. Thus, the Office of Investigations and Analysis (CG-INV) will give due consideration to those challenges when deciding whether or not to initiate an enforcement action against marine employers who fall short of the 50% requirement. If a marine employer does fall short of the 50% requirement they should provide an explanation along with their 2020 Management Information System (MIS) reports describing the testing complications and/or delays encountered during the pandemic, and describe the steps taken to maintain their random testing programs as described above.
- **Pre-Employment Testing:** Employers must continue to require pre-employment drug tests for newly hired crewmembers as per 46 CFR 16.210. However, 46 CFR 16.210 provides employers the ability to waive pre-employment testing for prospective employees who have been covered by another drug testing program for at least 60 days within the last 185 days. In consideration of the pandemic and the potential need for employers to backfill crewmember positions rapidly, the Coast Guard, pursuant to 46 CFR 16.107 will consider employer requests to waive pre-employment drug tests for employees that have been covered by a random drug test program for at least 60 days within the last year of the intended hiring date. Employers may email waiver requests to CG-INV at HQS-DG-1st-CG-INV-1@uscg.mil.
- **Post-Casualty Testing for Serious Marine Incidents:** All employers shall continue to ensure that all persons directly involved in a serious marine incident are tested for dangerous drugs and alcohol in accordance with the requirements of 46 CFR 4.06.
- **Reasonable Cause Testing:** All employers shall continue to require drug testing of crewmembers who are reasonably suspected of using dangerous drugs in accordance with the requirements of 46 CFR 16.250.

Marine employers with specific questions or concerns regarding drug or alcohol testing over the course of the pandemic may send inquiries to the CG-INV Drug and Alcohol Program Coordinator at DAPI@uscg.mil.

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

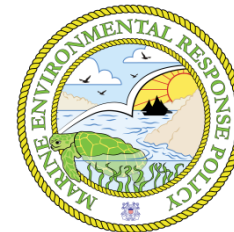


Marine Safety Information Bulletin

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.



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard Commandant
Office of Operating and Environmental Standards
2703 Martin Luther King Jr Ave, SE, STOP 7509
Washington, DC 20593-7501

MSIB Number: 14-20
Date: April 9, 2020
E-Mail: environmental_standards@uscg.mil

COVID-19: Ballast Water Management (BWM) Extensions

The Coast Guard is aware that, in some instances, disruptions to supply chains and workforce availability due to the COVID-19 pandemic make it difficult for owners and operators to bring their vessels into compliance with the Coast Guard Ballast Water Management Regulations set forth in Title 33 of the U.S. Code of Federal Regulations (CFR), Part 151, Subparts C and D (33 C.F.R. 151 Subparts C and D). Examples of these disruptions include COVID-19 pandemic lockdowns or “Do Not Travel” orders resulting in closed country borders, closed drydocks in many parts of the world, equipment/parts being downed warehouses and unable to be shipped, minimal international flights impacting technicians’ travel to locations where ships are drydocked, limited port or drydock availability, and social distancing requirements that have impacted the work force worldwide. The Coast Guard is adjusting its extension policy, as shown below, for those vessels impacted by the COVID-19 pandemic with BWTS compliance dates before 1 April 2021, recognizing the impact of public health policies and the importance of a the continued flow of commerce in our Maritime Transportation System,

The Coast Guard expects that the installation and commissioning of a ballast water treatment system (BWTS) will be completed as scheduled for any vessel which conducts a credit drydock (inspection of the outside of the ships bottom) before 1 April 2021. In instances where the COVID-19 pandemic has rendered it impractical to perform necessary or scheduled work on a vessel, the following guidance regarding an extension is provided.

1. The Coast Guard will extend all 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 order for the Coast Guard to adjust the necessary documentation. It should be understood that this is not an interim extension, and additional time to accommodate operational or regulatory schedules should not be expected. For ships that undergo a credit drydock but cannot complete installation of a BWTS, owners and operators are encouraged to complete as much work as possible during the credit drydock to avoid the need for future drydock availability.
2. In those instances where an extension of more than 12 months is needed, the master, owner, operator, agent, or person in charge of a vessel may request an extension in accordance with 33 CFR 151.2036. Requests for more than 12 months should include:
 - a. Documentation that a system was purchased, and arrangements were made to have it installed. As is normally provided in extension requests, contractual documents or third party correspondence that include the previously arranged date and location of installation

- is adequate.
- b. Documentation that the system could not be installed due to COVID related restrictions. Please include third-party documentation, typically from the drydock facility or BWTS manufacturer.
 - c. The plan for installing the system, including a list of previously performed and scheduled work, and an estimate as to when and how installation and commissioning will be completed.

If granted, extensions longer than 12 months will be for no longer than the minimum time needed for the vessel to comply with the requirements, as determined by the Coast Guard.

In instances where arrangements were made to convert an Alternate Management System (AMS) to a Coast Guard type approved system, but the conversion was not completed due to the pandemic, an extension may be requested to continue operating the AMS under 33 CFR 151.2026(c) until the conversion can be accomplished. As noted above, requests for an extension longer than 12 months should provide details and third-party verification(s) that the arrangements for bringing a vessel into compliance were previously made but not possible due to the COVID-19 pandemic.

For planning purposes, the Coast Guard office of Operating and Environmental Standards is operating with all personnel working remotely. As such, all extension requests should be scanned and sent in by email at Environmental_Standards@uscg.mil in order to expedite review. The review and approval of an extension request could take as long as 30 days..

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

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Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Commercial Vessel Compliance (CG-CVC)
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 15-20
Date: April 22, 2020
Phone: (202) 372-1135
E-Mail: CG-CVC@uscg.mil

Recommendation for DUKW Passenger Vessel Canopy Removal

The Coast Guard recommends that vessel owners and operators of DUKW passenger vessels remove canopies, side curtains, and associated overhead framing to improve emergency egress for passengers and crew.

On July 19, 2018, the DUKW-type amphibious passenger vessel *Stretch Duck 7* encountered a storm and sank while carrying passengers on a Missouri lake. The National Transportation Safety Board (NTSB) is the lead federal agency for the marine casualty investigation, and the Coast Guard is conducting a Marine Board of Investigation (MBI) to determine potential causal factors associated with this tragedy along with applicable regulatory or policy recommendations.

Following the sinking of the DUKW *Miss Majestic* in 1999, the NTSB and Coast Guard found the vessel, like many small passenger vessels certificated for similar routes and operating conditions, lacked sufficient reserve buoyancy to remain afloat and upright when flooded. Additionally, the canopy and side curtains on the *Miss Majestic* restricted passenger egress. In response, the Coast Guard developed [Navigation and Vessel Inspection Circular \(NVIC\) 1-01](#) "Inspection of Amphibious Passenger Carrying Vehicles" which detailed operational requirements and laid out an equivalent level of safety to other vessels certificated under 46 Code of Federal Regulations Subchapter T for items such as modifications to the side curtains to improve emergency egress.

During the preliminary NTSB investigation of the *Stretch Duck 7* incident, the Agency reissued safety recommendation M-19-016 to the Coast Guard regarding the removal of canopies on DUKW vessels that lack sufficient reserve buoyancy to stay afloat when flooded. The preliminary findings of the Coast Guard's *Stretch Duck 7* MBI align with the NTSB's recommendation to remove DUKW canopies in order to ensure emergency egress is not impeded. Owners and operators opting to remove canopies shall work with their local Coast Guard Officer in Charge of Marine Inspection (OCMI) and the Marine Safety Center to arrange an inspection and stability review prior to recommencing operations. All vessel operators are reminded that they should always follow the requirements listed on the vessel's Certificate of Inspection (COI), paying particular attention to wind and wave restrictions to ensure they will not be exceeded for the duration of each voyage.

The Coast Guard will consider implementation of further safety measures for DUKWs at the conclusion of the MBI, and initiate a policy update to NVIC 1-01 with input from public and industry stakeholders.

Questions concerning this notice may be forwarded to Coast Guard Office of Commercial Vessel Compliance, Commandant (CG-CVC), by email to CG-CVC@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
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 13-20
Date: April 3, 2020

E-Mail: OutbreakQuestions@uscg.mil

COVID 19 – Transportation Worker Identification Credential (TWIC®) Operations

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. The regulations outlined throughout 33 and 46 Code of Federal Regulations remain in force, and maritime operators are expected to continue to comply with these requirements. However, when compliance with these regulations cannot reasonably be met as a result of COVID-19, the Coast Guard will exercise flexibility to prevent undue delays. The following clarification is provided regarding the Transportation Worker Identification Credential (TWIC®), which is jointly managed by the Coast Guard and the Transportation Security Administration (TSA). TSA may grant a temporary exemption from certain requirements in 49 CFR part 1572 for the expiration of the TWIC for current cardholders. If this occurs the Coast Guard will take these exemptions into consideration.

Maritime Facilities and Vessels:

TWIC Readers - the Coast Guard is not changing or delaying the TWIC Reader Rule implementation date of June 7, 2020, for facilities that receive vessels certificated to carry more than 1,000 passengers and vessels certificated to carry more than 1,000 passengers. However, the Coast Guard will delay enforcement until October 5, 2020. Applicable facilities and vessels are not required to update facility security plans (FSP)/vessel security plans (VSP) or install readers until the revised enforcement date.

Escort Ratios – Escort ratios for secure and restricted areas of a facility are provided in Navigation and Inspection Circular (NVIC) 03-07. To provide flexibility due to COVID-19 related health impacts, the escort ratio may be adjusted to meet employee shortages or other demands. This would constitute a change to the FSP or require Captain of the Port approval via noncompliance (discussed below and in MSIB 07-20).

New Hires – After enrollment has been completed and a new hire has presented an acceptable form of identification per 33 CFR 101.515(a) to the vessel security officer or facility security officer, that new hire may be allowed access to secure or restricted areas where another person(s) is present who holds a TWIC and can provide reasonable monitoring. The side-by-side escorting required in 33 CFR 101.105 for restricted areas will not be enforced during the COVID-19 pandemic. Additional compliance options for new hires can be found in 33 CFR 104.267 and 105.257 or via noncompliance (discussed below).

Alternative Security Program (ASP) – Local users who are unable to comply with the requirements in an approved ASP may pursue temporary relief via noncompliance (discussed below) or an amendment can be submitted to cover the entire ASP via submission to CG-FAC.

Noncompliance – 33 CFR 104.125 and 105.125 discusses noncompliance with facility and vessel security requirements. If a situation arises where a facility or vessel will not be able to comply with the requirements of 33 CFR parts 104 or 105, they must contact the Captain of the Port (COTP) to request and receive permission to temporarily deviate from the requirements. While not discussed in 33 CFR 104.125 or 105.125, the vessel or facility operator should evaluate and consider any safety risks that may be created from the noncompliance. This request to continue operations should include new measures or safeguards the facility or vessel plans to employ to mitigate any risk from the non-compliance with 33 CFR part 104 or 105.

Merchant Mariner Credentials

The Coast Guard is providing flexibility with regard to requirements to have a TWIC when applying for a credential or when serving under the authority of a credential. To date, the processing of submitted TWIC enrollments has not been impacted by the COVID-19 crisis, and there is no delay in vetting, card production, and issuance. However, TSA and the Coast Guard recognize that this is an evolving public health situation and enrollment centers closures or processing delays will impact applicants for a merchant mariner credential (see below for more on TSA enrollment centers).

Under the 46 CFR 10.203(b), failure to hold a valid TWIC may serve as grounds for suspension or revocation of a merchant mariner credential (MMC). The Coast Guard will not pursue any suspension and revocation actions based on expired TWIC's during the COVID-19 pandemic. The Coast Guard will update industry prior to reinstating enforcement of this requirement. This enforcement discretion for expired TWICs does not apply to cases where a mariner's TWIC has been suspended or revoked due to a determination that they are a security threat. In those cases, the Coast Guard may pursue suspension or revocation of the MMC.

With respect to expired TWICs in the MMC application process, mariners applying for an original credential will be treated differently than mariners seeking a renewal, raise of grade or new endorsement. This is because the TSA provides the Coast Guard with biometric and biographic information (including the photograph) necessary to evaluate and produce a MMC.

Mariners applying for an original credential need to demonstrate that they have enrolled for a TWIC. Mariners may pre-enroll for a TWIC online, can schedule an appointment, but must complete the in-person enrollment process at the nearest TSA enrollment center. While this proof of application is sufficient to begin the merchant mariner credentialing process, an applicant for an original credential will be unable to obtain a MMC until their biographic and biometric information is provided to the Coast Guard by TSA.

For mariners already holding a MMC, if their TWIC expires, and their credential remains valid, then no action needs to be taken and the credential remains valid.

If a mariner applies for a renewal, raise of grade, new endorsement or duplicate merchant mariner credential while their TWIC is expired, they may apply without a valid TWIC if they demonstrate that they have enrolled for a TWIC renewal.

TSA Enrollment Centers – TSA's Enrollment Centers remain open, at this time, and TSA is processing new TWIC enrollments. According to TSA, some enrollment centers have closed and may continue to close for a period of time to ensure the safety, health and wellness of staff and the public. If applicants are planning to visit an enrollment center, TSA encourages individuals to use the "Find an Enrollment Center" feature at the bottom of the Universal Enrollment Services home page (<https://universalenroll.dhs.gov/locator>) to determine if the center is open and its hours of operation. TWIC enrollments must be completed in-person at an enrollment center. You will be required to provide the necessary identity/immigration documentation and submit fingerprints during your in-person enrollment. It is recommended that you schedule an appointment. You may pre-enroll and schedule an appointment online (<https://universalenroll.dhs.gov>).

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