

LOT
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**COVID
TESTING**

FYI

From: chuckslagle55@gmail.com

To: allamericanauto99901@yahoo.com

Date: Wednesday, April 22, 2020, 8:41 AM AKDT

<https://www.statnews.com/2020/04/16/rapid-coronavirus-test-commonly-used-in-u-s-may-miss-infections-in-some-situations/>

RE: Update on COVID-19 Testing Capabilities

From: chuckslagle55@gmail.com

To: allamericanauto99901@yahoo.com; trevor@creeksidehealth.com

Cc: chucks@baranof.net

Date: Wednesday, April 22, 2020, 8:47 AM AKDT

Is this headed the right direction?

"Trevor,

Thanks for providing quality and cost effective medical services to the community of Ketchikan. Thanks as well for being proactive and thinking outside of the box in helping our community survive the pandemic.

As you are aware the southeast Alaska panhandle where we live is home to 35 communities with just over 73,500 people, of whom 22% are Native Alaskans. Only three of these communities are connected by road to either Canada or the US. At this point we have done an admirable job in containing the Covid19 virus through aggressive isolation and social distancing but the path forward is unclear.

Tourism and Sport Fishing are the cornerstones to our economy in Southeast Alaska and its critical that we have a way of being open for business this summer if at all possible. It is becoming clear that testing is a necessary component for responsibly opening a business to the general public. The lack of medical facilities in our rural portion of Alaska and the fact that we only have 9 ventilators available for these 35 communities makes the goal of lifting the isolation restrictions extremely risky.

Many of our businesses in the absence of a responsible process will choose to not risk exposing their employees and guests to the coronavirus and will remain shuttered for the season. If given the option of testing their employees prior to startup and more importantly given the ability to test through a coronavirus event instead of an arbitrary quarantine these many businesses would consider opening.

Ketchikan is uniquely remote and completely reliant on tourism for its economic well being. A minimal testing ability would have a profound effect in not only managing the risk but empowering our community to start the process of healing and finding a way to start working again.

What can we do as a business community to help acquire cartridges for the Abbott's "ID Now" platform so that we can incorporate testing into our operational plans for the summer?

Thanks"

Chuck Slagle

907-617-4877

"Change ain't looking for friends. Change calls the tune we dance to."

Al Swearengen, Deadwood

From: Mark Flora <allamericanauto99901@yahoo.com>

Sent: Thursday, April 16, 2020 10:06 PM

To: Trevor Shaw <trevor@creeksidehealth.com>; KTN M. Fish House Chuck Slagle <chuckslagle55@gmail.com>

Subject: Re: Update on COVID-19 Testing Capabilities

Hi Trevor and Chuck,

This is what I have been informed of at tonight's meeting:

There are five Abbott machines in town. One at KIC, two at Peace Health and two with the EOC.

There are 218 testing kits in town.

There are 5000 test kits on order

1.57% of our population locally has been tested. The Positive test result is 6.7%.

Per Chief Hoage, a negative test does not guarantee no Covid infection in an individual. He also stated that the Abbot machine is not approved for asymptomatic testing.

I am going to follow up with the chief to learn more. The one universal piece of information in this whole affair has been more testing is good.

If there is any additional information that you guys can provide please call or text. I want to help in any way I can to protect the health of our community and get our workforce back on the job, n all sectors of our economy.

Thank you,

Mark

On Thursday, April 16, 2020, 5:57:33 PM AKDT, Trevor Shaw <trevor@creeksidehealth.com> wrote:

Hello Mark,

Just to follow up and summarize our phone conversation regarding COVID-19 testing capabilities and some of the things that we're working on at Creekside Family Health Clinic:

- Creekside Clinic is trying to procure an Abbott lab ID NOW™ COVID-19, which is a point-of-care test system for the detection of novel coronavirus (COVID-19) and can produce results in as little as 10-15 minutes. Currently, I know that there are a handful of these systems in town, with more on order. One of the primary concerns with these systems is the limited availability of the supplies necessary to conduct the test. This system is the most commonly referred to "rapid test" for COVID-19. However, there are other manufactures working on similar systems, and as time goes on, the systems and corresponding supplies will more readily be available with increased development, production, and manufacturing.
- Our commercial lab, Quest Diagnostics, has greatly expanded their test analyzation capabilities. They are now able to process approximately 45,000 tests per day. We've been working out how to solve the shortage of testing supplies by looking at other methods such as saline-based preservation and transport of swabbed specimens. Using this method, which has been approved by Quest and other laboratories, has the potential to significantly expand testing capabilities in communities like ours.
- Beginning Monday, our commercial lab will have the ability to conduct serology IgG, which is a blood test used for determining whether a person has had COVID-19 and now carries the antibodies of the virus. Further, a number of companies are working to produce rapid tests for detecting antibodies.
- All of these things contribute greatly to setting up widespread COVID-19 testing in our community. The rapid testing processes, for both detecting the virus and the antibodies of the virus, are still quite new and being refined. Time, especially over the next month or two, will improve the quality and accessibility of these rapid tests. Hopefully a combination of all of this will provide some confidence and reassurance to citizens of our community that a path forward can be developed for the stability and wellbeing of everyone in the midst of the situation.

Please see the links below for some additional information:

1. <https://www.questdiagnostics.com/home/Covid-19/>
2. <https://www.abbott.com/corpnewsroom/product-and-innovation/detect-covid-19-in-as-little-as-5-minutes.html>
3. <https://www.abbott.com/corpnewsroom/product-and-innovation/abbott-launches-covid-19-antibody-test.html>

Lastly, please don't hesitate to reach out to me if you or anyone else at the City has any questions or would like further information. Thanks for your time.

Sincerely,

Trevor A. Shaw, Vice President & Clinic Manager

Creekside Family Health Clinic, Inc.

320 Bawden Street, Suite 313

Ketchikan, Alaska 99901

Phone: (907) 220-9982

Fax: (907) 220-9972

email: info@creeksidehealth.com

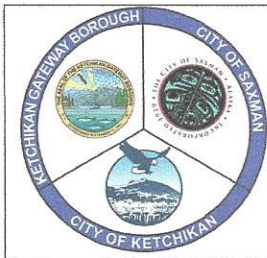
web: <http://www.creeksidehealth.com>

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STATE HEALTH MANDATES

MANDATE 17: INDEPENDENT COMMERCIAL FISHING VESSELS

ADDITIONAL NOTES



Ketchikan Emergency Operations Center

70 Bawden Street Ketchikan, Alaska 99901
Phone (907) 228-2366 – Fax (907) 225-9613
Fire Chief/Emergency Manager Abner Hoage
e-mail: abnerh@city.ketchikan.ak.us

TO: Karl Amylon, City Manager
FROM: Abner Hoage, Incident Commander
DATE: April 29, 2020
SUBJECT: Current Health Mandates

Below is a summary of the current applicable Health Mandates that may pertain to the discussion item that Councilmember Flora has requested for the meeting of May 7th. Full text of all mandates including these can be found online at <https://covid19.alaska.gov/health-mandates/>.

Health Mandate 017: Protective Measures for Independent Commercial Fishing Vessels (Expires: 5/20/20)

- Enacts protective measures for independent commercial fishing vessels operating within Alaskan waters and ports.
- Applies to all catcher and tender vessels not covered under a fleet-wide plan submitted by a company, association, or entity that represents a fleet of vessels.
- Alleviate the requirement for independent commercial fishing vessels to submit separate Community/Workforce Protective Plan required by Mandate 010.
- Does not apply to skiffs operating from shore.
- Outlines: Required Protective Measures/Plans, Travel and Access, & Compliance and Penalties.

Health Mandate 016: Reopen Alaska Responsibly Plan – Phase 1 – A (Expires: Until Rescinded)

- Addresses and modifies a number of prior Mandates and Health Care Advisories, as appropriate, to implement Phase I of the “Reopen Alaska Responsibly Plan.” If there is any discrepancy between this Mandate, including its attachments, and any other statements, mandates, advisories, or documents regarding the “Reopen Alaska Responsibly Plan”, this Mandate and its attachments will govern.
- Attachments provide additional social distancing, hygiene, staffing, cleaning, disinfecting and occupancy requirements based on the type of occupancy and nature of business operations.
 - Attachment D – Non-Essential Public Facing Businesses Generally – modifies Mandate 011 (Updated 4/25)
 - Attachment E – Retail Businesses – modifies Mandate 011 (Updated 4/25)
 - Attachment F – Restaurants Dine-In Services – modifies Mandate 03.1 (Updated 4/25)
 - Attachment G – Personal Care Services – modifies Mandate 09 (Updated 4/25)
 - Attachment H – Non-Essential Non-Public-Facing Businesses – modifies Mandate 011 (Updated 4/25)
 - Attachment I – Childcare and Day Camps
 - Attachment J – Fishing Charters
 - Attachment K – Gyms and Fitness Centers (Updated 4/25)
 - Attachment L – Lodging and Overnight Camping (Updated 4/25)
 - Attachment M – Intrastate Travel and Outdoor Day Activity
 - Attachment N – Social, Religious and Other Gatherings (Updated 4/25)

Health Mandate 015: Services by Health Care Providers (Expires: Not Specified)

- Routine Health Care Services resumed April 20, 2020
- Non-Urgent/Non-Emergent Elective Surgeries and Procedures resumes May 4, 2020
- Outlines additional screening, testing, and PPE requirements

Health Mandate 014: Non-Congregate Sheltering Order (Expires: Until Rescinded)

- Provides mechanism for non-congregate sheltering of specific populations
 - Homeless individuals who require quarantine or isolation.
 - Homeless families, with at least one member who tested positive for COVID-19, live in congregate shelters and will require isolation.
 - First responders/healthcare workers who need to quarantine without exposing their families

Health Mandate 013: K-12 Public and Private Schools (Expires: Until Rescinded)

- Closes all public and private schools through the remainder of the 2019-2020 school year

Health Mandate 012: Intrastate Travel (Expires: May 19, 2020)

- Limiting travel between communities to critical infrastructure or critical personal needs
- Attachment A Alaska's Essential Services and Critical Infrastructure: <https://gov.alaska.gov/wp-content/uploads/sites/2/04132020-COVID-19-Health-Mandate-010-Attachment-A.pdf>
- Attachment B Alaska Small Community Emergency Travel Order: <https://gov.alaska.gov/wp-content/uploads/sites/2/04132020-COVID-MANDATE-012-Alaska-Small-Community-Emergency-Travel-Order.pdf>

Health Mandate 010: International and Interstate Travel (Expires: May 19, 2020)

- Order for Self-Quarantine upon arrival in Alaska from another State or Nation.
- 14-days remain in quarantine except for medical emergencies/medical care
- Do not visit public spaces
- No visitors in or out of your designated quarantine location

Health Mandate 003: Statewide Closure Restaurants, Bars, Entertainment (Expires: Until Rescinded)

- Except as modified by Mandate 16 all bars, breweries, restaurants, food and beverage kiosks or trucks, and other establishments serving food or beverages within the State of Alaska, shall be closed to the public for dine-in service.

Health Mandate 002: State Libraries, Archives, Museums, & Residential Schools (Expires: Until Rescinded)

- all libraries, archives, and museums shall be closed to the public

Health Mandate 001: Visitation at State Institutes

- Suspends visitation for Department of Corrections, Division of Juvenile Justice, Alaska Military Youth Academy, and Alaska Psychiatric Institute facilities. Limits visitation to Alaska Pioneer Homes



17

Governor Michael J. Dunleavy
STATE OF ALASKA

**** COVID-19 HEALTH MANDATE ****

Issued: April 23, 2020

By: Governor Mike Dunleavy
Commissioner Adam Crum, Alaska Department of Health and Social Services
Dr. Anne Zink, Chief Medical Officer, State of Alaska

To slow the spread of Coronavirus Disease 2019 (COVID-19), the State of Alaska is issuing its seventeenth health mandate, based on its authority under the Public Health Disaster Emergency Declaration signed by Governor Mike Dunleavy on March 11, 2020.

Given the ongoing concern for new cases of COVID-19 being transmitted via community spread within the state, Governor Dunleavy and the State of Alaska are issuing Mandate 017 to go into effect April 24, 2020 at 8:00 a.m. and will reevaluate the Mandate by May 20, 2020.

This Mandate is issued to protect the public health of Alaskans. By issuing this Mandate, the Governor is establishing consistent mandates across the State in order to mitigate the impact of COVID-19. The goal is to flatten the curve and disrupt the spread of the virus.

The purpose of this Mandate is to enact protective measures for independent commercial fishing vessels operating within Alaskan waters and ports in order to prevent, slow, and otherwise disrupt the spread of the virus that causes COVID-19.

The State of Alaska acknowledges the importance of our commercial fishing fleet to our economy and lifestyle as Alaskans. In order to ensure a safe, productive fishing season this year, while still protecting Alaskan communities to the maximum extent possible from the spread of the virus, the State is establishing standardized protective measures to be followed by all independent commercial fishing vessels operating in Alaskan waters and ports.

Health Mandate 017 – Protective Measures for Independent Commercial Fishing Vessels.

I. Applicability

- a. Definition: For the purposes of this Mandate, “independent commercial fishing vessels” are defined as all catcher and tender vessels that have not agreed to operate under a fleet-wide plan submitted by a company, association, or entity that represents a fleet of vessels. This Mandate alleviates the requirement for independent commercial fishing vessels to submit a Community/Workforce Protective Plan in response to Health Mandates 010 or 012.
- b. This Mandate does not apply to skiffs operating from shore; protective measures for those vessels will be provided under separate guidance.

II. Required Protective Measures/Plans

- a. Independent commercial fishing vessels operating in Alaskan waters and ports must enact the protective measures and procedures described in Appendix 01, the Alaska Protective Plan for Commercial Fishing Vessels.
- b. Vessel captains must enact controls on their vessel to ensure crewmember compliance with this Mandate.

III. Travel and Access

- a. Compliance with this Mandate does not constitute a right to travel or access into any areas.
- b. It is incumbent upon the individual traveler to ensure that any proposed travel itinerary is still possible, and to adhere to any additional restrictions enacted by air carriers and lodging facilities or by small communities in accordance with the State of Alaska Small Community Emergency Travel Order (Health Mandate 012-Attachment B).

IV. Compliance and Penalties

- a. Vessel captains are required to maintain documentation as directed by Appendix 01, Paragraph I, and must provide a copy of the Mandate 017 Acknowledgement Form (Appendix 02) upon request by any seafood purchasing agent or Federal, State, or local authority, to include law enforcement and fisheries regulators.
- b. A violation of a State COVID-19 Mandate may subject a business or organization to an order to cease operations and/or a civil fine of up to \$1,000 per violation.
- c. In addition to the potential civil fines noted above, a person or organization that fails to follow the State COVID-19 Mandates designed to protect the public health from this dangerous virus and its impacts may, under certain circumstances, also be criminally prosecuted for Reckless Endangerment pursuant to Alaska Statute 11.41.250. Reckless endangerment is defined as follows:

(a) A person commits the crime of reckless endangerment if the person recklessly engages in conduct, which creates a substantial risk of serious physical injury to another person.

(b) Reckless endangerment is a class A misdemeanor.

Pursuant to Alaska Statute 12.55.135, a defendant convicted of a class A misdemeanor may be sentenced to a definite term of imprisonment of not more than one year.

Additionally, under Alaska Statute 12.55.035, a person may be fined up to \$25,000 for a class A misdemeanor, and a business organization may be sentenced to pay a fine not exceeding the greatest of \$2,500,000 for a misdemeanor offense that results in death, or \$500,000 for a class A misdemeanor offense that does not result in death.

This Mandate Supersedes And Replaces All Previously Submitted Protective Plans For Independent Commercial Fishing Vessels.

This Mandate Does Not Supersede Or Replace Any Previously Enacted Protective Plans For Corporate Vessel Fleets.

For the latest information on COVID-19, visit coronavirus.alaska.gov

State of Alaska COVID-19 Mandate 017

Independent Commercial Fishing Vessels

Page 3 of 3

Alaska Protective Plan for Independent Commercial Fishing Vessels
Appendix 01 to Health Mandate 017
Part of Phase 1
Issued: April 23, 2020

- I. Documentation.** Vessel captains are required to maintain a ship's log as a written or time-stamped electronic document covering, at a minimum, the following information:
- a. An acknowledgement of the requirements of this Mandate and an explicit description of which protective plan (State Mandate 017 or fleet-wide plan) they are enacting and enforcing on the vessel.
 - b. Certification that crew members have been screened upon arrival in accordance with Paragraph III.
 - c. Certification when crewmembers have completed self-quarantine in accordance with Paragraph IV.
 - d. In the event of a sick crewmember, documentation of the information required in Paragraph VII.c.iii.

For the 2020 season, each independent vessel captain must sign the Health Mandate 017 Acknowledgement Form (Appendix 02) prior to actively participating in the 2020 commercial fishing season. This form will indicate that the captain and owner will comply with the Mandate.

Prior to accepting any fish, or making any payment for fish to an independent fishing vessel, a tender or processor must receive and confirm a signed copy of the vessel's Acknowledgement Form. The vessel captain must submit a copy of the Acknowledgement Form the first time they sell fish to a tender or processor. Subsequent sales to the same tender or processor do not require submission of another copy of the Acknowledgement Form (*e.g.*, the form only needs to be submitted once, per fishing season, per tender or processor), but every tender or processor that an independent commercial fishing vessel sells to must have, and retain until December 31, 2020, a signed copy of the Acknowledgement Form. This form shall be provided to the Alaska Department of Fish and Game upon request.

By accepting the Acknowledgement Form, the tender or processor may rely upon the submission of the Acknowledgement Form as proof of compliance of Health Mandate 017 and Appendix 01. The tender or processor is not required to confirm compliance with Health Mandate 017 and Appendix 01, other than to collect the Acknowledgment Form, and assumes no liability for any failure to comply by any independent commercial fishing vessels.

II. Travel Procedures.

- a. All crewmembers in transit on commercial or chartered aircraft must wear a cloth face covering that meets the recommendations contained in Health Alert 010. This face covering must be worn while transiting air terminals (to be temporarily removed for security screening), while on the plane, and any follow-on ground

Alaska Protective Plan for Independent Commercial Fishing Vessels
Appendix 01 to Health Mandate 017
Part of Phase 1
Issued: April 23, 2020

transportation until they reach their self-quarantine facility (e.g., bunkhouse, vessel or private lodging). Crewmembers shall clean or dispose of face coverings in accordance with Health Alert 010.

- b. Crewmembers in transit shall carry documentation from the vessel or company indicating that they are an essential Critical Infrastructure Worker as defined under State Health Mandates.
- c. Arriving crewmembers must proceed directly to the vessel or their designated self-quarantine location, must practice social distancing and avoid interaction with the community, and may not stop at any location between arrival at the local airport and transport to the vessel or self-quarantine location.

III. Self-Quarantine. The requirements of Health Mandate 010 remain in effect. All people arriving in Alaska, whether resident, worker, or visitor, are required to self-quarantine for 14 days after arriving in the State and monitor for illness. To the greatest extent possible, arriving people should self-quarantine at their final destination in Alaska.

- a. Arriving crewmembers should be aware that some local communities, boatyards, or harbormasters may have enacted additional protective measures, and must comply with those measures.
- b. Crewmembers' temperature shall be taken twice daily during self-quarantine. Should fever symptoms develop during quarantine, follow the **Identification** protocol in Paragraph VII (a), seek testing and medical treatment immediately if symptoms are suspected to be caused by COVID-19.
- c. If it is necessary for a crewmember to board the vessel before their 14- day quarantine ends (to work or because the vessel must get underway), the time on the vessel may count toward the 14 days.
- d. If a new crewmember joins a worksite or vessel prior to completing the 14-day self-quarantine after arrival at their final destination, they must complete their quarantine at the worksite or vessel. If it is not possible to fully quarantine in a separate room, the 14-day self-quarantine period must be restarted for the entire crew.
- e. For crewmembers who live locally, or return to port daily, crewmembers and families or roommates shall practice social distancing for the duration of the season.
- f. Workers living on shore during their 14- day self-quarantine period, may only travel directly between their designated self-quarantine lodging and worksite. They must observe self-quarantine restrictions when not on the worksite.
- g. The time spent in transit from the final out-of-state port to Alaska on a vessel, demonstrated through a ship's log or equivalent record, will count towards the in-

Alaska Protective Plan for Independent Commercial Fishing Vessels
Appendix 01 to Health Mandate 017
Part of Phase 1
Issued: April 23, 2020

state, 14-day mandatory self-quarantine period if all protective measures are followed.

- h. The vessel must report that it is undergoing self-quarantine, or has a self-quarantined crewmember on board, if it has any contact with another vessel, a processor, or a harbor master. Vessels are required to fly a "Lima" flag or similar yellow and black pennant if they have any crew on board still under self-quarantine.
- i. Once the initial self-quarantine period after arriving in the State has been observed, there is no requirement to repeat the self-quarantine period when moving between Alaskan communities.

IV. Screening of Personnel. All crewmembers will be screened upon arrival to the vessel, using the following procedures, or an equivalent medically- vetted procedure. Vessel captains may wish to arrange for dedicated spaces to conduct private arrival screening.

- a. Verbal Screening Questions
 - i. Have you experienced any cough, difficulty breathing, shortness of breath, loss of smell or taste, sore throat, unusual fatigue or symptoms of acute respiratory illness in the last 72 hours?
 - ii. Have you experienced a fever (100.4° F [38° C] or greater using an oral thermometer) within the last 72 hours?
 - iii. Have you experienced signs of a fever such as chills, aches and pains, etc. within the last 72 hours?
 - iv. In the past 14 days, have you traveled in an area or country with widespread COVID-19 transmission without practicing social distancing?
 - v. Have you had contact, within the past 14 days, with a lab-confirmed or suspected COVID-19 case patient? (Contact defined as being within six feet of a COVID-19 case patient for a prolonged period of time (ten minutes or more) or having direct contact with infectious secretions of a COVID-19 case patient)?
- b. Physical Screening
 - i. Each crewmember shall demonstrate a measured temperature < 100.4°F. (This reference is for oral temperature, a forehead (temporal) scanner is usually 0.5°F (0.3°C) to 1°F (0.6°C) lower than an oral temperature. An ear (tympanic) temperature is 0.5°F (0.3°C) to 1°F (0.6°C) higher than an oral temperature.)

Alaska Protective Plan for Independent Commercial Fishing Vessels
Appendix 01 to Health Mandate 017
Part of Phase 1
Issued: April 23, 2020

- ii. Anyone performing a physical screening shall wear appropriate personal protective equipment (PPE). If PPE is not available, the crewmember may take their own temperature.
- iii. Each crewmember must be free of fever or respiratory symptoms. A possible exception would be if a crewmember has mild symptoms that are clearly attributable to another source (i.e., allergies).
- c. If a crewmember fails verbal or physical screening, or is displaying viral symptoms, they will not be allowed to board.
- d. Additionally, vessel captains should assess each crewmember's individual risk factors (*e.g.*, older age; presence of chronic medical conditions, including immunocompromising conditions) and enact additional protective measures as needed to minimize their risk.

V. Protecting the Public. It is anticipated that catcher and tender vessels may have local community contact for the following reasons: offload, resupply, and maintenance; planned shipyard work at the beginning of the season; vessels that return to port daily or frequently as part of their fishery; medical or other unforeseen emergencies. Vessel captains and crewmembers must use the following procedures to limit contact with members of the public to the greatest extent possible:

- a. For crewmembers who live locally or return to port daily, crewmembers and families or roommates must comply with Health Mandate 011 on social distancing.
- b. Other crew may not disembark the vessel while in port for non-essential purposes.
- c. All face-to-face interaction between crew and shore-based workers will be kept to an absolute minimum, such as receiving for supplies, off-loading catch, fish tickets, and refueling. Those interactions that cannot be conducted remotely must follow social distancing guidelines.
- d. When contracting for services, vessel captains shall ensure that vendors providing services to, or onboard, vessels in port use the following procedures:
 - i. If possible, any deliveries shall be made without a vendor boarding a vessel. The delivery shall be disinfected, if possible, before bringing it on board.
 - ii. In the event that a vendor must board a vessel, they must undergo the same screening as a crewmember boarding a vessel and be denied boarding if they have a fever, respiratory symptoms, or a high-risk COVID-19 exposure in the prior 14 days.
 - iii. Vendors shall wear a mask and face shield on board and shall wash their hands or use hand sanitizer prior to boarding and after leaving.

Alaska Protective Plan for Independent Commercial Fishing Vessels
Appendix 01 to Health Mandate 017
Part of Phase 1
Issued: April 23, 2020

- iv. Vendors and crew must practice social distancing and remain six feet apart, if possible.
- v. Where feasible, use methods of communication that minimize yelling (such as radios or microphones).
- vi. If working in an engine room, keep ventilation fans running for circulation, even at the dock.
- vii. Try to allow vendors to work alone and use only the absolute minimum required number of workers in a space.
- viii. Carefully control the ingress and egress of vendors from the vessel.
- ix. If vendors must use onboard tools they must be disinfected prior to and after use.
- x. After a vendor leaves, the ship shall be disinfected and all crew shall wash hands.
- e. Vessel captains shall check in with the harbormaster prior to any port of call, and follow the directives of harbormasters while in their ports.
- f. Private sector businesses such as retailers, hotels, and air carriers may also enact additional measures as a part of their protective plans, which must be followed in order to obtain their services.

VI. On Board Protective Measures. All crewmembers must receive training on the requirements of this Mandate, including Appendix 01. Vessel captains shall enact protective measures as appropriate to their vessel size and design in order to limit proximity of persons while onboard or underway.

- a. Vessel captains should consider limiting the number of crewmembers allowed in operational spaces such as the wheelhouse and engine room. These social distancing measures are not required if the entire vessel crew is comprised of members of a single-family unit. These social distancing measures may not be possible on smaller vessels.
- b. Best practices for galleys and mess areas are:
 - i. Ensure all crew wash hands before eating or touching any food items or utensils.
 - ii. Any crew with cough or respiratory symptoms must eat separately. Galley shall be prepared to send individual meals to sick crew and clean dishes separately.
 - iii. Eliminate buffet or family-style dining and any common serving dishes. Identify one crewmember to handle food and to prepare a plate for each crew. Do not allow serving utensils to be shared.

Alaska Protective Plan for Independent Commercial Fishing Vessels
Appendix 01 to Health Mandate 017
Part of Phase 1
Issued: April 23, 2020

- iv. Consider having a galley crewmember prepare individual snacks for the day and distribute to each crewmember. Eliminate common bowls of snacks or opportunities for multiple people to touch food or packaged food products.
- v. Galley crew shall practice meticulous hand and cough hygiene and shall wear a mask and gloves while serving food.
- vi. Some additional protective measures may include:
 - 1. Self-service utensils – to reduce the opportunity for items to be touched by multiple people, set up trays with utensils on them and hand them out or set table before service.
 - 2. Use of single- use cups/plates/etc.
 - 3. Aggressive sanitizing of push button/lever beverage dispensers, condiments, etc. – areas that people may be touching during the meal service.
 - 4. Stagger meal breaks to reduce the number of people in the galley at one time or reducing the seating capacity in the galley so people are spaced farther apart.
 - 5. Ensure people sanitize their hands on the way to and from the galley.
- c. Best practices for cleaning and sanitation of PPE, surfaces, and spaces are:
 - i. Dedicated person(s) shall be assigned to the tasks of cleaning, sanitizing, and disinfecting. After tasks are completed, they shall spray disinfectant chemical on the soles of their shoes, to prevent any cross-contamination. They shall also change out of their uniform, send to laundry in sealed bag, and take a shower. Consider the use of “dissolvable laundry bags” for contaminated linen and clothing.
 - ii. Daily disinfection of surfaces that people touch frequently can help decrease the spread of germs. When illness has been identified on board, consider disinfecting surfaces multiple times per day.
 - iii. Surfaces that people touch a lot (door handles, railings, light switches, chairs and tables) and bathroom and kitchen surfaces shall be cleaned, sanitized, and disinfected at least three times a day.
 - iv. Vessels must have in place a detailed procedure for cleaning, sanitizing, and disinfecting a vessel and disposing of PPE.

Alaska Protective Plan for Independent Commercial Fishing Vessels
Appendix 01 to Health Mandate 017
Part of Phase 1
Issued: April 23, 2020

- d. Vessel captains shall encourage basic common hygiene practices, such as: frequent and thorough hand washing; respiratory etiquette, including covering coughs and sneezes; discouraging crewmembers from using others' personal property, work tools, and equipment.
- e. Crewmembers are required to stay in their assigned accommodations if they are sick.
- f. For any material (e.g., lines, fish tickets) that must be passed between vessels or to shore, crewmembers shall wear gloves and face coverings when handling material and perform hand hygiene after transfer. Crewmembers must disinfect any new supplies that arrive on board. After handling material, crew shall remove and discard or wash gloves, immediately wash hands with soap and water or use hand sanitizer, and then disinfect any personal items they may have touched, such as radios.
- g. If the crew will be completing the 14-day self-quarantine on board, it is acceptable to continue to fish during this time. Restrict contact with tenders or shore-personnel as much as possible. If contact with other vessels or personnel must occur, adhere to the safety plans set up by tender or port facilities, and utilize the following precautions:
 - i. Restrict personnel from boarding the vessel, any communication shall be done by phone or radio instead of in person if possible
 - ii. Wipe down rails, door handles, and surfaces frequently with disinfecting wipes.
 - iii. Vessels are required to fly a "Lima" flag or similar yellow and black pennant if they have any crew on board under quarantine.

VII. Procedures for Crewmembers who Become Ill. Vessels must follow the following procedures for identification, isolation and assessment of crewmembers who begin to show symptoms of infection:

- a. **Identification.** Observe crew daily for:
 - i. New signs of fever, cough, difficulty breathing, loss of smell or taste, unusual fatigue, or shortness of breath.
 - ii. If there is a respiratory illness identified on board, take temperature twice daily of each crewmember.
 - iii. If there are symptoms presenting, repeat the screening from Paragraph IV.
 - iv. If a crewmember screens "yes" to any of the verbal symptom questions (1-3), place a surgical mask on, if tolerated.

Alaska Protective Plan for Independent Commercial Fishing Vessels
Appendix 01 to Health Mandate 017
Part of Phase 1
Issued: April 23, 2020

- v. If a crewmember screens “yes” to BOTH: (1) any of the verbal symptom questions (1-3); AND (2) an epidemiological risk factor questions (4 or 5), place a surgical mask on crewmember. if tolerated. and isolate per the **Isolation** protocol below. If an isolation room is not available, the entire vessel will be considered under isolation.
 - vi. Evaluating provider must don appropriate PPE and begin to document who has had exposure to the crewmember within the last two days.
 - vii. If a crewmember screens “yes” to fever and respiratory symptoms, but does not clearly have an exposure that would qualify for a COVID-19 suspect case, seek medical evaluation and, at a minimum, recommend isolation. The crewmember shall wait to return to work until 72 hours AFTER the fever ends without the use of fever-reducing medications AND an improvement in initial symptoms (i.e. cough, shortness of breath).
- b. **Isolation.** Isolation separates sick people with a contagious disease from people who are not sick. When possible, isolate sick crewmembers in a separate stateroom and designate a head that is only for isolated crew. In vessels that cannot accommodate individual isolation, consider the entire vessel under isolation for 14 days.
- i. If a crewmember is identified as a potential COVID-19 case, immediately ask them to wear a facemask (a surgical mask, not N-95), if tolerated. If there are no facemasks available, a cloth face covering may be used as a last resort.
 - ii. Place the crewmember in a private room with the door closed, ideally an airborne infection isolation room if available. Place a label on the door indicating no one is to enter the room without proper PPE. This room shall have separate toilet and bathing facilities.
 - iii. Any staff entering the room shall use Standard Precautions, Contact Precautions, and Airborne Precautions, and use eye protection such as goggles or a face shield. If N-95 masks are not available, a surgical mask may be considered an acceptable alternative at this time.
 - iv. Access to the room shall be limited to personnel involved in direct care. Meals shall be delivered to the room and dishes and utensils cleaned separately. Anyone with exposure to the crewmember shall document the date and time of exposure, nature of exposure (close contact, same room, secretions), and PPE worn. Meticulous hand hygiene MUST be performed immediately after removing PPE.
 - v. Maintain a distance of six feet from the sick crewmember and keep interactions with them as brief as possible.

Alaska Protective Plan for Independent Commercial Fishing Vessels
Appendix 01 to Health Mandate 017
Part of Phase 1
Issued: April 23, 2020

- vi. Limit the number of people who interact with sick people. To the extent possible, have a single person give care and meals to the sick person.
 - vii. Avoid touching your eyes, nose, and mouth.
 - viii. Wash your hands often with sudsy soap and warm/hot water and wash your hands immediately after leaving the presence of the sick crewmember. If soap and water are not available, and if hands are not visibly soiled, use a hand sanitizer containing at least 60% alcohol.
 - ix. Provide tissues and access to soap and water, and ask the sick crewmembers to cover their mouth and nose with a tissue (or facemask) when coughing or sneezing.
- c. **Notification.** If person on vessel becomes ill with suspected or confirmed COVID-19, contact local public health nursing for further guidance:
- i. Dillingham Public Health Center: 842-5981
 - ii. Homer Public Health Center: 235-8857
 - iii. Ketchikan Public Health Center: 225-4350
 - iv. Kodiak Public Health Center: 486-3319
 - v. Nome Public Health Center: 443-3221
 - vi. Petersburg Public Health Center: 772-4611
 - vii. Sitka Public Health Center: 747-3255
 - viii. Valdez Public Health Center: 835-4612
 - ix. <http://dhss.alaska.gov/dph/Nursing/Pages/locations.aspx>
 - (a) For a person ill or injured and not suspected of COVID-19 follow established process to evaluate for establishing healthcare.
 - (b) If the vessel containing an ill crewmember is not directed to shore-side medical attention, the vessel may continue to fish and complete a 14-day quarantine at sea. If unloading to a tender/processor is necessary during this time, the vessel must tell the tender/processor it has a sick crewmember on board. During the unloading, all crew must wear gloves and face coverings, and follow the procedures in Paragraph VI.g.
- d. **Transportation.**
- i. Procedure on transportation of suspected COVID-19 cases at disembarkation.
 - 1. For the crewmember with suspected COVID-19: A facemask shall be worn by the patient for source control. Follow guidance from Public Health Centers listed in IV.c. Notification.

Alaska Protective Plan for Independent Commercial Fishing Vessels
Appendix 01 to Health Mandate 017
Part of Phase 1
Issued: April 23, 2020

- ii. If general medical issue, contact and seek medical care from local clinic.
- e. **Quarantine.** Quarantine separates and restricts the movement of people who were exposed to a contagious disease to see if they become sick. If separate staterooms with designated bathrooms are available, this procedure may be considered for individual crew. Otherwise, consider the entire vessel under quarantine.
 - i. Passengers and crew members who have had high-risk exposures to a person suspected of having COVID-19 shall be quarantined in their cabins. All potentially exposed passengers, ship medical staff, and crewmembers shall avoid leaving the vessel and self-monitor under supervision of ship medical staff or telemedicine providers until 14 days after the last possible exposure (if the ill crewmember remained on the vessel and could not be fully separated from healthy crew, consider the entire vessel under quarantine for 14 days after the case is determined by public health to no longer need isolation). If an entire vessel is under quarantine, they may continue to work.
 - ii. A high-risk exposure could occur through close contact with the suspected case without PPE. Close contact is defined as:
 - 1. being within approximately six feet (two meters) of a COVID-19 case for a prolonged period of time (ten minutes or longer); (close contact can occur while caring for, living with, visiting, or sharing a healthcare waiting area or room with a COVID-19 case);
- OR
- 2. having direct contact with infectious secretions of a COVID-19 case (e.g., being coughed on).
- iii. For a catcher or tender vessel with a suspected case, consider the entire crew to have had a high-risk exposure.
- iv. If personnel develop fever, cough, difficulty breathing, or other symptoms of COVID-19 while in quarantine, they shall be isolated and undergo medical assessment, reporting and transportation as per the other relevant sections of this Mandate.
- v. Vessel management and telemedicine providers shall remain in contact with personnel through the self-monitoring period to oversee self-monitoring activities.
- vi. If the vessel returns to port with a sick crewmember, remaining crewmembers are not permitted to leave the vessel except to receive

Alaska Protective Plan for Independent Commercial Fishing Vessels
Appendix 01 to Health Mandate 017
Part of Phase 1
Issued: April 23, 2020

medical care or to move directly to a suitable quarantine location. No off-vessel work is permitted. The vessel must coordinate delivery of food or other necessities. Vessels are required to fly a "Lima" flag or similar yellow and black pennant if they have any crew on board under quarantine.

- vii. The remaining exposed crewmembers must complete a 14-day quarantine period, from the time the sick crewmember is transported, on the vessel or in a suitable quarantine location.

VIII. Continuity of Fisheries Operations.

- a. Vessel captains shall consider the impact that this pandemic will have on the fishing industry as a whole, their suppliers and wrap-around services such as fuel, groceries, and lodging.
- b. Vessel captains shall consider the potential impact to their operations that may arise as a result of outbreaks or increased rates of crewmember absenteeism, and enact plans for cross-training crewmembers to the greatest extent possible.
- c. Vessel captains must cease operations and return to port if they do not have enough healthy crewmembers remaining to safely operate the vessel.



STATE OF ALASKA
DEPARTMENT OF HEALTH AND SOCIAL SERVICES
INDEPENDENT FISHING VESSEL PROTECTIVE MEASURES
ACKNOWLEDGMENT FORM
MANDATE 017 - APPENDIX 02



The State of Alaska acknowledges the importance of our commercial fishing fleets to our economy and lifestyle as Alaskans. In order to ensure a safe and productive fishing season this year, while protecting Alaskan communities to the maximum extent possible from the spread of the coronavirus, protective measures are necessary for independent commercial fishing vessels operating within Alaskan waters and ports in order to prevent, slow, and otherwise disrupt the spread of the virus that causes COVID-19.

Vessel name and USCG No.:					
Alaska home port:					
Captain's name:					
No. of crew total:		immediate family members:		non-family members:	

I, _____, have read and understand all of the requirements of Mandate 017. As captain of the above-named vessel, I hereby acknowledge and agree to comply with the protective plan outlined in Appendix 01 of Mandate 017 for the 2020 fishing season.

I agree to comply with all other Mandates and health advisories issued by the State of Alaska and any local community mandates, ordinances, or directives that are not in direct conflict with this Mandate. I agree to keep a copy of this form and any other documentation required under Mandate 017 and Appendix 01 for the entirety of the 2020 fishing season. I shall produce this form, and any other required documentation, upon request to the United States Coast Guard, the State of Alaska, Department of Fish and Game, Department of Health and Social Services, and/or local, state, and federal authorities.

CERTIFICATE: I swear or affirm, under penalty of perjury, that the above information I provided on this document is true and correct. I swear or affirm I will comply with all of the requirements set out in Appendix 01 of Health Mandate 017.

WARNING: If you provide false information on this form, you may be convicted of a Class B felony under AS 11.56.200 and/or a Class A misdemeanor under AS 11.56.210. Pursuant to AS 12.55.155(b) and AS 12.55.035, Class B felonies are punishable by imprisonment of not more than 10 years; and by a fine of up to \$100,000 for an individual or up to \$2,500,000 for an organization.

Additionally, due to the imminent danger to the public by the spread of coronavirus, if you violate the self-quarantine regulations set forth in the Mandate, you may also be convicted of a class A misdemeanor which is punishable by a fine of up to \$25,000, or imprisonment of not more than one year, or both pursuant to AS 12.55.035 and AS 12.55.135.

SIGNATURE: _____

DATE: _____

PRINTED NAME: _____



STATE OF ALASKA
DEPARTMENT OF HEALTH AND SOCIAL SERVICES
INDEPENDENT FISHING VESSEL PROTECTIVE MEASURES
ACKNOWLEDGMENT FORM
MANDATE XX AND ATTACHMENT D



The State of Alaska acknowledges the importance of our commercial fishing fleets to our economy and our lifestyle as Alaskans. In order to ensure a safe and productive fishing season this year while protecting Alaskan communities to the maximum extent possible from the spread of the coronavirus, protective measures are necessary for independent commercial fishing vessels operating within Alaskan waters and ports in order to prevent, slow, and otherwise disrupt the spread of the virus that causes COVID-19.

Vessel name:					
Alaska home port:					
Captain's name:					
No. of crew total:		immediate family members:		non-family members:	

I, _____, have read and understand all of the requirements of Mandate XX. As captain of the above-named vessel, I hereby acknowledge and agree to comply with the protective plan outlined in Attachment D of Mandate XX for the 2020 fishing season.

I agree to comply with all other Mandates and health advisories issued by the State of Alaska and any local community mandates, ordinances, or directives that are not in direct conflict with this Mandate. I agree to keep a copy of this form and any other documentation required under this Mandate and Attachment D for the entirety of the 2020 fishing season. I shall produce this form and any other required documentation upon request to the United States Coast Guard, the State of Alaska, Department of Fish and Game, Department of Health and Social Services, and/or the Alaska State Troopers.

CERTIFICATE: I swear or affirm, under penalty of perjury, that the above information I provided on this document is true and correct. I swear or affirm I will comply with all of the requirements set out in Attachment D of Health Mandate XX.

WARNING: If you provide false information on this form, you may be convicted of a Class B felony under AS 11.56.200 and/or a Class A misdemeanor under AS 11.56.210. Additionally, due to the imminent danger to the public by the spread of coronavirus, if you violate the self-quarantine regulations set forth in the Mandate, you may also be convicted of a class A misdemeanor which is punishable by a fine of up to \$25,000, or imprisonment of not more than one year, or both pursuant to AS 12.55.035 and AS 12.55.135.

SIGNATURE: _____

DATE: _____

FW: May 7th meeting information

From: Karl Amylon (karla@city.ketchikan.ak.us)

To: allamericanauto99901@yahoo.com

Date: Wednesday, April 29, 2020, 3:11 PM AKDT

Mark,

Some additional comments from Steve that you might wish to consider.

Karl

Karl R. Amylon

Karl R. Amylon

City Manager/KPU General Manager

(907) 228-5603

karla@ktn-ak.us

From: Steven Corporon <SteveC1@City.Ketchikan.Ak.Us>

Sent: Wednesday, April 29, 2020 3:03 PM

To: Karl Amylon <KarlA@City.Ketchikan.Ak.Us>; Abner Hoage <AbnerH@City.Ketchikan.Ak.Us>;

Bob Newell <BobN@City.Ketchikan.Ak.Us>

Cc: Lacey Simpson <LaceyS@City.Ketchikan.Ak.Us>; Diane Bixby <diane@ktn-ak.us>

Subject: RE: May 7th meeting information

He also said they were looking to expand the FAQs regarding the 14-day self quarantine guidelines for mandate 17 since many of the questions they have been receiving were centered around that area.

He also said they are looking at clarifying some options for seafood processing workers to meet the 14-day self quarantine guidelines. One example they are looking at is allowing companies to quarantine the out of state workers in a facility down south and flying them up to Alaska on a charter that contained only their clean company employees coming directly from quarantine. That

would apply more to the big processors up north that don't have scheduled Alaska Air service. Sc.

Steve Corporon

Port and Harbors Director

City of Ketchikan

907-228-6049

SHIPYARD UPDATE

Shipyard Update

From: Karl Amylon (karla@city.ketchikan.ak.us)
To: allamericanauto99901@yahoo.com
Date: Wednesday, April 29, 2020, 10:23 AM AKDT

Mark,

As requested.

Karl

Karl R. Amylon

Karl R. Amylon
City Manager/KPU General Manager
(907) 228-5603
karla@ktn-ak.us

From: Lacey Simpson <LaceyS@City.Ketchikan.Ak.Us>
Sent: Wednesday, April 29, 2020 10:09 AM
To: Karl Amylon <KarlA@City.Ketchikan.Ak.Us>
Subject: Fwd: Response to your questions

Begin forwarded message:

From: Jill Mackie <Jill.Mackie@vigor.net>
Date: April 29, 2020 at 9:17:12 AM AKDT
To: Lacey Simpson <LaceyS@City.Ketchikan.Ak.Us>
Cc: Bergan Wieler <Bergan.Wieler@vigor.net>, Adam Beck <adam.beck@vigor.net>
Subject: Response to your questions

CAUTION: External Email

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Lacey,

Thank you for reaching out. Bergan and I have collaborated to provide the below answers to support the community's economic "look ahead" due to COVID.

- We currently have 87 employees and 100% are local residents.
- Outlook
 - o **In the 6 mo. timeframe** - We are currently winding down from our winter season, as is a typical yearly event. We have some fairly large projects to keep our current work force gainfully employed throughout the summer: Aurora Steel Repairs, Hubbard & Tazlina Car Door installations, a couple barge projects, and maintenance projects as well.
 - o **In the 12 mo. timeframe** – We are currently going to be bidding on multiple Navy, MSC, and Army solicitations for the Ketchikan shipyard. Those projects, if the bids are won and when combined with our usual customer base, will require an increase of employees (any estimate?) throughout the remainder of the upcoming 20-21 winter season and push out until spring of next year.
 - o **In the 18 mo. timeframe** – We have projected an expectation of 100-150 employees as what is sustainable based on work we expect to be available. It is too soon to know where we might land in that range but we have not seen impacts that cause us to change this projection at this point. As we all know, work funded by the state and contracted by AMHS is fundamental to maintaining a core workforce. Should it remain consistent with recent history, we would expect to remain in the range of employment noted above. We should note the severe impact to oil & gas related to the current economic crisis likely eliminates for the foreseeable future possible nontraditional fabrication work we had been seeking to qualify for. We might expect commercial work to slow further just based on the overall very negative economic picture. Federal and state opportunities should continue (recognizing the earlier mentioned uncertainty with regard to AMHS).
- The most tangible impacts we have seen in Ketchikan are delays in technician attendance and some concerns related to supply chain. Specifically, we are very closely monitoring possible shortages of PPE including P100 masks/cartridges. PPE is essential for our continued operations. At present, it is unclear whether supply issues will get worse or better due to a combination of the COVID crisis + the associated economic crisis, but we are monitoring it closely throughout our company. For Ketchikan, we have not experienced a decrease in business requests. As an essential business as determined by the state and federal governments, we've been able to work throughout the Shelter In Place restrictions by implementing best practices on social distancing, rigorous cleaning, daily self-assessments, temperature screening, use of face coverings, and strong attention to hygiene, among other protocols. Vigor is fully committed to practices that minimize the spread of the coronavirus and to keeping our

employees, their families and the community healthy. To date, the protocols we've implemented, together with employees staying home when not at work, have been successful protecting our workforce. The ability to continue operating while staying safe during this time is certainly good for people's ability to continue to provide for themselves and their families.

Please let us know how we can continue to be a good partner to the city as we work together to navigate these very difficult times.

Respectfully –

Jill Mackie, SVP, Public Affairs
Manager, Ketchikan

Bergan Wieler, General

From: Lacey Simpson <LaceyS@City.Ketchikan.Ak.Us>
Sent: Tuesday, April 28, 2020 12:30 PM
To: Jill Mackie <Jill.Mackie@vigor.net>; Bergan Wieler <Bergan.Wieler@vigor.net>
Subject: [External Source] Ketchikan Shipyard questions

<p>This message is from an External Source. Please use discretion when opening attachments, clicking links, or replying.</p>

Hi Jill and Bergan,

Per my conversation with Bergan, the City is working on a City Council discussion item regarding the economic impacts of COVID-19 and how the community moves forward economically with the various restrictions in place. I apologize for the short notice, as I will need your response by the end of the day tomorrow if possible to include in the May 7 City Council agenda packet. I was hoping you could give a high level update on the operations and outlook of the Ketchikan Shipyard, that might include the following:

- Number of people currently employed, number/percentage of this that are local/residents
- Outlook on projects over the next 6, 12 and 18 months and how this may impact the shipyard's workforce
- Any impacts you are seeing as a result of COVID-19 (limited out of state workforce, supply chain issues, decreasing business requests, etc.)

Again, I truly apologize for this late notice and appreciate anything you can provide for the Council's discussion.

I hope you are both well.

Lacey

Lacey G. Simpson

Assistant City Manager · Assistant KPU General Manager

City of Ketchikan & Ketchikan Public Utilities

(907) 228-5603 | www.ktn-ak.us

334 Front Street | Ketchikan, AK 99901

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CRUISE LINE INFORMATION



**2933 Tongass Avenue
Ketchikan, Alaska 99901
Phone (907) 228-5632
Fax (907) 247-3610**

MEMORANDUM

To: Karl Amylon, City Manager
From: Steve Corporon, Port & Harbors Director
Date: April 29, 2020
Re: **Cruise Ship Policy Discussion**

In light of the current COVID-19 pandemic I was asked to provide information to assist the City Council in their discussion of possibly setting policies or guidelines prior to the resumption of cruise ship operations within Southeast Alaska. Attached are the most recent announcements from Cruise Lines International Association (CLIA), the CDC and individual cruise lines regarding the current suspension of operations. The following are brief summaries of the current situation for both large cruise vessels and small cruise vessels.

Large Cruise Vessels: In mid March the CDC extended the no sail order an additional 100 days until approximately July 24. The order prohibits cruise vessels with 250 or more persons on board (passengers and crew) from operating in U.S. ports. It also requires cruise ship operators to prepare and submit adequate response plans to prevent, mitigate and respond to the spread of COVID-19. The attached letter from CLIA confirms that the industry has been working to develop and submit the required response plans to the CDC for review. I confirmed with CLIA that these plans are being submitted by each cruise operator rather than by CLIA since the plans have to address the specifics of each vessel in the operator's fleet. The Canadian Government has also prohibited cruise ships carrying more than 500 passengers from operating in Canadian ports until at least July 1. In response the major lines have cancelled all port calls in Alaska through at least June 30. Several lines have also made additional cancellations and/or changes to their calls for July through September which are reflected in the latest schedule which is attached.

Small Cruise Vessels: Three of the four companies that operate small cruise vessels with less than 250 persons on board that were scheduled to have port calls in Ketchikan in 2020 have all recently announced they have suspended operations through at least May 31 and one has suspended operations through at least June 30. These changes are reflected in the latest schedule which is attached. Although the State currently has no mandates directed at small cruise vessel operations, health mandate 10.1 currently requires all persons arriving in Alaska to quarantine for 14 days and health mandate 12 prohibits all non-essential in-state travel. The State has advised they have a meeting scheduled with CLIA on April 30 to discuss the small cruise vessels not currently covered under the CDC no sail order.

In communications with several representatives of both large and small cruise lines it is anticipated that some of the general guidelines expected to be considered for implementation may include the following:

- Enhanced screening and testing prior to boarding.

- Enhanced cleaning and disinfecting procedures on board.
- Additional medical personnel and materials on board.
- Leaving every other cabin vacant to both enhance social distancing and provide additional capacity for isolation if necessary.
- Enhanced coordination between cruise operators and local communities regarding health care capacity.
- Wearing of cloth masks whenever persons are off the vessel in local communities for shopping, tours, etc.

The extent to which items such as the above will be addressed in plans being reviewed by the CDC or included in future health mandates issued by the State is unknown. City staff and EOC personnel will continue to work with all of the stakeholders and voice any concerns as directed by the City Council.



April 29, 2020

Mayor Robert Sivertsen
City of Ketchikan
334 Front Street
Ketchikan, Alaska 99901

Dear Mayor Sivertsen:

Although cruises remain suspended at this time, I wanted you and the residents of Ketchikan to know the industry is working very diligently on plans for a safe return to service. While it is still unclear when that will be, we recognize that communities will want assurances that measures are in place to protect the health of the public before various modes of travel start again.

For cruises, as much as we look forward to resuming operations, our number one priority is – at all times – the health and safety of people. That is why we are taking this time during the temporary suspension of operations to work with governments and prevailing health authorities to strengthen our protocols and go even further in our efforts to protect our passengers, crew, and the communities we visit. We are working with external medical experts to guide our approach and assist in these efforts.

Currently, there are two separate planning processes taking place. First, the industry has been working to develop and submit plans to the Centers for Disease Control and Prevention (CDC) as part of the No Sail Order, effective April 15, 2020. The other and longer-term planning process is working with the White House to develop a more comprehensive and enhanced plan for a safe return to service. This process is focusing on more stringent boarding procedures, additional onboard public health and sanitation protocols, monitoring capabilities, quarantine arrangements and shoreside care for guests and crew. Preparing to sail will require a lot of work and potentially significant investments in new technologies.

We hope you and the residents of Ketchikan recognize the value of these efforts, as we believe they will allow us to emerge from this crisis even stronger. We expect to have more to share in the coming weeks and please be assured, community input is very important, and that we will keep an ongoing dialogue to discuss local issues.

In addition to working on new protocols, I would point out that the industry has also been very engaged in advocacy efforts in Congress to support small and medium size businesses in the



travel trade. We understand the impacts of COVID-19, and the cancellation of cruise voyages are severe, especially for the many Alaskans, local businesses, and communities that depend upon visitor industry spending. This is an unprecedented time and we know this is extremely difficult on our partners. All of them are crucial for the guest experience and their amazing work is evident by the extremely high satisfaction rates in all our Alaskan ports.

I appreciate the opportunity to update you on current cruise industry efforts and will keep you informed as we move forward. Please do not hesitate to call anytime.

Sincerely,

A handwritten signature in blue ink that reads "Mike Tibbles". The signature is fluid and cursive.

Mike Tibbles
CLIA Alaska

CC: Karl Amylon, City Manager
Steve Corporon, Ports & Harbors Director

Small Cruise Ships Guidance and Mandates

From: Karl Amylon (karla@city.ketchikan.ak.us)

To: allamericanauto99901@yahoo.com

Date: Wednesday, April 29, 2020, 3:08 PM AKDT

Mark,

At my request, Chief Hoage on Monday continued his previous inquiries of the state to ascertain if any guidance would be coming on resuming cruise itineraries in the state. Of particular importance was the smaller vessels as this will be the subject of an agenda report for the meeting of May 7, 2020. The first attachment is a string of email correspondence between Chief Hoage and Health and Social Services Commissioner Adam Crum. The short of it is there is a meeting scheduled with CLIA tomorrow to discuss the small ships. Prior to CLIA reaching out, Commissioner Crum indicates no one on his team was aware of the small vessels. Unless something definitive comes out of the meeting tomorrow, I don't see any mandates or guidance from the State on this issue in the near term. The second attachment is the letter from American Cruise Lines, which the City Council received earlier this month.

Karl

Karl R. Amylon
City Manager/KPU General Manager
(907) 228-5603
karla@ktn-ak.us



dianew@city.ketchikan.ak.us_20200428_122320.pdf
878.8kB



dianew@city.ketchikan.ak.us_20200425_114854.pdf
358.1kB

Karl Amylon

From: Crum, Adam R (HSS) <adam.crum@alaska.gov>
Sent: Monday, April 27, 2020 4:08 PM
To: Abner Hoage
Cc: nils@akml.org; Shilling, Jordan K (GOV); Russell, Laura O (HSS); Karl Amylon; Lacey Simpson
Subject: Re: Question Regarding Cruise Industry

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Thanks for the info on the dates.

Absolutely, we will be talking with southeast communities. We have a meeting with CLIA because they reached out to discuss it and give the state background on the vessels, because no one on my team knew there was a group of ships that fell outside the July 1 date until we received a question on it last week at the press conference.

ADAM CRUM | Commissioner
Alaska Department of Health and Social Services
[3601 C Street, Suite 902 | Anchorage, AK 99503](#)
[907.269.7800](#) (office)
Adam.Crum@alaska.gov

On Apr 27, 2020, at 4:00 PM, Abner Hoage <AbnerH@city.ketchikan.ak.us> wrote:

Good Afternoon,

Thank you for the quick response. Speaking with our Port Director he advised that we have four cruise lines Alaska Dream Cruises, American Cruise Lines, Unc1ruise Adventures, and Lindblad Expeditions that operate smaller vessels and visit Ketchikan. All four of these have advised that they do not plan to begin operating until June 1 or later. In addition, we received the attached letter on April 13th from American Cruise Lines which also mentions plans for June and July.

I have cc'd the Ketchikan City and Assistant City Manager on this email as they may have additional insight that I am not aware of. If I may make a suggestion, I would highly recommend that rather than simply consulting industry you include several of the SE communities that receive these vessels in any discussion on this topic e.g. Juneau, Ketchikan, Skagway, Sitka, Petersburg, Wrangell and Haines. This will help develop buy in from the communities, and many of them will likely step up and help develop solutions and recommendations relieving workload from your staff.

Abner L Hoage
Incident Commander

Ketchikan Emergency Operations Center/Unified Command
KTN 2020 COVID-19
Phone: 907-228-2361

From: Crum, Adam R (HSS) <adam.crum@alaska.gov>
Sent: Monday, April 27, 2020 2:37 PM
To: Abner Hoage <AbnerH@City.Ketchikan.Ak.Us>
Cc: nils@akml.org; Shilling, Jordan K (GOV) <Jordan.Shilling@alaska.gov>; Russell, Laura O (HSS) <laura.russell@alaska.gov>
Subject: RE: Question Regarding Cruise Industry

CAUTION: External Email

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Good Afternoon Abner,

We have a meeting on Thursday with CLIA to discuss the small ships.

Do you know when they would be expected to arrive in Ketchikan?

ADAM CRUM | Commissioner
Alaska Department of Health and Social Services
3601 C Street, Suite 902 | Anchorage, AK 99503
907.269.7800 (office)
Adam.Crum@alaska.gov

From: Abner Hoage [<mailto:AbnerH@City.Ketchikan.Ak.Us>]
Sent: Monday, April 27, 2020 1:26 PM
To: Crum, Adam R (HSS) <adam.crum@alaska.gov>
Cc: nils@akml.org
Subject: Question Regarding Cruise Industry

Good Afternoon Commissioner Crum,

I have a daily Policy Group Meeting with our local Mayors, City and Borough Managers, and Attorneys to discuss response and recovery activity. I have been asked to find out if there is any kind of effort underway at the State level to provide guidance regarding resumption of the Cruise Industry? Is there a workgroup, task force, or planning effort underway to provide a consistent plan for this that applies statewide? While we understand that the CDC currently has a no sail order that covers all of the large and foreign flagged vessels there is a small subgroup of US flagged vessels that carry 250 or less passengers that are not covered by that no sail order.

Elected officials are getting very anxious about this and will begin a patchwork of actions that differ from community to community if this is not considered and addressed very soon. In fact the Ketchikan City Council has this as a topic for discussion the Thursday 4/30/2020.

Thank You,

Abner L Hoage
Incident Commander

Ketchikan Emergency Operations Center/Unified Command
KTN 2020 COVID-19
Phone: 907-228-2361

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<Port Letter Ketchikan, AK.PDF>



741 Boston Post Road, Suite 200 • Guilford, CT 06437 • (203) 453-6800

April 13, 2020

Dear Ketchikan Council Members:

American Cruise Lines is more committed than ever to its operations in the United States and each of the communities we visit. The disruptions caused by COVID-19 have been unprecedented, but our resolve is firm and we continue to build additional ships for the U.S. market. We appreciate being a part of the Ketchikan community and wish you the best in this most challenging time.

As you make future decisions, please keep in mind that American Cruise Lines operates U.S. built and flagged small passenger vessels crewed by U.S. citizens and visiting only U.S. ports. Our guests are principally U.S. citizens and we may limit passage to only persons residing in the United States. Further, American Cruise Lines is a 100% American owned family business.

Our two vessels that operate in Ketchikan *American Constellation* and *American Spirit*, carry less than 175 passengers. For the months of June and July to allow for social distancing on board the ships and tenders, we have further reduced passenger capacity.

We would be happy to participate in any discussion about passenger vessel visits and are willing to candidly discuss any concerns raised by the community. It is important to understand our differences as a company, as well as the economic impact that we have in the community.

In the coming weeks, we remain hopeful circumstances will improve and we will begin to coordinate with ports to develop protocols and a timeline for the small US flag vessels to return to service. All our vessels are safely docked in U.S. ports, adhering to rigorous security and sanitation protocols. We suspended operations early and our entire American Cruise Lines fleet of 11 vessels has been without a single onboard COVID infection.

Please accept our request to be part of Ketchikan's working group to develop best practices and protocols for the return of US flag passenger vessels to your community. In the meantime, be safe and let us know if we may be helpful in anyway.

Best regards,

Mike Olivo

Senior Manager, Marine & Hotel Operations

Ward Cove Update for Your Agenda Item

From: Karl Amylon (karla@city.ketchikan.ak.us)
 To: allamericanauto99901@yahoo.com
 Cc: kims@city.ketchikan.ak.us
 Date: Wednesday, April 29, 2020, 10:18 AM AKDT

Mark,

I am starting to receive your requested agenda items. Below is the update from the Ward Cove Group. As they will be in various formats, I thought I should reach out and see if there is a particular way you want them forwarded to you. Is it your intent to compile the documents yourself and add them to your report? If so, I assume you'll then transmit everything to the City Clerk. Usually we try to close out the agenda no later than noon on Friday. Let me know if I can do anything to help.

Karl

Karl R. Amylon

Karl R. Amylon
 City Manager/KPU General Manager
 (907) 228-5603
karla@ktn-ak.us

From: Lacey Simpson <LaceyS@City.Ketchikan.Ak.Us>
Sent: Wednesday, April 29, 2020 9:53 AM
To: Karl Amylon <KarlA@City.Ketchikan.Ak.Us>
Subject: Fwd: Information on Ward Cove

Karl,

Please see below for an update from John Binkley. I have a similar but much more detailed email from Jill Mackey of Vigor. My intent is to simply include these emails for the agenda item discussion. If you would still like a memo for these I'm happy to do this, just let me know. The AMHS update will likely require a memo since the info will just be verbal via phone.

Lacey

Begin forwarded message:

From: John Binkley <john@riverboatdiscovery.com>
Date: April 28, 2020 at 5:17:32 PM AKDT
To: Lacey Simpson <LaceyS@City.Ketchikan.Ak.Us>
Cc: "shauna@wciak.com" <shauna@wciak.com>
Subject: RE: Information on Ward Cove

CAUTION: External Email

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Lacy.

Thanks for the note and for reaching out to us.

We are continuing to make progress on our project in Ward Cove and anticipate being ready to receive guests in July.

In addition to guidance from the CDC and State government, we appreciate being able to work with our local governments through the EOC.

If ships do travel to Alaska and Ketchikan this season, we will follow all protocols mandated. There are so many variables that are changing daily, it is difficult to speculate what is ahead.

We stand ready to participate and work with the Council in any way that helps protect public health.

Thanks again. John.

John Binkley

Chairman

Godspeed Inc

john@riverboatdiscovery.com | Cell (907) 322-2390 | Office (907) 479-6673

1975 Discovery Drive | Fairbanks, AK 99709

[Riverboat Discovery](#) | [Gold Dredge 8](#) | [Ward Cove Dock Group](#)

[Wings Airways](#) | [Alpine Aviation](#) | [Anchorage Daily News](#) | [Premium Aquatics](#)

From: Lacey Simpson <LaceyS@City.Ketchikan.Ak.Us>

Sent: Tuesday, April 28, 2020 12:04 PM

To: John Binkley <john@riverboatdiscovery.com>

Cc: shauna@wciak.com

Subject: RE: Information on Ward Cove

Hi John and Shauna,

I just left a message for John wanting to circle back on this City Council agenda discussion item. I think any format you'd like to provide your update would be fine. It can be an email to me or a letter to the Mayor and Council (if you want to get formal). The information the Council might like to have for their discussion would be:

- Update on the Ward Cove project in general (progress, timeline for opening for vessel use, etc.)
- How COVID-19 may have impacted your 2020 plans in the way of construction, hiring of personnel, etc. outside of federal mandates that may or not allow vessel traffic
- Ward Cove Dock Groups's vision for receiving vessels in 2020 if federally/state sanctioned and how you'll coordinate with local governments and the Emergency Operations Center to mitigate COVID-19 spread

I realize some of this is speculative and highly dependent upon a variety of factors. Any information you can provide for the Council's understanding is very much appreciated. If at all possible, an update by the close of business tomorrow would be great. Please feel free to call if you'd like to discuss further: 907-204-0228.

Thank you, and I hope you are both well.

Lacey

From: Lacey Simpson

Sent: Friday, April 17, 2020 2:44 PM

To: John Binkley

Cc: shauna@wciak.com

Subject: Information on Ward Cove

Hi John,

Thanks again for your time earlier today. Per our discussion, at its May 7 meeting the City Council will discuss reopening the community and getting businesses and people back to work. Councilmember Flora is leading this effort and has asked staff to compile some information in advance. This will be a lengthy and dense topic, and one of the pieces of information the City Council would like to have is an update on the Ward Cove project and the impacts COVID-19 is having to your operations and plans.

If you can provide me with an email or other summary with updates on the Ward Cove project, this would be preferred. I will give you a call when we get a bit closer (probably around April 27) to give you ample time to compile the most up to date information and we can further discuss any particulars with the format. I will need your summary no later than April 29 to be included in the agenda packet.

Thank you in advance for your assistance with this request.

Take care – you too Shauna!

Lacey

Lacey G. Simpson

Assistant City Manager · Assistant KPU General Manager

City of Ketchikan & Ketchikan Public Utilities

(907) 228-5603 | www.ktn-ak.us

334 Front Street | Ketchikan, AK 99901

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Re: 2020 cruise ship season

From: Rodney Dial (rodneyd@kgbak.us)

To: allamericanauto99901@yahoo.com

Date: Wednesday, April 29, 2020, 7:57 PM AKDT

Hello Mark,

Bob and I discussed this a few days ago. I am assuming you are referring to the small ships of less than 250 passengers. Everything else seems controlled by Seattle, Canada, Federal/State mandates and the plans of the Cruise lines.

Basically we are looking for the City to take the lead and then decide what...if anything... we can do, with the realization that it would be preferable to present a united front. Mostly because as a home rule city, you have more options regarding mandates and enforcement and are most likely to receive the ships. Generally speaking the Borough follows State mandates with the exception of borough facilities and properties.

Once I have an idea of the Cities direction, we would need to have Glenn take a look to determine if that could be applied to a private business by the borough.

Until then, it seems as if the State travel quarenteen would prevent any ships from disembarking passengers. What exactly are you being asked to do by the travel community? Advocate for elimination of the quarenteen requirement? Seems that everything else would be moot until that is resolved.

If you think we can help in some manner, let me know how and I will bring it up at the policy meeting.

Thanks
Rodney

From: Mark Flora <allamericanauto99901@yahoo.com>
Sent: Wednesday, April 29, 2020 7:33 PM
To: Rodney Dial <rodneyd@kgbak.us>
Subject: 2020 cruise ship season

Hi,

Several of us on the council have been getting contacted by local tourism business owners asking us to weigh in at the local level, sooner rather than later, in order for them to plan their season, if there is to be one at all.
I am curious where the borough is at on this. I do not know what decisions we will come to and am aware they are subordinate to any federal or state mandates, but our

community is asking for local input as well.

This is one of those occasions where two governments could result in conflicting policy. Our may 7 meeting will be here soon and i am looking for any information I can get.

Thank you,

Mark



City Manager
334 Front Street
Ketchikan, AK 99901

Phone (907) 228-5603
Fax (907) 225-5075

TRANSMITTAL MEMORANDUM

TO: The Honorable Mayor and City Council

FROM: Karl R. Amylon, City Manager

DATE: April 30, 2020

RE: **Providing Direction on Accommodating Small, American Flagged Vessels at the Port of Ketchikan**

By separate report, Councilmember Bergeron has requested a City Council discussion of establishing an association of Alaska cruise ports to establish the criteria to resume cruise operations for the 2021 season [see agenda statement 7a(2)]. Separate and distinct from this broader discussion item, my office is seeking direction from the City Council regarding the smaller class of American flagged cruise vessels with 250 passengers or less, which under certain conditions may begin calling on the Port as soon as June.

As indicated in the attached memorandum from Port & Harbors Director Steve Corporon, four lines that operate these smaller class vessels are not covered by the CDC no sail order. Three of the four companies have suspended operations through at least May 31st and one has suspended operations through at least June 30th. As of the date of this report, the State of Alaska has provided no guidance on vessels of this class resuming itineraries in southeast Alaska. Representatives of the Department of Health and Social Services are meeting with CLIA on April 30, 2020 to discuss this issue.

Staff is assuming that these vessels will not resume operations as long as Governor's Health Mandate No. 10.1, currently requiring all persons arriving in Alaska to quarantine for 14 days, and Health Mandate No. 12, prohibiting all non-essential in-state travel, remain in effect. Now that Governor Dunleavy is taking measures to restart Alaska's economy, it is likely that these particular health mandates will be rescinded in the near future. Should this occur, staff is seeking City Council direction as to whether such vessels should be accommodated at the Port and under what conditions.

If the City Council elects to accommodate these vessels at the Port, Mr. Corporon's report summarizes measures that industry could potentially put into effect due to the COVID-19 pandemic. Staff is seeking City Council direction as to what, if any, conditions that the Port should impose on arriving vessels to ensure the health and welfare of Ketchikan residents. It is important that if enhanced policies are to be implemented, they are done so in a timely manner to give industry as much advance notice as possible. I

would also recommended that the Governor's Office be notified of the policies as requested by Health and Social Services Commissioner Adam Crum.

Mr. Corporon will be attending the City Council meeting of May 7, 2020, in order to address any questions and/or concerns that Councilmembers may have.

A motion has been prepared for City Council consideration.

RECOMMENDATION

It is recommended the City Council adopt the motion directing the City Manager and Port & Harbors Director take such measures regarding the Port of Ketchikan accommodating the smaller class of American flagged cruise vessels with 250 passengers or less as determined appropriate by the City Council.

Recommend Motion: I move the City Council direct the City Manager and Port & Harbors Director take such measures regarding the Port of Ketchikan accommodating the smaller class of American flagged cruise vessels with 250 passengers or less as determined appropriate by the City Council.



**2933 Tongass Avenue
Ketchikan, Alaska 99901
Phone (907) 228-5632
Fax (907) 247-3610**

MEMORANDUM

To: Karl Amylon, City Manager
From: Steve Corporon, Port & Harbors Director
Date: April 29, 2020
Re: **Updated 2020 Cruise Ship Schedule**

Attached is the latest updated 2020 cruise ship schedule. It should be noted that CLAA has been removing calls from the calendar only upon receiving official notices of cancellation from each respective cruise line. With the CDC 100 day no sail order in effect up until July 24th we anticipate further deployment announcements and modifications to this latest draft schedule. It should also be noted that we have not adjusted any berth assignments yet but plan to review them and consider making any necessary changes prior to the eventual start of the season.

June 2020

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 Kruzof Explorer-7:00a-4:00p Total: 12	2	3	4 Chichagof Dream-7:00a-4:00p Total: 76	5	6
7 Constellation-6:00a-11:59p Total: 175	8 Constellation-12:01a-4:00a Total: 175	9	10	11	12	13
14 NG Orion-2:00p-7:00p Total: 100	15 NG Sea Lion-5:00a-8:00p Total: 70	16	17	18	19	20
21	22 Chichagof Dream-7:00a-4:00p Total: 76	23 Constellation-3:00a-2:00p Total: 175	24	25	26	27
28	29	30 Constellation-8:00a-4:00p Total: 175				

July 2020

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3 SS Mariner-7:00a-4:00p Kruzhof Explorer-7:00a-4:00p Total: 712	4 Wilderness Discoverer-6:30a-6:00p Disney Wonder-11:00a-7:45p Total: 2,476 Happy 4th!
5 NG Sea Lion-5:00a-10:00p Millennium-7:00a-3:00p Solstice-7:00a-4:00p Total: 4,958	6 Norwegian Joy-7:00a-3:00p Total: 3,887	7 Emerald Princess-6:00a-3:00p Serenade of the Seas-7:00a-4:00p Silver Muse-8:00a-3:30p Total: 5,805	8 Norwegian Jewel-6:00a-4:00p Regatta-7:00a-4:00p Radiance of the Seas-9:00a-6:00p Total: 5,176	9 Eurodam-7:00a-1:00p Ruby Princess-7:00a-1:15p Koningsdam-11:00a-7:00p Total: 7,832	10 Norwegian Bliss-7:00a-1:15p Chichagof Dream-7:00a-4:00p Eclipse-2:00p-8:30p Bremen-7:00p-11:59p Total: 7,266	11 Bremen-12:01a-2:00p Wilderness Explorer-6:30a-6:00p Silver Muse-8:00a-2:30p Disney Wonder-11:00a-7:45p Total: 3,265
12 Radiance of the Seas-6:00a-4:00p Carnival Spirit-7:00a-1:00p Solstice-7:00a-4:00p Sojourn-7:00a-11:00p Total: 7,524	13 Norwegian Joy-7:00a-3:00p SS Mariner-12:00p-8:00p Total: 4,587	14 Emerald Princess-6:00a-3:00p Serenade of the Seas-7:00a-4:00p Constellation-7:00a-12:00p Total: 5,357	15 Millennium-9:00a-6:00p Total: 2,038	16 Eurodam-7:00a-1:00p Ruby Princess-7:00a-1:15p Koningsdam-11:00a-7:00p Total: 7,832	17 Norwegian Bliss-7:00a-1:15p SS Mariner-7:00a-4:00p Eclipse-2:00p-8:30p Bremen-10:00p-11:59p Total: 7,890	18 Bremen-12:01a-6:00p Disney Wonder-11:00a-7:45p Norwegian Jewel-1:00p-8:00p Total: 4,942
19 Carnival Spirit-7:00a-1:00p Millennium-7:00a-3:00p Seabourn Sojourn-7:00a-3:00p Solstice-7:00a-4:00p Total: 7,462	20 Norwegian Joy-7:00a-3:00p Regatta-8:00a-7:00p Total: 4,587	21 Emerald Princess-6:00a-3:00p Serenade of the Seas-7:00a-4:00p Silver Muse-8:00a-3:30p Total: 5,805	22 Norwegian Jewel-6:00a-4:00p Radiance of the Seas-9:00a-6:00p Total: 4,476	23 Eurodam-7:00a-1:00p Ruby Princess-7:00a-1:15p Koningsdam-11:00a-7:00p Total: 7,832	24 Norwegian Bliss-7:00a-1:15p Eclipse-2:00p-8:30p Total: 7,024	25 NG Sea Lion-6:00a-11:00p Regatta-7:00a-4:00p Silver Muse-8:00a-2:30p Disney Wonder-11:00a-7:45p Total: 3,793
26 Radiance of the Seas-6:00a-4:00p Carnival Spirit-7:00a-1:00p Solstice-7:00a-4:00p Total: 7,074	27 Norwegian Joy-7:00a-3:00p Kruzhof Explorer-7:00a-4:00p SS Mariner-12:00p-7:00p Total: 4,599	28 Emerald Princess-6:00a-3:00p Serenade of the Seas-7:00a-4:00p Chichagof Dream-7:00a-4:00p Total: 5,258	29 Millennium-9:00a-6:00p Total: 2,038	30 Eurodam-7:00a-1:00p Ruby Princess-7:00a-1:15p Koningsdam-11:00a-7:00p Total: 7,832	31 Norwegian Bliss-7:00a-01:15p SS Mariner-7:00a-4:00p Le Soleal-11:00a-5:30p Eclipse-2:00p-8:30p Total: 7,984	

August 2020

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 Wilderness Discoverer-6:30a-6:00p Disney Wonder-11:00a-7:45p Norwegian Jewel-1:00p-8:00p Total: 4,852
2 Carnival Spirit-7:00a-1:00p Seabourn Sojourn-7:00a-3:00p Millennium-7:00a-3:00p Solstice-7:00a-4:00p Viking Orion-8:00a-3:00p Total: 8,392	3 Norwegian Joy-7:00a-3:00p Total: 3,887	4 Emerald Princess-5:30a-3:00p Serenade of the Seas-7:00a-4:00p Silver Muse-8:00a-3:30p Total: 5,805	5 Norwegian Jewel-6:00a-4:00p Radiance of the Seas-9:00a-6:00p Total: 4,476	6 Eurodam-7:00a-1:00p Ruby Princess-7:00a-1:15p Regatta-9:00a-11:00p Koningsdam-11:00a-7:00p Total: 8,532	7 Norwegian Bliss-7:00a-1:15p Eclipse-2:00p-8:30p Total: 7,024	8 Wilderness Explorer-6:30a-6:00p Silver Muse-8:00a-2:30p Disney Wonder-11:00a-7:45p Total: 3,099
9 Radiance of the Seas-6:00a-4:00p Carnival Spirit-7:00a-1:00p Solstice-7:00a-4:00p Le Soleal-2:00p-8:00p Total: 7,334	10 Norwegian Joy-7:00a-3:00p SS Mariner-12:00p-7:00p Total: 4,587	11 Emerald Princess-5:30a-3:00p Serenade of the Seas-7:00a-4:00p Total: 5,182	12 Regatta-7:00a-11:00p Millennium-9:00a-6:00p Total: 2,738	13 Eurodam-7:00a-1:00p Ruby Princess-7:00a-1:15p Koningsdam-11:00a-7:00p Total: 7,832	14 NG Sea Lion-6:00a-11:00p Norwegian Bliss-7:00a-1:15p SS Mariner-7:00a-4:00p Le Soleal-9:30a-6:30p Eclipse-2:00p-8:30p Total: 8,054	15 Chichagof Dream-7:00a-4:00p Disney Wonder-11:00a-7:45p Norwegian Jewel-1:00p-8:00p Total: 4,852
16 Carnival Spirit-7:00a-1:00p Seabourn Sojourn-7:00a-3:00p Millennium-7:00a-3:00p Solstice-7:00a-4:00p Total: 7,462	17 Norwegian Joy-7:00a-3:00p Total: 3,887	18 Emerald Princess-6:00a-3:00p Serenade of the Seas-7:00a-4:00p Silver Muse-8:00a-3:30p Total: 5,805	19 Norwegian Jewel-6:00a-4:00p Radiance of the Seas-9:00a-6:00p Total: 4,476	20 Eurodam-7:00a-1:00p Ruby Princess-7:00a-1:15p Koningsdam-11:00a-7:00p Total: 7,832	21 Norwegian Bliss-7:00a-1:15p Eclipse-2:00p-8:30p Total: 7,024	22 Silver Muse-8:00a-2:30p Viking Orion-9:00a-3:00p Disney Wonder-11:00a-7:45p Total: 3,953
23 Radiance of the Seas-6:00a-4:00p Carnival Spirit-7:00a-1:00p Solstice-7:00a-4:00p Le Soleal-2:00p-8:00p Total: 7,334	24 Norwegian Joy-7:00a-3:00p SS Mariner-12:00p-7:00p Total: 4,587	25 Emerald Princess-6:00a-3:00p Serenade of the Seas-7:00a-4:00p Total: 5,182	26 Millennium-9:00a-6:00p Viking Orion-10:00a-6:00p Total: 2,968	27 Eurodam-7:00a-1:00p Ruby Princess-7:00a-1:15p Koningsdam-11:00a-7:00p Total: 7,832	28 Norwegian Bliss-7:00a-1:15p SS Mariner-7:00a-4:00p Kruzof Explorer-7:00a-4:00p Le Soleal-1:00p-7:30p Eclipse-2:00p-8:30p Total: 7,996	29 Wilderness Discoverer-6:30a-6:00p Disney Wonder-10:00a-7:00p Regatta-10:00a-7:00p Norwegian Jewel-1:00p-8:00p Total: 5,552
30 Carnival Spirit-7:00a-1:00p Millennium-7:00a-3:00p Solstice-7:00a-4:00p Total: 7,012	31 Norwegian Joy-7:00a-3:00p Total: 3,887					

September 2020

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 Emerald Princess-6:00a-3:00p Serenade of the Seas-7:00a-4:00p Silver Muse-8:00a-3:30p Total: 5,805	2 Norwegian Jewel-6:00a-4:00p Chichagof Dream-7:00a-4:00p Regatta-8:00a-5:00p Radiance of the Seas-9:00a-6:00p Total: 5,252	3 Eurodam-7:00a-1:00p Ruby Princess-7:00a-1:15p Koningsdam-11:00a-7:00p Total: 7,832	4 Safari Quest-6:30a-6:00p Norwegian Bliss-7:00a-1:15p Eclipse-2:00p-8:30p Total: 7,057	5 Wilderness Explorer-6:30a-6:00p Silver Muse-8:00a-2:30p Disney Wonder-11:00a-7:45p Total: 3,099
6 Carnival Spirit-7:00a-1:00p Solstice-7:00a-4:00p Total: 4,974	7 Norwegian Joy-7:00a-3:00p SS Mariner-12:00p-7:00p Labor Day Total: 4,587	8 Emerald Princess-6:00a-3:00p Total: 3,082	9 Millennium-9:00a-6:00p Total: 2,038	10 Eurodam-7:00a-1:00p Ruby Princess-7:00a-1:15p Koningsdam-11:00a-7:00p Constellation-5:00p-11:59p Total: 8,907	11 Constellation-12:01a-6:00p Norwegian Bliss-7:00a-1:15p SS Mariner-8:00a-4:00p Eclipse-2:00p-8:30p Total: 7,899	12 Regatta-8:00a-5:00p Disney Wonder-11:00a-7:45p Norwegian Jewel-1:00p-8:00p Total: 5,476
13 Wilderness Discoverer-6:30a-6:00p Seabourn Sojourn-7:00a-11:00p Solstice-7:00a-4:00p Total: 3,376	14 Norwegian Joy-7:00a-3:00p Total: 3,887	15 Emerald Princess-6:00a-3:00p Carnival Spirit-7:00a-1:00p NG Venture-7:00a-6:00p Total: 5,306	16 No Ships	17 Eurodam-7:00a-1:00p Ruby Princess-7:00a-1:15p Koningsdam-10:00a-6:00p Total: 7,832	18 Norwegian Bliss-7:00a-1:15p Eclipse-2:00p-8:30p Total: 7,024	19 No Ships
20 Seabourn Sojourn-7:00a-3:00p Total: 450	21 Norwegian Joy-7:00a-3:00p SS Mariner-12:00p-7:00p Total: 4,587	22 Emerald Princess-6:00a-3:00p NG Venture-6:00a-6:00p Total: 3,182	23 Carnival Spirit-9:00a-6:00p Total: 2,124	24 Eurodam-7:00a-1:00p Ruby Princess-7:00a-1:15p Koningsdam-10:00a-6:00p Total: 7,832	25 Norwegian Bliss-7:00a-1:15p SS Mariner-7:00a-4:00p Total: 4,874	26 Wilderness Explorer-6:30a-11:59p Total: 76
27 Wilderness Explorer-12:01a-11:59p Total: 76	28 Wilderness Explorer-12:01a-11:59p Norwegian Joy-7:00a-3:00p Total: 3,963	29 Wilderness Explorer-12:01a-6:00p NG Venture-6:00a-6:00p Total: 176	30 No Ships			

October 2020

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 No Ships	2 Norwegian Bliss-7:00a-1:15p Total: 4,174	3 Wilderness Adventurer-6:30a-11:59p Total: 60
4 Wilderness Adventurer-12:01a-11:59p Seabourn Sojourn-7:00a-2:00p Total: 500	5 Wilderness Adventurer-12:01a-6:00p Total: 60	6 No Ships	7 Regatta-8:00a-4:00p Total: 700	8 No Ships	9 Norwegian Bliss-7:00a-1:15p The End Total: 4,174	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

KETCHIKAN CRUISE SHIP 2020 STATISTICS

CRUISE LINES SHIPS	LENGTH IN FEET	NO. OF PASS.	NO. OF CREW	STOPS	TOTAL PASS.	CRUISE LINES SHIPS	LENGTH IN FEET	NO. OF PASS.	NO. OF CREW	STOPS	TOTAL PASS.
Carnival Cruise Lines						Alaskan Dream Cruises					
1 CARNIVAL SPIRIT	963	2,124	930	9	19,116	17 CHICHAGOF DREAM	207	76	30	5	380
Celebrity Cruises						American Cruise Lines					
2 ECLIPSE	1,040	2,850	1,500	11	31,350	18 KRUFZOF EXPLORER	128	12	8	4	48
3 MILLENNIUM	965	2,038	1,000	10	20,380	19 AMERICAN CONSTELLATION	267	175	40	8	1,400
4 SOLSTICE	1,040	2,850	1,500	11	31,350	Hapag Lloyd					
Disney Cruise Lines						20 Bremen	366	166	85	4	664
5 DISNEY WONDER	964	2,400	945	11	26,400	Lindblad Expeditions					
Holland America Line						21 NG ORION	337	100	75	1	100
6 EURODAM	936	2,100	930	12	25,200	22 NG SEA LION	152	70	35	5	350
7 KONINGS DAM	984	2,650	1,000	12	31,800	23 NG VENTURE	337	100	75	3	300
Norwegian Cruise Line						Oceania					
8 NORWEGIAN BLISS	1,094	4,174	1,700	14	58,436	24 REGATTA	593	700	370	9	6,300
9 NORWEGIAN JEWEL	965	2,376	1,010	10	23,760	Ponant					
10 NORWEGIAN JOY	1,094	3,887	1,700	13	50,531	25 LE SOLEAL	460	260	130	5	1,300
Princess Cruises						Seabourn					
11 EMERALD PRINCESS	952	3,082	1,240	12	36,984	26 SEABOURN SOJOURN	652	450	250	7	3,150
12 RUBY PRINCESS	947	3,082	1,240	12	36,984	Un-Cruise Adventures					
Regent Seven Seas Cruises						27 SAFARI QUEST	120	33	9	1	33
13 SEVEN SEAS MARINER	709	700	445	13	9,100	28 WILDERNESS ADVENTURER	160	60	25	3	180
Royal Caribbean Cruise Line						29 WILDERNESS DISCOVERER	176	76	26	4	304
14 RADIANCE OF THE SEAS	962	2,100	900	9	18,900	30 WILDERNESS EXPLORER	186	76	26	7	532
15 SERENADE OF THE SEAS	962	2,100	900	9	18,900	Viking Cruises					
Silver Seas						31 VIKING ORION	749	930	465	3	2,790
16 SILVER MUSE	699	623	400	10	6,230	220 Estimate Based on LBC - Lower Berth Count (31					
										247	463,252

LEGEND: BOLD=Inaugural Ship 1=Berth 1 1C=Inside Berth 1 2=Berth 2 3=Berth 3 3T=Berth 3 Tender Float 4
AMD=Allen Marine Dock AN=Anchored Out TBD=To Be Determined A=A.M. P=P.M. N=Northbound

PAST ARRIVAL DATA:			
Year	# Pass	# Ships	# Stops
2019	#####	46	570
2018	#####	40	504
2017	#####	43	507
2016	948,089	38	489
2015	944,500	38	496
2014	884,503	39	492
2013	954,685	40	505
2012	894,320	36	470
2011	844,412	30	449
2010	828,929	26	429
2009	937,419	36	496
2008	941,910	37	502
2007	899,638	36	499
2006	838,880	36	503
2005	921,429	37	562

Steven Corporon

From: Tim Voss <timv@uncruise.com>
Sent: Thursday, April 23, 2020 3:07 PM
To: David Dixon; Steven Corporon
Subject: UnCruise Adventures small passenger ship schedule changes

CAUTION: External Email

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon- I wanted to update you on UnCruises summer schedule for Ketchikan port calls. We would like to cancel the following reservations:

Safari Endeavour:

5/16/20 at Berth 4
9/21/20 at B3TF

SS Legacy:

8/21/20 at B3TF

Wilderness Explorer:

5/16/20 at Berth 4
6/13/20 at Berth 3

Wilderness Discoverer:

4/24/20 at Berth 3
6/6/20 at B3TF

Safari Quest:

5/22/20 at B3TF

I am sure there will be more changes, but this is our most current cancellations.
Tim

Capt. Tim Voss | Director Nautical Operations
mobile: 360-981-7561 | email: timv@uncruise.com
UnCruise Adventures - Unrushed. Uncrowded. Unbelievable.
3826 18th Avenue West, Seattle, WA 98119
Reservations: 888-862-8881
www.UnCruise.com
UnCruise Adventures is a wholly-owned subsidiary of InnerSea Discoveries Alaska, Inc.

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Steven Corporon

From: ACL Docking
<docking@americancruiselines.com>
Sent: Wednesday, April 22, 2020 7:02 AM
To: Steven Corporon
Subject: ACL COVID-19 Update Ketchikan 422.2020

CAUTION: External Email

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Steve,

American Cruise Lines has extended our suspension of cruise operations until June 5th, 2020. Our fleet is safely docked in U.S. ports without a single onboard case of COVID-19. We remain committed to the safety of our guests, the communities we visit, and our crews. We intend to restart cruise operations when prudent and complete the remainder of our 2020 season. We will continue to update you regularly regarding our cruise schedule and updated COVID procedures.. Our next update will be sent in 14 days on May 4th, 2020. Please contact us at your convenience with any questions or concerns.

Regards,

Eric Dussault

Senior Manager Cruise Operations

American Cruise Lines, Inc.

Office- 203.453.6800

Mobile: 203.909.2103

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. . us

Steven Corporon

From: Sonia Henrick <sonia.henrick@outlook.com>
Sent: Friday, April 24, 2020 12:48 PM
To: Steven Corporon
Subject: NCL suspension of operations through June 30

CAUTION: External Email

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Steve,

I just left a voicemail on your machine but wanted to make sure you saw this press release from Norwegian Cruise Line:

NEWS RELEASE

NCLH NORWEGIAN CRUISE LINE
HOLDINGS LTD.

Regent
SEVEN SEAS CRUISES

OCEANIA
CRUISES

NCL NORWEGIAN
CRUISE LINE

Norwegian Cruise Line Holdings Ltd. Announces Extension of Suspension of Voyages

Suspension Includes Voyages for Norwegian Cruise Line, Oceania Cruises and Regent Seven Seas Cruises with Embarkation Dates from May 11 through June 30, 2020

Suspension Contributes to Global Efforts to Stem the Spread of COVID-19 Coronavirus

MIAMI, Florida – April 24, 2020 – Norwegian Cruise Line Holdings Ltd. ("Norwegian" or "the Company") (NYSE: NCLH), a leading global cruise company which operates the Norwegian Cruise Line, Oceania Cruises and Regent Seven Seas Cruises brands, today announced an extension of its previously announced suspension of global cruise voyages to include voyages embarking between May 11 and June 30, 2020 for its three cruise brands. The voyage suspension contributes to global efforts to contain the spread of COVID-19. The Company will continue to work in tandem with the U.S. Centers for Disease Control and Prevention (CDC), the federal government and global public health authorities to take all necessary precautions to ensure the health, safety and security of guests, crew and the communities visited.

"We are committed to taking all appropriate actions to combat the spread of COVID-19 and as such, have extended our global voyage suspension through June 30. We continue to work closely and in partnership with the U.S. CDC, global public health authorities and local, state and federal governments to build upon our already rigorous health and safety protocols to ensure that our brands are ready to safely resume operations with these new protocols in place," said Frank Del Rio, president and chief executive officer of Norwegian Cruise Line Holdings Ltd. "Our teams are working around the

clock to do what is right by our loyal guests and valued travel partners and we greatly appreciate their understanding as we continue to adapt to the ever-evolving global health environment."

Guests who are currently booked on voyages with embarkation dates between May 11 and June 30, 2020 on Norwegian Cruise Line, Oceania Cruises or Regent Seven Seas Cruises are asked to contact their travel agent or the cruise line for more information.

Sonia Henrick
Good Faith Consulting
(907) 617-3857

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100 DAY NO SAIL ORDER

**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):**

**MODIFICATION AND EXTENSION OF NO SAIL ORDER
AND OTHER MEASURES RELATED TO OPERATIONS**

Previous Order and Incorporation by Reference

This Order renews the No Sail Order and Other Measures Related to Operations signed by the CDC Director on March 14, 2020—subject to the modifications and additional stipulated conditions as set forth in this Order. This Order shall continue in operation until the earliest of (1) the expiration of the Secretary of Health and Human Services' declaration that COVID-19 constitutes a public health emergency; (2) the CDC Director rescinds or modifies the order based on specific public health or other considerations; or (3) 100 days from the date of publication in the Federal Register. The findings and other evidence relied upon in issuing the March 14, 2020 Order are incorporated herein by reference. Any ambiguity between the March 14, 2020 Order, as modified by the current Order, shall be resolved in favor of the current Order.

Statement of Intent

This Order shall be interpreted and implemented in a manner as to achieve the following paramount objectives:

- Preservation of human life;
- Preventing the further introduction, transmission, and spread of COVID-19 into and throughout the United States;
- Preserving the public health and other critical resources of Federal, State, and local governments;
- Preserving hospital, healthcare, and emergency response resources within the United States; and
- Maintaining the safety of shipping and harbor conditions, including safety of personnel.

Applicability

This Modification and Extension of No Sail Order and Other Measures Related to Operations shall apply only to the subset of carriers¹ described below and hereinafter referred to as "cruise ships:"

¹ Carrier is defined by 42 CFR § 71.1 to mean, "a ship, aircraft, train, road vehicle, or other means of transport, including military."

All commercial, non-cargo,² passenger-carrying vessels operating in international, interstate, or intrastate waterways and subject to the jurisdiction of the United States with the capacity to carry 250³ 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.⁴

This Order shall additionally apply to any cruise ship that was previously excluded from the March 14, 2020 Order, by virtue of having voluntarily suspended operations.

“Operations” for purposes of this Order means any action by a cruise ship operator to bring or cause a cruise ship to be brought into or transit in or between any international, interstate, or intrastate waterways (e.g., shifting berths, moving to anchor, discharging waste, making port, or embarking or disembarking passengers or crew) subject to the jurisdiction of the United States.

“Operator” for purposes of this Order means the Master of the vessel (cruise ship) and any other crew member responsible for cruise ship operations and navigation, as well as any person or entity (including a corporate entity) that authorizes or directs the use of a cruise ship (e.g., as owner, lessee, or otherwise). A cruise ship operator may be either the cruise ship captain or the cruise line to which the cruise ship belongs, or both. The term “Operator” as used in this Order further incorporates the terms “company,” “designated person,” and “responsible person” as defined in 33 CFR. § 96.120.

Events Since the Issuance of March 14, 2020 Order

On March 14, 2020, the CDC Director issued a No Sail Order and Other Measures Related to Operations directing cruise ships not voluntarily suspending operations to comply with measures outlined by the CDC and U.S. Coast Guard. This followed a March 13, 2020, announcement by Cruise Lines International Association (CLIA), the leading industry trade group, that its members would voluntarily suspend cruise ship operations. On March 17, 2020, CDC issued a Level 3 Travel Warning that all travelers defer cruise travel worldwide based on widespread ongoing transmission of COVID-19.⁵ The suspension of a global tourism industry, such as the

² 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.

³ 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.

⁴ 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.

⁵ CDC, Traveler’s Health, *COVID-19 and Cruise Ship Travel*, at: <https://wwwnc.cdc.gov/travel/notices/warning/coronavirus-cruise-ship> (originally posted, March 17, 2020).

cruise line industry, does not happen instantaneously or easily. During the suspense of operations, the cruise line operators worked with both Federal, State, and local governments to disembark of over 250,000 passengers from more than 120 vessels. The cruise line operators continue discussions with Federal, State and local governments regarding the 114 vessels with over 93,000 crew either in or near U.S. ports. However, COVID-19 clusters and outbreaks continue to occur on and in connection with cruise ships.

There are a number of recent incidences of reported COVID-19 spread onboard cruise ships including the *Costa Magica*, *Costa Favolosa*, *Celebrity Eclipse*, *Disney Wonder*, *Holland America Zaandam*, and *Celebrity Coral Princess*. The *Costa Magica* and the *Costa Favolosa*, reported at least 88 ill crew members on board with respiratory symptoms of COVID-19. On March 26, 2020, in coordination with U.S. Coast Guard and public health personnel, four infected crew members were evacuated off the *Magica* and seven from the *Favolosa* for life-critical care at Jackson Memorial Hospital in Miami, Florida. The *Zaandam* cruise ship reported illness consistent with COVID-19 in at least 250 persons onboard – guests and crew members; 76 of these persons remain symptomatic. Four passengers onboard the *Zaandam* have died (one for non-COVID-19 related reasons).⁶ As of April 1, 2020, four crew members onboard the *Eclipse* have tested positive for COVID-19, three of whom remain on the ship. One passenger onboard the *Eclipse* required emergency medical evacuation and is currently hospitalized in San Diego, California after having tested positive for COVID-19. The *Wonder* reported four crew members who have tested positive for COVID-19. Two of the four are now hospitalized, the two others are isolated on the ship; an additional three former passengers (from the last voyage who disembarked) are also positive. Most recently, the *Coral Princess* reported 12 persons (seven passengers and five crew members) onboard who are confirmed positive for COVID-19 and an additional 43 suspected cases in persons with influenza-like illness. As of April 3, 2020, there are four patients on oxygen in the ship's medical center.

There are approximately 50 cruise ships that remain at sea off the East Coast of the United States and in the Bahamas with an estimated 47,800 crew onboard; off the West Coast and Gulf Coast there are approximately 45 cruise ships with an estimated 32,000 crew onboard. Some of these crew are not critical to maintain the seaworthiness or basic safe operation of the cruise ships; many are part of the hotel and hospitality crew. CDC is currently aware of 15 cruise ships at port or anchorage in the United States with known or suspected COVID-19 infection among the crew who remain onboard. CDC is currently tracking two cruise ships with passengers that are expected to make port in the United States.

There are several public health concerns when crew members become ill while onboard these ships and the cruise lines seek the aid of the United States in disembarking them, as has already occurred on numerous occasions. The intensive care requirements for infected crew in need of life-critical care greatly stresses an already overburdened healthcare system facing shortages of masks, test kits, beds, and ventilators needed to respond to COVID-19. The addition of further COVID-19 cases from cruise ships places healthcare workers at substantial increased risk. Moreover, safely evacuating, triaging, and repatriating cruise ship crew involves complex

⁶ "President of Holland America cruise line pleads for compassion while Florida debates allowing ships to dock," Fox News, March 31, 2020, available at: <https://www.foxnews.com/travel/zaandam-holland-america-cruise-president-florida-debate>.

logistics, incurs financial costs at all levels of government, and diverts resources away from larger efforts to suppress or mitigate COVID-19.

Critical Need for Further Cooperation and Response Planning

CDC and other Federal agencies engaged with CLIA representatives in early March. 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. Several cruise lines followed CLIA's example and similarly voluntarily suspended operations.

CLIA also drafted a response plan, "On Course: Cruise Industry COVID-19 Response and Protocols" (hereinafter, "On Course"). The plan proposed "industry management of suspected or confirmed cases of COVID-19 without burden on the U.S. government."⁷ CLIA stated that it could implement this plan within 7 days.⁸ In response to a suspected or confirmed case of COVID-19, "industry would be responsible for transporting the [exposed or infected] individuals in appropriate buses, cars, or ambulances."⁹ Furthermore, CLIA averred that, "contracts for predesignated facilities though Global Rescue [a firm with purported experience and expertise in mass medical incidents] [would] receive COVID-19 patients, including arrangements [that] will be executed following plan approval."¹⁰ CLIA further stated that it had planned for "multiple redundancies" in its response efforts. Specifically, "CLIA commits to making five ships available for temporary housing purposes. They would be tasked with sailing to any affected ship and taking affected guests and crew aboard for the self-isolation period."¹¹

On April 3, 2020, CLIA drafted a new response plan, "Framework: For Cruise Industry Care of Crew and other Persons on Board while Ships Remain Idle during the Global COVID-19 Pandemic" (hereinafter, "Framework"). The Framework plan must go further to reduce industry reliance on government and shoreside hospital resources. For example, while the Framework states that a ship will maintain its medical staff, it must provide further details of how the industry will provide for the acute care needs of the critically ill. The Framework must also address industry assistance to COVID-19 affected cruise ships by deploying additional ships for cohort separation of those who are exposed, infected, and in need of hospitalization. Furthermore, laboratory sampling and testing, onboard mitigation and prevention strategies, disinfection protocols, personal protective equipment, repatriation of foreign nationals, and onshore transportation, including through contract medivac helicopter, must be addressed in further detail, including how the industry proposes to acquire, staff, and operationalize this plan, with minimal burden on Federal, State, or local government entities or the healthcare system.

Findings and Immediate Action

⁷ (On Course, pages 1, 10).

⁸ *Id.* at 2.

⁹ *Id.* at 1-2.

¹⁰ *Id.* at 7.

¹¹ *Id.* at 13.

Accordingly, and consistent with 42 CFR §§ 70.2, 71.31(b) and 71.32(b), the Director of CDC (“Director”) finds that cruise ship travel exacerbates the global spread of COVID-19 and that the scope of this pandemic is inherently and necessarily a problem that is international and interstate in nature and has not been controlled sufficiently by the cruise ship industry or individual State or local health authorities. As described in the March 14, 2020 Order, cruise ship travel markedly increases the risk and impact of the COVID-19 disease outbreak within the United States. If unrestricted cruise ship passenger operations were permitted to resume, infected and exposed cruise ship cases would place healthcare workers at substantial increased risk. Specifically, these cases would 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 would further draw valuable resources away from the immense Federal, State, and local effort to contain and mitigate the spread of COVID-19. Further, the current ongoing non-passenger operation of cruise ships has not sufficiently abated the public health concern, as ship crew become sick and require medical care drawing on otherwise engaged Federal, State, and local resources. As operators of non-U.S. flagged vessels sailing in international waters, it is imperative that the cruise ship industry and cruise lines themselves take responsibility for the care of their crew and do not further tax limited U.S. resources during a public health emergency.

The Director also finds evidence to support a reasonable belief that cruise ships are or may be infected or contaminated with a quarantinable communicable disease.¹² This reasonable belief is based on information from epidemiologic and other data regarding the nature and transmission of COVID-19 on cruise ships, including the information described in the March 14, 2020 Order and evidence from the *Costa Magica*, *Costa Favolosa*, *Eclipse*, *Wonder*, *Zaandam*, *Coral Princess*, and other cruise ships. As a result, persons onboard cruise ships may be infected with or exposed to COVID-19 by virtue of being onboard at a time when cases of COVID-19 are being reported in increasingly significant numbers globally¹³ and specifically on cruise ships, when testing is available.

Accordingly, under 42 CFR § 70.2, the Director determines that measures taken by State and local health authorities regarding COVID-19 onboard cruise ships are inadequate to prevent the further interstate spread of the disease.

This Order is not a rule within the meaning of the Administrative Procedure Act (“APA”), but rather an emergency action taken under the existing authority of 42 CFR §§ 70.2, 71.31(b) and 71.32(b). In the event that this Order qualifies as a rule under the APA, notice and comment and a delay in effective date are not required because there is good cause to dispense with prior public notice and comment and the opportunity to comment on this Order and the delay in effective date.¹⁴ Considering the public health emergency caused by COVID-19 based, among other things, on its continued spread on board cruise ships, it would be impracticable and

¹² 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 CFR §§ 70.1, 71.1, as listed in Executive Order 13295, as amended by Executive Orders 13375 and 13674.

¹³ Since the March 14, 2020 Order, the number of global cases of COVID-19 reported by the World Health Organization (WHO) has risen from 142,534 to 1,051,635 as of April 4, 2020, with 56,985 deaths. *See* Situation Reports, WHO, <https://www.who.int/emergencies/diseases/novel-coronavirus-2019/situation-reports>.

¹⁴ *See* 5 U.S.C. §§ 553(b)(B), (d)(3).

contrary to the public health, and by extension the public interest, to delay the issuance and effective date of this Order. Similarly, if this Order qualifies as a rule per the definition in the APA, the Office of Information and Regulatory Affairs has determined that it would be a major rule, but there would not be a delay in its effectiveness as the agency has invoked the good cause provision of the APA.

If any provision in this Order, or the application of any provision to any carriers, persons, or circumstances, shall be held invalid, the remainder of the provisions, or the application of such provisions to any carriers, persons or circumstances other than those to which it is held invalid, shall remain valid and in effect.

In accordance with 42 U.S.C. § 264(e), this Order shall supersede any provision under State law (including regulations and provisions established by political subdivisions of States), that conflict with an exercise of Federal authority, including instructions by U.S. Coast Guard (USCG) or HHS/CDC personnel permitting ships to make port or disembark persons under stipulated conditions, under this Order.

This Order shall be enforceable through the provisions of 18 U.S.C. §§ 3559, 3571; 42 U.S.C. §§ 243, 268, 271; and 42 CFR §§ 70.18, 71.2.

Therefore, in accordance with Sections 361 and 365 of the Public Health Service Act (42 U.S.C. §§ 264, 268) and 42 CFR §§ 70.2, 71.31(b), 71.32(b), for all cruise ships for the period described below, it is **ORDERED**:

1. As a condition of obtaining controlled free pratique to continue to engage in any cruise ship operations in any international, interstate, or intrastate waterways subject to the jurisdiction of the United States, cruise ship operators shall immediately develop, implement, and within **seven (7) days** of the signing of this Order operationalize, an appropriate, actionable, and robust plan to prevent, mitigate, and respond to the spread of COVID-19 on board cruise ships.
2. As a condition of obtaining controlled free pratique to continue to engage in any cruise ship operations in any international, interstate, or intrastate waterways subject to the jurisdiction of the United States, the cruise ship operator shall make the plan described in paragraph 1, above, available to HHS/CDC and USCG personnel within **seven (7) days** of the signing of this Order.
3. An appropriate plan is one that adequately prevents, mitigates, and responds to the spread of COVID-19 on board cruise ships and that, at a minimum, must address the following elements:
 - a. Onboard surveillance of passengers and crew with acute respiratory illnesses, influenza-like illnesses, pneumonia, and COVID-19, including reporting to HHS/CDC on a weekly basis on overall case counts, methods of testing, and number of persons requiring hospitalization or medical evacuation;
 - b. Reports on the number of persons onboard the cruise ship and any increase in the numbers of persons with COVID-19 made to HHS/CDC and USCG on a daily

basis for as long as the cruise ship is within waters subject to the jurisdiction of the United States.

- c. Onboard monitoring of passengers and crew through temperature checks and medical screening, including addressing frequency of monitoring and screening;
- d. Training of all crew on COVID-19 prevention, mitigation, and response activities;
- e. Protocols for any COVID-19 testing, including details relating to the shore-side transport, administration, and operationalization of laboratory work if onboard laboratory work is not feasible;
- f. Onboard isolation, quarantine, and social distancing protocols to minimize the risk of transmission and spread of COVID-19;
- g. Onboard medical staffing, including number and type of staff, and equipment in sufficient quantity to provide a hospital level of care (e.g., ventilators, facemasks, personal protective equipment) for the infected without the need for hospitalization onshore;
- h. An outbreak management and response plan to provision and assist an affected cruise ship that relies on industry resources, e.g., mobilization of additional cruise ships or other vessels to act as “hospital” ship for the infected, “quarantine” ship for the exposed, and “residential” ship for those providing care and treatment, including the ability to transport individuals between ships as needed;
- i. Categorization of affected individuals into risk categories with clear stepwise approaches for care and management of each category;
- j. A medical care plan addressing onboard care versus evacuation to on-shore hospitals for critically ill individuals, specifying how availability of beds for critically ill at local hospitals will be determined in advance and how the cruise ship operator will ensure acceptance at local medical facilities to treat the critically ill in a manner that limits the burden on Federal, State, and local resources and avoids, to the greatest extent possible, medivac situations. If medical evacuation is necessary arrangements for evacuation must be made with commercial resources (e.g., ship tender, chartered standby vessel, chartered airlift) and arrangements made with a designated medical facility that has agreed to accept such evacuees. All medical evacuation plans must be coordinated with the U.S. Coast Guard;
- k. Detailed logistical planning for evacuating and repatriating, both U.S. citizens and foreign nationals, to their respective communities and home countries via foreign government or industry-chartered private transport and flights, including the steps the cruise ship operator will take to ensure those involved in the transport are not exposed; (the use of commercial flights to evacuate or repatriate individuals, both within or from the United States, is prohibited);
- l. The projected logistical and resource impact on State and local government and public health authorities and steps taken to minimize the impact and engage with these authorities; all plans must provide for industry/cruise line management of suspected or confirmed cases of COVID-19 without resource burden on Federal, State, or local governments;
- m. Plan execution in all U.S. geographical areas – all plans must be capable of being executed anywhere in international, interstate, or intrastate waterways subject to the jurisdiction of the United States; and

- n. Cleaning and disinfection protocols for affected cruise ships.
4. An appropriate plan shall be designed to minimize, to the greatest extent possible, any impact on U.S. government operations or the operations of any State or local government, or the U.S. healthcare system.
5. The cruise ship operator shall further ensure that the plan is consistent with the most current CDC recommendations and guidance for any public health actions related to COVID-19. Where appropriate, a cruise ship operator may coordinate the development, implementation, and operationalization of a plan with other cruise ship operators, including an industry trade group.

The terms and conditions of the No Sail Order and Other Measures Related to Operations signed on March 14, 2020, as modified and extended by this ORDER, **SHALL REMAIN IN EFFECT**. Consequently, it remains **ORDERED**:

1. Cruise ship operators shall not be allowed to disembark passengers and crew members at ports or stations, except as directed by the 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.
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 upon publication in the Federal Register and shall continue in operation until the earliest of (1) the expiration of the Secretary of Health and Human Services' declaration that COVID-19 constitutes a public health emergency; (2) the CDC Director rescinds or modifies the order based on specific public health or other considerations; or (3) 100 days from the date of publication in the Federal Register.

In testimony whereof, the Director, Centers for Disease Control and Prevention, U.S. Department of Health and Human Services, has hereunto set his hand at Washington, D.C., this 9th day of April, 2020.

A handwritten signature in black ink, reading "Robert R. Redfield MD". The signature is written in a cursive, flowing style.

Robert R. Redfield, MD
Director
Centers for Disease Control and Prevention

RE: 100 day no sail order

From: Lacey Simpson (laceys@city.ketchikan.ak.us)

To: allamericanauto99901@yahoo.com

Cc: karla@city.ketchikan.ak.us

Date: Wednesday, April 29, 2020, 8:11 PM AKDT

Hi Mark,

The CDC's no sail order went into effect on April 15, 2020, the day it was recorded in the federal register. By our count, this places the start of an Alaska cruise season about July 24. The CDC order is active until rescinded or it expires, so theoretically cruise activity could start sooner if it is rescinded. We have not heard anything further about the Canadian ports extending the July 1 prohibition of 500+ passenger vessels, though this is certainly possible.

Steve Corporon will have a memo for the City Council on these topics relative to the small cruise vessel discussion for the May 7th meeting.

Thanks,

Lacey

From: Mark Flora [mailto:allamericanauto99901@yahoo.com]

Sent: Wednesday, April 29, 2020 7:19 PM

To: Lacey Simpson

Subject: 100 day no sail order

CAUTION: External Email

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

I Have seen several dates as the start of the CDC 100 day no sail order. The CLIA letter references the start as of April 15th. What is the end date for that order?

Has there been any word out of Canada as to revising the July 1 no sail provision implemented by them?

Thank you,

Mark

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EMAILS FROM LOCAL TOURISM BUSINESSES

Cruise Ships 2020

From: chuckslagle55@gmail.com (chuckslagle55@gmail.com)

To: CM4@City.Ketchikan.Ak.Us

Date: Monday, April 6, 2020, 7:59 AM AKDT

CAUTION: External Email

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04/06/2020

Dear Ketchikan City Council Members,

Thanks for the investment of your time in our community especially during these unprecedented and fearful times.

My thoughts come completely without any extraordinary insight other than what I have gained as a Ketchikan citizen and businessman, through the normal research opportunities on the web and in discussion with other Ketchikan residents.

I think it is important, even with the current lack of certainty that we start talking about what our community looks like after this pandemic. Not only what our reality is when we have it whipped the covid19 but more importantly what it looks like and how we conduct ourselves as we move from containment to mitigation of the virus.

We know that this virus is the real thing and if a vaccine is really 12 to 18 months out that we will all have friends in our small community that succumb to this disease and too many of us will lose family. This reality has required us to embrace containment as a way of protecting those of us that are particularly susceptible and to defend our health care system. We all agree containment is the right thing to do for community currently, but it is not sustainable. At some point we will have get back to work, open our restaurants, visit our dentists, go fishing and get back on Alaska Airlines. It is not practical to expect that those of us that become immune or those of us that are young and healthy to not go back to work at some point.

Our current containment strategy is easy to understand and embrace. A post vaccine world with whatever the new norm is can be visualized. It's that 12 to 18-month window of time in my opinion, when we are trying to get back to some form of normal before a vaccine that begs for an exceptional level of community leadership and teamwork to minimize the damage that is set to happen to Ketchikan's finances and our local businesses.

I feel that your leadership during the mitigation timeframe as we attempt to limit the extreme economic damage between containment and a vaccine is going to require a level of unprecedented creativity, teamwork and compromise that is beyond 9/11, the pulp mill closure or anything else I have seen happen to our community in my life.

One of the issues we will have to deal with is what does the evolution look like with the cruise lines. From what I have read it is a certainty that the cruise line industry is going to be much different when this is over and may never be what it was. All three of the major cruise lines as of today have seen a 75% to 80% reduction in their stock value and have liquidity issues that will see either consolidation or bankruptcy in the next 6 to 12 months if they can't get back to taking people on cruises. I know that for some of our community this will make them smile. My personal position is that a well-managed relationship with cruise lines that minimizes their damage to our environment and our society is a critical component to Ketchikan's economic viability and deserves to be pursued.

Right now, all the major cruise lines are selling cruises to Southeast Alaska starting July first of this year. That's

even with the both the ports of Seattle and Vancouver being closed indefinitely. It is safe to say that the cruise lines have made a mess of the last 6 weeks by continuing to sail with customers and crew that have become sick and, in some cases died. The cruise lines may never completely recover from underestimating the effects of this pandemic and the lack of trust it created in its customers. By selling cruises into Southeast Alaska starting July first when over 90/95% of the American public will not have been exposed to this virus without a plan to deal with it any better than they have exhibited so far is at best wishful thinking. At worst it would be the cruise lines burning desire to start the revenue flowing again enticing them into gambling with their guests and our community. We cannot assume that the cruise lines will make the best decision for Ketchikan. We need to decide what level of risk we are willing to accept and be brave enough to tell them not to come if they can't or won't give us the protection we need.

It is also possible that there is an opportunity to work with the cruise lines so that we can start to rebuild our economy by accepting visitors back to town. It could be that with the tremendous pressure for the cruise line to get it right that they do. They may come to us with protocols that protects their guests and our community that we can get behind. We are good at getting the job done in risky environments. timber fallers, commercial fishermen and floatplane pilots manage risk as part of their DNA. It could be that Southeast Alaska is the place where the cruise lines choose to focus their efforts to turn this around and we are the beneficiaries.

I guess my point is that we need strong leadership that starts asking why not. Why not pursue an environment where they can return. Or why not ask them to come next spring after we have had time to deal with the pandemic. It doesn't seem to me in my humble opinion that we should be listening to the loudest voice in the room. Or doing what we think most of our community wants. It's time for strong leaders to make informed decisions that will help get us to a better place, together.

We could start by deciding under what conditions we are prepared to welcome the cruise lines back to Ketchikan. We don't have all the answers, but we may have enough to know that we don't want our community to have the exposure this summer. We could also start to define what needs to be done to manage the arrival of visitors before the pandemic has run its course. We gain nothing by waiting for events to overtake us. We could prepare for several outcomes. One is to welcome the cruise lines back in July under conditions that strike the right balance between the economy and the protection of our citizens. The second is to set standards for cruise ship arrivals that result in them not returning this year. Both outcomes could be driven by well researched direction on the part of the Ketchikan City Council and not left to chance.

Thanks again for your service. We are all in this together

Chuck Slagle

907-617-4877

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Re: Seasonal Workers - New Business a.2

From: Russell Thomas (russellt@aseresorts.com)

To: allamericanauto99901@yahoo.com

Date: Wednesday, April 22, 2020, 4:31 PM AKDT

Mark:

Give me a call when it's convenient.

Russell
907-617-3619

Sent from my iPhone

On Apr 22, 2020, at 9:13 AM, Mark Flora <allamericanauto99901@yahoo.com> wrote:

Hi,
Please let me know if you have some time today to speak. I appreciate your reply.
Thank you,

Mark

On Wednesday, April 22, 2020, 2:06:37 AM AKDT, russellt@aseresorts.com <russellt@aseresorts.com> wrote:

Mark:

Thanks for the reply. I appreciate the fact that you are brining up the Ketchikan economy and I am looking forward to listening in to the discussion the City Council will have. I think it's very important and the sooner decisions can be made, the better off local businesses will be heading into this winter.

The one thing that keeps nagging me is apparent reluctance by decision makers to take on ANY risk associated with COVID-19. It feels like when we can assure people that there is ZERO danger of COVID-19 coming into the community on a cruise ship or from out-of-state travelers, we'll be able to open up for business again. This seems crazy to me. We balance risk and reward for a million things a day. We all drive to work, even though 33,000 people are killed, and an additional 3 million injured, each year in automobile accidents. We recognize that the benefits of automobile transportation far outweigh the risks associated with it. That's not to say we don't take actions to make the roads safer, improve safety features on automobiles, and educate drivers about not drinking and driving or texting.

There are ways to substantially mitigate risk without completely turning off the economic faucet in the community. Instead of asking, "How are we going to prevent a new case from ever coming to Ketchikan again?," we need to be asking, "How can we take prudent precautions to minimize the risk to the general public and provide opportunities for economic activity?" This can include asking the public to wear masks in public places (e.g. super market, hardware store, airport), businesses improving their sanitation procedures, telling employees who are feeling ill to stay home, and asking those at risk to take extra precautions to protect themselves. It could also include things like asking seasonal companies to voluntarily isolate as much of their crew and guests as possible (i.e. at Clover Pass we could discontinue offering guests the opportunity to come to town for shopping or sightseeing – they could come to Ketchikan, be transported to the resort, and stay on premise during their fishing trip before departing).

I understand the need to be responsive to the general public, but we also can't let a vocal minority shut down the entire Ketchikan economy because some risk exists. Many in the community are expecting you to gather good information and make informed decisions that balance the interests of all the community. I think your idea to get other cruise ship communities together and to come up with some criteria for re-opening is a great idea, but it needs to include some acceptable level of risk.

I agree with your assessment about both sides of the tourism debate needing to listen to, and appreciate, the other. I think tourism is impacting more and more aspects of life in Ketchikan, and for those who don't perceive any personal benefit, they are frustrated that more people are here and there is more pressure on the natural resources than there has been in the past. Unfortunately, there aren't a lot of other sectors screaming for attention when it comes to economic development and so we are left to try and decide if we are OK with a stagnant economy or if we are willing to accept the consequences of inviting more people to come and enjoy our city. Certainly there needs to be a balance.

In that regard, I will say that some of the issue is simply one of perception. In 2018 we started running the hovercraft tour between Berth 3 and Black Sands beach. During the winter of 2018 there was a lot of talk on Facebook opposing the tour operating at Black Sands. Many of the comments talked about keeping tour operators off "our beach" and leaving places like Black Sands as a "locals only" beach. When we went to renew our permit with the State to use that beach they were reluctant because of the public feedback they had gotten. We ended up getting the permit but ultimately decided as a company that we would not land on the beach when others were there (using an alternate landing site further into Blank Inlet). We ended up using the alternate site 6 times throughout the entire 2019 season. My point is, people like the idea of "our beach" and "locals only" areas but in reality, many of these areas get very little use. It seems crazy that we might have been forced to forego the opportunity to start the tour over a conflict generated by 6 small groups of people over a 6 month period.

Anyhow, that's my two cents. I hope the City Council and City Management will start making some decisions sooner than later so we can make the necessary adjustments in our businesses before we have thrown more money down a hole preparing for a season that may not ever materialize.

Thanks,

Russell

From: Mark Flora <allamericanauto99901@yahoo.com>

Sent: Thursday, April 16, 2020 9:59 PM
To: russellt@aseresorts.com
Subject: Re: Seasonal Workers - New Business a.2

Russel,

In regards to this evenings emails from you:

The meeting before last I asked to have an agenda item regarding the re-start of the Ketchikan economy. That item will be on the agenda at the next meeting. My work to prepare for that agenda item will begin tonight.

My agenda item will not be limited to cruise ship tourism and will encompass all facets of our local economy. I will be in touch with Ms. Mackey and ask her to survey her member businesses and forward to me everything each business intends to do to help with mitigation. This information will become part of the discussion and public record. Regardless of what each of us think in regards to the cruise ship season as individual council members, you are well aware that the incumbent decision makers will be the CDC, U. S. Coast Guard and other relevant federal agencies. I am sure that CLIA and the individual lines will be forthcoming with their plans to mitigate any problems, as well as steps to improve their image and public trust. That being said, they will have the terms of their port calls dictated to them rather than being the actual decision makers. Everyone at the local level, both those in tourism, and those who are not, should weigh in with their constructive ideas and concerns. As a council member it is my responsibility to give equal consideration to all viewpoints. Again, the decision making capacity at the local level will not be the presiding influence.

I spoke with Chuck Slagle and Trevor Shaw regarding the Abbott testing machines today. The potential benefit looks significant. You obviously were watching the meeting so I do not need to reiterate the EOC commanders comments. I intend to email Chief Hoage tonight with follow up questions. One of the few consistent messages through this entire affair has been the value of testing, especially the asymptomatic. I will explore further the potential benefits to our community and its' potential to help re-start our economy.

To your statement, "For the last few years there has been a growing anti-tourist sentiment building in the community", I believe it would be beneficial to those vested in tourism to consider how to work with those who have concerns and objections. I had what I thought was a very good conversation with Shauna Lee today and we discussed this very concern. Those who seem opposed to tourism need to better understand the economic benefit that comes to them in the form of sales taxes, lower property taxes and massive economic stimulus. Perhaps those in the industry could consider listening a bit more earnestly to their legitimate concerns regarding impact to quality of life, environmental impacts and deterioration of infrastructure. The industry is good for Ketchikan. That does not mean that it cannot be improved. Positive community changes should come "in addition to", not "at the expense of". As the our

economy hits the big reset button it might work out better for all of us if we can compromise where we can, while also protecting our livelihoods, our families, and all of the other things each of us find most important.

if you wish to discuss anything i will make time for you.

Thanks for the input,

Mark Flora

CM4

On Thursday, April 16, 2020, 8:57:44 PM AKDT, russellt@aseresorts.com <russellt@aseresorts.com> wrote:

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Mayor Sivertsen & Council Members:

I listened to the discussion at tonight's meeting regarding seasonal workers and the cruise industry. I would like to follow up with an additional couple of comments based on what was said during the meeting:

1. It didn't sound like funds for a testing machine were a particular hold up at this time, but like Mr. Scheer, our companies would be happy to consider how we might contribute to equipment or supplies that would provide an extra layer of safety and protection for the community and would help stimulate commerce.
2. Councilman Bergeron's comments about Ketchikan not being in any position to accommodate cruise ships this summer maybe shouldn't have come as a surprise, but was alarming nonetheless. Businesses like ours are spending considerable resources revamping our tour schedules, realigning our staffing needs with perceived demand, and conforming to State and local mandates to write quarantine plans and address the current crisis. I know Councilman Bergeron only represents one vote, but if it is the intent of the Council to prohibit ships from making port calls in Ketchikan this season, that decision should be made sooner than later (and after public input and debate) so that companies can start to protect financial resources that will be necessary to carry them through the winter. Some businesses are keeping staff on, intending

to utilize them for the summer season, and wouldn't be doing so were we to know that a season was not going to materialize.

3. Councilwoman Chapel ended by asking the Council to be expeditious in its decision making because people were on hold until some big decision were made by governmental bodies (like whether ships will be allowed to make port calls). Councilwoman Gage then asked for clarification, confirming that ships won't be here until after July 1st, insinuating that because no ships will be here until July 1st at the earliest, the Council may have some time to figure things out. Like I mentioned above, businesses are currently expending significant amounts of capital and human resources preparing for the season and responding to the constantly changing cruise schedule. It is imperative that the Council move as quickly as possible, while still providing opportunity for public input, in regards to plans for the 2020 cruise season so that if actions on the part of the Council prohibit our operation this season, decisions can be made to preserve capital (e.g. lay up equipment on insurance policies, refrain from purchasing needed supplies for the season, put off capital improvement projects, lay off unnecessary staff).

Thank you,

Russell Thomas

From: russellt@aseresorts.com <russellt@aseresorts.com>

Sent: Thursday, April 16, 2020 6:41 PM

To: mayor@city.ketchikan.ak.us; cm7@city.ketchikan.ak.us; cm1@city.ketchikan.ak.us; cm2@city.ketchikan.ak.us; cm3@city.ketchikan.ak.us; cm4@city.ketchikan.ak.us; cm5@city.ketchikan.ak.us; cm6@city.ketchikan.ak.us

Subject: Seasonal Workers - New Business a.2

Mayor Sivertsen & Council Members:

I am writing regarding your new business item a.2 Discussion of Return of Seasonal Employees. The group of companies that we operate depends heavily on out-of-state, seasonal workers to fill positions and we are concerned that overly stringent rules and regulations will make it difficult, if not impossible, to meet the needs of our business.

As year-round community members, our management team is concerned with ensuring the health and safety of the community, and certainly want to mitigate the potential hazards that come with bringing people into the community from elsewhere to work for the summer. We believe there are ways to balance both the need to protect community health and the need to fuel the local economy in a way that accomplishes both objectives.

For the last few years there has been a growing anti-tourist sentiment building in the community. I am hopeful none of us get to find out what a summer without visitors will look like. In addition to life and safety dollars that flow to Ketchikan's hospital and Ketchikan's first-responders, sales and property tax revenues support many other social services including monies that support the homeless, WISH, our elders, and those with mental and physical disabilities, to name a few. This doesn't even begin to touch on public dollars that are made available in the community that contribute to our quality of life, like funds that support the arts, local infrastructure, and pay salaries and benefits for many of our neighbors. The current shelter-in-place order and the postponed start to the cruise ship season will already have a devastating effect on sales tax revenues, and more cuts may come as cruise lines evaluate the market

and do their own risk/reward calculation. Finding a way to re-open the economy in a way that protects the residents of the community should be the number one priority of local leaders.

The City Council should be doing all it can to support local businesses as they navigate this difficult time, not adding on additional layers of red tape and bureaucracy for businesses to wade through while they are trying to just keep the doors open. Any plan put forth by the City of Ketchikan or the Ketchikan Gateway Borough should be in full consultation with local business owners, medical professionals, and the general public, so that people's concerns can be heard, talked through, and addressed. Time is certainly of the essence, but information is changing on an almost daily basis. An ad hoc committee could easily be put together to discuss these important issues and to make a recommendation to both the Council and the Assembly.

Thank you for your consideration.

Russell Thomas

The Cedars Lodge

Silverking Lodge

Clover Pass Resort

Experience Alaska Tours

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FW: Public Comment 4/16

Lumberjack Show

From: Kim Stanker (kims@city.ketchikan.ak.us)

To: mayor@city.ketchikan.ak.us; cm1@city.ketchikan.ak.us; cm2@city.ketchikan.ak.us;
cm3@city.ketchikan.ak.us; cm4@city.ketchikan.ak.us; cm5@city.ketchikan.ak.us; cm6@city.ketchikan.ak.us;
cm7@city.ketchikan.ak.us

Cc: taylorl@city.ketchikan.ak.us

Date: Thursday, April 16, 2020, 5:28 PM AKDT

Hi all,

We have contacted Abby Bradberry regarding the letter below from Rob Sheer of the Great Alaskan Lumberjack Show, and since this is from her boss who is out of town she would like it read. It is the only one to read and is short. Taylor doesn't mind reading. Next meeting will make it very clear they need to call in and emails will be circulated, but not read. Mr. Corporon thought we were still reading.

Also we have both seafood processor ready to speak if the Council has any questions from them. We reached out to Mr. Scoblic, and he did not want his email read.

Kim Stanker, MMC

City Clerk

334 Front Street

Ketchikan, AK 99901

907 228-5658

kims@ktn-ak.us



From: Abby Bradberry [mailto:shipinfo@alaskalumberjackshow.com]
Sent: Thursday, April 16, 2020 4:08 PM
To: clerks
Cc: Rob Scheer; Penny Jones
Subject: Public Comment 4/16
Importance: High

CAUTION: External Email

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Here is a letter for Public Comment:

From: Great Alaskan Lumberjack Show

420 Spruce Mill Way

Ketchikan, AK 99901

907-225-9050

To: City Council

Date: 4/16/20

Thank you for taking the time to read these public comments. We would like to speak about 7.a (2) on the agenda.

Having a COVID-19 test machine in the community will be critical for all businesses. Immediate test results will allow for proper responses to isolate or quarantine.

The test machine would be the largest contributor to a safe return to sound economics and the most wise of all monies spent for the COVID-19 cause. The Great Alaskan Lumberjack Show will contribute funds needed to secure test machines.

The Great Alaskan Lumberjack Show normally brings up 15-20 employees from the lower 48's. Unfortunately, with the current situation at hand we are looking to rely on our local employees and only bringing up two individuals with specialized skills for the season. We have set parameters ourselves regarding this to ensure not only the safety of the community but the entirety of our staff.

We will be following the below protocol when our seasonal employees are ready to come up.

- All staff arriving in Ketchikan will travel directly to their private housing.
- Staff will not stop at a grocery store or make any other stops between the local airport and their housing.
- A 14-day quarantine must be undertaken upon arrival to Ketchikan.
- Groceries and other necessities will be delivered and left on the porch by a member of our team.
- Cleaning supplies such as disinfectants, wipes, etc. are provided and placed in the

housing unit prior to arrival.

After the 14-day quarantine is completed, the housing unit would be sanitized.

We feel confident in this plan of action to ensure that any seasonal employees coming to Ketchikan will not spread the virus.

As a company, we are also currently discussing a plan of action to ensure the safety of the community and our staff when we open our doors this summer.

If you have any questions, please do not hesitate to ask. Our number one priority is the health and safety of our staff and the community we operate within.

Sincerely,

Rob Scheer

The Great Alaskan Lumberjack Show

907-617-5053

Warm Regards,

Abby Bradberry

Sales and Operations Manager

The Great Alaskan Lumberjack Show

Cell: (816)918-1613

Office: (907)225-9050

Fax: (907)247-9050

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Allen Marine

Allen Marine Tours - Infectious Disease Protocols - Attached

From: Jaimie Palmer (jpalmer@allenmarine.com)

To: mayor@city.ketchikan.ak.us; cm7@city.ketchikan.ak.us; cm6@city.ketchikan.ak.us;
cm5@city.ketchikan.ak.us; cm4@city.ketchikan.ak.us; cm3@city.ketchikan.ak.us; cm2@city.ketchikan.ak.us;
cm1@city.ketchikan.ak.us

Date: Friday, April 17, 2020, 4:09 PM AKDT

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Hello Council Members,

While listening in last night it occurred to me that tour operators need to be a little more vocal when industry changes are being discussed at your table. We often hear the same naysayers come to your podium and talk the loudest, while those of us who actually work closely with the industry have been too quiet. As you were discussing the matter of what folks will do to protect the local citizens and keep our town healthy, I felt compelled to share with you what we all do already from the operator stand point. Those of us with cruise line contracts have strict protocols to ensure cleanliness and safety of our mutual guests, and it sounds like it's not quite known to the masses.

See the attached document for a sneak peek into our Allen Marine Tours - Vessel Safety Manual, section 8. titled 'Infectious Disease Protocols.' This was all written prior to COVID-19, yet you will see that it is very much 'applicable to a wide range of communicable diseases' – noting the sentence that says just that. We simply ramp up our policies when we are alerted to a 'code red' situation. If such a ship is suspected, we do it... if rumor, we do it. This year, it will be our norm. Our Crew will be instructed to clean throughout every tour, deep cleaning in between, and so on.

We the people are following through on our due diligence behind the scenes, though we need to be more vocal. If you would like to meet with industry experts and a wonderful group of community members, please have a joint call with the KVB Board and let's chat. We represent hoteliers, restaurateurs, business owners, both land and water based tours operations, bus companies, etc. Lean on our local experts and stop paying for consultants, the information we have is actually based on local experience, evidence and guest satisfaction or lack thereof. We are also free to consult with, and collectively bring a lot of experience to the table.

Please let me know at any time if you have questions regarding the industry or cruise lines. I am on the phone with someone from a major line at least once a week and have wonderful relationships with all of them. I am happy to be a resource, and for that matter pull in the mentors who have paved the way for me – the owners and family behind Allen Marine Tours, if I'm not quite sure or if we need a broader regional perspective. We operate from Yakutat down to Ketchikan, after all.

Have a wonderful weekend, and feel to reach out via email or cell: 252-723-0345.

All the best,



Jaimie Palmer

Division Manager - Ketchikan

Allen Marine Tours | *Explore with the Locals*

t. 907-228-4636 e. jpalmers@allenmarine.com



2019 AMT Vessel Safety Manual (dragged).pdf
236kB



2019 AMT Vessel Safety Manual (dragged) 2.pdf
162.5kB



2019 AMT Vessel Safety Manual (dragged) 3.pdf
165.4kB



2019 AMT Vessel Safety Manual (dragged) 4.pdf
159.9kB



Ketchikan Gateway Borough
City of Ketchikan
City of Saxman

April 24, 2020

Dear Mayor and Assembly:

We are writing to inform you of our continued commitment to protecting the health and safety of our community. In response to COVID-19, we have developed guidelines and safety protocols for our 2020 season. For the safety of our family owned business, our seasonal employees, our lodge guests and our community, we will implement these employee guidelines and protocols into our daily operations:

- Verbally screening all seasonal employees before incoming flights. The screening includes asking about COVID-19 symptoms and whether they or someone they have had close contact with, has tested positive for COVID-19 in the past 14 days.
- Conducting an in-person medical screening for employees upon arrival at KTN airport. This will include questions and temperature checks prior to the Ketchikan ferry ride.
- Ensuring the 14-day quarantine standards are applied to employees arriving from out of town, in accordance with State Health Mandates.
- Screen employees and LOG temperature and any symptoms every morning and night.
- Mandating the use of PPE and practicing recommended social distancing.
- Providing workforce COVID-19 training via TSS Safety Specialists
- Following protocols established by local businesses (grocery stores and fueling stations)
- Conducting business transactions via email, phone and fax whenever possible.
- Increasing the number of employees on the housekeeping staff and implementing a thorough, rigorous cleaning and disinfecting schedule for all high-contact surfaces throughout the lodge (doorknobs, handrails, tables, counters, etc.)
- Ensuring all employees are transported directly to the Ketchikan airport upon termination of their summer contracts.

Please note, this is not a definitive list of all the measures being implemented. We will continue to refine our operations as new information and guidance becomes available and in the very near future we will submit our COVID-19 Protocols and Operations Plan to you.

Chinook Shores Lodge COVID-19 Protocols and Operations Plan also addresses issues and concerns about hosting out-of-town guests. These are just a few of the measures we are taking for the 2020 season.

See Full List on Page 2...



COVID-19 Protocols and Operations Plan:

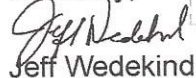
1. Cancel all 2020 fishing charters (100% reduction 6-pack tours) and operate solely as boat rental and vacation property rental company.
2. Cancel reservations for people arriving via cruise ships.
3. Cancel reservations for residents of hot spots (eg. NY).
4. Maintain social distancing and prohibit co-mingling between different groups.
 1. Reduce lodge accommodations capacity by 25% to enhance physical distancing.
 5. Restrict access to common areas and shared spaces (eg. storage, bait/freezer room).
 6. Provide individual accommodations with private kitchens and bathrooms for each group.
 7. Close lodge retail stores and conduct transactions online via credit card only.
 8. Implement paperless check-lists, boat rental agreements and participation waivers.
 9. Eliminate bunkhouse-style employee housing with shared bedrooms and bathrooms and provide separate living quarters for all employees.

Governor Dunleavy recently deemed commercial fishing and charter fishing as essential business for the State of Alaska. Please keep in mind what a small seasonal business likes ours typically contributes directly and indirectly to State and local economy:

- \$41,000 KGB Sales & Transient Occupancy Tax
- \$200,000 Employee Wages
- \$17,000 Employer Taxes and Contributions
- \$9,300 Property Tax
- \$49,000 Utilities
- \$46,000 Marine Fuel & Services
- \$78,000 Local Grocery Stores
- \$161,000 Supplies, Equipment & Local Services

We only have three months to operate this season: We want to work. Keeping businesses closed all summer, so the community can open in September doesn't work for those of us engaged in the seasonal tourism industry. We welcome your questions and comments. We believe our transparency and openness to collaborative efforts will protect people while providing for economic prosperity.

Sincerely,


Jeff Wedekind
President




Nadra Angerman
VP Sales/Marketing




McKinley Kellogg
Operations Manager



CHINOOK SHORES, INC.

THIRD QUARTER SALES TAX FORECAST

**DOSCKAGE AND WHARFAGE FORECAST
PENDING**

MEMORANDUM
CITY OF KETCHIKAN, ALASKA
Finance Department
Office of the Finance Director

Bob Newell, Finance Director
Camille Nelson, Financial Analyst
Phone: (907) 228-5621
Facsimile: (907) 228-5617

TO: Karl R. Amylon, City Manager/KPU General Manager

FROM: Bob Newell, Finance Director

DATE: April 30, 2020

SUBJECT: Projecting the Impact of the COVID-19 Pandemic on City Sales Tax Revenues

Introduction:

Attached for your review and presentation to the City Council is the results of an analysis that was prepared to assess the impact of the COVID-19 pandemic on sales tax revenues for 2020. I think it is important to take these results with a grain of salt because there so many moving targets and unknowns that could easily change the results in either direction. Some of the factors that made it challenging to come with an absolute assessment were as follows:

- The fate of the 2020 tourism season is still unknown. The tourism industry generates a significant amount of sales tax revenues for the City.
- It is unclear at this time how the seafood industry will be permitted to operate in 2020. Under normal conditions, the influx of seasonal workers and the fishing fleet increase retail sales in the City.
- The mandates issued by the governor for social isolation and distancing have been in place for over month. This has impacted the local economy and businesses have closed or changed their operations accordingly.
- The local workforce has been impacted by the shutdown of our economy and the success of its planned reopening is not known. This will impact wages earned by the workforce and influence current and future local consumer spending.

Discussion of the Projection:

The attached summary of sales tax revenue projections is limited to the year ending December 31, 2020. The summary compares the original sales tax projection that was included in the adopted 2020 Budget for General Government with two scenarios. The first scenario is based on the cruise ship calendar as modified and distributed on April 28, 2020. The second scenario is based on the assumption that the entire season has been cancelled and no ships will visit Ketchikan this summer. The following assumptions were made:

- The sales tax cap on unit sales was raised from \$1,000 to \$2,000. Most of the revenues generated by raising the cap were expected to come from sales to passengers off the cruise ships. The original amount projected was \$540,000. The amount has been revised to \$216,600 to reflect the number cruise ships now projected to make a port of call in Ketchikan in 2020.
- The sales tax projection in the 2020 Budget assumed a 3% growth in sales tax based on increasing passenger traffic. This is no longer applicable. Instead actual sales tax receipts collected in 2019 were used as the base for the updated projections.

- There is much debate in the community about how much the tourism industry contributes to local sales tax revenues. The figures used have ranged between 25% and 35%. The higher percentage includes direct and indirect sales arising from the industry. Direct sales includes sales to passengers and crewmembers. Indirect sales includes sales to individuals working in industry. An example of the latter would be an employee of curio store renting an apartment in Ketchikan during tourism season and purchasing goods and services from local businesses. For the purpose of this analysis, the mid-point, or 30% was used to project sales revenues derived from tourism.
- Second quarter (April – June) sales tax were adjusted downward by 10% to account for the shutdown of the local economy as a result of mandates issued by the governor. The expectation is that sales to local businesses and residents during this quarter will decline. It is too early to determine how reopening the economy will impact this assumption because the plan for reopening is still a work in progress. It is also unclear how the community will respond. The third (July – September) quarter was not adjusted for a decline in sales to local businesses and residents.

The summary of sales tax revenue projections breaks down the sales tax revenues by fund for the adopted budget and the two scenarios described above and the loss of revenues under the two scenarios. Originally, the City projected total sales tax revenues of \$13.85 million. If tourism season starts based on the cruise ship calendar that was distributed on April 28, 2020, sales tax revenues will decrease to \$10.49 million. If the season is cancelled, revenues will decrease to \$8.78 million. Under the shortened season scenario, the three City funds that receive sales tax revenues will see decrease in revenues of \$3.36 million. If the season is cancelled, the decrease will be \$5.07 million.

Closing Comments:

Due to the lack of data and so many moving targets a lot of subjectivity was required in order to develop this projection. It for this reason that the assumptions were clearly disclosed. I would recommend that this analysis be updated as more information becomes available. For example, as sales tax returns are filed, we should have better handle on how the local economy is faring. As the mandates are lifted and the community returns to work, it may be easier to assess how the local consumers will drive retail sales in the third and fourth quarters. As more data and information becomes available, we can improve the accuracy and reliability of our projections.

City of Ketchikan
Sales Tax Revenue Projections
For the Year Ending December 31, 2020

Fund	2020		
	Adopted 2020 Budget	Tourism Season Starts July 1, 2020	No Tourism Season
Revenue Projections:			
General Fund	\$ 5,193,043	\$ 3,934,281	\$ 3,292,746
Hospital Sales Tax Fund	3,462,029	2,622,854	2,195,164
Public Works Sales Tax Fund	5,193,043	3,934,281	3,292,746
Total Sales Tax Revenues	13,848,115	10,491,416	8,780,657
Loss of Revenues:			
General Fund	-	1,258,762	1,900,297
Hospital Sales Tax Fund	-	839,175	1,266,865
Public Works Sales Tax Fund	-	1,258,762	1,900,297
Total Loss of Revenues	\$ -	\$ 3,356,699	\$ 5,067,458

KVB AND CHAMBER BUSINESS CLIMATE SURVEYS

(PENDING)