



ALASKA MARITIME Prevention & Response Network

FAQ's: 20 December 2013

<http://www.ak-mprn.org/faq.php#tab1>

Tank Vessel

Overview:

The WA-APC-T was developed to provide oil tankers a less costly and practical option for complying with the Coast Guard's Oil Pollution Prevention Regulations in 33 CFR 155 Subpart D. Upon the Coast Guard ruling in 2010 that one-time trip waivers of the oil removal equipment requirements would no longer be allowed, oil tanker operators were left with the cost prohibitive option of funding OSROs to procure, stage and maintain substantially more oil removal equipment to meet the regulations or to operate in accordance with an industry developed and Coast Guard approved Alternative Planning Criteria that provides for an equivalent level of environmental protection. The approved APC provides a less expensive compliance option through the provision of risk reduction measures and capabilities that fulfill the objectives of the Oil Pollution Prevention Regulations including the operation of a vessel tracking system that provides a safety net, sailing on reduced risk routes and the strategic procurement of additional oil spill response equipment over time. In addition to preventing oil spills, the APC measures and capabilities also reduce the potential for the loss of vessels, life and property. The non-profit Alaska Maritime Prevention and Response Network was established to implement the administrative, operational and equipment procurement components of the WA-APC-T.

To which vessels does this Western Alaska Alternative Planning Criteria for Tank Vessels [APC-T] apply?

Oil tankers and vessels carrying oil as secondary cargo operating in the Western Alaska Captain of the Port Zone west of Cook Inlet within 200 miles of shore with the vessel's last or next port call a U.S. port.

As per Coast Guard regulations in 33 CFR 155, "Oil tanker means a self-propelled vessel carrying oil in bulk as cargo, including integrated tug-barges designed for push-mode operation. A "Vessel carrying oil as secondary cargo" is a vessel carrying oil pursuant to a permit issued under 46 CFR 30.01–5, 46 CFR 70.05–30, or 46 CFR 90.05–35 or pursuant to an International Oil Pollution Prevention (IOPP) or Noxious Liquid Substance (NLS) certificate required by §§151.33 or 151.35 of this chapter; or any uninspected vessel that carries oil in bulk as cargo.

What has changed and now requires participation in the APC-T?

In 2009, the COTP Western Alaska notified marine operators that the Coast Guard would no longer issue one-time "trip waivers" or Interim Operating Authority for oil tankers' oil spill Vessel Response Plan's (VRP) in Western Alaska that allowed vessels to operate without meeting all of the oil spill removal capabilities required by 33 CFR 155 Subpart D. At the request of the Coast Guard a marine industry work group developed and submitted an Alternative Planning Criteria that provided for practical and cost effective measures and capabilities to meet the

objective of the Oil Pollution Prevention regulations' by reducing the risk of maritime incidents that result in oil spills.

What do I get if I participate in the APC-T?

Participation allows for consistent compliance standards, longer VRP approval periods, and enhanced pollution prevention tools through the operation and expansion of a vessel tracking and "safety net" using both AIS (Automatic Identification System) and satellite transponders.

What is a vessel participating in the WA-APC-T required to do?

A participating vessel is required to comply with the risk reduction operating and notification procedures in the APC as well as contribute to the funding of the vessel tracking network/safety net and the procurement of additional oil spill response equipment. The Network web site describes the operating and notification requirements which include maintaining a safe distance offshore depending on the vessel's operations and timely notification of maritime incidents affecting the vessel's safety to the Coast Guard.

What is the Alaska Maritime Prevention and Response Network or "The Network"?

"The Network" is a recently formed Alaska based nonprofit corporation created to administer the operational and equipment procurement requirements of the WA-APC-T.

How much does it cost to participate and where does that money go?

First year APC-T participation fees are \$6,000 per covered oil tanker or \$1,800 for a secondary oil cargo carrier. The funds will be used to administer the Network, contribute to maintaining a 24 hour AIS/Satellite vessel tracking network watch, expand vessel tracking prevention systems and initiate planning required for the Coast Guard mandated expansion of response resources in Western Alaska. The fee structure may vary year to year depending on the number of participants and options for meeting future Coast Guard requirements.

What happens to my Tanker or secondary carrier VRP for WAK Geographic Specific Appendix if I join The Network?

The Coast Guard will approve your VRP for Western Alaska provided OSRO coverage is also confirmed. Participation in the Network can be demonstrated by the presentation of a Network issued "Certificate of Participation" to the Coast Guard. This document along with confirmation of OSRO coverage will result in the determination that your operations are in compliance with OPA'90 tank vessel regulations in Western AK.

How do I enroll in The Network?

Contact the Network at www.ak-mprn.org to learn more about the APC-T and how you can participate. The enrollment form is available at this web site.

How long does my subscription in The Network last?

The Network issues Certificates of Participation through the end of a calendar year.

What is expected to happen with The Network in the future?

The APC-T was created to manage the development of a viable pollution prevention and response system in Western AK. The Network will work on behalf of subscribers to seek Coast Guard approval of a multi-year plan to identify and employ cost effective tools to meet this objective.

What happens if I do not join The Network?

Since each plan holders' operations are different the implication of not joining the Network varies. Failure to participate in the APC could lead to the assessment of penalties from the Coast Guard for non-compliance with 33 CFR 155 Subpart D. VRP administrators are best suited to advise operators on whether failure to participate in the Network could impact compliance with federal oil pollution regulations applicable to each operator.

If I already pay for OSRO coverage, why do I have to pay The Network?

Due to the enormity and remoteness of Western Alaska's maritime region and the high cost of fully meeting the Oil Pollution Prevention regulations' oil spill removal equipment requirements, presently there is no OSRO that meets all of the nearshore, offshore and ocean oil spill removal equipment capabilities requirements. The Coast Guard has determined the risk reduction measures and capabilities combined with the procurement of additional response equipment that will be provided by the APC in conjunction with available OSRO capabilities provides oil spill removal capabilities sufficient to meet the requirements of 33 CFR 155 Subpart D. Since applicable regulations still require a "contract or other approved means" relationship with an OSRO for plan approval, each operator is still required to have a direct relationship with OSRO's in Western AK. Depending on how the Network develops in the future, this requirement may change.

How do I address the Tier 3 provisions of the APC?

Membership or a Subscription with Alaska Chadux Corporation fulfills this requirement. Recognizing the APC was requested because full compliance with oil spill removal equipment requirements in Subpart D of 33 CFR 155 is not economically viable, the Coast Guard required the APC include a provision for obtaining additional response equipment to close gaps in capabilities. To address this the APC states "Participants in the WA-APC-T will have by contract or other approved means access to oil spill response resources through a regional OSRO in Western Alaska as well as access to Tier 3 offshore, open ocean and nearshore response capabilities from out of region when these capabilities are not available in the area of coverage." As other OSROs were unable or unwilling to provide this solution, Alaska Chadux developed a Cascade Plan presented to the Coast Guard identifying relationships and equipment that can be brought to the Western Alaska region to meet this requirement. While a contract with a Tier III OSRO for Western Alaska is not a requirement of the APC a relationship with an OSRO with access to that level of response resources is. (Alaska Chadux)

[Nontank Vessel](#)

Why is an APC needed for Alaska?

The oil spill response equipment requirements prescribed in the Coast Guard regulations cannot feasibly be achieved throughout Alaska's expansive maritime region. The Coast Guard recognized the unique compliance challenges Alaska presents and allowed for submission and compliance with "Alternative Planning Criteria" by vessel operators that achieve environmental protection objectives of the regulations through other measures. As of December 20, 2013, the Network's APC for nontank vessels is the only Coast Guard approved APC for nontank vessels operating in Western Alaska.

Must my Vessel Enroll in the Alaska Maritime Prevention and Response Network and adhere to the APC risk reduction measures?

While technically, there are five options available to vessels to address the NTV regulations, the only viable option available by 30 January 2014 is participation in the Network's APC.

What maritime regions of Alaska will the Network's APC for nontank vessels cover?

All waters encompassed by the Coast Guard Captain of the Port (COTP) Western Alaska and COTP Prince William Sound are met by the Alaska APC for nontank vessels (AK-APC-NTV). These waters extend out to 200 miles to the seaward limit of the U.S. Exclusive Economic Zone. Vessels that transit or operate in this area have various compliance options.

- A. Vessels solely operating in the inland waters of Cook Inlet or Prince William Sound can meet the spill response requirements of Worst Case Discharge Tier 1 or Maximum Most Probable Discharge as applicable, depending on the amount of oil capacity and a particular vessel's response planning standard, through membership in Alaska Chadux Corporation.
- B. Vessels operating in the nearshore, or offshore environment cannot presently meet the spill response equipment requirements without participation in a APC.
- C. Vessels operating throughout the various OSRO classification zones [inland, nearshore, offshore and ocean] can meet their collective federal NTV compliance requirements through participation in the AK APC-NTV.

Does membership in the Network include payment to access Alaska Chadux Corporation's oil spill response capabilities?

Yes, in addition to other Network services, a portion of the Network Membership Fee is applied to pay for access to Alaska Chadux's resources that satisfies Coast Guard contract or other approved means criteria. The planholder's QI or authorized Network representative will contract directly with Alaska Chadux for spill response resources at the time they are requested to be mobilized.

How can I demonstrate compliance in Western Alaska between December 31, 2013 when my existing “NTV Subscription Program” with Chadux expires and January 30, 2014 when Subpart J becomes mandatory?

The USCG authorized Chadux to extend its existing 2013 NTV certificates until Jan 30, or until the NTV operator receives a Certificate of Participation from the Network, whichever occurs first. Accordingly, Chadux has extended their 2013 NTV certificates until 30 Jan at no additional cost, as long as the NTV operator is actively working toward Network enrollment. See www.chadux.com for additional information.

If my vessel did not participate in Chadux’s “NTV Subscription Program” during 2013, how can I demonstrate compliance in Western Alaska between now and when my banking institution reopens following the holiday season?

The Network will accept enrollment forms for vessels in this category starting immediately and will issue NTV APC Certificates of Participation upon receipt of these enrollment forms. The Planholder will be invoiced for [2014 NTV APC fees](#) and will have until January 15, 2014 to remit payment.

A major component of the APC is adherence to reduced risk routing and the location of response resources that may be able to assist a disabled vessel. Will I have access to the Network’s Vessel Compliance Monitoring and Response System (VCMRS) that is operated on the Network’s behalf by the Marine Exchange of Alaska?

All planholders will be provided a user name and password that will provide them access to the VCMRS over the internet, accessed by computers, smart phones and pda’s. The VCMRS will display satellite and terrestrial AIS data from satellites equipped with AIS receivers and over 110 receiving sites extending from the Puget Sound throughout the Alaska maritime regions. A planholder may call or email the Network/ Marine Exchange 24 hour operations center to seek assistance in locating a vessel or to retrieve a misplaced access code for the system.

If my vessel is disabled how do I contact a vessel to assist?

The Network prevention and response program includes monitoring the real time locations of vessels including towing and other capable vessels with satellite transponders. The availability of these vessels varies seasonally. The Network also has contact information on these vessels and information on their capabilities, i.e. horsepower and bollard pull. The Network can provide all of this information to the owner/operator or QI upon request.

What is the role of the Network when an emergency or oil spill develops?

The Network provides the initial link between the operators QI and the suite of response resources available through participation in the APC. In addition to the OSRO and locating vessels that may be able to assist, the Network, over time, intends to secure emergency towing systems and additional spill response resources in strategic locations that can be accessed by the APC participants through their respective QI, designated response manager or incident management team as circumstances warrant.