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GOVERNMENT SERVICES
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GOVERNMENT SERVICES & REGULATIONS

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ADVOCACY THROUGH THE VMA

Since 1920, The Virginia Maritime Association has been “The Voice of Port Industries,” working on behalf of our maritime industries with the Virginia General Assembly, Federal Representatives, as well as Locally Elected officials, to address issues that directly affect businesses related to Virginia’s ports.

Throughout the VMA’s 100 years, the Virginia General Assembly has heard our voice and we have acted to protect the interests of the maritime industries, such as:

- Support and funding for road and rail infrastructure
- Establishing and maintaining incentives and tax preferences
- Obtaining funding for channel deepening and widening
- Obtaining funding for marine terminal new capacity and optimization
- Policy development and new funding supporting offshore wind
- Policy development and new funding supporting international trade growth



GOVERNMENT SERVICES & REGULATIONS

GOVERNMENT AGENCIES

■ CENTERS FOR DISEASE CONTROL AND PREVENTION

Division of Global Migration and Quarantine

U.S. Public Health Service

Phone: 718-553-1685 (24-Hour Number). 718-553-1524 (Fax)

Hours of Operation: Monday-Friday 8:00 a.m. - 8:00 p.m.

Saturday, Sunday and Holidays 10:00 a.m. - 6:00 p.m.

Twenty-four hour answering service with inspector on call for emergencies.

QUARANTINE

U.S. Public Health Service (PHS) Foreign Quarantine Regulations (42 CFR Part 71) are administered by the Centers for Disease Control and Prevention (CDC).

As used in these regulations, the term "ill person" means a person who:

- (1) Has a temperature of 100 deg. F. (or 38 deg. C.) or greater, accompanied by a rash, glandular swelling, or jaundice, or which has persisted for more than 48 hours; or
- (2) Has diarrhea, defined as the occurrence in a 24-hour period of three or more loose stools or of a greater than normal (for the person) amount of loose stools.

The reports mentioned should be directed to the quarantine station having jurisdiction serving all international ports in Virginia, District of Columbia, Maryland, and West Virginia.

- Contact information: 703-661-1320 (24-Hour Number). Fax 703-661-5095.
- Hours of Operation: Monday through Friday 8:30 a.m. - 5:00 p.m.
24-Hour answering service with quarantine officer on call for emergencies.
- Postal/Mailing Address: P.O. Box 20081, Washington, D.C. 20041.
- Physical Address: Washington Dulles International Airport,
Terminal C, Mezzanine Level C1-C2, Dulles, Virginia 20166.
- Current Officer-in-Charge

These regulations are as follows:

71.21 – RADIO REPORT OF DEATH OR ILLNESS. The master of a ship destined for a U.S. port shall report immediately to the quarantine station at or nearest the port at which the ship will arrive, the occurrence on board, of any death or any ill person among passengers or crew (including those who have disembarked or have been removed) during the 15-day period preceding the date of expected arrival or during the period since departure from a U.S. port (whichever period of time is shorter).

In addition to the first paragraph of this section, the master of a ship carrying 13 or more passengers must report by radio 24 hours before arrival the number of cases (including zero) of diarrhea in passengers and crew recorded in the ship's medical log during the current

cruise. All cases of diarrhea that occur after the 24-hour report must also be reported not less than four hours before arrival.

71.35 – REPORT OF DEATH OR ILLNESS ON CARRIER DURING STAY IN PORT. The master of any carrier at a U.S. port shall report immediately to the quarantine station at or nearest the port the occurrence, on board, of any death or any ill person among passengers or crew.

71.46 – ISSUANCE OF DERATTING CERTIFICATES AND DERATTING EXEMPTION CERTIFICATES. Valid Deratting Certificates or Deratting Exemption Certificates are not required for ships to enter a U.S. seaport. In accordance with Article 17 of the International Health Regulations, CDC may perform rodent infestation inspections and issue Deratting Certificates and Deratting Exemption Certificates.

Note: CDC or its vendor will, at designated seaports, subject to the availability of a CDC-approved inspector, perform inspections on request and issue certificates to those ships that require them for international itineraries. A user fee is, in a manner consistent with that of most other countries, charged to those receiving and benefiting from the inspections and certificates. The quarantine station having jurisdiction over the port at which an inspection is desired should be contacted to request an inspection.

■ MILITARY SEALIFT COMMAND HEADQUARTERS

471 East C Street
Building SP-48
Norfolk, Virginia 23511-2419
Attn: Public Affairs Office
www.msc.navy.mil

Military Sealift Command (MSC) directs and supports operations for approximately 130 civilian-crewed ships that replenish U.S. Navy ships at sea, conduct specialized missions, preposition combat cargo at sea around the world, perform a variety of support services, and move military equipment and supplies to deployed U.S. forces.

MSC's workforce includes 7,000 civil service and contract mariners, supported by 1,300 shore staff, and 1,000 active and reserve military personnel.

A \$4 billion organization with operations in all 24 time zones, MSC provides services to Navy, Army, Air Force, Marine Corps, U.S. Transportation Command, Missile Defense Agency and other U.S. government agencies.



■ NOAA MARINE OPERATIONS CENTER - ATLANTIC

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

439 West York Street
Norfolk, Virginia 23510-1114
Phone: 757-441-6779

NOAA Marine Operations Center - Atlantic (MOC-A) is the headquarters for NOAA's Atlantic fleet and serves as the homeport to the NOAA Ship Thomas Jefferson. MOC-A provides managerial, logistical and operational support to eight other active NOAA ships in the Atlantic including the Ronald H. Brown and Nancy Foster, homeported in Charleston, South Carolina, the Delaware II and Henry B. Bigelow, homeported in Woods Hole, Massachusetts, the Oregon II, Pisces, and Gordon Gunter, homeported in Pascagoula, Mississippi, and the Okeanos Explorer, homeported in Davisville, Rhode Island.



These Vessels conduct hydrographic surveys, and perform oceanographic and fisheries research that supports the work of the NOAA line offices. MOC-A vessels primarily operate in the North Atlantic Ocean, Gulf of Mexico and the Caribbean Sea. The Ronald H. Brown and Okeanos Explorer operate worldwide.

Coast Survey's Atlantic Hydrographic branch is co-located with MOC-A, and processes hydrographic survey data acquired by NOAA vessels, Government Contracted Hydrographic surveys and Navigation Response teams. This data is then used to compile cartographic revisions to NOAA nautical charts.

■ NATIONAL WEATHER SERVICE

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

10009 General Mahone Highway
Wakefield, Virginia 23888
Phone: 757-899-4200 (Wakefield, Virginia) Weather Forecast Office
www.weather.gov/akq



National Oceanic and Atmospheric Administration, National Weather Service.

RESPONSIBILITIES:

- Provides marine forecasts and warnings.
- Provides advisories and warnings of any hurricanes, tropical storms and Nor'easters.
- Operates continuous broadcast marine public radio station 162.55 MHz in Norfolk, Virginia, 162.475 MHz in Richmond, Virginia, 162.40 MHz in Heathsville, Virginia, 162.525 MHz in Accomack, Virginia, and 162.475 MHz in Salisbury, Maryland.
- Issues marine observation forms, instructions and limited instrument inspection service through the Office of the Port of Meteorological Officer (Phone: 757-441-3415, Monday through Friday, 0800-1600).
- Makes periodic visits to authorized weather observing ships.
- Provides information from a forecaster, not covered by automated broadcast or telephone. Dial 757-899-4200.

■ U.S. ARMY CORPS OF ENGINEERS, NORFOLK DISTRICT

803 Front Street
Norfolk, Virginia 23510-1096
Phone: 757-201-7606

RESPONSIBILITIES:

- Administers Federal law regarding protection and preservation of navigable waters.
- Constructs and maintain Federal projects to improve navigable waterways and provide hydrographic surveys and mapping of channels to the maritime community.
- Regulates construction in navigable waters and adjacent wetlands.
- Investigates and recommends to Congress federal water resource improvements including navigation, flood control, major drainage, irrigation, hydroelectric power, water supply, water quality control, hurricane protection, beach erosion control, aquatic plant control, recreation and fish and wildlife conservation and enhancement.
- Supports national defense through a military construction mission, which encompasses roughly the entire state of Virginia except certain areas near Washington, D.C.; includes engineering design, and construction of various projects at some nine military installations as well as Army Reserve Centers throughout the district.
- Plans, designs, and awards family housing projects within the entire Northeastern United States.



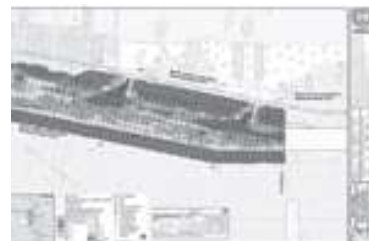
Debris Removal.



Dredging Operations.



Craney Island.



Hydrographic Mapping.



Coast Guard Base Support Unit, Portsmouth, Virginia.

■ U.S. COAST GUARD

U.S. COAST GUARD COMMANDER, ATLANTIC AREA/ COAST GUARD DEFENSE FORCES EAST/DIRECTOR, DHS JOINT TASK FORCE-EAST

The greater Hampton Roads area has one of the highest concentrations of Coast Guard personnel in the country. There are approximately 2,500 Coast Guard employees working at various units in Hampton Roads.

U.S. Coast Guard Federal Building
431 Crawford Street
Portsmouth, Virginia 23704-5004
Phone: 757-398-6000
<http://www.uscg.mil/lantarea/default.asp>

Hampton Roads is composed of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, Suffolk, Yorktown, and Virginia Beach. Each of these entities shares one principal bond: their close association to the water and the harbor called Hampton Roads. The Center of Hampton Roads lies about ninety miles southeast of Richmond. To the north are Washington, D.C., 185 miles, Baltimore, Maryland, 210 miles, and New York City, New York, 330 miles. The port is located only 18 miles from the open ocean on one of the world's deepest, natural ice-free harbors. Since 1989, Hampton Roads has been the mid-Atlantic leader in U.S. waterborne foreign commerce and is ranked 2nd nationally behind the Port of South Louisiana based on export tonnage. In addition, this port is the

U.S. leader in coal exports. The coal loading facilities in Virginia's ports are able to load in excess of 65 million tons annually, giving the port the largest, and most efficient and modern coal loading facilities in the world.

The Atlantic Area commander, a 3-star vice admiral, is the operational commander for all Coast Guard activities in the area of responsibility spanning five Coast Guard districts, more than 14 million square miles, involving 18,600 active duty military and 1,100 civilian full-time employees; 3,700 reserve military part-time employees; and 17,900 civilian auxiliary volunteers. The area commander's staff consists of 160 members who work at 431 Crawford Street, in Portsmouth, Virginia. The staff of active duty, reserve, civilian, and auxiliary members make up a vital link in the operational chain of command between the commandant, the Atlantic Area district commanders, numerous naval commands, and the maritime community.



ATLANTIC AREA RESPONSIBILITIES:

- Plans, coordinates, and directs inter-district operations from the largest Coast Guard center of operations in the world.
- Maintains responsibility for the conduct of Coast Guard operations throughout 2.4 million square miles of land and water that spans 40 states from the Canadian border to the Gulf of Mexico, and west to Wyoming's Grand Teton National Park.
- Orchestrates coastal and maritime defense, drug interdiction, search and rescue, waterway management and ice-breaking efforts, and readiness and mobilization planning.
- Directly controls major Coast Guard vessels and aircraft within its geographic boundaries.
- Atlantic Area headquarters, along with the 450-member Shore Maintenance and Logistics Command in Norfolk, and Base Support Unit, Portsmouth, brings the total force of Coast Guard personnel to 2,500 in Norfolk and Portsmouth.

■ U.S. COAST GUARD FIFTH DISTRICT

- Coordinates operation of subordinate units in Virginia, Maryland, North Carolina, Washington, D.C., Delaware, and parts of New Jersey and Pennsylvania. This includes 27 small boat stations and two air stations, three aids to navigation construction tenders, five buoy tenders, and eleven aids to navigation teams.
- Coordinates search and rescue activities in the Hampton Roads maritime area.
- Maintains aids to navigation, which include the Chesapeake Light Tower, Cape Henry Light, Cape Charles Light, numerous day beacons, lights, buoys and differential GPS.
- Enforces federal laws and treaties in the marine environment relating to marine safety for which the Coast Guard has sole responsibility. Where the Coast Guard shares responsibility with other federal agencies and the Coast Guard's unique facilities are required, the Coast Guard enforces such laws relating to customs and revenue, immigration, quarantine, neutrality, protection of fish and game, and marine and environmental protection.
- Administers Reserve Force Program, which provides trained personnel for active duty in the Coast Guard in times of domestic and national emergencies.
- Issues bridge, private aids to navigation, regatta permits.
- Maintains military readiness program for units and maintains liaison with Navy and other military forces.
- Activates the Regional Response Team III, from Portsmouth, Virginia, for various federal agency experts in the event of a major pollutant discharge into the navigable waters of West Virginia, Maryland, Delaware, Washington, D.C., Pennsylvania, and Virginia. Provides coordinated support for clean-up activities.

PORT SERVICES:

- Administers the Port Safety and Security program through the Sector Virginia Prevention Department to safeguard the Hampton Roads harbor from accidental or intentional harm.



This includes: monitoring and supervising oil transfer and hazardous cargo operations; removing pollutant discharges; conducting harbor patrols; inspection and survey of waterfront facilities; establishing safety and security zones; and controlling vessel movements and anchorages.

- Administers the Coast Guard Auxiliary program and the recreational boating safety program.

■ COMMANDER, U.S. COAST GUARD SHORE INFRASTRUCTURE LOGISTICS COMMAND

Suite 800

300 East Main Street

Norfolk, Virginia 23510-9104

Phone: 757-628-4279

[http://www.uscg.mil/hq/cg4/doc/SILC%20Brochure%20\(2\).pdf](http://www.uscg.mil/hq/cg4/doc/SILC%20Brochure%20(2).pdf)

The Coast Guard Shore Infrastructure Logistics Command located in Norfolk, Virginia, is commanded by a captain, O-6. The command provides maintenance and logistics support to all Atlantic Area Coast Guard commands. The area includes 40 states east of the Rocky Mountains, as well as commands in Puerto Rico, U.S. Virgin Islands, and Europe. Nearly 500 military and civilian personnel are stationed at 300 East Main Street in Norfolk, Virginia, while an additional 3,300 employees are located at 70 subordinate commands. These personnel provide support to all units and their personnel within the Atlantic Area.

■ COMMANDING OFFICER, U.S. COAST GUARD BASE SUPPORT UNIT PORTSMOUTH

4000 Coast Guard Boulevard

Portsmouth, Virginia 23703-2199

Phone: 757-686-4116

The Base Support Unit is the local area's only Coast Guard shore-based facility designed by the Coast Guard for the exclusive use of the Coast Guard. It is the home of eight cutters, one buoy tender, and eight tenant commands. The commanding officer is a captain, O-6.

■ COMMANDER, U.S. COAST GUARD NAVAL ENGINEERING SUPPORT UNIT

4000 Coast Guard Boulevard

Portsmouth, Virginia 23703-2199

Phone: 757-483-8633

The United States Coast Guard Naval Engineering Support Unit, in Portsmouth, Virginia, belongs to the Coast Guard's Fleet Force Logistic Command. The support unit assists in the preventive maintenance of Coast Guard cutters which are above the ability of the local engineering support units.

The support unit has 175 personnel, including the personnel in three detachments. The personnel are able to travel throughout the country to assist other naval engineering support units in order to accomplish larger tasks.

■ COMMANDER, U.S. COAST GUARD SECTOR VIRGINIA

4000 Coast Guard Boulevard
Portsmouth, Virginia 23703-2199
Phone: 757-483-8565

The geographic area of responsibility for Sector Virginia includes the entire Commonwealth of Virginia, with the exception of that portion of the state located in the National Capitol Region, and the Eastern Shore of Maryland.

Sector Virginia is comprised of departments and staffs:

- The prevention department is comprised of the inspections division, investigations division and waterways management division. The inspections division performs inspections and examination of U.S. vessels and facilities, foreign vessels, and shipping containers. The investigations division conducts marine casualty investigations, pollution investigations, and investigates reports of misconduct, negligence, incompetence, drug use, or violation of law or regulation by U.S. merchant mariners. The waterways management division handles bridges, anchorages, dead ship tows, marine event permits, safety zones, hazards to navigation, and aids to navigation. Aids to Navigation Teams Hampton Roads, Chincoteague, and Milford Haven are managed by the waterways management division.
- The response department is comprised of the incident management division and enforcement division. The incident management division oversees all hazard incidents. The Sector Command Center oversees all search and rescue cases. The enforcement division enforces boating safety, security, fisheries, and commercial fishing vessel safety laws, regulations, and treaties. The following units perform the missions of the response department: Stations Portsmouth, Little Creek, Milford Haven, Chincoteague, Wachapreague and Cape Charles; and Cutters *SEAHAWK*, *SAILFISH* and *RAZORBILL*.

PORT SERVICES:

- The logistics department is comprised of the administration and personnel division, finance and supply division, and engineering support division.

- The Emergency Management and Force Readiness (EMFR) staff is responsible for developing and maintaining all Sector plans for readiness, logistics, emergency preparedness and other community plans concerning domestic emergencies and regional contingencies. A separate branch within this staff oversees the standardization, readiness attainment, and operational training programs for the operational readiness of all sector sub-units as well as the planning and execution of readiness exercises to test and evaluate established plans. This EMFR staff is also responsible for the coordination and oversight of the Area Maritime Security Committee, area committee and its chartered subcommittees/working groups.
- The Sector Command Center is located at the base in Portsmouth and provides a continuously staffed command and control watch that monitors and coordinates all Coast Guard missions. These include search and rescue, aids to navigation, marine safety, marine environmental protection, living marine resources, drug interdiction, ports, waterways and coastal security, law enforcement, and migrant interdiction. The command center is the single point of contact for industry, the public, other agencies, and other Coast Guard units.
- Sector Field Office Eastern Shore has its headquarters and operations center in Chincoteague, Virginia. Its area of responsibility extends from Cape Henlopen, Delaware, to Cobb Island, Virginia. The following units perform the missions of SFO Eastern Shore: Stations Chincoteague, Virginia, and Wachapreague, Virginia, and Aids to Navigation Team Chincoteague.

■ U.S. CUSTOMS AND BORDER PROTECTION (CBP)

101 East Main Street
Norfolk, Virginia 23510
Phone: 757-533-4200

RESPONSIBILITY:

CBP is one of the Department of Homeland Security's largest and most complex components, with a priority mission of keeping terrorists and their weapons out of the U.S. It also has a responsibility for securing and facilitating trade and travel while enforcing hundreds of U.S. regulations. Some of the duties of Customs and Border Protection (CBP) include:

- The assessment and collection of all duties, taxes, and fees on imported merchandise.
- Safeguarding American agriculture by intercepting dangerous pests and plant diseases.
- The interdiction of narcotics and other contraband.
- The enforcement of customs, agriculture and immigration laws.

As a major enforcement organization, the Customs and Border Protection (CBP) engages in combating smuggling and frauds on the revenue and enforces the regulations of numerous other federal agencies at ports of entry along the land and sea borders of the United States.

The threat of terrorists and narco-traffickers using legitimate cargo as a means for smuggling illicit goods into the United States continues. Customs and Border Protection (CBP) strongly encourages ocean carriers and others involved in international trade and transportation to be aware of this problem and to take all possible measures to prevent the use of legitimate international channels for smuggling. The Customs-Trade Partnership Against Terrorism (C-TPAT) is a program developed by Customs and Border Protection (CBP) to help you secure



the international supply chain. Information on C-TPAT and other Customs and Border Protection (CBP) programs can be found at www.cbp.gov.

Customs and Border Protection (CBP) has a nationwide toll free number to report any suspicious situations, 1-800-BE-ALERT.

TONNAGE TAXES: The tax charged reciprocating countries is the same at all United States ports and is as follows: Tax of two cents per net ton, not to exceed in the aggregate 10 cents per net ton in any one year, is imposed at each entry on all vessels which shall be entered in any port of the United States from any foreign port or place in North America, Central America, the West Indies, Bahama Islands, Bermuda Islands, Newfoundland, Greenland, or the coast of South America bordering on the Caribbean Sea above and including the mouth of the Orinoco River. A tax of six cents per ton, not to exceed 30 cents per ton per annum, is imposed at each entry on all vessels, which shall be entered in any port of the United States from any other foreign port, not, however, to include vessels in distress. Vessels arriving from any port for bunkers (including water), sea stores, or ship stores, which transact no other business in port, and depart within 24 hours after arrival, are not required to pay tonnage tax and enter and clear at the Customhouse.

FOREIGN VESSELS: Vessels entering from a foreign port or places where vessels of the United States are not permitted to enter and trade are subject to a regular tax of two or six cents per net ton, a special tax of \$2.00 per net ton plus 50 cents per net ton of light money. Vessels of foreign nations which do not have covering treaties or are not exempted from special taxes or light money are subject to the following:

GOVERNMENT SERVICES & REGULATIONS

Vessels built in the United States are subject to tonnage tax at the applicable two or six cents per net ton, plus 30 cents per net ton special tax and 50 cents per net ton light money.

Vessels not built in the United States are subject to tonnage tax at the applicable two or six cents rate, plus 50 cents per net ton special tax and 50 cents per net ton light money.

ANCHORAGE: Anchorage grounds in Hampton Roads are either public or reserved for Government use. They are under the cognizance of the Captain of the Port, Hampton Roads and no charge is assessed for their use.

Immediately upon the arrival of any vessel from a foreign port or place, or of a foreign vessel from a domestic port, or of a vessel of the United States carrying bonded merchandise or foreign merchandise for which entry has not been made, at any port of place within the law, report the arrival of the vessel at the nearest Customhouse. Within 48 hours after arriving from a foreign port, the master is required to make formal entry of his vessel at the Customhouse.

U.S. Customs and Border Protection (CBP)-User Fees (subject to change):	
Commercial Vessel, over 1000 net tons	\$518.41 not to exceed \$7,064.34 per vessel, per calendar year.
Barge or Bulk Carrier, arriving from Canada or Mexico	\$130.49 not to exceed \$1,540.17 per vessel, per calendar year.
U.S. Customs and Border Protection (CBP)-Tonnage Tax (subject to change):	
Vessels arriving from North America, Central America,	\$0.02 cents the West Indies, the Bahamas Islands, the Bermuda Islands, Newfoundland, Greenland, or the coast of South America bordering on the Caribbean Sea, including the mouth of the Orinoco River per vessel's net tonnage
Vessels arriving from all other foreign ports,	\$0.06 cents including Iceland per vessel's net tonnage
NOTE: Five collections at each rate may be made during the tonnage year which begins on the date of the first entry of the vessel from foreign and expires on the day proceeding that date of the following year. If a vessel arrives with cargo or passengers laden at both a two cent and a six cent port, tonnage tax is assessed at the six cent rate.	
APHIS (Animal and Plant Health Inspection Service) User Fees:	
Commercial vessel, over 100 net tons	\$825.00

Particular emphasis is placed on the fact that all papers which the master has in his possession relating to the vessel's cargo, clearance granted at former ports, vessel's register, or other ship's documents, should be brought ashore in order to facilitate the formal entry of the vessel at the Customhouse. Note that documents presented for review should be the original documents.

Vessels arriving from a foreign port or another U.S. port, must provide a hard copy CBP Form 3171 at least 48 hours prior to arrival for either preliminary or formal entry prior to transacting any type of business or permitting any person on board other than Customs and Border Protection, public health and vessel's agent personnel; however, the Port Director has the authority to waive preliminary entry.

The master, licensed deck officer, or purser may appear in person at the Customhouse to enter the vessel; or the required oaths, related documents, and other papers properly executed by the master or other proper officer may be delivered at the Customhouse by the vessel's agent or other personal representative of the master.

Vessels that have cleared with CBP, departing for either coastwise or foreign, must physically depart the port within 72 hours of the clearance. In the event of a delay, CBP must be notified within the 72-hour window. If the vessel will sail within an additional 72 hours, one extension may be granted by CBP. Extending the clearance does NOT extend the four-day time limit for filing the complete outward manifest (export declarations and bills of lading).

If the vessel, however, will not depart within an additional 72 hours, the clearance must be canceled. The vessel agent must report the reason for cancellation and return the vessel's documents and the first clearance to the CBP Marine Branch. When the vessel is cleared again, the standard clearance procedures are followed.

CBP is responsible for protecting the United States from all foreign plant pests and all animal diseases not known to occur in the United States. Ships are boarded upon arrival, and all produce, meats and dry goods in the ship's storerooms are inspected. If findings warrant, the use of this material is denied while in the territorial waters of the United States. While in port, regulated garbage, when removed, must be transported by an approved cartage firm under compliance agreement in a leak-proof, covered container to an approved facility for incineration or sterilization. Advanced notification is required for the removal of regulated garbage aboard ships. Please notify our office via email at norfolkagriculture@cbp.dhs.gov prior to the removal of regulated garbage and for a current list of CBP/USDA approved cartage firms. The transfer of ship stores also requires the approval and direct supervision of a CBP Agriculture Specialist. Cargo inspected by CBP may require proper pesticide treatment if findings warrant such action.

CBP enforces Section 251 of the Immigration and Nationality Act, as amended, which requires that upon arrival of any vessel or aircraft in the United States from any place outside the United States, it shall be the duty of the owner, agent, consignee, master or commanding officer thereof to present all passengers and members of the crew to a Customs and Border Protection (CBP) Officer for inspection. The vessel or its agent is responsible for giving sufficient advance notification of the impending arrival from foreign ports to enable a Customs and Border Protection (CBP) Officer to be present upon the vessel's arrival.

The vessel, or its representative, is responsible to ensure that the required documentation is available and presented at the time the inspection is conducted. When it is desired to pay off or discharge an alien crewman, advance authorization must be obtained. Application to pay off or discharge an alien crewman, except an alien lawfully admitted for permanent residence, shall be made by the owner, agent, consignee, charterer, master, or commanding officer of the vessel or aircraft on which the alien crewman arrived to the Customs and Border Protection (CBP) Officer having jurisdiction over the area in which the vessel or aircraft is located at the time of application.

It is also the duty of the master or responsible agent to report to a Customs and Border Protection (CBP) Officer in writing, as soon as discovered, all cases in which any person has illegally landed in the United States from the vessel prior to, or in the case of detainees, after the inspection.

Section 273 of the Act provides that: it shall be unlawful for any person, including any transportation company, or the owner, master, commanding officer, agent, charterer, or consignee of any vessel or aircraft, to bring to the United States from any place outside thereof any alien who does not have an unexpired visa, if a visa was required under this Act or regulations issued thereunder.

If it appears to the satisfaction of the Attorney General that any alien has been so brought, such person, or transportation company, or the master, commanding officer, agent, owner, charterer, or consignee of any such vessel or aircraft, shall pay to the commissioner the sum of \$4,300 for each alien so brought.

No vessel or aircraft shall be granted clearance pending the determination of the liability to the payment of such sums or while such sums remain unpaid, except that clearance may be granted prior to the determination of such question upon the deposit of an amount sufficient surety to secure the payment thereof approved by CBP's National Finance Center.

■ U.S. DEPARTMENT OF AGRICULTURE

The U.S. Department of Agriculture (USDA) provides services for the certification of cargo and can be reached at 757-494-2464, Monday through Friday from 0800-1630.

Among other services, the USDA administers the following programs:

- **ANIMAL AND PLANT HEALTH INSPECTION SERVICE**

"Protecting American Agriculture" is the basic charge of the U.S. Department of Agriculture's (USDA) Animal and Plant Health Inspection Service (APHIS). APHIS provides leadership in ensuring the health and care of animals and plants. The agency improves agricultural productivity and competitiveness and contributes to the national economy and the public health.

- **GRAIN INSPECTION, PACKERS AND STOCKYARDS ADMINISTRATION**

AMS Federal Grain Inspection Service provides inspection services on grains, pulses, oilseeds, and processed and graded commodities. These services facilitate the efficient and effective marketing of U.S. grain and other commodities from farmers to domestic and international end users.

Inspection services are divided into two basic types: “inspection for grade” or “factor analysis” without grade. Inspection for grade involves analyzing the sample according to the quality factors listed in the Official U.S. Standards for Grain and certifying the applicable numeric grade designation, the quality factors responsible for the grade assignment, and any other quality factors the customer requests.

REVIEW INSPECTION SERVICE

Due to inherent sampling and inspection variability, the Federal Grain Inspection Service allows customers to obtain an additional inspection service if certificated results are questionable. From the original inspection service; customers may obtain a reinspection service, an appeal inspection service, and a Board Appeal inspection service.

- The reinspection service is provided by the same inspection laboratory that provided the original inspection service.
- The appeal inspection service is handled at one of the Federal Grain Inspection Service field offices.
- The Board Appeal inspection service, the highest level of inspection service available, is provided by the Board of Appeals and Review in Kansas City, Missouri.

OFFICIAL COMMERCIAL INSPECTION SERVICE

Official commercial inspection services (OCIS) are official services designed mainly for small- to moderately-sized grain elevators and processors, who may find official services too costly or time-consuming.

Like other official services, OCIS provides unbiased information on grain quality by FGIS-licensed or authorized inspectors, using FGIS-approved and check tested equipment. Unlike other services, the commercial service allows applicants to work with FGIS or an official agency to modify sampling and inspection procedures to fit their individual needs. The result: the applicant saves considerable time and money. Official commercial inspection service is a permissive service. Buyers or sellers of grain may use it and/or any other kind of official service. Export grain is not eligible for OCIS.

STOWAGE EXAMINATIONS

FGIS provides stowage examinations that ensure that carriers and containers that hold grain, rice, pulses, and related products are clean, dry, and fit for loading.

A stowage examination is a service performed by official personnel or licensed cooperators who visually inspect an identified carrier or container and determine if the stowage areas are clean; dry; free of infestation, rodents, toxic substances, and foreign odor; and suitable to store or carry bulk or sacked grain, rice, beans, peas, lentils, or processed commodities.

- FGIS Program Directive 9180.48, Stowage Examination Services (pdf).

EXPORTER REGISTRATION

The United States Grain Standards Act (USGSA) requires the registration of all persons engaged in the business of buying, handling, weighing or transporting grain for sale in foreign commerce in excess of 15,000 metric tons in the preceding or current calendar year.

- Export Registration Instructions.
- For more information, interested parties should email AMS, FGIS, QACD at: FGISQACD@ams.usda.gov.

- **FOOD SAFETY AND INSPECTION SERVICE**

FSIS is the public health agency in the U.S. Department of Agriculture responsible for ensuring that the nation's commercial supply of meat, poultry, and egg products is safe, wholesome, and correctly labeled and packaged, as required by the Federal Meat Inspection Act, the Poultry Products Inspection Act, and the Egg Products Inspection Act. The Import Inspection Division of International Programs has the responsibility of enforcing the provisions of the Meat Inspection Act and Imported Meat Act. Federal Import Inspectors see to it that only federally inspected and properly marked meat food products are inspected to determine that all requirements of this country, as to wholesomeness and labeling, are met and that meat only enters from countries and establishments approved to send such meat products into the United States.

■ U.S. DEPARTMENT OF LABOR

Occupational Safety and Health Administration
Norfolk Area office
Federal Building, Room 614 • 200 Granby Street
Norfolk, Virginia 23510-1811
Phone: 757-441-3820; Fax: 757-441-3594
Office hours: (Monday-Friday) 8:00 am - 4:30 pm (EST)

JURISDICTION:

Federal employees, the United States Postal Service, private sector maritime activities (Shipyard Employment, Marine Terminals, Stevedoring Operations, Longshoring, Marine Construction and related harbor work), and military bases in the Commonwealth of Virginia.

■ U.S. DEPARTMENT OF TRANSPORTATION - MARITIME ADMINISTRATION

Maritime Administration, Atlantic Division
7737 Hampton Boulevard
Bldg. 19, Suite 300
Norfolk, Virginia 23505
Phone: 757-322-5800

RESPONSIBILITY:

The MARAD Division of Atlantic Operations manages the operation, maintenance, and repairs of all MARAD Ready Reserve Force (RRF) and National Defense Reserve Fleet (NDRF) ships home ported on the East Coast; manages the maintenance and repair of all MARAD training ships at State Maritime Academies of the East Coast; reviews subsidized vessel repair expenditures of East Coast ship operators; surveys Title XI projects 510(1) and any other vessel on the U.S. East Coast in which MARAD has an interest.

The Mid-Atlantic Gateway Office is located in Washington DC. and is responsible for the Maritime Industry Promotional Programs and activities with the Department of Defense for deployment plans and liaison with other federal agencies.

■ U.S. NAVY

PORT OPERATIONS, NAVAL STATION NORFOLK

1530 Gilbert Street, Suite 2000

Norfolk, Virginia 23511-2722

Phone: 757-444-0492; Fax: 757-444-3702

Berthing: 757-445-1502

Assistant Port Operations Officer: 757-444-7118

Scheduling Officer: 757-445-1502

Harbor Master: 757-445-4426

RESPONSIBILITY:

- Port Operations Naval Station Norfolk schedules all regional ship movements and assigns berthing to support fleet requirements at Naval Station Norfolk.
- Deconflicts all waterfront fleet maintenance, training and operational events to ensure all regional customer requirements are supported.
- Works directly with Fleet Commanders to ensure the proper priorities are assigned to individual requirements to fully support Fleet Response Plan objectives.
- Works with Fleet and Unit Commanders to provide magnetic silencing services for the Atlantic Fleet and Allied Units.
- Coordinates with service organizations, Federal, State and local authorities; and a myriad of organizations with maritime interests to provide operational requirements for visiting foreign ships.

DEFENSE LOGISTIC AGENCY DLA DISTRIBUTION

Norfolk, Virginia, Intermodal Hub

9248 Virginia Avenue

Norfolk, Virginia 23511

Phone: 757-444-4170 x. 102

DLA Distribution Norfolk, Virginia's Intermodal Hub provides quality ocean container and ship loading services for the Department of Defense (DoD). Although located on Naval Station Norfolk, the Intermodal Hub provides transportation services to all Services and Agencies within DoD.

As a part of the Defense Logistics Agency, the Intermodal Hub is uniquely positioned to stuff military freight into commercial and Government-owned ocean containers for transport by commercial shipping lines calling at the four Hampton Roads commercial terminals. Destinations serviced include Europe, North Atlantic, Southwest Asia, Africa, South Asia, Caribbean, and Central and South Americas. Intermodal Hub also receives import containers from commercial carriers. Import freight is stripped from the container, documented, and forwarded to the final destinations whether local to the Hampton Roads area or across the 50 states using commercial air and surface carriers. Additionally, Intermodal Hub loads Navy ships. Whether a Marine Corp movement, resupply of a Navy logistics ship, or a humanitarian load on a Navy hospital ship, Intermodal Hub is fully equipped with Stevedoring, Crane, Rigger, and Blocking and Bracing personnel to received, load, and stow the freight in “ready for sea” condition. As part of the Defense Transportation System (DTS), the professionals at the Intermodal Hub stand ready to fulfill the transportation requirements of our military forces in war time operations or peacekeeping missions worldwide.

■ VIRGINIA MARINE RESOURCES COMMISSION

STATE OF VIRGINIA BALLAST WATER CONTROL REPORTING

The regulation regarding Ballast Water Control Reports (BWCRs) in Virginia (Virginia Code, §28.2-109, 28.2-110, and 28.2-111, see below) requires submission of BWCRs to the Virginia Marine Resources Commission (VMRC) for every instance that a commercial vessel (300 gross tons or greater) of foreign origin (outside of the U.S. Exclusive Economic Zone) passes through Virginia waters. Regardless of whether ballast water discharge occurs, the BWCR must be filed, effective July 1, 2001. The Virginia Ballast water regulation, signed into law by the Governor on March 19, 2001, is titled Chapter 312.

VMA will facilitate compliance with the BWCR regulations with use of a standard electronic form, to be administered and processed via electronic communication (e-mail). Upon VMA's notification of entry into Virginia waters by a vessel of foreign origin, the operator of or agent of record for that vessel will be notified by email of the BWCR responsibilities and be given the form. Vessels discharging ballast water in Virginia waters must file the BWCR within 72 hours of completion of discharge; those vessels not discharging ballast water in Virginia waters must file the BWCR before leaving the waters of the Commonwealth. Vessels passing through the Chesapeake Bay to and from Baltimore will be required to file a BWCR only once per port call.

Filing of the BWCR with the VMA ensures compliance with Virginia regulations and participation in the Smithsonian Environmental Research Centers voluntary National Ballast Information Clearinghouse program. A filing fee of \$150 will be billed to the applicable party (steamship operator or agent of record), for each BWCR filed. Any operator's failure to file a BWCR or purposeful falsification of a BWCR may result in conviction of a Class 1 misdemeanor, which may be punishable by not more than 12 months in jail or fines not exceeding \$2,500, or a combination of both.

Virginia Code, §28.2-109, 28.2-110, and 28.2-111

Filing requirements; penalty.

- A. The operator, or a ship agent acting on behalf of the operator, of a commercial vessel that enters into Virginia waters shall file a Ballast Water Control Report form with the Virginia Maritime Association as the designated agent of the Commission (i) within seventy-two hours of the completion of the discharge of ballast water if the commercial vessel discharges ballast water into Virginia waters, or (ii) prior to the commercial vessel's departure from Virginia waters if the commercial vessel does not discharge ballast water into Virginia waters. The operator, or ship agent of an operator, shall not be required to file a Ballast Water Control Report form if the commercial vessel's previous port-of-call is located within the United States Exclusive Economic Zone and a ballast water control report was previously filed upon entering the first port-of-call within the United States Exclusive Economic Zone. A Ballast Water Control Report form shall be deemed to have been filed when it is hand delivered to the Virginia Maritime Association, sent by electronic mail or facsimile transmission and received by the Virginia Maritime Association, or sent to the Virginia Maritime Association by registered or certified mail, return receipt requested. The services of the Virginia Maritime Association shall be provided at no cost to the Commission. The fees assessed by the Virginia Maritime Association shall only be that amount necessary to cover the expenses for the reporting services provided to vessel operators and any associated recordkeeping related to the ballast water reporting requirements of this article. If in the judgment of the Commission or the Virginia Maritime Association, the Virginia Maritime Association is unable to satisfactorily perform its responsibilities, the Commission may (i) select another agent, provided proper notice of the change in the designated agent has been given to operators, or (ii) assume responsibility for carrying out the provisions of this section.
- B. For commercial vessels whose point of origin is located outside the United States Exclusive Economic Zone and whose first port-of-call within the United States Exclusive Economic Zone is within Virginia waters, the filing of a copy of the completed form submitted by the operator to the National Ballast Water Information Clearinghouse of the Smithsonian Environmental Research Center with the Virginia Maritime Association shall be deemed compliance with the reporting requirements of this section.
- C. Any operator of a commercial vessel who knowingly fails to file a Ballast Water Control Report form with the Virginia Maritime Association within the applicable time period set forth in subsection A, or who knowingly makes any false statement in a Ballast Water Control Report form submitted to the Virginia Maritime Association, shall be guilty of a Class 1 misdemeanor.

(2001, c. 312; 2002, c. 40; 2010, c. 815)

