

**UNITED STATES DISTRICT COURT  
FOR THE SOUTHERN DISTRICT OF FLORIDA**

**NORWEGIAN CRUISE LINE HOLDINGS LTD.**, a Bermuda Company; **NCL (BAHAMAS) LTD.**, d/b/a NORWEGIAN CRUISE LINE, a Bermuda Company; **SEVEN SEAS CRUISES S. DE R.L.**, d/b/a REGENT SEVEN SEAS CRUISES, a Panama Limited Liability Company; **OCEANIA CRUISES S. DE R.L.**, d/b/a OCEANIA CRUISES, a Panama Limited Liability Company;

Plaintiffs,

v.

**SCOTT A. RIVKEES, M.D.**, State Surgeon General and Head of the Florida Department of Health, in his official capacity;

Defendant.

Case No. 1:21-cv-22492-KMW

**DECLARATION OF FRANK J. DEL RIO**

I, Frank J. Del Rio, declare as follows:

1. I make this declaration on the basis of my personal and professional knowledge and experience, information available to me in my position in Norwegian Cruise Line Holdings Ltd. (“NCLH”), and publicly available information.

2. I am currently the President, Chief Executive Officer, and a Director on the Board of Directors of NCLH, which is headquartered in Miami, Florida. I assumed these roles in 2015 and am responsible for both the day-to-day operations and long-term strategic plan of NCLH.

3. Under my leadership, NCLH has delivered industry-leading financial results and an unparalleled guest experience. NCLH has also significantly strengthened its global footprint, including by adding seven new ships and a private island destination in Harvest Caye, Belize.

4. As part of NCLH’s internationally focused model, in conjunction with Miami-Dade County, NCLH developed an iconic terminal, known as the Pearl of Miami (Terminal B), for its operations at PortMiami in Miami, Florida, one of the cruise industry’s largest and most essential international ports. PortMiami accommodates substantial interstate and international traffic and,

within as little as thirty minutes of departing from PortMiami, NCLH's ships reach international waters and sail to interstate and foreign ports.

5. I have worked as an executive in the cruise industry for 28 years. Previously, I served from 2002 to 2016 as Chairman and Chief Executive Officer of Prestige Cruise Holdings, Inc., the parent company operating both Oceania Cruises and Regent Seven Seas Cruises. I founded Oceania Cruises in 2002 and oversaw its growth into a competitive cruise line in the cruise industry's premium market space. NCLH acquired Prestige in 2014 and as part of the transition I assumed my current roles at NCLH. I also worked as co-Chief Executive Officer, Executive Vice President, and Chief Financial Officer of Renaissance Cruises from 1993 to 2001.

6. Since the start of the COVID-19 pandemic, NCLH has prioritized the health and safety of its passengers and crew.

7. On March 13, 2020, two days after the World Health Organization declared COVID-19 a global pandemic, NCLH voluntarily suspended all cruise operations to help combat the spread of the virus. The next day, CDC issued its No Sail Order prohibiting further embarkations, and NCLH's fleet has remained dormant ever since.

8. This action resulted in the overnight mooring and docking of our entire 28-ship fleet, which remains inactive to date.

9. NCLH also managed the complex task of safely repatriating nearly 30,000 crew members back to their respective countries—which numbered in excess of 50 countries over six continents—while transitioning its fleet of 28 large cruise ships, which have a book value of \$17 billion, to various states of minimum manning status.

10. NCLH's halt in operations due to the pandemic has cost the company to date in excess of \$6 billion. I estimate that employees and businesses in the State of Florida have lost approximately \$2 billion in outlays from NCLH due to the halt of NCLH's operations in 2020.

11. To remain a going concern, NCLH bolstered its liquidity through multiple historic capital markets transactions, exceeding \$7.5 billion.

12. Early in the pandemic, NCLH partnered with Royal Caribbean Group to form the Healthy Sail Panel, a group of world-renowned public health experts tasked with advising and recommending protocols for safe and healthy sailing amidst continuing COVID-19-related risks.

13. In light of the recommendations from the Healthy Sail Panel and other leading industry and public health advice, NCLH has concluded that the most effective way to ensure the

health and safety of passengers and crew is to require full vaccination on cruises by everyone on board. The fact that 34 million Americans have contracted COVID-19 and six hundred thousand have died tells me that the trifecta of mask-wearing, social distancing, and washing hands were not sufficient to curb the transmission and effects of COVID-19.

14. Various third-party industry surveys indicate that a vast majority of NCLH's target cruise passengers prefer completely vaccinated voyages. For example, Cruise Critic, a leading online cruise website, shows that 80% of cruise passengers would prefer fully vaccinated voyages. (The results of this survey are attached as **Exhibit 1**.) Thankfully, demand for NCLH cruises has returned with passengers ready to cruise even as concerns with COVID-19 persist. I attribute the demand for NCLH cruises in large part to our plan for 100% vaccination. People are booking a year or more in advance in reliance upon our 100% vaccination plan. They are doing so despite uncertainty about the longevity of the virus and reports indicating that it continues to spread around the world. They are doing so, in other words, because they trust NCLH to protect them from the threat of COVID-19.

15. Maintaining our passengers' trust and rebuilding consumer confidence remains challenging, particularly among NCLH's older passenger base. The maintenance of consumer confidence and goodwill is essential for sustainable business success in the cruise industry. Cultivating passenger confidence and trust in the health and safety of cruise voyages has become more vital than ever in the midst of the COVID-19 pandemic. Unless it is able to verify vaccination status, NCLH's ability to attract and assure its passengers will be severely undercut.

16. Moreover, requiring full vaccination for 100% of passengers and crew is consistent with the vaccination protocols required by many foreign ports where NCLH ships are scheduled to visit.

17. Many foreign ports require proof of vaccination to enter, proof of vaccination to enter without a mandatory quarantine, or proof of vaccination to enter without testing.

18. Indeed, NCLH has scheduled several upcoming voyages to foreign ports that require proof of vaccination to enter without testing, including Belize, Bahamas, British Virgin Islands, and Honduras.

19. I am greatly concerned about the health and safety of the local populations at our destinations around the world if we do not sail with 100% fully vaccinated passengers and crew at this time. NCLH depends on its relationships with the local populations at its destinations, and

many of these populations lack the access to healthcare and other resources that we have in the United States. If we expose these local populations to unvaccinated passengers or crew and COVID-19 infections predictably result, these critical constituencies may be badly damaged and they may understandably blame NCLH for it. NCLH should not be running those risks. Put simply, without destinations to cruise to, we cannot effectively operate saleable cruise itineraries.

20. For multiple reasons and for everyone's sake, NCLH has planned all of its cruises throughout the world requiring proof that 100% of passengers and crew have been vaccinated against COVID-19. This will ensure that NCLH is in compliance with CDC's Conditional Sail Order and Manual and it is a key premise of submissions NCLH has made to CDC seeking approval. In fact, NCLH has attested to CDC under the potential threat of criminal penalties that at least 95% of passengers and 95% of its crew on its upcoming cruise "will be confirmed as fully vaccinated prior to sailing." *See* Attestation by a Cruise Ship Operator in Lieu of a Simulated Voyage (attached hereto as **Exhibit 2**). When NCLH submitted this attestation, NCLH planned—and it continues to plan—to "confirm[]" passengers' and the crew's COVID-19 vaccination status through documentation, which I understand to be the only reliable way of confirming vaccination status in this context.

21. After diligent efforts in navigating complex regulatory, compliance, and public health challenges, and at considerable expense, NCLH will soon be ready to offer safe cruises embarking from the United States. To get to this point, NCLH has had to navigate moving regulatory targets as well as satisfy its own strict standards for safe cruising.

22. Starting August 7, 2021, NCLH's cruise ship Norwegian Encore will offer passenger revenue voyages from Washington to Alaska.

23. Starting August 15, 2021, NCLH's cruise ship Norwegian Gem will offer several passenger revenue voyages from Florida to the Bahamas, Honduras, Belize, Mexico, the Dominican Republic, the U.S. Virgin Islands, and the British Virgin Islands. Other NCLH ships embarking from Florida are scheduled for voyages to Puerto Rico. Tens of thousands of passengers have already purchased tickets to participate in these and other voyages offered by NCLH departing or arriving in Florida, including over 20,000 between now and October (1,265 of those passengers specifically booked tickets for the Norwegian Gem's August 15 voyage) and many multiples of them who are scheduled to sail between now and early 2022.

24. Unfortunately, Florida Statute § 381.00316 (the “Ban”) purports to make it unlawful for any business operating in the state of Florida, including NCLH, to require customers to provide any documentation certifying vaccination against COVID-19 and authorizes fines for up to \$5,000 per violation. No other jurisdiction that NCLH operates in around the world prohibits documenting passengers’ vaccination status as Florida now does.

25. This Statute creates grave liability risks and substantial compliance obstacles for NCLH and forces NCLH into a dangerous dilemma. If subject to the Statute’s prohibition, NCLH must either drop its plans to verify vaccination status on Florida cruises or else cease its operations in Florida. Neither option is consistent with NCLH’s commitment to passengers, crew, and all those who are counting on us, such as local stevedores, local suppliers, travel agents, and the economies of the local destinations we visit. Instead, we want to resume our cruises in the way we know to be best in the current pandemic environment—safe, sound, and enjoyable for all those onboard.

26. Only by verifying the vaccination status of cruise passengers can we best guard against the introduction of COVID-19 aboard our ships and the potential spread thereof. This approach follows from NCLH’s commitment to the health and safety of passengers, crew, and the local populations at the destinations we visit. I consider it irresponsible, counterproductive, and damaging to our brand to deviate from that approach in order to make home ports in Florida viable.

27. I am especially alert to and concerned about the resilience, mutations, and resurgence of COVID-19 and the emerging variants. I am following the news of the spread of the Delta variant, which caused a severe outbreak in the United Kingdom just five weeks after it was first introduced in the country, when the country had declared victory over COVID-19. I understand that the Delta variant is grossly more contagious than prior strains. From all of the advice I have received from the Healthy Sail Panel, from experts such as Former Commissioner of the Food and Drug Administration Dr. Scott Gottlieb, Former Secretary of Health and Human Services Governor Mike Leavitt, and Former Deputy Director of the National Center for Infectious Diseases at CDC Dr. Stephen Ostroff, among others, vaccination is the most effective way to protect passengers, crews, and locals from the spread of COVID-19. The introduction and potential transmission of COVID-19 on NCLH voyages must be shut down by every means possible. I want to close every possible loophole and opportunity that would allow the virus to enter into the ship’s population and cause injury, and demanding proof of full vaccination is our

best tool to prevent this scenario from occurring. That is why NCLH is planning to require that passengers, in addition to showing proof of COVID-19 vaccination, test negative for COVID-19 before boarding NCLH cruises. This protocol is consistent with advice I have received from leading public health experts.

28. At this time, our plans to resume sailing are predicated upon 100% vaccination and proof of same. We've informed all of our passengers of this plan, and they too are counting on it as they plan their cruises. There is no other way that we can possibly provide the safest and most pleasant cruise experience that we have promised to all of them.

29. Documenting vaccinations is the only reliable way for us to verify vaccinations. No other alternative provides the same level of assurance that passengers have in fact been vaccinated. But NCLH does not stop at documenting vaccine status: It also tests passengers and crew for COVID-19 before they come aboard, because NCLH wants to take maximum precautions against COVID-19 entering any of its ships.

30. Without 100% fully vaccinated passengers, the cruising experience for those who cannot demonstrate vaccination status would not meet the NCLH's established standards. The cruising experience will be compromised because those who are not vaccinated would have limited dining options, as well as limited entertainment options, such as spa, theater, and casino: there would be no buffet, they would be restricted to visiting certain designated areas of the ship, sitting in a segregated area of the theater, and they would be limited to controlled tours when disembarking. Unvaccinated customers would also have fewer options to explore destinations and would have to buy a tour offered by the cruise. The unvaccinated passenger would also pay more, but for a diminished experience. We would have to require unvaccinated passengers to submit themselves to a series of COVID-19 tests that the customer would pay for and they would have to provide proof that they have bought COVID insurance. This would cost upwards of \$200 per passenger.

31. Under Florida's Ban, NCLH will be forced to modify or cancel the itinerary of the cruise ship Norwegian Gem because its itineraries embark from Miami, Florida, and its passengers are expecting 100% vaccination of passengers and crew on board. The cancellation could cost NCLH approximately \$4 million in lost revenues per seven-day cruise, and likely cost the broader cruise ecosystem that supports the Norwegian Gem sailing hundreds of thousands of dollars per

cruise. These losses will only become greater over time, as NCLH's subsidiaries have fifteen ships planning to embark guests in Florida this coming fall and winter seasons.

32. This change would also disrupt the tens of thousands of passengers who have booked their tickets for a voyage aboard an NCLH cruise departing or arriving in Florida between now and early 2022, including the 1,265 passengers who booked tickets specifically for the Norwegian Gem's August 15 voyage, causing NCLH to suffer a loss of goodwill that I see no prospect of repairing.

33. Florida is vital to NCLH's business. Florida has several ports (Miami, Ft. Everglades, Port Canaveral, and Tampa) large enough to accommodate cruise ships and is a major source market for our customer base and a major home port for the cruise industry. National and international passengers travel to these ports to cruise. We have invested hundreds of millions of dollars in order to operate in Florida and spend hundreds of millions of dollars there annually when operating at normal levels.

34. Florida's Ban on vaccine verification will prevent NCLH from optimizing its customers' and crew's protections against COVID-19, thereby increasing the risk of undermining our operations, our reputation, and our bottom-line. If NCLH is forced to comply with Florida's Ban, then NCLH cannot sail as planned. Moreover, I see no good option for resuming operations in Florida. If we do not abandon our Florida operations entirely, then NCLH will have to revise its operations in ways that are costlier, less safe, less appealing for our passenger base, less likely to meet our commitments to CDC, and are beneath our brand and the quality of experience passengers have come to expect from NCLH. In particular, we would have to implement stringent, onerous mitigation measures for passengers who do not or cannot verify that they are vaccinated. Such measures, without limitation, would likely include requiring passengers who do not or cannot verify COVID-19 vaccination to (1) pay a significant upcharge to cruise; (2) purchase travel insurance; (3) provide proof of a negative result from a COVID-19 PCR test within three days of departure and another negative test result immediately before boarding; (4) refrain from entering common areas where large numbers of people congregate; (5) limit their activities to restricted areas on NCLH's ships; and (6) limit their options for shore excursions. NCLH might also need to require mask-wearing and social distancing for all passengers on board, regardless of vaccination status. Not only would this inferior approach to mitigation be less safe, but it would detract from the NCLH experience, reduce passenger goodwill, detract from potential revenue by

limiting unvaccinated passengers' access to certain cruise experiences and services, and be more burdensome and costlier to implement than a 100% vaccinated cruise involving vaccine verification through documentation.

35. A significant reduction in Florida operations would be financially devastating to the company, as well as to local, state, and federal governments, most significantly Miami-Dade County. The Ban may also result in a loss or diminishment of employment for our contract workers at the PortMiami terminal (well over 100 on a turn-around day), not to mention the employees working transit and hospitality in the area. The crew on our ships, approximately 1,800 per voyage, could also be at risk of unemployment if NCLH cannot resume and maintain operations as currently planned. The loss of revenue caused by the Ban in calendar year 2021 could exceed \$100 million and could also result in a loss or diminishment of employment for NCLH employees in South Florida.



I declare under penalty of perjury that the foregoing is true and correct.

Executed on July 12, 2021

  
FRANK J. DEL RIO

# **Exhibit 1**

Cheers to 25 years: Celebrate with Us!

[Home](#) > [Cruise Health and Safety](#) > [Survey: Cruisers Overwhelmingly Approve COVID-19 Vaccine Requirements To Cruise](#)

# Survey: Cruisers Overwhelmingly Approve COVID-19 Vaccine Requirements To Cruise



Chris Gray Faust  
Managing Editor

In a Cruise Critic reader survey, a whopping 80 percent of respondents would prefer to sail on a cruise ship with a vaccine requirement.

The survey, which received over 5,000 responses and was sent on May 28, is the first to measure the site's readership on their actual preferences for returning

vaccine requirement, not their actual preference.

The top reason that people gave for preferring a vaccinated ship makes sense: 89 percent said they felt more safe sailing on a ship with fellow vaccinated travelers. Those preferring the vaccinated ships also want the more traditional cruise experience, without masks, social distancing and/or testing requirements, with 69 percent citing that as a reason.

Of the 4,036 people who preferred sailing on a ship with a vaccine requirement, a full 19 percent said that they received the COVID-19 vaccine specifically so they could cruise.

Slightly over 13 percent of the respondents said they would rather sail on a ship without a vaccine requirement. While most of those cruisers said that they were not planning on getting vaccinated, 21 percent said that they were traveling with others who were unable to get the shots, such as children under 12.

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★★★★★ 27 reviews

Contact Agent



For those who preferred the vaccine requirements, most – 70 percent -- were comfortable not wearing a mask on a ship that had a mandate.

The CDC has said in its guidelines for cruise resumption that even ships without a vaccine requirement could set aside places, such as restaurants, bars, casinos, spas and other areas, just for vaccinated passengers.

The Cruise Critic survey found that 72 percent of all respondents said they were vaccinated and would value having those areas onboard. Only 9.7 percent said they were unvaccinated and would be upset by having areas for vaccinated passengers.

The survey also found that 67 percent of all respondents would be ready to sail from the U.S. within the next six months. The Caribbean, as well as Bermuda and The Bahamas, were the top picks for first sailings, from 71 percent.

Wondering which ships and cruise lines have a vaccine requirement? [Cruise Critic has a list](#). Also check out our breakdown of the [CDC guidance for vaccinated vs. unvaccinated ships](#).

Updated July 07, 2021

**How was this article?**



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# **Will You Have To Wear A Mask On Your Next Cruise? Probably**

Chris Gray Faust  
Managing Editor



facet of post-COVID-19 cruising is emerging: Passengers might have to wear masks when they sail, at least some of the time.


Masks, whether homemade or medical grade, have become a staple of life in communities that have been affected by COVID-19. Many states and cities require people to wear masks in enclosed public areas, such as grocery stores, to protect others. (According to the Centers for Disease Control and Prevention, face coverings can "slow the spread of the virus and help people who might have the virus and do not know it from transmitting it to others.")

While the cruise lines are examining different health protocols, there's no getting around the fact that there are times on ships when it's hard to socially distance, which is a requirement by the CDC for sailing to resume. And those are the points where passengers might have to wear masks, cruise line executives say.

Already there are signs this will happen. In April, Royal Caribbean applied for a patent for "[Seaface](#)," described as "sanitary masks for virus isolation purposes." River cruise lines in Europe and the United States that plan to return to sailing in June say masks will be part of the experience.

**Related:** [What Is Happening With Test Cruises in 2021?](#)

In an interview with Cruise Critic earlier this month, [Norwegian Cruise Line Holdings CEO and President Frank Del Rio](#) said that, at least when ships first start sailing again, health precautions and rules will look very similar to what's happening on land.





Clues to how masks will be used on ships can be found in the plans put together by European and American river and small ship companies, which are resuming sailing as early as June 1.

**Related:** [What the River Cruise Season Looks Like For 2021: And Looking Ahead To 2022](#)

Scylla, which operates German and international sailings, is slated to start June 1, with cruises on the Rhine River. The line, as well as A-ROSA, which caters to a similar German clientele, have stated that mouth and nose coverings will be required to be worn in public spaces.

On U.S. rivers, two cruise lines aim to have their boats -- all with less than 250 passengers and crew -- sailing by early this summer. American Cruise Lines [aims to return June 20](#) on the Columbia and Snake rivers in the Pacific



[Company](#) has also set a return date for the Columbia and Snake rivers, as well as the Mississippi River, in July.

While masks for guests aren't called out specifically in the lines' health plans, the leaders of both river companies say that it's likely that they will have to be used, at least in some circumstances when passengers can't socially distance.

**Related:** [What Will U.S. Cruise Ships Look Like When They Return? Unpacking The Latest CDC Rules](#)

"I think it's very likely that we'll have to require it worn at certain times, like boarding and unboarding the buses. Places where it will be especially difficult to mandate that people are always 6 feet apart. Or when people are right at the gangway and it's likely that there'll be in close proximity to a crew member who's assisting them with something," American Cruise Line President and CEO Charles B. Robertson said.

"But if people are just out on the sundeck for instance, in most cases, I think we would not require that they wear face masks then."

John Waggoner, CEO and President of American Queen Steamboat Company, agreed that masks might be part of the experience, at least in the beginning:

"Masks have been shown to be very, very effective. It not only protects the person that might have the masks on, but it protects other people. My guess is yes, the majority of our guests and the majority of the crew members will probably have masks on board."





But wearing masks has become a controversial point on land, and the debate over whether people will want to wear them on cruises is equally divisive.

**Related:** [Is the Cruise Ship Buffet About to Make a Comeback?](#)

On the Cruise Critic forums, opinions vary, with many people, including those who love cruising and sail frequently, saying that wearing a mask is a deal-breaker.

"I don't relish the idea of wearing a mask anytime I step out my room," [wintertextancruise](#) wrote on [a recent thread](#). "I wear them here for the stores, but I hate them with a passion and I don't like the idea of wearing one my whole vacation."

"I don't believe you're going to see passengers required to wear masks," [graphicguy](#) wrote. "If that is the case, no one is going to spend \$1 000-\$2 000-\$3 000+ to go on a vacation and have to wear a mask. I think

such as mask wearing in public places.

**Related:** [Will I Have to 'Social Distance' on My Next Cruise?](#)

"I would be hesitant to go on a cruise that didn't require masks until the time comes that most have acquired immunity, either by surviving the disease or through a vaccine. Keep your germs to yourself!" wrote **julig22**.

While others agree with executives who note that as changes occur on land -- with masks often required in public places -- people at sea will also have to adjust.

**Related:** [What Is Royal Caribbean Doing to Keep You Safe?](#)

"I think most of us who enjoy what cruising has to offer accept the fact that there will be significant changes. We can simply choose to go or not and that is OK," **winterbliss** wrote.

On the luxury and small ship end, travel agent Adam Martindale of Cruise Planners said he thought his clients who were already willing to travel early would comply.

"I think that wearing the mask while walking around the ship won't be an issue for most people. They can take it off when they go to the restaurant or to the bar," he said. "Especially if the cruise lines make something fun and interactive, which I'm sure they will."

**Not Forever**





What's important about any health or safety protocol surrounding COVID-19 is that scientists and health officials are learning more about the virus and the best efforts to contain it by the week -- and what we have to do now might change in the future.

**Related:** [Here's Why You Don't Know What Post-COVID-19 Cruising Looks Like Yet](#)

In an [interview with Cruise Critic](#), Carnival Corp. President and CEO Arnold Donald said that while he's not willing to commit to masks being required on board, "some guests will choose to do on their own." For the crew, it depends on timing and what the public health recommendations are.

"Obviously, wearing masks in certain places like the theater is probably not as taxing as trying to wear it during dinner when you're trying to eat," he said. "But we'll see what happens with all that. Society and people adapt. They figure things out."

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# **Exhibit 2**



The President and Chief Executive Officer of the operating cruise company, the Chief Ethics and/or Compliance Officer of the operating cruise company and all parent companies, and the highest-ranking Medical Officer of the operating cruise company and all parent companies must sign the following attestation:

ATTESTATION BY A CRUISE SHIP OPERATOR  
IN LIEU OF A SIMULATED VOYAGE

In accordance with 18 U.S.C. § 1001, I do hereby certify that the following conditions are true and correct to the best of my knowledge and belief for Norwegian Gem [insert name of cruise ship]:

- Restricted passenger voyages will only operate with 95%<sup>1</sup> of crew who are fully vaccinated.<sup>2</sup>
- A clear and specific vaccination plan and timeline to limit cruise ship sailings to 95% of passengers who will be confirmed as fully vaccinated prior to sailing has been submitted to CDC.

I understand that any false statement made in connection with the submission may subject me to criminal penalties under 18 U.S.C. § 1001. I further understand that this attestation is being submitted to the CDC in lieu of Norwegian Gem [insert name of cruise ship] conducting a simulated voyage under the CDC's Framework for Conditional Sailing Order.

DocuSigned by:

*Harry Sommer*

B933CB67D1074BD...

Signature Official 1

Harry Sommer - Chief Executive Officer - Norwegian Cruise Line

Name and Title

6/10/2021

Date

DocuSigned by:

*Daniel S. Farkas*

346FF960C6AB461...

Signature Official 2

Dan Farkas - Executive Vice President General Counsel - NCLH

Name and Title

6/10/2021

Date

DocuSigned by:

*Dr. Carlos Gonzales*

3611A10ACCE1444...

Signature Official 3

Carlos J. Gonzales - Chief Medical Officer - Norwegian Cruise Line Holdings

Name and Title

6/10/2021

Date

<sup>1</sup> This excludes any newly embarking crew in quarantine.

<sup>2</sup> People are considered fully vaccinated for COVID-19  $\geq 2$  weeks after they have received the second dose in a 2-dose series (Pfizer-BioNTech or Moderna), or  $\geq 2$  weeks after they have received a single-dose vaccine (Johnson & Johnson [J&J]/Janssen). This applies to COVID-19 vaccines currently authorized for emergency use by the U.S. Food and Drug Administration: Pfizer-BioNTech, Moderna, and Johnson & Johnson (J&J)/Janssen COVID-19 vaccines. This can also be applied to COVID-19 vaccines that have been authorized for emergency use by the World Health Organization (e.g. AstraZeneca/Oxford).



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Signature Official 4

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Date

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Name and Title

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Signature Official 5

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Date

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Name and Title

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Signature Official 6

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Date

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Name and Title