



# U.S. Customs and Border Protection

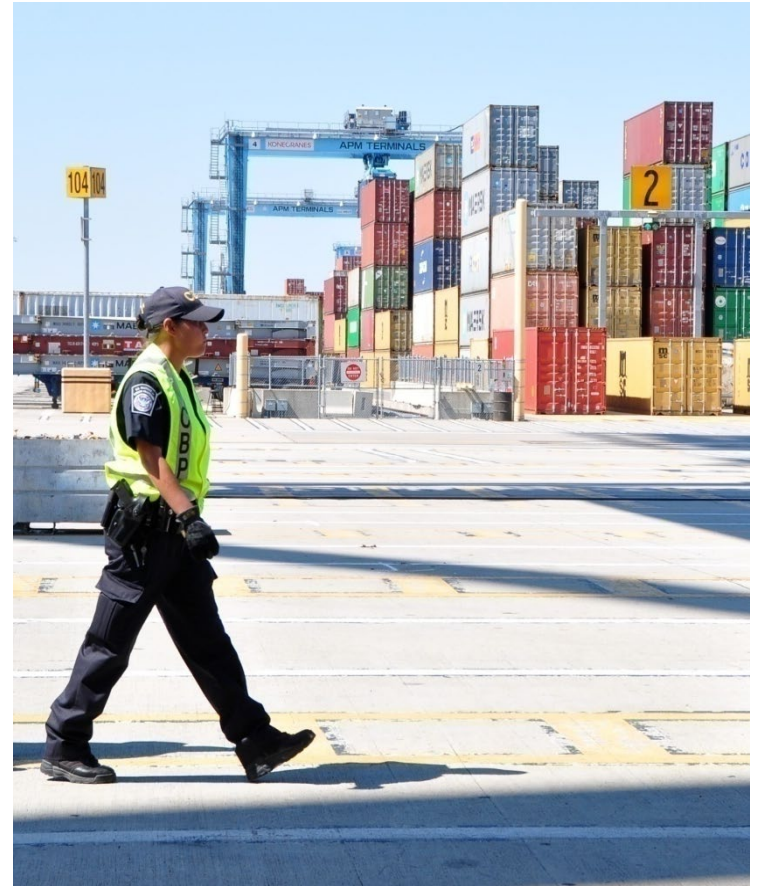
# Types of Vessel Inspections

There are two types of vessel inspections a CBP officer may encounter:

- Dockside



- Mid Stream



# Dockside - Coos Bay, OR

---



U.S. Customs and  
Border Protection

For Official Use Only

1-3

# Midstream - Astoria, OR

---



U.S. Customs and  
Border Protection

For Official Use Only

1-4

# Types of Crewmembers / Others

---

- Nonimmigrant crewmembers
- Lawful Permanent Resident (LPR) crewmembers
- U.S. Citizen crewmembers
- Inadmissible crewmembers

## OTHERS

- Stowaways
- Deserters
- Absconders



# Classifications

---

Nonimmigrant crewmembers require the following classifications:

- D-1 status means the crewmember is departing on the same vessel as he or she arrived on.
- D-2 status means the crewmember's purpose is to depart from the U.S. as a crewman on a different vessel or as a passenger by any other means of transportation within 29 days.



# Classifications continued

---

- C-1 visa status means the crewmember is an alien in immediate and continuous transit through the United States; includes crew in transit to join a vessel.



# Clarification

---

## D visa

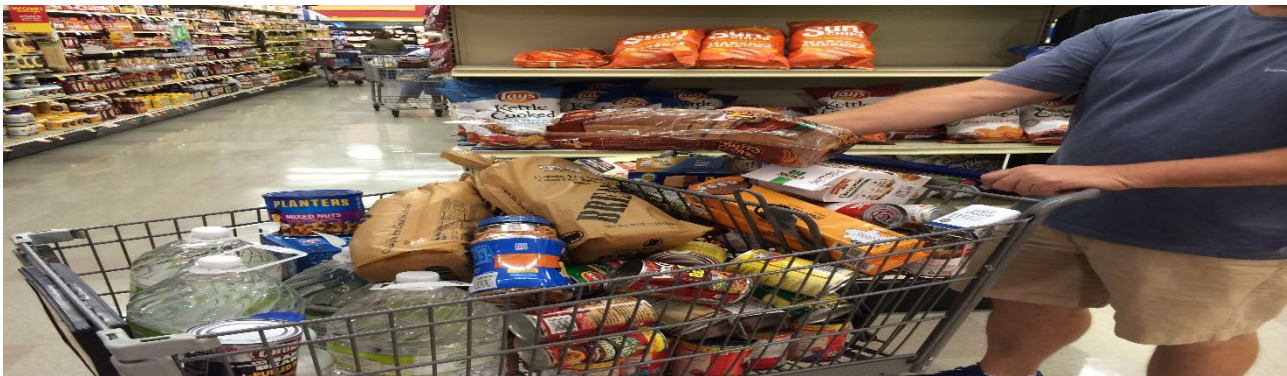
- The “D” visa permits the crew member to request conditional landing privileges upon arrival in the United States on board the vessel.
- This visa also permits the master or agent to request a discharge and repatriation of the crew member.



# Clarification continued

---

- Crew members granted conditional landing privileges are authorized to remain in the United States only as long as the vessel remains in the United States, not to exceed 29 days.



# Clarification continued

---

- Crewmembers onboard vessels that sail from a U.S. port into international waters, return to U.S. and have not touched a foreign place within 29-days of the vessel's initial arrival, thereby not requiring inspection.



# Clarification continued

---

- The inspecting officer's authorities remain unchanged regarding coastwise vessels officers may:
  - perform musters
  - revoke shore-passes
  - grant 29-day vessel extensions

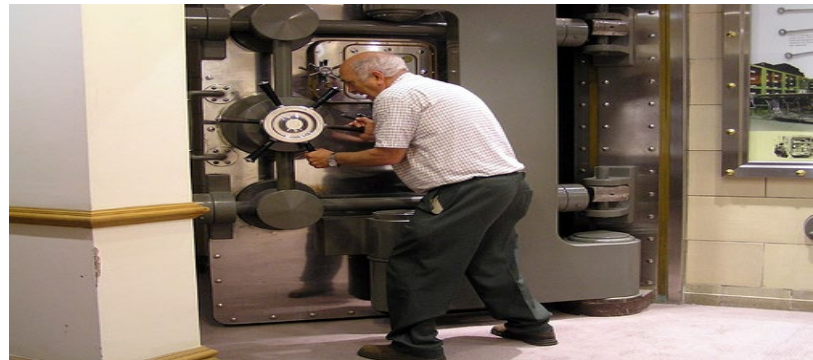


# Clarification continued

---

## Crew with no Visa

- Nonimmigrant crew who arrive without a D visa are ineligible for conditional landing status. In the case of crew members without valid D visas, the inspecting CBP officer shall order them detained or removed at carrier expense on CBP Form I-259.
- The master is responsible for the safekeeping of travel documentation of all nonimmigrant crew.



# Adjustment of status

---

- Crew members in possession of a D, C1, or C1/D visa are ineligible to adjust or change their status to another visa classification such as tourist, student, temporary worker, etc., or to extend their stay beyond the initial period of admission.



# Stowaways

---

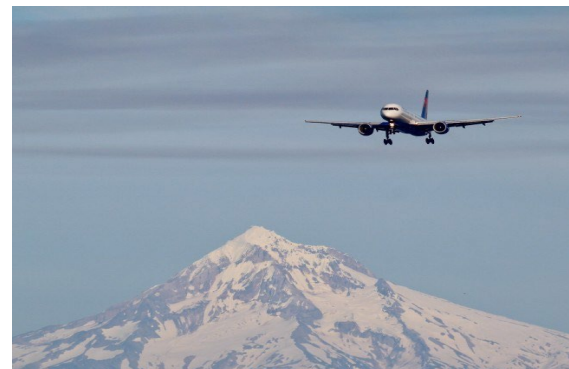
- An alien stowaway is inadmissible to the United States and is not entitled to a hearing or review of an order to remove.



# Stowaways continued

---

- An alien stowaway may be ordered removed on the vessel of arrival, or the master may request that the stowaway be removed from the vessel and repatriated by other means of transportation.
- Example; Direct flight from PDX to foreign soil.



# Deserters

---

- A "deserter" is a crewmember who has been granted D-1 or D-2 status and has been granted a conditional landing permit, and who does not depart when required.



- An immediate notification must be made to CBP once the master or its agent has learned that a crewman has deserted to aid CBP to make appropriate notification to local, state and federal agencies.



# Absconders

---

- An "absconder" is a crewmember that has been refused a conditional landing permit (Form I-95) and ordered detained on board, and who departs the vessel without permission.



# Absconders continued

---

- An immediate notification must be made to CBP once the master or its agent has learned that a crewman has absconded to aid CBP to make appropriate notification to local, state and federal agencies.



- Penalty procedure for failure to detain alien crewman as ordered.



# Initiation of Security Procedures

---

- In a concentrated effort to ensure that crew detained aboard a vessel do not abscond and pose a possible threat to the security of the port, CBP will work jointly with the U.S. Coast Guard at the sea ports-of-entry to insure that proper security exists to “reduce potential opportunities” for deserters and absconders.



# Security Procedures continued

---

- CBP will follow security procedures and coordinate its security efforts with the local U.S. Coast Guard Captain of the Port (COTP).



# Paroles

---

- When a crewman is paroled into the United States, he shall be given Form I-94, reflecting the terms of parole.
- A notice of Form I-259 will be served upon agent, owner and master of the vessel, which shall specify the purpose of the parole and the conditions under which the alien crewman is paroled into the US.



# Paroles continued

---

- The guarantee for medical and other related expenses shall be executed by the agent, owner or master on Form I-510.



# Paroles continued

---

- Re-Parole: Parole of crewmembers is generally limited to less than 30 days. If additional time is needed, re-parole will be granted in increments of 30 days upon presentation of documentation such as medical evidence.



# Paroles: Medical Parole

---

- CBP must be notified as soon as the incident/accident occurs.
- A Chief or the Port Director will grant medical parole without fee.



# Paroles: Medical Parole continued

---

- If crewman does not have C1/D visa then a security escort must be arranged until crewman is discharged and returns to the vessel or departs to foreign soil.



- Keep CBP apprised of any changes to the condition of the crewman.



# Paroles: Parole to Depart (Repatriation)

---

- When a parole is granted other than medical reasons, prepare Form I-160, Form I-94 and collect the parole fee for each paroled crewmember.



# Parole to Depart continued

---

- Requests for such parole should be accompanied by documentation supporting the request.
- Paroled crewmembers must depart direct from Portland, OR to foreign and must be accompanied by security escort until departure.



# Vessels remaining beyond 29 days

---

- The landing period for D-1 crewmembers is limited to 29 days, and cannot be extended. However, there will be instances where a vessel and its crew will remain in the US for a longer period time.



# Vessels remaining beyond 29 days

---

- In such instance, the master or agent will present the vessel's copy of I-418 and I-95s for each crewmember.



- CBP will prepare Form I-253, endorse each Form I-95 with the voluntary departure period and return I-418, I-253 along with I-95 form to the master or agent.



# What CBP sees in Portland, OR

---

- CBP Portland (Marine Operations Center at T6)
- Clearances and Entrances of vessels departing and arriving in Kalama, WA and Longview, WA.



# What CBP sees in Portland, OR

---

- Under a special circumstance with a prior notification by the agents, MOC at T6 can grant clearances and entrances for vessels out of Kalama, WA and Longview, WA.



# What CBP sees in Portland, OR

---

- Security escorts for Parolees flying out of the airport now need to have a Port of Portland airport badge allowing them to enter the sterile area.
- CBP sponsors these contracted security personnel to carry out the task of confirming departure.
- Mobile Primary ( Astoria Connectivity)
- Vessel Security (Deserters, Absconders, COTP)



# Any Questions?

---

