

Recently, the ILA~USMX Joint Safety Committee (JSC) has published several OSH Alerts that supply information in relation to our industry's experience with the Novel Coronavirus.

Those JSC OSH Alerts contain online hyperlinks to the U.S. Centers for Disease Control & Prevention and World Health Organizations' dedicated Novel Coronavirus webpages. Those webpages are updated daily, and provide an excellent source of information and guidance. We encourage our labor and management constituents to review them often.

Today, we have been asked to provide general guidance for our industry constituents in the form of bullet points which set out our principal precautionary recommendations in relation to the Novel Coronavirus pandemic.

We hope that you find them informative, and convenient to reproduce and distribute.



**ILA-USMX JOINT SAFETY COMMITTEE**

# **The Novel Coronavirus:**

## **What to Do; What Not to Do**

- 1). Wash hands frequently and completely;**
- 2). No handshaking (Use your elbows);**
- 3). Keep your hands away from your face;**
- 4). Practice social distancing (Keep six feet between you and the next guy/gal);**
- 5). Stay well clear of all others who appear to be ill (sneezing/coughing);**
- 6). Keep hiring, meeting and close quarters equipment locations/spaces clean and regularly disinfected;**
- 7). On the job: Wear the required personal protective equipment; *and***
- 8). Monitor and follow National, State & Local government directions designed to inhibit community spread**

**Working Together For The Benefit Of All**

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## U.S. COAST GUARD MARINE SAFETY INFORMATION BULLETIN (March 13, 2020)

Consistent with the advice the ILA~USMX Joint Safety Committee has been providing its labor and management stakeholders, the United States has some very strict laws and regulations which mandate that the Master of any ship bound for a U.S. port must provide notice to the relevant USCG Captain of the Port and to the relevant Centers for Disease Control & Prevention quarantine station, in the event of any death or illness aboard their vessel.

On Friday (13 March) the U.S. Coast Guard reminded all affected persons of that fact in the form of Bulletin broadcast widely. You may access the Bulletin below.

For longshore workers the mandatory notice requirement is their first line of defense against crew member-acquired Novel Coronavirus, in that it provides a mechanism wherein a vessel's mandatory self-reporting effectively takes an infected crew member out of the transmission equation.

Everything else we do to supplement our well-being is additive; just in case.

We hope this information is helpful, and provides a level of comparative comfort that we all deserve.

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# 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](mailto:OutbreakQuestions@uscg.mil)

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## 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/xdjnj>.

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



**ILA-USMX JOINT SAFETY COMMITTEE**

***JOINT STATEMENT ON COVID-19***  
**BY USMX-ILA LEADERS**

**RELEASED**

**MARCH 10, 2020**

## **USMX and ILA Leaders Direct Their Safety Committee To Advise Members On Protections Against Coronavirus**

NORTH BERGEN, NJ – (March 10, 2020) At the direction of David F. Adam, Chairman and Chief Executive Officer, United States Maritime Alliance, Ltd., and Harold J. Daggett, International President, International Longshoremen’s Association, AFL-CIO, the ILA-USMX Joint Safety Committee issued new safety guidelines to protect ILA members and employers against potential risks posed by Coronavirus-infected crewmembers/passengers that may be present in the shipboard workplace.

“We want to make sure everyone working in our industry – from ILA members to employers – are protected against exposure to Coronavirus disease (COVID-19)” said Mr. Adam and Mr. Daggett in a joint statement. “We have directed our ILA-USMX Joint Safety Committee to monitor the situation daily and to devise pro-active policies to keep everyone safe.

U.S. Coastguard and CDC protocols direct the master of a ship destined for a U.S. port to report immediately to the quarantine station at or nearest the port at which the ship will arrive, to report 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 the ship’s expected arrival or during the period since departure from a U.S. port (whichever period of time is shorter.)

The ILA-USMX Joint Safety Committee is making two recommendations:

1. That ILA workers and members of management avoid close contact (closer than six feet) with any crew members or passengers who appear to be ill (coughing, sneezing, etc.); and
2. That those ILA and management workers obliged to serve aboard passenger vessels be provided with properly fitted NIOSH-approved filtering masks and impermeable gloves.

“The ILA and USMX encourage all our members to continue to visit the websites of the Centers for Disease Control and Prevention (<https://www.cdc.gov/coronavirus/2019-ncov/index.html>) and the World Health Organization (<https://www.who.int/emergencies/diseases/novel-coronavirus-2019>)

The United States Maritime Alliance, Ltd. (USMX) represents employers of the East and Gulf Coast longshore industry. Membership consists of Container Carriers, including the largest carriers and carrier alliances worldwide, all major Marine Terminal Operators, and Port Associations representing each port on the East and Gulf Coasts. USMX's members are responsible for the transportation and handling of cargo shipped to and from the United States.

The International Longshoremen's Association, AFL-CIO represents 65,000-members working at Atlantic and Gulf Coasts from Maine to Texas; U.S. and Canadian Great Lakes ports; Eastern Canadian Maritime Provinces; major U.S. Rivers and Puerto Rico.

(A copy of the ILA-USMX Joint Safety Committee report is included in this release).

For additional information, contact Jim McNamara at ILA 212-425-1200, ext. 307 [jmcnamara@ilaunion.org](mailto:jmcnamara@ilaunion.org) or Beth Monica at USMX 732-404-2965 [bmonica@usmx.com](mailto:bmonica@usmx.com)



## ILA-UMX JOINT SAFETY COMMITTEE

# OSH ALERT 2020-05 [10 March 2020]

## More on the Novel Coronavirus

The ILA~UMX Joint Safety Committee (JSC) continues to receive inquiries regarding the manner in which industry labor and management constituents may become aware of any potential risks posed by Coronavirus-infected crewmembers/passengers that may be present within the shipboard workplace.

As a threshold matter, all of us should understand that ***in the event of any crew member/passenger death or illness***, U.S. law and regulation require ship Masters to provide advance notice to the relevant U.S. Centers for Disease Control & Prevention quarantine station, Penalties for failing to report are sizable. The regulation appears in this form:

### § 71.21 Report of death or illness.

**(a)** 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).

Notwithstanding; out of an abundance of caution, the JSC recommends the following:

- 1).** That ILA workers and members of management avoid close contact (closer than 6 feet) with any crewmembers or passengers who appear to be ill (coughing, sneezing, etc.); *and*
- 2).** That those ILA and management workers obliged to serve aboard passenger vessels be provided with properly fitted NIOSH-approved filtering facemasks and impermeable gloves;

Consistent with previous advice, we continue to provide extremely informative links to the relevant CDC and WHO websites. They provide excellent guidance:

Centers for Disease Control & Prevention (CDC):

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

World Health Organization (WHO)

<https://www.who.int/emergencies/diseases/novel-coronavirus-2019>

**Got a question about this particular subject? Write to the JSC at: [blueoceana@optonline.net](mailto:blueoceana@optonline.net)**

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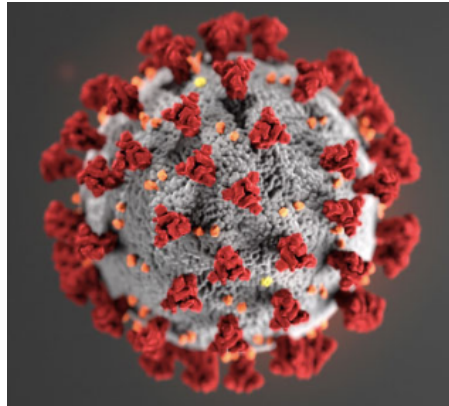




## ILA-USMX JOINT SAFETY COMMITTEE

# OSH ALERT 2020-04 [25 February 2020]

## The “Novel Coronavirus” Update



Since the publication of ILA~USMX Joint Safety Committee OSH Alert 2020-03 (27 January 2020), the U.S. experience with the Novel Coronavirus has not changed in any substantial way. Currently (as of yesterday; reported by the U.S. Centers for Disease Control and Prevention), there have been **14** confirmed cases documented in the U.S. On review, none of those cases have any connection to commercial or passenger ocean shipping. And while that’s relatively good news, our sense is that we’re not out of the woods just yet.

For that reason, we continue to actively monitor all available resources in our ongoing assessment of potential risk to our labor and management constituents.

Two important resources we use (of many), are the U.S. Centers for Disease Control and the World Health Organization. Both organizations have webpages that are exclusively devoted to provide accurate and timely information to those seeking to maintain a protective, up-to-date posture.

We’d like to share access to those websites with all persons and organizations receiving our OSH Alerts, and for that purpose provide the relevant links here:

Centers for Disease Control & Prevention (CDC):

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

World Health Organization (WHO)

<https://www.who.int/emergencies/diseases/novel-coronavirus-2019>

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## ILA-UMX JOINT SAFETY COMMITTEE

# OSH ALERT 2020-03 [27 January 2020]

## The “Novel Coronavirus”



Countries with Confirmed Cases to Date

As the ILA~USMX Joint Safety Committee begins to develop this OSH Alert, we are aware of five (5) confirmed cases of the Coronavirus presently on U.S. soil. We are also aware of the situation on the ground at Wuhan Province, China (inclusive of Wuhan port), wherein thousands of confirmed cases have been established. The situation there is extremely serious.

At present, the U.S. Centers for Disease Control (CDC) has implemented detection activities (passenger screening) at several U.S. airports. That's wise, inasmuch as the threat of importation there is quite significant in terms of numbers. As yet, similar measures have not yet been implemented at U.S. seaports where the importation threat is less numerically severe.

The U.S. Maritime Administration and local Port Authorities are, however, monitoring unfolding circumstances very carefully.

At present we would like to provide our management and labor stakeholders with access to CDC's increasingly active Coronavirus webpage, which provides an amazingly complete amount of information about this threat:

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

Our best (conservative) advice: Continue to monitor the CDC webpage for updates. Also, port workers/managers obliged to interact with ship's personnel aboard a vessel that called at Wuhan port, China recently, should wear a simple filtration facemask (in line with manufacturer's recommendations) during that interaction and avoid direct (skin to skin) contact.

**Got a question about this particular subject? Write to the JSC at: [blueoceana@optonline.net](mailto:blueoceana@optonline.net)**

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