



NATIONAL MARITIME INTERAGENCY ADVISORY GROUP (NIAG) – INDUSTRY-FOCUSED MEETING ON COVID-19 RESPONSES

Sept 30, 2020

OBJECTIVES



Gather and share creative solutions for managing operations during the COVID-19 pandemic.



Identify common interests and opportunities for effective information sharing between government and the maritime industry.

PRESENTERS

PRINCIPALS:



Rear Admiral Kelly Aeschbach, USN, is the Chair of the MDA ESC, the Director of the National Maritime Intelligence-Integration Office, and the Commander of the Office of Naval Intelligence, leading providers of global maritime intelligence and intelligence integration.



Rear Admiral Mark Buzby, USN, Ret., is the Maritime Administrator and previously served as president of the National Defense Transportation Association. He has over 34 years of service in the U.S. Navy.



Julie Gascon is the Director General of Marine Safety and Security at Transport Canada, responsible for the safety and security of Canada's marine transportation system and the marine community.



Rear Admiral Nancy Hann, NOAA, is the Deputy Director of Operations, NOAA Office of Marine and Aviation Operations (OMAO) and Deputy Director of NOAA Commissioned Officer Corps. She is responsible for direct leadership and management of OMAO's operational assets.

SUCCESS FACTORS

PANELISTS:



Lyston Lea (Moderator) is the Principal Advisor to the Director of the National Maritime Intelligence-Integration Office, where he advances maritime intelligence integration, information sharing, and maritime domain awareness.



Donald Brown is the Vice President, Maritime Policy with Cruise Lines International Association, where he develops, presents, negotiates, and implements global industry positions on legislative, regulatory, and policy matters.



Captain Rebecca Ore, USCG, is the Captain of the Port and the U.S. Coast Guard Sector Commander for Los Angeles-Long Beach, where she guides a team of over 550 personnel conducting maritime safety and security operations on the central California coast.



Debbie Murray is the Director of Policy and Regulatory Affairs with the Association of Canadian Port Authorities, which represents all Canadian Port Authorities, various government entities and companies doing business in the marine sector.



Glenn Wiltshire is the Deputy Port Director for the Broward County Port Everglades Department, which is ranked among the nation's leading container ports and a world leader in the cruise industry.



Jennifer Carpenter is the President and CEO of The American Waterways Operators, the national trade association representing the inland and coastal tugboat, towboat, and barge industry.



Captain Stuart Griffin is the Chairman of the Mariners' Advisory Committee for the Delaware River and Bay, which is the nexus for federal, state, and local regulators and agencies to collaborate with maritime and port stakeholders to address critical issues around navigation safety and port operations.

- Leveraged existing relationships to support continued operations.
- Supported resilient operations and workforce health through timely industry-government interactions.
- Provided senior U.S. Policy Makers with daily updates of COVID effects to Maritime Transportation System.
- Exercised a Unified Command, allowing port entities to speak with one voice, promoting teamwork and resiliency.
- Promoted collaboration between commercial and government partners, improving information dissemination.
- Advocated for seafarer wellbeing with national and international organizations.
- Promoted information sharing utilizing a Port Coordination Team, supporting reliable, predictable communications.



LESSONS LEARNED

1

Use of Command Center/Unified Command/Port Coordination Team

Effective mechanism open to stakeholders to coordinate and integrate federal, state, local, and maritime industry equities.



Established a Unified Command structure on the Great Lakes.



Set up a Port Coordination Team—a COVID community of interest—that met weekly and developed reliable, predictable relationships to handle the evolving situation between all port stakeholders and local health authorities.



Achieved operational resilience through contingency planning and emergency management under a Unified Command concept.



Established a Unified Command that facilitated the management of 29 ships and nearly 48,000 passengers who converged on the port, along with coordinating with county health officials for three vessels that arrived with symptomatic crew members.



Utilized Maritime Security Operations Centers (MSOCs), which allowed government departments and agencies to better work together and share information within their legal mandates.

2

Leveraging existing habitual relationships and regular meetings

Ease the transition to an emergent situation by allowing key players and stakeholders to be identified early.



Collaboration between commercial and government partners was critical to disseminating information among stakeholders through Transport Canada’s weekly calls and Public Safety’s Critical Infrastructure Forums.



Continually evolving the decision-making team to meet the challenges of a rapidly changing threat and regularly asking, “Who is not represented and should be?” was essential.



Classifying the Maritime Transportation System as an essential industry supported cutting through restrictions. Proactive regulation modification and timely national guidance mitigated against a patchwork of local regulations.



Addressing COVID-19 issues as they arose through established relationships between local and federal representatives and port and industry stakeholders, and through pre-existing quarterly business meetings was successful.

3

Implementation of new processes when the situation necessitates

Allow stakeholders to create new solutions and identify new processes more quickly.



Monitored and advocated for the mental health and wellness of seafarers, specifically for allowances of shore leave.



Established a consistent, repeatable process to determine how to handle sick crew. Process went from taking a couple days to only 15 minutes.



Implemented crew change procedures and pre-screening. Minimized contact between crew and non-crew, and increased cleaning and sanitization onboard vessels.



Restricted crew-swaps and shore leave negatively impacted seafarer wellness; seafarers’ houses and support services were identified as valuable resources.



Established policies for pre-embarkation, testing all passengers and crew, mask use and social distancing, passenger excursion procedures, and designating cabins for quarantine and diagnosis.

