



<b>TRANSMITTAL MEMORANDUM</b>
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TO: The Honorable Mayor and City Council

FROM: Karl R. Amylon, City Manager

DATE: March 25, 2020

RE: **Discussion of Docking Cruise Ships at the Port of Ketchikan During Industry Suspension of Sailings Due to the COVID-19 Pandemic**

At its meeting of March 19, 2020, the City Council gave "four hands" direction to place the issue of docking cruise ships at the Port of Ketchikan during industry suspension of sailings due to the COVID-19 pandemic. Port & Harbors Director Steve Corporon has revised his report of March 19, 2020, in order to provide the City Council with the most up to date information. In addition to both Celebrity and Royal Caribbean Cruises suspending sailings to Alaska until July 1<sup>st</sup>, the Port of Seattle has delayed Seattle's cruise season "until the resolution of the public health emergency."

Mr. Corporon's report provides a comprehensive summary of the various factors the City Council may wish to consider when evaluating industry's potential request to dock cruise ships at the Port of Ketchikan during the suspension of sailings. Above and beyond the issues outlined by the Port & Harbors Director, I would only add that the community is already under considerable stress due to the COVID-19 pandemic and its associated impacts on the local economy. Under normal circumstances, industry's request might be considered routine. These are, however, far from normal times. Allowing a cruise ship to dock at the Port for an extended period while Ketchikan is dealing with the COVID-19 pandemic will only add more stress to a community that is attempting to cope with challenges that it has not had to deal with before. If for no other reason than this, my office does not support extending temporary dockage to cruise ships during the period that sailings from Vancouver and Seattle are suspended.

Mr. Corporon will be attending the City Council meeting of April 2, 2020, in order to address any questions and/or concerns that Councilmembers may have.

A motion has been prepared for City Council consideration.

**Motion:** I move the City Council authorize the City Manager to respond to requests for layup berthing for cruise ships affected by the temporary suspension of operations due to COVID-19 pandemic as determined appropriate by the City Council.



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### **MEMORANDUM**

**To:** Karl Amylon, City Manager  
**From:** Steve Corporon, Port & Harbors Director  
**Date:** March 25, 2020  
**Re:** **Cruise Ship Layup Policy**

Attached are recent announcements from Cruise Lines International Association (CLIA), the CDC and individual cruise lines regarding the suspension of operations to and from U.S. ports of call for at least the next 30 to 90 days. The Canadian Government has also prohibited large cruise ships from operating in Canadian ports until at least July 1 and both Celebrity and Royal Caribbean announced today that they did not anticipate service returning to Alaska until July 1. One of the consequences of these suspensions is that cruise lines are attempting to locate temporary layup berths for vessels. I have not received any written requests yet but I have had some verbal inquiries regarding whether the City would be able and willing to accommodate any vessels.

According to section 13.08.045 of the Municipal Code the Port & Harbors Director has final authority on berth assignments but it should also be noted that section 13.80.010 further states that conditions for using any port of Ketchikan properties are subject to specific authorization by the city manager or his designee and may include provisions to protect public safety, security, environment and health.

I recognize that these are unprecedented circumstances and seek guidance from the City Manager and City Council prior to responding to any specific requests for berthing should I receive any. There are several operational issues to be considered during this discussion including the following:

**Vessel Size:** Berth 3 is currently unavailable due to work being performed by a contractor to replace the reaction dolphin pile frames and fenders. Berth 4 is rated for vessels up to 65,000 DT which is slightly larger than the Solstice class. Berths 1 & 2 can safely accommodate panamax vessels and possibly some neo-panamax vessels depending on the mooring line arrangements for each vessel. These guidelines are based on winds below 35 knots for panamax vessels and below 25 knots for neo-panamax vessels. If a weather forecast predicted winds in excess of 40 knots while a vessel was moored at any of the berths it is likely that additional measures such as tugs would be required to assist in preventing damage to the vessel or the dock. If winds in excess of 50 knots were forecast we would likely direct vessels to get underway until the weather subsided. The anchorage area north of Pennock Island would also be available for vessels of any size including large neo-panamax vessels.

**Wastewater:** If a vessel has a high efficiency wastewater treatment system and the corresponding continuous discharge permit from the State of Alaska then they could be accommodated at any of the berths. If a vessel will need to offload gray water and/or black

water they will need to provide an estimated amount, flowrate and concentration of each in order for Public Works to determine whether the City's wastewater facilities will be able to handle the load. Berth 2 is the only berth with a connection to the City's wastewater collection system. If Berth 2 is not available or the City wastewater plant is unable to receive a vessel's gray water or black water then the vessel will have to transit outside the boundary waters established by ADEC to discharge. Vessels that discharge wastewater into the City's wastewater system should be charged the rate established last year of \$150 per day plus \$100 per 1,000 gallons of effluent. The \$150 per day fee was intended to cover any necessary testing and administrative costs and may be waved on a case by case basis.

**Solid Waste:** The Port of Ketchikan is currently not approved by the U.S. Department of Agriculture for the offload of solid waste from foreign flagged vessels. None of the large cruise ships are U.S. flagged; therefore, the City would not be able to accept any solid waste from those vessels. The City's solid waste facility is approved to accept waste from small foreign flagged vessels which has to be incinerated.

**Potable Water:** It is not anticipated that vessels would need excessive amounts of potable water, if any. Vessels should be charged for water in accordance with the rates already established in the Municipal Code which are based on the length of the vessel.

**Crew:** No passengers would be on board the vessels but a smaller than normal crew would likely be on board, possibly between 250 and 750 depending on the vessel. The initial inquiries indicated that vessels would be requiring the caretaker crews to remain on board at all times. The City could set this as a requirement if desired. Legally there would have to be exceptions in order to comply with the Seafarer Access Regulations. This authority resides with CBP, CG and the CDC for medical matters.

**CDC/CG Direction:** Currently it appears the CDC/CG would not direct or allow a vessel to moor in Ketchikan if there were any know cases of COVID-19 on board; therefore, vessels allowed to moor for layup would be assumed to be COVID-19 free. The CG has stated that they would not prevent the City from allowing a cruise ship to moor for layup during the suspension; however, they would oversee any requests for operational movements during a layup for activities such as transiting outside the boundary waters to discharge wastewater, getting underway prior to inclement weather, etc. The CG would oversee all requests for personnel to embark or disembark from a vessel. Personnel would also have to adhere to all CDC and State travel mandates.

**Fees:** Since no passengers would be on board, according to the Municipal Code the only fee that would apply would be dockage. The current dockage rate for cruise ships 700+ feet in length is \$2.54/ft/day. That would equate to sample daily rates as follows:

Length	Daily Rate
700 ft	\$1,778
950 ft	\$2,413
1,050 ft	\$2,667
1,100 ft	\$2,794

Dockage rates for smaller cruise ships range from \$0.63/ft/day for vessels less than 100 feet in length up to \$2.23/ft/day for vessels 600-699 feet in length.

**Port Security:** Any cruise ship vessels in layup at the City's facilities will require Port Security personnel to be present 24/7 enforcing the provisions of the Port's CG approved security plan. The estimated daily personnel cost would range from \$1,500 to \$2,500 depending on the vessel and location. There are currently no provisions in the Municipal Code for charging vessels for

the cost of providing security since most normal stays are 8 hours or less and we collect full fees for passenger wharfage during normal stays.

**Alternate Use:** I have received a couple inquiries from members of the local community asking whether a vessel in layup could be utilized for alternate activities such as quarantine or overflow hospital space. It is highly unlikely that cruise lines would be amenable to allowing community members on board a clean vessel who are in a quarantine status due to potential exposure to COVID-19. In regards to use as overflow hospital space, Carnival Corporation has gone on record as offering vessels to local communities for use as overflow hospital space; however, the information I reviewed indicated it would be for overflow of regular hospital services un-related to COVID-19 cases and Carnival would expect compensation for all costs associated with the alternate use of their vessels.

**Recommendations:** If the City Council is NOT interested in allowing any cruise ships to layup at the City's berths during the current suspension of operations then directing the Manager and the Port & Harbors Director to decline all requests would be in order.

If the City Council is willing to allow cruise ships to layup at the City's berths during the suspension of operations then I recommend directing the Manager and the Port and Harbors Director to consider the guidelines below when approving or disapproving requests. These guidelines include requirements from the current code and also additional items, which is allowed in accordance with section 13.80.010, as previously stated in the second paragraph of this memo, to protect public safety, security, environment and health.

1. No more than two cruise ships greater than 700 feet in length should be moored in a layup status at any time.
2. Vessels sizes should not exceed the safe moorage capacity of respective berths.
3. Vessels should arrive with limited crews only and no passengers.
4. Crews should be required to remain on board at all times with the exception of required movements directed by the CBP, CDC and/or CG.
5. Vessels should arrive fully cleaned and with adequate provisions for the length of their expected stay.
6. Vessels should provide estimated wastewater discharge amounts, flow rates and concentrations and will be allowed to offload wastewater into the City's wastewater system only after approval by the Public Works Director. Vessels will be charged the rate established in the code.
7. Vessels that do not have a continuous discharge permit or vessels that are unable or not allowed to discharge wastewater into the City's wastewater system will be required to transit outside the boundary waters established by ADEC.
8. Vessels should provide any estimated needs for potable water and will be charged the rates established in the code.
9. Vessels will not be allowed to offload any solid waste.
10. Vessels must have adequate crew on board to get underway when necessary if winds in excess of 50 knots are forecast.
11. In addition to the current daily dockage rate vessels will agree to reimburse the City for the cost of providing the minimum number of port security personnel at all times.

**Recommended motion:** I move to authorize the Manager to respond to requests for layup berthing for cruise ships affected by the temporary suspension of operations due to COVID-19 pandemic as directed by the City Council.

## **Cruise Lines International Association (CLIA) Announces Voluntary Suspension in U.S. Cruise Operations**

**Washington, DC (13 March 2020)**—CLIA ocean-going cruise lines will be voluntarily and temporarily suspending cruise ship operations from and to U.S. ports of call for 30 days as public health officials and the U.S. Government continue to address COVID-19.

“CLIA cruise line members are voluntarily and temporarily suspending operations from the U.S. as we work to address this public health crisis,” said Kelly Craighead, President and CEO, CLIA. “This is an unprecedented situation. Our industry has taken responsibility for protecting public health for more than 50 years, working under the guidance of the U.S. Centers for Disease Control and Prevention, and prides itself on its ability to deliver exceptional vacation experiences for guests, as well as meaningful employment opportunities for crew. This has been a challenging time, but we hope that this decision will enable us to focus on the future and a return to normal as soon as possible.”

The temporary suspension will take effect at 12:00AM EST on 14 March 2020. CLIA ocean-going cruise lines are focused on the safe and smooth return of those currently at sea onboard ships that will be affected by this decision.

“We do not take this decision lightly, and we want the traveling public to know in no uncertain terms the commitment of this industry to putting people first,” said Adam Goldstein, CLIA Global Chairman. “During this time, we will continue to work with the CDC and others to prepare for resumption of sailings when it is appropriate. We know the travel industry is a huge economic engine for the United States and when our ships once again sail, our industry will be a significant contributor to fueling the economic recovery.”

The cruise industry is a vital artery for the U.S. economy, supporting over 421,000 American jobs, with every 30 cruisers supporting one U.S. job, and annually contributes nearly \$53 billion to the U.S. economy. Cruise activity supports travel agencies, airlines, hotels and a broad supply chain of industries that stretches across the United States.

Guests who are booked on cruise itineraries which will be impacted by this decision are encouraged to contact their travel advisors or reach out to their cruise lines directly. For additional information, please contact [press@cruising.org](mailto:press@cruising.org).

### **About the Cruise Lines International Association**

The Cruise Lines International Association (CLIA) is the world’s largest cruise industry trade association, providing a unified voice and leading authority of the global cruise community. On behalf of the industry, together with its members and partners, the organization supports policies and practices that foster a safe, secure, healthy and sustainable cruise ship environment, as well as promote positive travel experiences for the more than 30 million passengers who cruise annually. The CLIA community includes the world’s most prestigious ocean, river and specialty cruise lines; a highly trained and certified travel agent community; and cruise line suppliers and partners,

including ports & destinations, ship development, suppliers and business services. The organization's global headquarters are located in Washington, DC, with regional offices located in North and South America, Europe, Asia and Australasia. For more information, visit [www.cruising.org](http://www.cruising.org) or follow us on via Facebook.com/CLIAGlobal and Twitter via @CLIAGlobal.

**U.S. DEPARTMENT OF HEALTH AND HUMAN SERVICES  
CENTERS FOR DISEASE CONTROL AND PREVENTION (CDC)**

**ORDER UNDER SECTIONS 361 & 365  
OF THE PUBLIC HEALTH SERVICE ACT (42 U.S.C. §§ 264, 268)  
AND  
42 CODE OF FEDERAL REGULATIONS  
PART 70 (INTERSTATE) AND PART 71 (FOREIGN):  
NO SAIL ORDER AND OTHER MEASURES RELATED TO OPERATIONS**

**Applicability**

This Notice of No Sail Order and Other Measures Related to Operations shall apply only to the subset of carriers<sup>1</sup> described below and hereinafter referred to as “cruise ships,” except this Order shall not apply to any cruise ship that voluntarily suspends operations for the period of this Order:

All commercial, non-cargo,<sup>2</sup> passenger-carrying vessels operating in international, interstate, or intrastate waterways and subject to the jurisdiction of the United States with the capacity to carry 250<sup>3</sup> or more individuals (passengers and crew) with an itinerary anticipating an overnight stay onboard or a twenty-four (24) hour stay onboard for either passengers or crew.<sup>4</sup>

**General Background**

COVID-19 is a communicable disease caused by a novel (new) coronavirus, SARS-CoV-2, that was first identified as the cause of an outbreak of respiratory illness that began in Wuhan, China.

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<sup>1</sup> Carrier is defined by 42 C.F.R. § 71.1 to mean “a ship, aircraft, train, road vehicle, or other means of transport, including military.”

<sup>2</sup> Given the substantial risk of person-to-person transmission of COVID-19, as opposed to transmission via indirect contact, this Order is currently limited to passenger, non-cargo vessels.

<sup>3</sup> Based on substantial epidemiological evidence related to congregate settings and mass gatherings, this Order suspends operation of vessels with the capacity to carry 250 individuals or more. Evidence shows that settings as small as nursing homes or movie theaters can proliferate the spread of a communicable disease. As the numbers of passengers and crew onboard a ship increases, certain recommended mitigation efforts such as social distancing become more difficult to implement. In light of the demonstrated rapid spread of this communicable disease in current cruise ship settings, application of this Order to vessels carrying 250 or more individuals is a prudent and warranted public health measure. Moreover, the management of current coronavirus cases in addition to existing seasonal care needs (e.g., influenza) has placed an extreme burden on the public health and healthcare systems and this Order will help avoid further stressing those systems.

<sup>4</sup> This order shall not apply to vessels operated by a U.S. Federal or State government agency. Nor shall it apply to vessels being operated solely for purposes of the provision of essential services, such as the provision of medical care, emergency response, activities related to public health and welfare, or government services, such as food, water, and electricity.

The virus is thought to spread primarily by person-to-person contact through respiratory droplets produced when an infected person coughs or sneezes; it may also spread through contact with contaminated surfaces or objects. Manifestations of severe disease have included severe pneumonia, acute respiratory distress syndrome (ARDS), septic shock, and multi-organ failure. According to the World Health Organization (WHO), approximately 3.6% of reported COVID-19 cases have resulted in death globally. This mortality rate is higher among the elderly or those with compromised immune systems. Older adults and people who have severe chronic medical conditions like heart, lung, or kidney disease are also at higher risk for more serious COVID-19 illness. Early data suggest older people are twice as likely to have serious COVID-19 illness.

On January 30, 2020, the Director General of the WHO declared that the outbreak of COVID-19 constitutes a Public Health Emergency of International Concern under the International Health Regulations. The following day, the Secretary of the Department of Health and Human Services (HHS) declared that COVID-19 constitutes a public health emergency under the Public Health Service Act. To date, CDC has issued Level 3 Travel Health Notices recommending that travelers avoid all nonessential travel to China, Iran, South Korea, and most of Europe; the U.S. Department of State has issued a global Level 3 Health Advisory directing U.S. citizens to reconsider all travel abroad due to the global impact of COVID-19 and Level 4 Travel Advisories (Do Not Travel) for China, Iran, and certain parts of Italy. In addition, CDC has recommended that travelers, particularly those with underlying health conditions, avoid all cruise ship travel worldwide; the U.S. Department of State has similarly issued guidance that U.S. citizens should not travel by cruise ship at this time. As of March 11, 2020, the President of the United States has suspended entry to the U.S. by most foreign nationals who have recently visited China, Iran, and most of Europe due to COVID-19. On March 11, 2020, the WHO declared the COVID-19 outbreak a pandemic. As of March 13, 2020, there have been over 132,000 cases of COVID-19 globally in over 122 locations resulting in over 4,950 deaths; more than 1,620 cases have been identified in the United States, with new cases being reported daily and over 41 deaths due to the disease. A Presidential Declaration of National Emergency concerning COVID-19 was issued on March 13, 2020.

Global efforts to slow transmission have included drastic control measures with substantial societal and economic impact. Countries such as Russia, Australia, the Philippines, Japan, Israel, and the United States have imposed stringent restrictions on travelers who have recently been in China. Similar travel restrictions have since been imposed on individuals from countries experiencing substantial outbreaks, including Iran, South Korea, and Europe. In many countries, including the United States, citizens, permanent residents, and their close relatives returning from areas known to have high rates of infection are being requested to self-quarantine for 14 days (a period estimated to encompass the incubation period for the virus) following return from countries with sustained community transmission. Despite these unprecedented global efforts at containment, cases of COVID-19 have been shown to rapidly propagate, crossing international borders with ease. For example, the Islamic Republic of Iran has seeded at least 97 COVID-19 cases in 11 other countries, as reported by the WHO, and as of March 9, 2020, the Schengen Area of Europe has exported 201 COVID-19 cases to 53 countries.

In the United States, community transmission has occurred in Washington State, California, and New York. CDC is closely monitoring COVID-19 transmission and is supporting state and local

health departments in conducting contact tracing investigations of confirmed COVID-19 cases identified in the United States. These investigations are complex and resource intensive; persons identified as infected or at-risk can require observation, movement restriction (such as isolation or quarantine), clinical evaluation, and care. Public health authorities in the United States are working concurrently to contain the spread of the disease and mitigate its impact.

#### Risk of Transmission on Cruise Ships

Cruise ships often involve the movement of a number of people in closed and semi-closed settings. Cruises vary in size, with larger cruises involving populations of more than 4,000 passengers and crew. Like other close-contact environments, cruise ships facilitate transmission of COVID-19.

There are several features of cruise ships that increase the risk of COVID-19 transmission. A hallmark of cruise travel is the number and variety of person-to-person contacts an individual passenger may have daily. The dynamics of passenger-to-passenger, passenger-to-crew, crew-to-passenger, and crew-to-crew intermingling in a semi-closed setting are particularly conducive to SARS-CoV-2 spread, resulting in high transmission rates. Cruises include frequent events that bring passengers and crew close together, including group and buffet dining, entertainment events, and excursions. Cruise ship cabins are small, increasing the risk of transmission between cabinmates. Close quartering is a particular concern for crew, who typically eat and sleep in small, crowded spaces. Infection among crew members may lead to transmission on sequential cruises on the same vessel because crew members may continue working and living onboard the ship from one cruise to the next. Crew from one ship may in turn serve onboard multiple different ships for subsequent voyages, which also has the potential to amplify transmission.

Transmission of COVID-19 on cruise ships may also be amplified by difficulty decontaminating numerous surfaces in common areas. Contamination of frequently touched surfaces, such as door handles and faucets in public toilet rooms, elevator buttons, handrails in stairs and passageways, and utensils/dispensing mechanisms (for beverages) in self-service buffets, etc., is also likely to be a significant factor in transmission. Less obvious examples of frequently touched surfaces, include playing cards, slot machine levers, and chips in the casino; computer keyboards in the internet café; books, puzzles, and games in the library; gym equipment; counters and surfaces in gift shops; and the cruise card used by passengers to pay/register for everything on board and exit/enter the ship in port. The high volume of people on board a cruise ship and wealth of high-touch surfaces make successful control of this method of transmission very difficult.

Moreover, the nature of cruise travel presents additional opportunities for spread of the disease to ports of calls and passengers' home communities. During a cruise, disembarkation of passengers at sequential ports of call under uncontrolled conditions may lead to disease transmission in those ports. Once a cruise concludes, passengers residing in different countries or throughout the United States may require air transportation or other types of common carriers to return home. Return of disembarked infected passengers to their communities could lead to widespread, interstate disease transmission.

Quarantine and isolation measures are difficult to implement effectively onboard a cruise ship and only occur after an infection has already been identified onboard a cruise. If ships are at capacity, it may not be feasible to fully separate ill and well persons onboard the ship, particularly among the crew. Because crew are required to continue working to keep a ship safely operating, effective quarantine for crew is particularly challenging.

#### Already Observed Impact of Cruise Ship Travel in General and in the U.S.

Cruise ship travel has already been associated with a number of COVID-19 clusters and outbreaks, including on the Diamond Princess (Asia) and the Grand Princess (California to Mexico, California to Hawaii). The threat of spread is not limited to larger cruise ships. An outbreak onboard a Nile River cruise with 171 passengers and crew (29 of which were American citizens) resulted in 45 confirmed COVID-19 cases (3 of which are American citizens). Many of these passengers returned home before any notifications about COVID-19 were provided, potentially spreading the disease to their home communities. Evidence of COVID-19 transmission onboard six similar Nile River cruise ships, each carrying approximately 100 passengers, illustrates that even ships with moderate numbers of passengers and crew onboard carry a substantial risk of disease transmission and outbreak.

The initial stages of the COVID-19 epidemic were marked by the outsized role of a single cruise ship, the Diamond Princess in Yokohama, Japan, which for a period of 18 days was the setting for the largest number of cases outside the original epicenter in China. The outbreak of COVID-19 onboard the Diamond Princess demonstrates the speed and extent of disease transmission that can occur onboard cruise ships. Despite quarantine and isolation efforts, more than 700 cases of infection with the virus that causes COVID-19 were identified among Diamond Princess passengers and crew during the three weeks following the identification of one case of COVID-19 in a person who was symptomatic before leaving the ship. There are several cases of severe disease associated with the Diamond Princess, including at least six deaths. Additionally, approximately half of the infected passengers did not report symptoms at the time their infections were diagnosed.

On March 4, 2020, Placer County, California officials reported the death of a passenger who had been onboard the Grand Princess cruise ship during a voyage from February 11-21, 2020 (Sailing A) and was a confirmed COVID-19 case. As of March 7, 2020, there were 22 presumptive positive cases of COVID-19 among persons who were onboard Sailing A. The Grand Princess left San Francisco for a second sailing on February 21 (Sailing B). Sixty-eight passengers and most of the crew from Sailing A were also on Sailing B. While testing of those who were onboard Sailing B continues, to date, 22 crew and 8 passengers have tested positive for COVID-19. As a result of the outbreak onboard the Grand Princess, the Federal government engaged in a massive effort to disembark and quarantine American passengers from the ship on four military bases to help prevent further transmission to the passengers' home communities. Passengers from Sailing A were from more than 30 U.S. states and 25 countries; Sailing B included passengers from over 50 countries. More than 70 persons from this voyage have reported symptoms and require assessment and evaluation and additional confirmed cases in multiple states/countries are anticipated.

### The Director Has Reason to Believe That Cruise Ship Travel May Continue to Introduce, Transmit, or Spread COVID-19

Cruise ship travel markedly increases the risk and impact of the COVID-19 disease outbreak within the United States. Disembarkation of passengers at sequential ports may lead to disease transmission in those ports. Return of disembarked infected passengers to their communities could lead to widespread disease transmission. Cases that have been confirmed to date may have led to secondary transmission, including in a healthcare worker. Furthermore, the passenger population of cruises often includes a substantial number of older adults, meaning there is higher risk for COVID-19 morbidity and mortality. Industry trade publications report that 51% of cruise ship passengers are over the age of 50. The median age of passengers onboard the Grand Princess Sailing B, for example, was 66 and 1,200 passengers on the ship were over age 70. Given these demographics, many cruise passengers are at high risk for severe disease if they become infected.

Beyond the risk to these individuals, the intensive care requirements for cruise ship passengers with severe disease stresses a healthcare system already overburdened and facing a shortage of beds needed for influenza and other seasonal and critical healthcare conditions. The addition of further cruise ship cases place healthcare workers at substantial increased risk. Specifically, these cases divert medical resources away from persons with other medical problems and other COVID-19 cases, consuming precious diagnostics, therapeutics, and protective equipment. Ongoing concerns with cruise ship transmission also draw valuable resources away from the immense Federal, state, and local effort to contain and mitigate the spread of COVID-19. Safely evacuating, triaging, quarantining, and repatriating cruise ship passengers involves complex logistics, incurs financial costs at all levels of government, and diverts resources away from larger efforts to suppress or mitigate the virus.

### Coordination Efforts with the Cruise Ship Industry

To address the continued and significant risks and burdens posed by ongoing cruise ship operations, CDC and other Federal agencies have engaged with representatives from Cruise Lines International Association (“CLIA”), the leading industry trade group. To that end, CLIA members and certain individual cruise lines have voluntarily taken steps to try to mitigate the impact of the spread of COVID-19. On March 13, 2020, CLIA and their associated members announced that all member cruise lines would voluntarily suspend cruise ship operations from U.S. ports of call for 30 days as public health officials and the Federal government continue to address COVID-19. The Federal government recognizes the enormity and importance of this action taken by CLIA and the commitment it demonstrates to protecting the health of both cruise ship passengers and the public at large. Following the example set by CLIA members, additional cruise lines have also voluntarily suspended operations from U.S. ports of call. Although the CLIA members and the additional cruise lines implementing a voluntary suspension of operations represent a large majority of the cruise industry, not all cruise lines or ships have announced a voluntary suspension of operations or that they will follow the important example set by CLIA members. This Order is intended to cover and specifically apply to those cruise lines or ships that do not undertake a voluntary suspension of operations. As a result, this Order

specifically excludes from applicability any cruise line or ship that voluntarily suspends operations for the period of this Order, as CLIA members have done.

#### Findings and Immediate Action

Accordingly, and consistent with 42 C.F.R. § 71.32(b), the Director of CDC (“Director”) finds evidence to support a reasonable belief that cruise ships are or may become infected or contaminated with a quarantinable communicable disease.<sup>5</sup> This reasonable belief is based on information from epidemiologic and other data regarding the nature and transmission of COVID-19 on cruise ships from the recent outbreaks onboard the Diamond Princess, Grand Princess, and other cruise ships. As a result, cruise ship passengers may be infected with or exposed to COVID-19 by virtue of having been onboard a cruise ship at a time when cases of COVID-19 are being reported in significant numbers globally and specifically on cruise ships, when testing is available.

The Director also finds that cruise ship travel may exacerbate the global spread of COVID-19. The scope of this pandemic is inherently and necessarily a problem that is international and interstate in nature, and cannot be controlled sufficiently by the cruise ship industry or individual state or local health authorities. Accordingly, under 42 C.F.R. § 70.2, the Director determines that measures taken or likely to be taken by state and local health authorities regarding COVID-19 onboard cruise ships are inadequate to prevent the further interstate spread of the disease.

The Director further determines that this Order provides public health authorities, in concert with the cruise ship industry, the necessary pause in operations to develop and implement an appropriate and robust plan to prevent and mitigate the spread of COVID-19, and acts to prevent the spread of the disease and ensure cruise ship passenger and crew health.

Therefore, in accordance with Sections 361 and 365 of the Public Health Service Act (42 U.S.C. §§ 264, 268) and 42 C.F.R. §§ 70.2, 71.32(b), for all cruise ships not voluntarily suspending operations for the period described below, it is ORDERED:

1. Cruise ship operators shall be allowed to disembark passengers and crew members at ports or stations only as directed by the United States Coast Guard (USCG), in consultation with HHS/CDC personnel and, as appropriate, as coordinated with Federal, state, and local authorities.
2. Cruise ship operators shall not reembark any crew member, except as approved by USCG, in consultation with HHS/CDC personnel, until further notice.
3. Cruise ship operators shall not embark any new passengers or crew, except as approved by USCG, or other Federal authorities as appropriate, in consultation with HHS/CDC personnel.

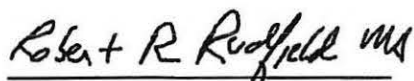
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<sup>5</sup> COVID-19 is a communicable disease for which quarantine is authorized under Section 361 of the Public Health Service Act (42 U.S.C. § 264) and 42 C.F.R. §§ 70.1, 71.1, as listed in Executive Order 13295, as amended by Executive Orders 13375 and 13674.

4. Cruise ship operators shall not commence or continue operations (e.g., shifting berths, moving to anchor, or discharging waste), except as approved by USCG, in consultation with HHS/CDC personnel, until further notice.
5. While in port, the cruise ship operator shall observe health precautions as directed by HHS/CDC personnel.
6. The cruise ship operator shall comply with all HHS/CDC, USCG, and other Federal agency instructions to follow CDC recommendations and guidance for any public health actions relating to passengers, crew, ship, or any article or thing on board the ship, as needed, including by making ship's manifests and logs available and collecting any specimens for COVID-19 testing.
7. This order does not prevent the periodic reboarding of the ship by HHS/CDC personnel and/or USCG and/or other Federal, state, or local agencies or the taking on of ships' stores and provisions under the supervision of HHS/CDC personnel and/or USCG.
8. This order does not prevent the ship from taking actions necessary to maintain the seaworthiness or safety of the ship, or the safety of harbor conditions, such as movement to establish safe anchorage, or as otherwise directed by USCG personnel.

This order is effective immediately and shall continue in operation for a period of thirty (30) days, unless rescinded earlier based on public health considerations. This order is subject to renewal and further modifications as needed.

In testimony whereof, the Director, Centers for Disease Control and Prevention, U.S. Department for Health and Human Services, has hereunto set his hand at Atlanta, Georgia, this 14<sup>th</sup> day of March, 2020.

Handwritten signature of Robert R. Redfield in black ink.

Robert R. Redfield, MD

Director

Centers for Disease Control and Prevention

# Royal Caribbean Extends Suspension of Sailings Until May 12

March 24, 2020



Royal Caribbean Cruises announced it has decided to extend the suspension of sailings of its global fleet. At this time, it aims to resume service on May 12.

"We are working with our guests to address this disruption to their vacations, and we are genuinely sorry for their inconvenience. We are also working with our crew to sort out the issues this decision presents for them," the company said. "Because of announced port closures, we expect to return to service for Alaska, Canada and New England sailings July 1, 2020."

## Karl Amylon

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**From:** Steven Corporon  
**Sent:** Wednesday, March 25, 2020 8:52 AM  
**To:** Karl Amylon; Lacey Simpson  
**Cc:** Daniel Berg; David Dixon; Abner Hoage; Mark Hilson  
**Subject:** FW: 7/1

FYI, sc.

Steve Corporon  
Port and Harbors Director  
City of Ketchikan  
907-228-6049

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**From:** Rick Erickson [mailto:rerickson@claalaska.com]  
**Sent:** Wednesday, March 25, 2020 8:31 AM  
**To:** Steven Corporon; John Kimmel - Ketchikan Agent  
**Subject:** FW: 7/1

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Both Celebrity and RCI ships have suspended Alaska season up until July 1<sup>st</sup>.

<https://www.cruiseindustrynews.com/cruise-news/22667-royal-caribbean-extends-suspension-of-sailings-until-may-12.html>



### Royal Caribbean Extends Suspension of Sailings Until May 12 - Cruise Industry News | Cruise News

Royal Caribbean Cruises announced it has decided to extend the suspension of sailings of its global fleet. At this time, it aims to resume service on May 12. "We are working with our guests to address this disruption to their vacations, and we are genuinely sorry for their inconvenience. We are also ...

[www.cruiseindustrynews.com](https://www.cruiseindustrynews.com)

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# Port of Seattle suspends 2020 Alaska cruise season indefinitely amid public health emergency

[Enlarge](#)

You won't see any cruise ships, like this one docked seen in 2019 at Pier 66 along the Seattle waterfront this spring or summer, until the COVID-19 statewide public health emergency ends, the Port of Seattle said Tuesday.

ANTHONY BOLANTE | PSBJ

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By [Andrew McIntosh](#) – Staff Writer, Puget Sound Business Journal

14 hours ago

The 2020 Alaska cruise season will be delayed indefinitely and won't start until after the COVID-19 outbreak and related public health emergency in Washington state have ended, the [Port of Seattle](#) said Tuesday.

The decision came as the Centers for Disease Control and Prevention released new research findings, revealing that traces of the coronavirus were found on board one cruise ship [a full 17 days after all passengers had disembarked](#).

The port and cruise ship companies have already delayed several sailings from Seattle, but a wider, longer

suspension of the spring-to-fall cruise season will deliver another massive economic body blow to the Puget Sound region and smaller communities in Alaska where the cruise ships call.

In Seattle, each homeport cruise ship sailing creates approximately \$4 million in regional business activity, ranging from food and beverage suppliers to piano tuners. A full cruise season generates an economic impact of nearly \$900 million statewide and supports 5,500 jobs, the port has previously estimated.

### [Enlarge](#)

Peter Steinbrueck was sworn in as a Port of Seattle commissioner at the Port's headquarters at Pier 69. Steinbrueck served three terms on the Seattle City Council.

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"We know that social distancing is our only real weapon against the COVID-19 virus. At a time when Governor Inslee has ordered all Washingtonians to 'stay home, stay healthy,' we must consider public health and safety above all else," Port of Seattle Commission President [Peter Steinbrueck](#) said in an announcement.

Port Commissioner [Fred Felleman](#) said the regional public agency, which owns and operates the Seattle waterfront ports and airport, has acted to put the public interests first.

"We won't put people or workers at any risk until we are assured that all sailings can be done safely," Felleman added.

## Enlarge

Port of Seattle commissioner Fred Felleman is pictured at his office balcony along the Elliott Bay waterfront in Seattle.

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The hit to the city's already battered and bruised tourism economy is now worse.

"The loss and impact of these sailings will ripple through the tourism industry and our regional economy—however, we understand the Port of Seattle's hard but necessary decision," Visit Seattle President and CEO Tom Norwalk said. "We appreciate the port's commitment to re-evaluate the 2020 cruise season as the situation evolves, and Visit Seattle will help lead the economic recovery and work in tandem with the Port of Seattle."

Visit Seattle is a private nonprofit that is the region's premier tourism promotion and destination marketing agency.

Steinbrueck said the port will regularly reevaluate the COVID-19 situation as the crisis evolves and won't launch the season until the public health emergency ends and it is deemed safe.

"The eventual return of our cruise season is something we fully expect as an important contribution to living wage jobs, local small businesses, and our region's economic recovery. We also recognize the critical role Seattle cruise plays in supporting the Alaska economy for over 20 years," Steinbueck said.

Three giant cruise companies offer Alaska vacations departing from the Port of Seattle and will be affected by the decision, including Carnival Corp., which owns Princess Cruises, Holland America and Seabourn Cruises; Norwegian Cruise Line Holdings Inc.; and Royal Caribbean Cruise Line.