

Duluth, Minnesota: COVID-19 Vessel Response **Red Plan**, 1 May 2020

SUMMARY:

If individual(s) aboard a vessel have been identified as a suspected case of COVID-19 due to the symptoms they exhibit, the actions, notifications, and prevention components of the Lake Carriers' Association (LCA) **COVID-19 Prevention and Response Guide** should be initiated.

Transitioning to this plan, the **Red Plan**, should be the next step in response. The **Red Plan** guides the actions and notifications of a vessel's crew and company personnel to get the vessel to a pre-arranged port, the individual(s) to proper health care and/or quarantine, the cleaning and sterilization of the vessel, and readying the vessel for its return to service.

There are three pre-arranged ports on the U.S. side of the Great Lakes for LCA member vessels to dock: **Duluth**, Milwaukee, and Cleveland. This **Red Plan** is for **Duluth**. Below are the steps to be taken when **Duluth** is the port of choice.

PRIORITIES:

1. Health, safety, and care of the crew
2. Rapid response to suspected COVID-19 incidence
3. Health and safety of community
4. Ready the vessel to sail, including sterilization and provisioning
5. Resume operations

NOTIFICATIONS:

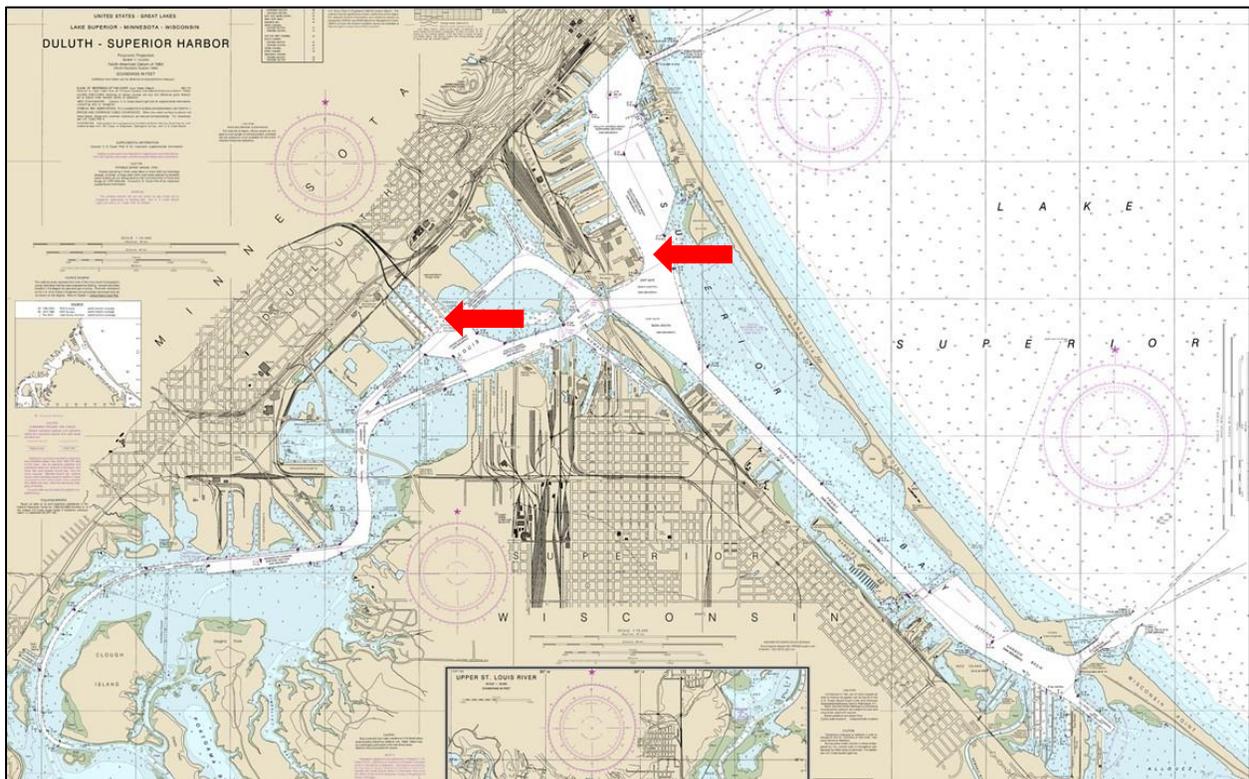
Remember, calling "911" when still not in port may result in notification of the wrong community.

Completed	Notification Entity or Agency	Phone Number
<input type="radio"/>	Vessel owner/operator – VESSEL RESPONSIBILITY	(ZZZ) ZZZ-ZZZZ
	Vessel berthing in Port of Duluth	
<input type="radio"/>	<ul style="list-style-type: none"> • Port of Duluth (will assign dock as appropriate) 	(218) 340-8787
	<ul style="list-style-type: none"> • CN Ore Dock, East side of #6 Dock 	(218) 628-4687
<input type="radio"/>	Health care facilities for suspected COVID-19 patient	
	<ul style="list-style-type: none"> • St. Luke's 	(218) 249-4200
<input type="radio"/>	Pre-arranged transport services (ambulance or other)	
	<ul style="list-style-type: none"> • Mayo Clinic Ambulance Service 	(218) 628-9323
<input type="radio"/>	Notification to federal agencies	
	<ul style="list-style-type: none"> • U.S. Coast Guard Sector Sault Ste. Marie (Port of Duluth) 	(906) 635-3233
	<ul style="list-style-type: none"> • Centers for Disease Control – Minneapolis (all ports in Minnesota) 	(612) 725-3005
<input type="radio"/>	Minnesota Emergency Operations Center	eoc.staff.opschief@state.mn.us
<input type="radio"/>	Local governmental authorities, as deemed appropriate	
<input type="radio"/>	Lab services for COVID-19 testing, as appropriate (<i>see NOTES</i>)	
	<ul style="list-style-type: none"> • St. Luke's Respiratory Clinic, 4190 Loberg Ave., Hermantown, MN 55811 	(218) 249-4609
<input type="radio"/>	Commercial services for cleaning the vessel, if deemed necessary	

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Completed	Notification Entity or Agency	Phone Number
	• ServiceMaster	(844) 413-3130
	• Marine Pollution Control	(313) 849-2333
	• SERVPRO (local vendor will return call)	(855) 294-7561
○	Local lodging options for short- and longer-term quarantine	
	• Barker's Island Inn, 300 Marina Dr, Superior, WI 54880	(715) 392-7152
	• Hampton Inn Superior, 66 E 2 nd St., Superior, WI 54880	(715) 718-2723
	• #hospitalityhelps ¹	hospitalityhelps.org
○	Transportation for crew if local quarantine is directed	
	• GOGO Charters	(855) 826-6770
○	Transportation for crew if home quarantine is directed	
	• GOGO Charters	(855) 826-6770
○	Ship's chandler for food and supplies to vessel	
	• Allouez Marine Supply, Inc.	(715) 398-3581
○	Emergency contact (vessel owner/operator responsibility)	
		TBD

VESSEL BERTHING:



¹ The site is a collaboration between American Hotel and Lodging Association and George Washington University:

- Go online and register
- Someone from a participating hotel will contact you quickly
- Agree to terms/conditions and your rooms will be ready

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There are two potential quarantine berthing locations in the Port of Duluth-Superior:

- Duluth Seaway Port Authority. Berths 11, 4, 1-2 or 8-9 will be made available, as appropriate.
- CN ore docks in Duluth. Berthing is temporary for the off-load of a suspected individual with COVID-19 symptoms and onload of their replacement crew member. The available berth is on the east side of Dock #6. For a vessel to dock, it will have to be unloaded. If the vessel requires shore power, it will have to be in the back of the dock. Draft will have to be monitored.

COMMUNICATIONS:

Message control is critical to an effective, efficient, and thorough response.

Normal security call notifications to the **Port of Duluth** should be made via VHF Channels 13 and 16 when approaching the port.

Follow-on communications specific to the suspected COVID-19 response and berthing arrangements for vessel quarantine should be made via cell phone. This is recommended to avoid unwarranted and unnecessary attention on a vessel approaching port with a suspected COVID-19 incident.

Assign a single cell phone number for the vessel to call and receive calls from external support services engaged in the response. The cell phone number should be provided as the single point of contact for any support services notified.

For the VESSEL NAME, the designated phone number is (BBB) BBB-BBBB.

All subsequent communications should be made via phone until directed otherwise by COMPANY POINT OF CONTACT. COMPANY POINT OF CONTACT will facilitate most calls to ramp up response for the vessel.

Should media reach out directly to the vessel crew, no details should be provided. Ask for the name, affiliation, and phone number of the individual. Write it down. Then the correct and sufficient response for the crew to give is, "We have no information to provide at this time. I'll pass along your information to COMPANY POINT OF CONTACT who will return your call." Notify COMPANY POINT OF CONTACT immediately if media has reached out. Tell them the name of the individual, media affiliation, phone number provided, and what request for information was made.

ALL requests from media should be directed to COMPANY POINT OF CONTACT.

Internal to the company and vessel, control of information is equally critical. Only facts should be exchanged with employees and crew. Speculation is usually unwarranted and unhelpful. The master of the vessel should direct the crew that no calls, texts, emails, use of social media, or other messaging should be made until directed otherwise. Unnecessary alarm is counterproductive to effective situation control. However, information should not be withheld from crew members. A situation brief of actions should be provided to the crew and employees that includes:

1. The situation to date (what has happened)
2. Actions to date (what has been done)
3. Actions to be completed (what is being done)

Make sure information is current and correct when the crew and company employees are briefed.

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COMPANY POINT OF CONTACT should be kept up to date on all actions occurring on the vessel including when the vessel docked, emergency services arrived, where individual(s) were taken, actions being taken onboard and any onshore related to the response, vendors engaged, if/when/when crew might be quarantined, and any other actions and circumstances happening as it relates to the vessel and crew.

Any notifications to family or otherwise of a suspected COVID-19 individual(s) will be made by COMPANY POINT OF CONTACT and not the vessel's crew.

When all actions have been completed related to the COVID-19 response, the vessel and crew should make ready to leave port. Normal notifications should be completed for departure.

TRANSPORTATION:

Getting individual(s) suspected of having COVID-19 symptoms to quarantine or health care facilities should be by commercial services, ambulance or otherwise. Any commercial services that will be providing transportation for any crew member(s) should be informed that they will be transporting an individual(s) suspected of having COVID-19 symptoms or they have been in contact with an individual(s) suspected of having COVID-19 symptoms.

All transportation services that will be coming to the vessel at its quarantine dock should be given directions and instructions how to get there. A Transportation Worker Identification Card (TWIC) or an escort for those without one will be required for access to the moored vessel.

Ask the commercial transportation provider if there are specific requirements necessary to transfer the individual(s) suspected of having COVID-19 symptoms from the vessel to the vehicle. Let them know that your vessel is not a sailboat or pleasure craft. This may help them in preparing for the safe transfer of individual(s) suspected of having COVID-19 symptoms. If specific personal protective equipment (PPE) is required by the commercial transportation service and it is unavailable to the crew, ask if they can provide the PPE in sufficient numbers to make the transfer.

A decision to evacuate the vessel and relocate the crew to quarantine facilities for either the short or long term will be made by the COMPANY POINT OF CONTACT in consultation with the master of the vessel.

LEAVING PORT/RESUMING OPERATIONS:

Factors to be verified before leaving port:

- Any vendors or contractors that were onboard the vessel have signed out and have been put ashore
- Any equipment or special waste generated by cleaning services has been removed from the vessel
- All members that will be sailing are onboard and accounted for
- Sufficient crew members are onboard to sail in accordance with the vessel's manning requirements in the Certificate of Inspection
- All notifications to the proper authorities that the vessel is sailing have been made
- COMPANY POINT OF CONTACT concurs with the decision

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NOTES:

As in all states there is a severe shortage of laboratory testing kits available to determine the presence/absence of COVID-19 in an individual. In light of this, Minnesota has updated their policy on prioritizing who should get tested for COVID-19. If a crew member with suspected COVID-19 systems does not meet the criteria for testing then it should be assumed that no testing will occur. The program details are available online at:

<https://www.health.state.mn.us/communities/ep/han/2020/apr1testing.pdf>