NAVADMIN 189/20 outlines a conditions-based, phased approach to personnel movement and travel, which provides the framework for lifting the current stop movement order that has limited official travel, including permanent change of station moves and temporary duty (TDY), as part of comprehensive mitigations to slow the spread of the COVID-19 pandemic. The message outlines two factors that must be met for unrestricted travel. These factors are (1) state and/or regional criteria (OSD P&R decision), and (2) installation-level criteria based on conditions in and surrounding DoD installations, facilities, and locations (Service decision).

NAVADMIN 189/20 cancels and replaces NAVADMIN 168/20. The major change was the exemption of personal leave/liberty from travel restrictions contained in NAVADMIN 168/20. Approval authority for leave outside of the local area will be determined by the echelon 2 commander, but may be delegated by the echelon 2 commander to no lower than the unit CO, OIC or equivalent (Branch Head, Division Director, etc.). CO's and OICs will conduct a risk assessment of the health status and travel itinerary for personnel requesting leave or liberty outside the local area. This assessment will inform evaluation of leave plans and to verify Sailors have a plan to both keep themselves safe, as well as ensure they don’t become a vector of infection when they return to their parent unit.

<table>
<thead>
<tr>
<th>Green Means GO</th>
<th>Exceptions Still Apply</th>
<th>Waivers</th>
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<tbody>
<tr>
<td>The Navy will maintain an excel spreadsheet on MyNavy Portal (MNP) that will update the status of Factor 1 and Factor 2 as either RED or GREEN. As outlined in NAVADMIN 189/20, a Sailor may travel without a waiver when both the departure and the destination are identified as GREEN on both Factor 1 and Factor 2. Review and update of red/green status will occur weekly.</td>
<td>The Navy recognizes there is a wide range of mission essential travel that needs to take place even as we continue to assess optimal conditions. The below circumstances are exceptions that do not need waivers: 1. Attendance to accession schools or other schools in a Sailor’s initial pipeline such as boot camp and ‘A’ school that are necessary before arriving to a ship. 2. Travel by patients for medical reasons. 3. Travel for deployment or operational activities. 4. Travel authorized in support for U.S. Transportation Command missions such as aircrew. 5. Travel by personnel who are separating or retiring. 6. Travel to/from professional military education. 7. Personal Leave/Liberty</td>
<td>Waivers to travel restrictions may be granted in cases where the travel is: 1. Determined to be mission-essential 2. Necessary for humanitarian reasons 3. Warranted due to extreme hardship</td>
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**Leave/Liberty**

- Personal leave and liberty travel outside of the local area for Sailors is now exempt from COVID-19 related travel restrictions.
- Leave approvals may be delegated no lower than the unit CO, OIC, or equivalent.
- Commanders will conduct a risk assessment of both the travel itinerary and the health status of the member desiring to take leave.

**Installation Conditions**

At the installation level, the following conditions must be met to allow for safe travel:

1. Removal of local travel restrictions.
2. Availability of essential services such as childcare and moving services.
3. Quality control/assurance capability for household goods packing and moving in the local area.
4. Health Protection Condition that is favorable and recognizes a downward trend of cases (below HPCON C).

**Additional Guidance For COs/OICs**

COs/OICs should review travel plans carefully and implement risk mitigation measures when appropriate based on:

- A Sailor’s leave destination and the location’s rate of COVID-19 documented cases
- Other factors such as unit employment schedule which may reduce level of risk a CO or OIC is willing to assume

*Wear face coverings, wash hands often, and practice social/physical distancing*

**We must remain vigilant!**

**Policy Guidance Links:**

Q1. Why is this being done?
A1. We recognize the need to restart travel so that Sailors can move and conduct personal business in an unrestricted manner. The Secretary of Defense wants to do that safely and using data that will prevent a spike in COVID-19 cases. This plan is conditions-based, and we feel it best serves our fleet and keeps them safe.

Q2. Some people seem to be facing hardship with the stop movement – are waivers available for people who might have recently sold their homes?
A2. This policy is meant to protect our force, but we have instituted appropriate mechanisms to ensure that families and Sailors who may be in hardship have a way to get to their next duty station. We are encouraging Sailors at all levels to work with their chain of command. Waivers to the travel restrictions remain in effect as when we initially stopped all movement in March. The criteria is as follows: 1) Determined to be mission-essential, 2) Necessary for humanitarian reasons, or 3) Warranted due to extreme hardship. Again, we want to make sure every single Sailor and family member is taken care of in this uncertain time.

Q3. Who is determining green or red status?
A3. We have a team of experts in place to closely monitor this situation and will be using COVID-19 special data collection technology to make assessments. We are also taking direct input from our local installation commanders. They are the true eyes and ears on the ground, and we respect their assessment to how local conditions are progressing. They are also ensuring that we have critical services like childcare and available moving companies before we lift restrictions. We want to ensure the health of our force before making a “green” determination.

Q4. So does “green mean go” still apply when commanding officers are determining leave approval?
A4. Our system for assessing all other movement that is not for personal leave/liberty remains in effect, which is indeed governed by two factors, one at the state/region level and one at the installation level. Travel to a red area made in conjunction with personal leave can now be approved by the commanding officer. We are counting on commanding officers to assess each request on a case-by-case basis and determine the safety of the individual before approving the leave.

Q5. When can we hold conferences again?
A5. All conferences and other similar events will be held virtually until an area transitions out of stop movement status as detailed in the most recent update NAVADMIN (168/20). We’re not in a race to start conferences back up again, particularly given Centers for Disease Control guidance to keep event gatherings at a minimum. Our force has adapted to a virtual world, and we want to continue to maximize use of these technologies to stay connected.

Q6. What are some of the conditions that go into the factor of “green?”
A6. Conditions to resume unrestricted travel rest on two overarching factors: (1) state and/or regional criteria, and (2) installation-level criteria based on conditions in and surrounding DoD installations, facilities, and locations. We want to align with existing conditions at the state/region level while empowering installation commanders to ensure the battlespace is postured to resume unrestricted movement. This two-factor approach meets that aim.

Q7. How is “mission essential” travel defined and will I be able to PCS?
A7. Mission-essential travel refers to work that must be performed to ensure the continued operations of mission-essential functions, including positions that are deemed key and essential. Your best bet is to check with your detailer and your gaining command. If the unit you are going to is deploying, for instance, you will likely proceed forward.

Q8. Where can Sailors find more information concerning COVID-19 guidance?
A8. Navy military members and their families who have questions regarding COVID-19 guidance or entitlements associated with stop movement should contact the MyNavy Career Center (1-833-330-6622) or emailAskMNCC@navy.mil. Detailers are ready to support all order modifications and commands should work with their placement officers. Navy civilians should work with their local human resources office.