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**From:** Koloski, Thomas H (MVA) [mailto:thomas.koloski@alaska.gov]

**Sent:** Tuesday, March 31, 2020 5:50 PM

**To:** Donnie Wood <dwood@bbbak.us>

**Cc:** Nelsen, Scott G (MVA) <scott.nelsen@alaska.gov>; Benzschawel, James K (MVA) <james.benzschawel@alaska.gov>; Belanger, Daniel P (MVA) <dan.belanger@alaska.gov>

**Subject:** RE: Follow up for Bristol Bay Borough

Donnie,

I am the Director of the Critical Infrastructure Branch under the Unified Command. I will try to answer your question about travel restrictions and self-quarantine procedures as best I can.

But please be aware that we also have a Medical Services Branch of mostly doctors and medical professionals from DHSS, who are working very hard to address your concerns about medevac and surge medical capabilities. We realize that this is a very real concern for our remote communities, and are doing everything we can to be ready to send support if you do have some sort of outbreak.

But, in order to prevent that...

The Governor's Health Mandate 10 directs: "All people arriving in Alaska, whether resident, worker or visitor, are required to self-quarantine for 14 days and monitor for illness. Arriving residents and workers in self-quarantine should work from home, unless you support critical infrastructure." Attachment A to Mandate 10 specifically includes fisheries in Paragraph G.

So while the arriving vessels and crews do meet the criteria of Critical Infrastructure Workforce in Attachment A, that does not completely exempt them from the 14-day self-quarantine requirement.

They are still required to observe a 14-day self-quarantine period. The language in Mandate 10 is somewhat vague on when that time should start for vessels. If we apply the guidelines that the Coast Guard is using for vessels in their MSIBs, the clock would start when the boat leaves its last out-of-State port. In other words, if it takes them 14 days to sail from the Lower 48 up to Alaska, no one has exhibited any symptoms and they did not make landfall, they will have completed their self-quarantine on the vessel by the time they arrive.

If they get here and need to commence fishing immediately after arriving (which I assume will be the case), the ship captain or the company he or she is working for will have to submit a plan on how they intend to limit contact while their vessel is in port in order to avoid potential spread to the Alaska-based fishing workforce and the surrounding community. So they are not exempt from the self-quarantine requirement, but they are allowed to work under protective measures enacted during that 14-day time. No plan: they sit in the hotel or on the boat for two weeks.

Based on the additional guidance in Health Mandate 12, any vessel that is sailing between multiple Alaskan ports must also submit a plan. Instructions for submitting the plan can be found here:

<https://ready.alaska.gov/Covid19-WorkerMitigationPlan>.

Many of the arriving ship captains may not yet be aware of these requirements. Please encourage ship captains to keep submitting plans (and updates as needed), even though the deadline has expired. We are still accepting plans.

If crewmen are flying in to link up with vessels, the 14-day self-quarantine requirement still applies. Having the in-coming crew self-quarantine on the vessel is a perfectly acceptable plan, in fact it is probably preferred. As they come in through the airport in Anchorage, they will be asked to complete an individual travel questionnaire, including the information on where they will be staying. They should indicate on that form that they are considered to be traveling in support of critical infrastructure, in accordance with Attachment A of Health Mandate 10. If crewmembers are spending any time in apartments or hotel rooms before sailing, they must be following self-quarantine measures. Once they are all on board, they can set sail and start fishing

while still self-quarantining. Ship captains need to have a plan for what to do if one of any of their crewmembers starts showing symptoms.

While we are still working through the volume of plans we have received, the crewmen can travel and start work unless they hear back from us, provided they are following the parent organization's or the ship captain's protective measures plan. We have had several organizations submit on behalf of multiple vessels.

The intent is that, to the greatest extent possible, workers will self-quarantine at their final destination in Alaska in order to reduce the risk of infection during onward travel. They are not going to be short-stopped in Anchorage if their final destination is a plant or boat in Naknek.

Right now, there has not been an enforcement mechanism identified. Mandate 10 includes some pretty stiff penalties for non-compliance, but the Troopers and your local police do not have the manpower to ensure wide-spread enforcement. My recommendation to you: If you see any blatant violations that you feel threaten your people in the Borough or any of the fishermen completely blow you off over this, have your PD hammer them using the Statutes at the bottom of the Mandate.

There are more details about the measures to follow during self-quarantine, available here:  
[http://dhss.alaska.gov/News/Documents/press/2020/FAQs\\_03232020-SOA-COVID-19-Health-Mandate-010.pdf](http://dhss.alaska.gov/News/Documents/press/2020/FAQs_03232020-SOA-COVID-19-Health-Mandate-010.pdf)

By the way, I wrote this up specific to vessel crews, but the same guidelines apply to anyone working in or supporting the shore-based processing plants.

Sorry for the thesis, but I wanted to arm you with as much info as I can.

Does that answer your questions?

Very Respectfully,  
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**From:** MVA SEOC (MVA sponsored)  
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