



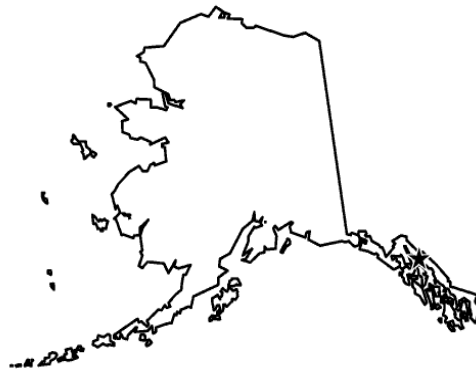
**ALASKA MARITIME**  
**Prevention & Response Network**

**Western Alaska**  
**Alternative Planning Criteria (WA-APC-T)**  
**Resubmission November 2012**

Amended February 2013 and April 2013

Corrected Copy July 2013

For Oil Tankers and Secondary Oil Cargo Carriers  
Operating in Western Alaska



Submitted by:

Alaska Maritime Prevention and Response Network

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## WA-APC-T

### Western Alaska-Alternative Planning Criteria for Oil Tankers November 2012 – Amended April 2013

#### Introduction

This document amends two previously submitted Western Alaska oil spill response Alternative Planning Criteria for oil tankers (WA-APC-T) Status Report and Resubmission documents dated November 2012 and February 2013 to incorporate additional information and risk reduction procedures requested by COTP Western Alaska.

Information related to the WA-APC-T in this document is presented in two parts. The first is the six month progress report outlining actions taken to implement the WA-APC-T. The second describes future plans for continued build out of risk prevention measures and enhanced response capabilities of the WA-APC-T over the next five years. The Coast Guard required that both of these issues be addressed in their agency's May 2012 approval of the WA-APC-T.

While the initial APC was submitted by the Marine Exchange of Alaska in 2011, the implementation of the APC risk prevention measures and enhanced response capabilities was undertaken by the non-profit Alaska Maritime Prevention and Response Network (Network) in March 2012 that was specifically established to implement this APC. Accordingly, the Network is the submitter of this APC progress report and summary of future plans.

#### Overview

This WA-APC-T has provided additional pollution prevention measures as a practical alternative to full compliance with the federal *Rules for the Protection of the Marine Environment Relating to Oil tankers Carrying Oil in Bulk* prescribed in 33 CFR 155 Subpart D. The submission and acceptance of an APC is authorized by Coast Guard CG-543 Policy Letter 09-02 when compliance with the regulations cannot reasonably be achieved.

The premise for the submission of this APC has been full compliance with the federal oil spill response regulations pertaining to self propelled tank vessels operating in the more remote areas of *Western Alaska* is not possible because the equipment to meet nearshore, offshore and open ocean oil spill removal requirements prescribed in Coast Guard regulations is not available in this expansive and remote region of Alaska. This

remains the situation and the limited numbers of vessels subject to these regulations continues to make it economically unfeasible to meet these requirements. This APC, in conjunction with access to nearby and out-of-region oil spill removal capabilities, provides for the only practical suite of oil spill prevention measures and capabilities above those required in the regulations that best achieve the environmental protection objectives of OPA-90.

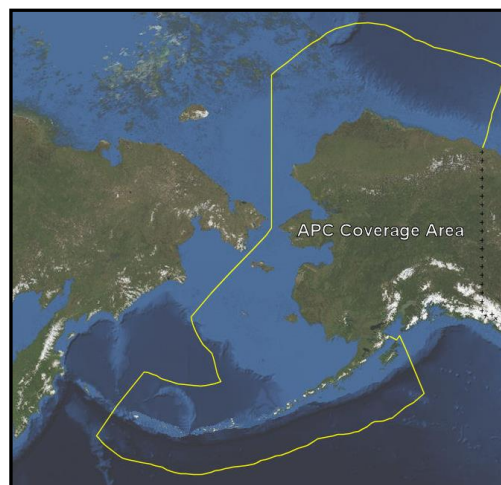
## Application

The WA-APC-T applies to the following:

*Oil tankers:* Consistent with Coast Guard regulations, oil tanker means a self-propelled vessel carrying oil in bulk as cargo, including integrated tug-barges as found in 33 CFR 1020 designed for push-mode operations.

*Vessels Carrying Oil as Secondary Cargo:* As per Coast Guard regulations, means 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. In Alaska, there are several landing craft and large fishing vessels that meet the above criteria.

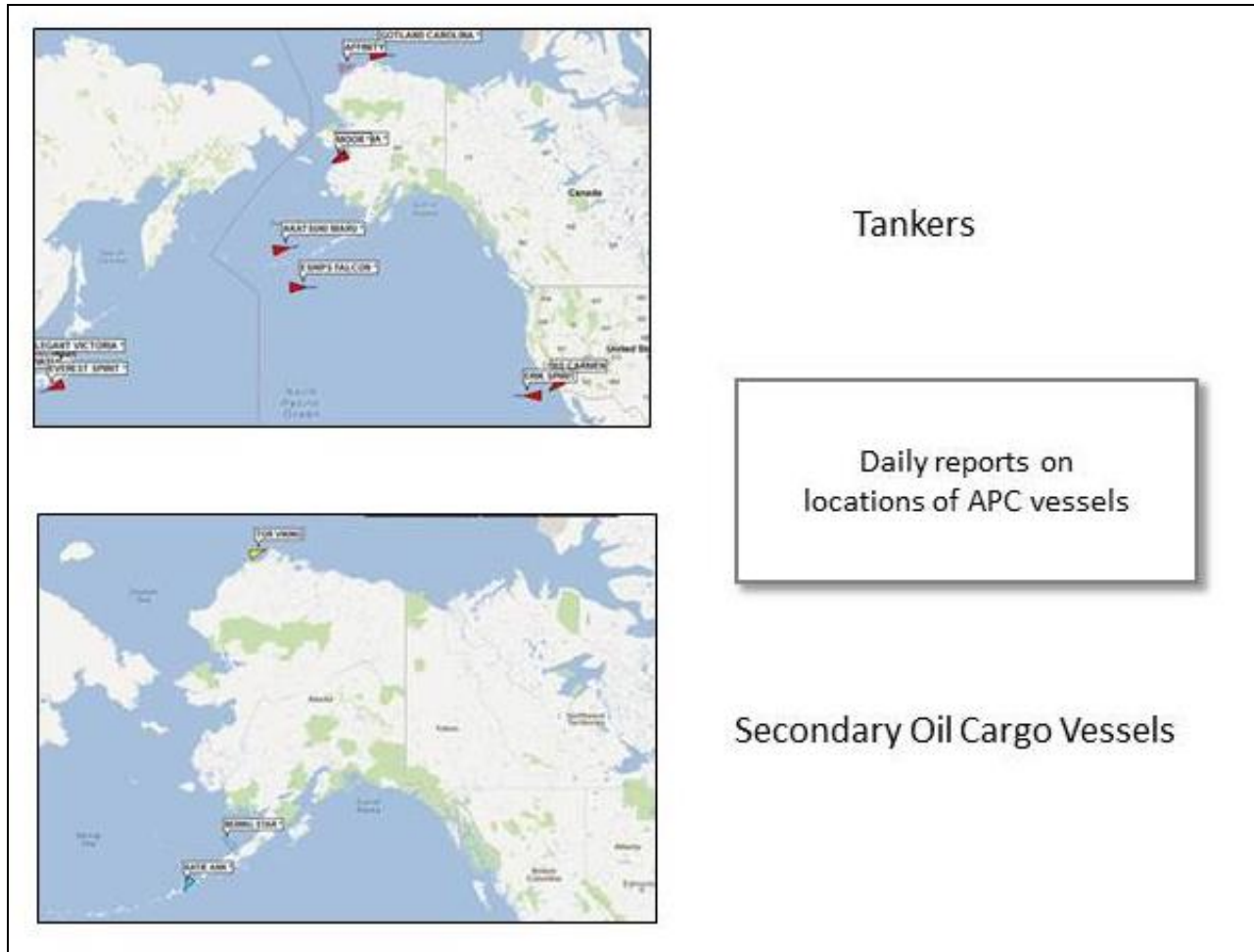
*Western Alaska:* For the purposes of this APC, *Western Alaska* refers to the waters of Coast Guard Sector Western Alaska and Captain of the Port as defined in 33 CFR 3.85-15, encompassing U.S. waters in the North Pacific Ocean, Bering Sea, Chukchi Sea and Beaufort Sea not including the waters of Prince William Sound and Cook Inlet and their approaches where existing oil spill removal capabilities meet the Coast Guard regulatory requirements.



In preparing the initial APC 2010 Automatic Identification System (AIS) vessel traffic data was reviewed and we projected that annually there would be approximately 50 oil tanker port calls and transits of *Western Alaska's* waters through the Aleutians and in the Arctic by vessels subject to 33 CFR 155 Subpart D. Since the WA-APC-T went into effect on 15 May 2012, there were 18 tankers in the first six months that participated in the APC and six tankers that the Network detected via the Marine Exchange of Alaska's AIS network that should have participated but did not, likely due to the vessel operators not knowing of the WA-APC-T compliance option. With the objective of ensuring uniform application of OPA-90 and not disadvantaging regulatory compliant vessels we have notified the Coast Guard of non-compliant vessels. It is the Network's understanding that COTP Western Alaska advised these vessels of the requirement and that compliance with 33 CFR 155 or participation in the Network would be required in the future.

After this APC was submitted the Coast Guard advised the WA-APC-T would also apply to secondary oil cargo carriers. In the first five months 10 secondary oil cargo carriers participated in the APC. We anticipate the number of enrollments in the Network during the winter months will decrease as ice forms in some regions of Alaska and maritime operations are reduced due to the ice and harsh winter weather. A list of the vessels "enrolling" in the Network to comply with the WA-APC-T the first six months (May 15<sup>th</sup> to November 14<sup>th</sup>, 2012) after the APC was approved is provided below as an example of a Network generated daily report on the APC vessels' locations.

	Tank Vessel		Secondary Cargo Carrier
1	Affinity	1	American Dynasty
2	Akatsuki Maru	2	American Triumph
3	Calafuria	3	Bering Star
4	Erik Spirit	4	Highland Light
5	EShips Falcon	5	Katie Ann
6	Everest Spirit	6	Northern Eagle
7	Gan-Trophy	7	Northern Jaeger
8	Gotland Carolina	8	Northern Victor
9	HS Carmen	9	Ocean Rover
10	Marikia	10	Tor Viking II
11	Moor		
12	New Alliance		
13	New Award		
14	Orestina		
15	Siteam Jupiter		
16	Widawati		
17	MT High Progress		
18	Asian Jasper		

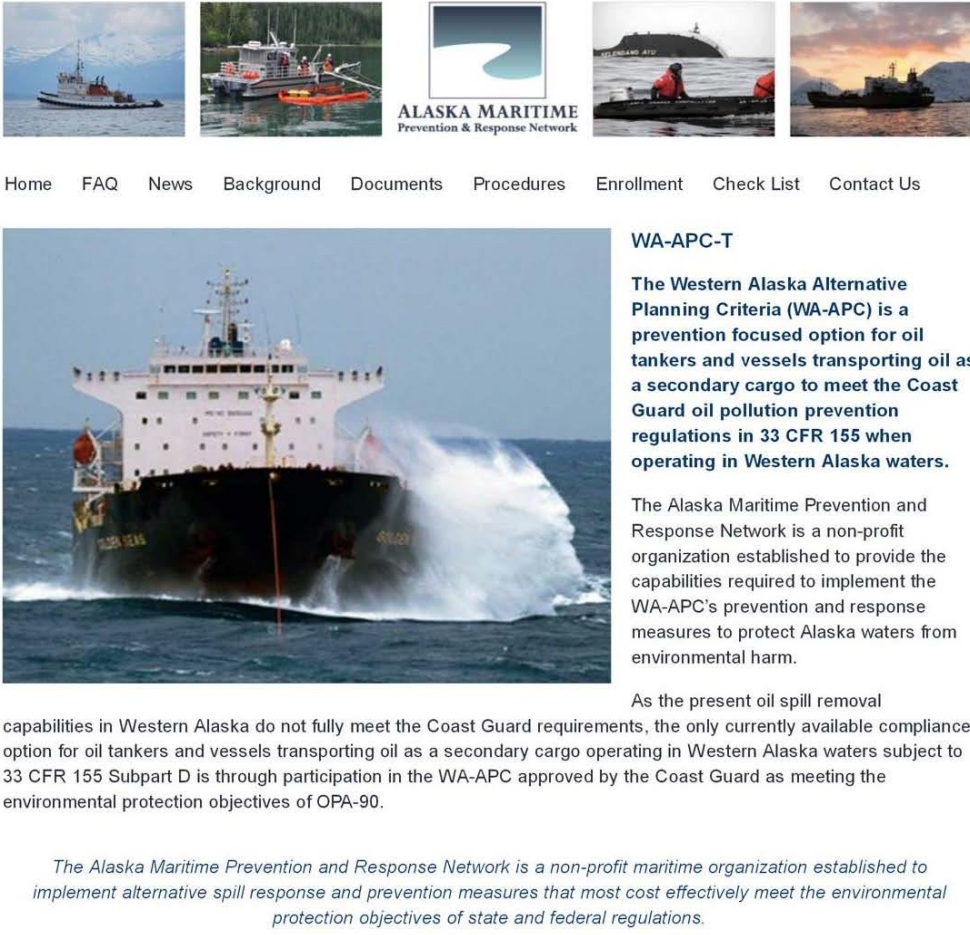


## Implementation of the APC

The following outlines what was accomplished as of the first six months of implementation of the APC with funds obtained by the Network through a loan and fees contributed by vessels enrolled in the APC.

- **Establishment of Implementing Organization:** As noted above, a non-profit organization, the Alaska Maritime Prevention and Response Network, with Articles of Incorporation, By Laws and a Board of Directors was established in the spring of 2012. The Network's mission is to implement the APC, secure funding and administer the risk reduction measures. The Network has contracted Alaska Chadux and the Marine Exchange of Alaska to provide administrative, support, AIS and satellite tracking services.

- **Dissemination of Information on APC and Enrollment:** To aid the effective dissemination of information on the APC and the implementing Network, a website at [www.ak-mprn.org](http://www.ak-mprn.org) was established in the spring of 2012. The website includes the WA-APC-T operating procedures, fees, enrollment forms, and other information for participating vessel operator. The Home Page of the Network is displayed below.



Home FAQ News Background Documents Procedures Enrollment Check List Contact Us

### WA-APC-T

The Western Alaska Alternative Planning Criteria (WA-APC) is a prevention focused option for oil tankers and vessels transporting oil as a secondary cargo to meet the Coast Guard oil pollution prevention regulations in 33 CFR 155 when operating in Western Alaska waters.

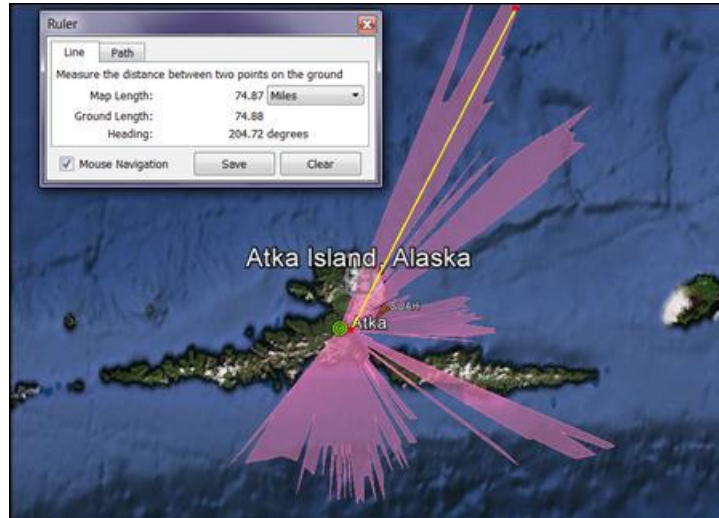
The Alaska Maritime Prevention and Response Network is a non-profit organization established to provide the capabilities required to implement the WA-APC's prevention and response measures to protect Alaska waters from environmental harm.

As the present oil spill removal capabilities in Western Alaska do not fully meet the Coast Guard requirements, the only currently available compliance option for oil tankers and vessels transporting oil as a secondary cargo operating in Western Alaska waters subject to 33 CFR 155 Subpart D is through participation in the WA-APC approved by the Coast Guard as meeting the environmental protection objectives of OPA-90.

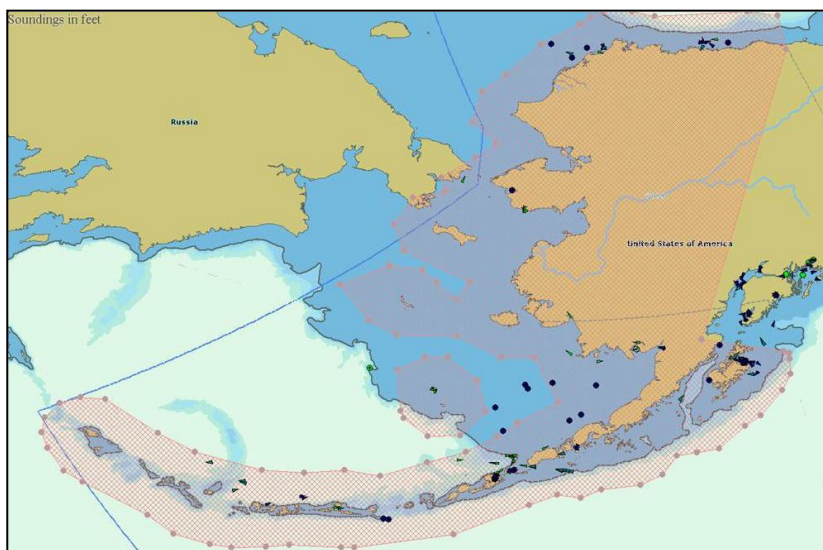
*The Alaska Maritime Prevention and Response Network is a non-profit maritime organization established to implement alternative spill response and prevention measures that most cost effectively meet the environmental protection objectives of state and federal regulations.*

Alaska Maritime Prevention & Response Network Phone: 907-463-3064 Fax: 800-783-0513 Email: [operations@ak-mprn.org](mailto:operations@ak-mprn.org)  
Design By [Skunk Cabbage Designs](#) (rs)

- **Increased AIS Monitoring Capability:** To close a gap in AIS coverage in the Aleutian Islands, the Network funded the installation and operation of an AIS receiving site on Atka Island in March 2012. The previous absence of AIS coverage in this region was a complicating factor when the M/V GOLDEN SEAS became disabled in 2010 and required assistance. The graphic on the following page shows the area where vessels were detected by this Network sponsored AIS site over a 30 day period.



- **Expanded Response Resource Tracking:** The Network additionally funded the procurement and deployment of satellite transponders on five tugs that operate in Western Alaska to allow their continuous tracking in the event their assistance was needed to aid a vessel in distress and possibly deploy an Emergency Towing System.
- **24 Hour Monitoring:** The Network provided funding to maintain a 24 hour watch to monitor APC vessels' compliance with the risk reduction measures, identify possible loss of power of participating vessels and to monitor the locations of vessels that may assist a stricken vessel. A suite of electronic “watch dogs” were set up that alert the watch when an APC tank vessel enters the EEZ (Exclusive Economic Zone), enters the safety buffer or reduces speed to less than 3 knots that could indicate loss of propulsion. A graphic showing the regions where these alerts are set and examples of messages received are provided below and on the following page.

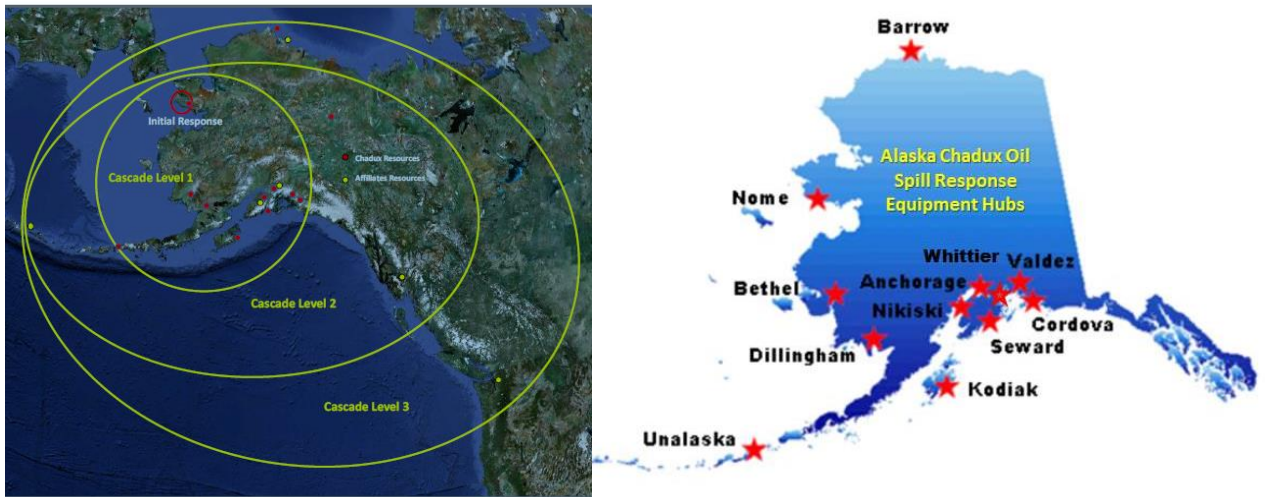


Graphic showing the regions where AIS “watch dog” alerts are set



- **Satellite AIS Tracking:** To detect the arrival of vessels prior to arrival into the APC covered area and validate compliance with offshore routing measures beyond the range of terrestrial AIS the Network procured access to a satellite AIS tracking system to complement the extensive (90+ sites) real time AIS terrestrial system built and operated by the Marine Exchange of Alaska.
- **Cascade Spill Response Plan:** To ensure nearshore and offshore spill response equipment can be mobilized in the event of a large oil spill requiring equipment in addition to what is regionally available, Alaska Chadux developed a “Cascade Plan”. Initially, in the event of an oil spill or threat Alaska Chadux will bring in response equipment from Chadux’s Western Alaska oil spill equipment hubs as needed. As of April 2013, Chadux has 12 response hubs in Western Alaska. Additional equipment will be brought in as needed from other OSROs and equipment suppliers as previously agreed and prescribed in Alaska Chadux’s Cascade Plan. (Note: See graphic on the following page that show the Cascade Plan Mobilization Levels Regions and the locations of Alaska Chadux’s response hubs) Access to the Cascade Plan resources is through the relationship each Network vessel establishes with Alaska Chadux upon enrollment. The Cascade Plan identifies sources of required equipment and the relationships required to bring the resources to the region of an oil spill to meet the equipment quantity requirements in 33 CFR 155. (Note: Due to the distances and logistics challenges in Western Alaska, the time requirement for equipment to be on scene cannot be met.) A copy of the Cascade Plan is attached as enclosure (2) to this document.





## Funding

The WA-APC-T implementing organization, the Network, has a mission of **“implementing alternative spill response and prevention measures that most cost effectively meet the environmental protection objectives of state and federal regulations.”** As a non-profit company, its business plan is to simply secure the funds sufficient to carry out the risk reduction and enhanced response measures the APC provides for in lieu of strict compliance with 33 CFR 155. A rate of \$6,000 per year of operation for tankers and \$1,800 for secondary oil cargo carriers was projected to be an appropriate fee structure that could support carrying out the APC objectives. In the first five months of operation this has resulted in \$126,000 in revenues that in turn when extended over an annual budget, provides a projected operating budget of approximately \$250,000 based on vessel activity to date. The Network’s “5 Year Work Plan” provided as enclosure (1) to this report outlines the “Enhanced Prevention” and “Enhanced Response” measures and capabilities that are presently being undertaken as well as capabilities that will be developed with the funds received from vessels participating in the Network.

Due to the limited experience with operating the Network and the uncertainties of the future of maritime activity in Western Alaska and the level of participation in the WA-APC-T it is impossible to develop a firm operating and capital budget. The Network’s goal is to allocate 35% of revenues received to operating costs of the Network’s

“Maritime Safety Net”, 25% to Capital Improvements to enhance spill prevention and response capabilities, 25% to administrative overhead and 15% for reserves.

## Future Plans

The investment in prevention and response efforts undertaken by the Network to enhance environmental protection in Western Alaska is heavily dependent on the level of participation by vessels that are affected by the Coast Guard’s oversight of vessel activity in Western Alaska and the agency’s efforts to ensure compliance with 33 CFR 155.

Based on a projected budget supported by 40 tankers and 10 secondary oil cargo carriers enrolling in the Network each year the following prevention and response enhancements will be undertaken by the Network over the next five years to best address the environmental protection objectives of OPA-90. The below identified growth is in addition to current measures and capabilities and overall is cumulative.

Non-tank Vessels: The implementation of federal non-tank vessel (NTV) regulations have the potential to have a significant impact on the number of vessels contributing to the Network and funds available to make more substantive gains in environmental prevention and response. However, as the applicability of the proposed NTV regulations is unknown as well as the need for an APC, there is insufficient information available to project the expansion, if any, of the Network when and if federal NTV regulations go into effect. The Network intends to monitor the status of the NTV regulations and remains committed to exploring options for inclusion of NTV’s in the APC’s umbrella of risk reduction measures and response enhancements for *Western Alaska*.

## Network Proposed Milestones for First 5 Years of Operation

Predicting the level of future participation in the Network program is uncertain at best. Accordingly, presenting a plan for specific future actions must be reviewed in the context of that uncertainty. The Network, however, feels the following WA-APC-T milestones are achievable with the anticipated levels of participation by tank vessels and secondary cargo carriers over the next 5 years as outlined below and in the table provided as enclosure (1).

**APC 1st Year: May 2012-May 2013**

- 24 hour Vessel Tracking Watch: The Network implemented a 7x24 watch of WA-APC-T vessels to ensure compliance with the risk reduction operating measures (e.g. offshore routing, early notification of incidents) and to monitor the location of response resources tracked by satellite transponders and AIS.
- AIS Expansion: Provided funding for build out and operation of an AIS receiving site at Atka Alaska in the WA-APC-T area of operation. (Note: both the Coast Guard and State of Alaska agencies are provided access to all Network sponsored AIS sites)
- Storm Refuge Project: Initiate a study of suitable “storm refuge” locations sought by vessels transiting the Aleutians that identifies processes and capabilities that minimize the risk presented by vessels approaching closer to shore to seek a lee. The monitoring of the storm refuge areas via AIS to ensure compliance with operating parameters and/or ensuring an Emergency Towing System is staged in the region are potential risk mitigation capabilities.
- Vessels of Opportunity: Procured and deployed satellite transponders on five tugs operating in Western Alaska that could be called upon to assist by taking a disabled vessel under tow.
- Ship Assist Systems: Undertake study of new technology to provide options for vessels in distress that do not require use of tug assist to deploy resources, such as a “Sea Arrestor” air deployable drogue for large vessels.
- Enhance Spill Response Capability: Evaluate response capability build out options based on numbers and types of vessels operating in Western Alaska.

**APC 2nd Year: May 2013-May 2014**

- Maintain “24” hour watch, satellite and terrestrial AIS feeds and tug tracking with transponders.
- AIS Expansion: Fund build out and operation of one additional AIS receiving site in the WA-APC-T operating area.
- Storm Refuge Project: Propose and begin to implement storm refuge program.
- Vessels of Opportunity: Include five additional response vessels (i.e. tugs, landing craft and/ or offshore supply vessels) operating in Western Alaska in the Alaska Maritime Safety Net through deployment of Network funded satellite transponders.

- Ship Assist Systems: Begin capital account to accumulate funds to evaluate and acquire ship assist system(s).
- Enhance Spill Response Equipment Resources: Allocate portion of available capital funds to procure and stage oil spill response equipment to enhance capabilities in areas where limited resources exist.

**APC 3rd Year: May 2014-May 2015**

- Maintain “24” hour watch, satellite and terrestrial AIS feeds and vessels of opportunity with satellite transponders.
- AIS Expansion: Fund build out and operation of one additional AIS receiving site in the WA-APC-T operating area.
- Storm Refuge Project: Build out AIS to support storm refuge program.
- Ship Assist Systems: Acquire ship assist system and deploy it in a region where none are in place.
- Enhance Spill Response Equipment Resources: Allocate portion of available capital funds to procure and stage oil spill response equipment to enhance capabilities in areas where limited resources exist.

**APC 4th Year: May 2015-May 2016**

- Maintain “24” hour watch, satellite and terrestrial AIS feeds and vessel of opportunity tracking with satellite transponders.
- AIS Expansion: Fund build out and operation of one additional AIS receiving site in the WA-APC-T operating area.
- Storm Refuge Project: Maintain and monitor storm refuge program.
- Vessels of Opportunity: Include five additional response vessels (i.e. tugs, landing craft and/ or offshore supply vessels) operating in Western Alaska in the Alaska Maritime Safety Net through deployment of Network funded satellite transponders.
- Ship Assist Systems: Exercise Network’s Ship Assist System.
- Enhance Spill Response Equipment Resources

### **APC 5th Year: May 2015-May 2016**

- Maintain “24” hour watch, satellite and terrestrial AIS feeds and vessel of opportunity tracking with satellite transponders.
- AIS: Operate and maintain AIS receiving sites and provide for servicing the same.
- Storm Refuge Project: Continue storm refuge program and capabilities.
- Vessels of Opportunity: Maintain Vessel of Opportunity Program.
- Ship Assist Systems: Begin accumulating funds in Capital account to procure an additional Ship Assist System.
- Enhance Spill Response Equipment Resources: Allocate portion of available capital funds to procure and stage oil spill response equipment to enhance capabilities in areas where limited resources exist.

A table that succinctly summarizes the prevention and response measures of the APC is provided as enclosure (1) to this report

## **Progress Reports**

Annual progress reports will be sent to COTP Western Alaska regarding the implementation of the above listed WA-APC-T prevention and response capabilities as well as provide an update on the “Cascade Plan” developed by Chadux that outlines the cumulative spill response resources that can be cascaded to the location of a spill incident to augment spill resources available in the region.

The Network will also advise the COTP Western Alaska of the planned capital expansion expenditures for the upcoming year and seek input from the Coast Guard on areas where expanded capabilities are needed and the type of resources needed.

## **WA-APC-T Operating Procedures**

The risk reduction operating procedures outlined in the approved WA-APC-T have been modified several times since the original APC submission to incorporate Coast Guard COTP recommendations and are posted on the Network’s web site. Upon approval of this APC the risk operating procedures presented as enclosures 3 and 4 to this document will replace the current procedures posted in the Network’s APC web site.

## Summary

The first six months of the WA-APC-T has been a busy and productive. In addition to the start-up of a new nonprofit corporation that administers the program, systems have been developed and implemented that have allowed vessel operators from around the world to participate in and support the WA-APC-T. More importantly, support for build out of the AIS system in Western Alaska and development of a tug of opportunity program have enhanced the risk reduction components in the WA-APC-T.

The pace of development of additional capacity is limited by the number of vessels participating in the WA-APC-T. Provided the base of vessels participating grows, so too will the ability of the Network to further build out risk reduction measures and vessel response capacity. The nature of trade can also impact Network participation in the future. If tankers sailing to and from the Far East last or next port call is Vancouver B.C. instead of a U.S. port, they will not be subject to OPA-90 regulations and thus will not participate in the APC. This will accordingly reduce Network funding. It is variables such as this and the proposed NTV regulations that make it difficult to project the resources and capabilities the Network can provide in the future.

Based on the success of the past six months, the Network has demonstrated its ability to work with the Coast Guard, the regulated vessel community and other stakeholders to strategically expand risk reduction and response capability in Western Alaska well into the future.

Regards,



Captain Edward E Page, USCG (Ret)  
President

## Enclosures

- 1: Prevention and Response Measures Summary Table
- 2: Chadux Cascade Plan
3. WA-APC-T Risk Reduction Operating Procedures for Tankers
4. WA-APC-T Risk Reduction Operating Procedures for Secondary Oil Cargo Carriers

## “Network” 5 Year Work Plan

Milestone	YR 1 2013	YR 2 2014	YR 3 2015	YR 4 2016	YR 5 2017
Network Administration	Administer Programs	Administer Programs	Administer Programs	Administer Programs	Administer Programs
24 hour AIS watch	Annual Operations	Annual Operations	Annual Operations	Annual Operations	Annual Operations
AIS Expansion	Added Atka AIS Station	Buildout 1 AIS in WA-APCT area of operations	Buildout 1 AIS in WA-APCT area of operations	Buildout 1 AIS in WA-APCT area of operations	Maintain AIS operations and servicing
Storm Refuge Project	Begin study of storm refuge options	Propose and begin to implement storm refuge program	Buildout AIS to support storm refuge program	Maintain and monitor storm refuge program	Continue program
Vessels of Opportunity	Add 5 new vessels in program	Add 5 new vessels in program	Add 5 new vessels in program	Add 5 new vessels in program	Maintain VOO tracking system
Ship Assist Systems	Begin study of ship assist options	Begin capital account to acquire system[s]	Acquire ship assist system	Exercise ship assist system	Begin capital account to acquire additional system[s]
Enhance Spill Response Capability	Evaluate response capabilities in Alaska and build out options	Allocate capital to enhance oil spill response capabilities in Western Alaska	Allocate capital to enhance oil spill response capabilities in Western Alaska	Allocate capital to enhance oil spill response capabilities in Western Alaska	Allocate capital to enhance oil spill response capabilities in Western Alaska
Annual Progress Reports	Annual progress report to USCG COTP W-AK	Annual progress report to USCG COTP W-AK	Annual progress report to USCG COTP W-AK	Begin new 5 year planning initiative	Finalize new 5 year plan

Enclosure 1



## **Cascade Plan for Augmenting Oil Spill Response Equipment in Western Alaska**

Revised and Updated November 2012

The following pages list the components of Alaska Chadux Corporation's (Chadux) "Cascade Plan" to support the oil spill response requirements of the Western Alaska Alternative Planning Criteria (WA-APC-T).

ICS "215" planning worksheets have been used to outline the organizations and resources that have been identified to provide spill response equipment and have completed the Participation Form.

Participants in the Cascade Plan have identified available resources which, depending on other commitments at the time requested, may be used to respond to an oil spill threat or incident in Western Alaska. With the exception of Chadux's resources, actual contracting for Cascade Plan resources will be confirmed at time of mobilization, consistent with needs of a particular responsible party.



OPERATIONAL PLANNING WORKSHEET		6 RESOURCES OF	20" Harbor boom (1000')	>= 42" Ocean boom (1000')	EDRC (bbl/ day) [derated]	TSC fixed (1000 bbl)	TSC mobile (1000 bbl)		Class 3 vessel (large vesse	Class 4 vessel (small vesse	Class 6 vessel (workboat)	Class 8 vessel (towing)	2. DATE & TIME PREPARED		3. OPERATIONAL PERIOD (DATE & TIME)	
1. INCIDENT NAME													7. Notes	8. SPECIAL EQUIPMENT & SUPPLIES	9. REPORTING LOCATION	10. REQUESTED ARRIVAL TIME
LOCATION	5. WORK ASSIGNMENTS															
WA-APC-T Cascade Plan														May-12	Cascade 1: 0- 24 hr (pg 1 of 2)	
UNA	ACC- Dutch	APPLIED HAVE	10.0		6614	0.1	0.1								Skimmer capacities: Aquagard RBS 35- 1142, Lamor 12- 365, 2 x Skimpac 18000- 4109, Stellar- 998	
UNA	Delta Western- Dutch	APPLIED HAVE	0.5	1.2	4109	26.6	13.0								Fixed storage located in Dutch Harbor. Barge (Sea-76) counted full capacity since it is in Dutch. Skimmer capacities: 2x Skimpac 18000- 4109	
UNA	OSI- Dutch	APPLIED HAVE	0.0													
UNA	NPF- Dutch	APPLIED HAVE	2.0		2054	2.6									Fixed storage located in Dutch Harbor. Skimmer capacity: Skimpac 18000- 2054	
UNA	City of Unalaska	APPLIED HAVE	3.0		964		0.5								2 x 249 bbl minibarges, Vikoma Star skimmer-	
UNA	Dunlap Towing	APPLIED HAVE													Towing vessels- James Dunlap, Saratoga, Undaunted	
UNA	Harley Marine	APPLIED HAVE														
UNA	Magone Marine	APPLIED HAVE				2.4		4.0								
ADAK	Aleut Enterprises	APPLIED HAVE	1.0			27.2	4.5								Fixed storage located in Adak. Barge (BG8503) counted full capacity since it is in Adak. Towing vessel- Double Eagle	
Cold Bay	Aleut Enterprises	APPLIED HAVE				2.4									Fixed storage located in Cold Bay.	
		11. RESOURCES REQUIRED												14. PREPARED BY (NAME & POSITION)		
		12. RESOURCES THIS PAGE	16.5	1.2	13741	61.3	18.1		4.0	0.0	2.0	5.0	0.0			

OPERATIONAL PLANNING WORKSHEET		6 . K I N D U S T R I A L S O C I E T Y	20" Harbor boom (1000')	>= 42" Ocean boom (1000')	EDRC (bbl/ day) [derated]	TSC fixed (1000 bbl)	TSC mobile (1000 bbl)	TOTAL STORAGE (1K bbl)	Class 3 vessel (large vesse	Class 4 vessel (small vesse	Class 6 vessel (workboat)	Class 8 vessel (towing)	2. DATE & TIME PREPARED		3. OPERATIONAL PERIOD (DATE & TIME)		
1. INCIDENT NAME													7. OVERHEAD	8. SPECIAL EQUIPMENT & SUPPLIES	9. REPORTING LOCATION	10. REQUESTED ARRIVAL TIME	
LOCATION	5. WORK ASSIGNMENTS												May-12		Cascade 1: 0-24 hr (pg 2 of 2)		
ANC	ACC- Anchorage		APPLIED	8.0	0.6	5165		0.3						Skimmer capacities: 2 x Skimpak 18000- 4109, Desmi Minimax- 1056			
			HAVE														
			APPLIED														
			HAVE														
			APPLIED														
			HAVE														
			APPLIED														
			HAVE														
			APPLIED														
			HAVE														
			APPLIED														
			HAVE														
			11. RESOURCES REQUIRED	30.0		12500		25.0					14. PREPARED BY (NAME & POSITION)				
			12. RESOURCES THIS PAGE	8.0	0.6	5165	0.0	0.3	0.3	0.0	0.0	0.0	0.0				
			TIER 1 TOTAL	24.5	1.8	18906	61.3	18.4	79.7	4.0	0.0	2.0	5.0	0.0			

OPERATIONAL PLANNING WORKSHEET		6 K I N D S O U R C E S  O F	20" Harbor boom (1000')	42" Ocean boom (1000')	EDRC (bbl/ day) [derated]	TSC fixed (1000 bbl)	TSC mobile (1000 bbl)	TOTAL STORAGE (1K bbl)	Class 3 vessel (large vesse	Class 4 vessel (small vesse	Class 6 vessel (workboat)	Class 8 vessel (towing)	2. DATE & TIME PREPARED		3. OPERATIONAL PERIOD (DATE & TIME)		
1. INCIDENT NAME													7. OVERHEAD	8. SPECIAL EQUIPMENT & SUPPLIES	9. REPORTING LOCATION	10. REQUESTED ARRIVAL TIME	
LOCATION	5. WORK ASSIGNMENTS																
	ACC- Anchorage	APPLIED	8.0		2131		0.2							Skimmer capacities: Lamor 30 - 1488, TDS 118- 643			
		HAVE															
		APPLIED															
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11. TOTAL RESOURCES REQUIRED			30.0		25000		50.0						14. PREPARED BY (NAME & POSITION)				
12. RESOURCES THIS PAGE			8.0	0.0	2131	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0				
TIER 1 + TIER 2 TOTAL			32.5	1.8	21037	61.3	18.6	79.9	4.0	0.0	2.0	5.0	0.0				

OPERATIONAL PLANNING WORKSHEET		6 RESOURCES	20" Harbor boom (1000')	42" Ocean boom (1000')	EDRC (bbl/day) [derated]	TSC fixed (1000 bbl)	TSC mobile (1000 bbl)	TOTAL STORAGE (1K bbl)	Class 3 vessel (large vesse	Class 4 vessel (small vesse	Class 6 vessel (workboat)	Class 8 vessel (towing)	2. DATE & TIME PREPARED		3. OPERATIONAL PERIOD (DATE & TIME)	
1. INCIDENT NAME													Notes	8. SPECIAL EQUIPMENT & SUPPLIES	9. REPORTING LOCATION	10. REQUESTED ARRIVAL TIME
LOCATION	5. WORK ASSIGNMENTS													May-12	Cascade 3: 48-72+ hr (pg 1 of 2)	
ANC	ACC- Anchorage	APPLIED			708										Skimmer capacities: Lamor 12- 365, Crucial fuzzy drum- 343. ACC Boat 7 and Boat 8 Transport aboard Polar Bear to Dutch.	
ANC	Polar Bear	APPLIED					0.6			1.0					5 ISO tanks . Transport ACC gear.	
KOD	ACC- Kodiak	APPLIED	4.0		3196	0.5	0.1						2.0		Fixed storage = land bladders. Skimmer capacities: Aquagard RBS 35- 1142, Skimpac 18000- 2054 . Transport aboard Lazy	
KOD	M/V Lazy Bay	APPLIED								1.0					Transport ACC gear.	
KEN	ACC- Kenai	APPLIED	6.0		2697	0.1							1.0		Fixed storage = land bladders. Skimmer capacities: TDS 118- 643, Skimpac 18000- 2054	
KEN	OMSI	APPLIED								4.0					L/C Red Dog, OSV Discovery, OSV Resolution, OSV Champion. Transport ACC gear.	
	Kirby Offshore Marine, LLC	APPLIED			6162		120.5						3.0		DBL 79, DBL-106, DBL 54- took credit for 1/2 capacity. Each barge has Skimpac 18000- 2054 and towing vessel	
	Crowley Petroleum Distribution	APPLIED	3.2		14378		68.5						7.0		Barge 360, 151, 152, DBL 165-1, DBL 165-2, Raysons, 181-1- took credit for 1/2 capacity. Each barge has skimmer, boom,	
	Intrepid Ship Management	APPLIED					152.5								Barge 550-3, Ocean Reliance. Took 1/2 capacity.	
SE AK	SEAPRO	APPLIED		0.9	11808		15.0								Skimmer capacities: 3 x Foilex 250 skimmers- 3x3936	
		11. TOTAL RESOURCES REQUIRED	30.0		50000		100.0							14. PREPARED BY (NAME & POSITION)		
		12. RESOURCES THIS PAGE	13.2	0.9	38949	0.6	357.2	0.0	6.0	0.0	5.0	10.0	0.0			
		TIER 1, 2, 3 TOTAL	45.7	2.7	59986	61.9	375.8	437.7	10.0	0.0	7.0	15.0	0.0			

OPERATIONAL PLANNING WORKSHEET		6 RESOURCES	20" Harbor boom (1000')	≥ 42" Ocean boom (1000')	EDRC (bbl/day) [derated]	TSC fixed (1000 bbl)	TSC mobile (1000 bbl)	TOTAL STORAGE (1K bbl)	Class 3 vessel (large vesse	Class 4 vessel (small vesse	Class 6 vessel (workboat)	Class 8 vessel (towing)	2. DATE & TIME PREPARED		3. OPERATIONAL PERIOD (DATE & TIME)	
1. INCIDENT NAME													Notes	8. SPECIAL EQUIPMENT & SUPPLIES	9. REPORTING LOCATION	10. REQUESTED ARRIVAL TIME
WA-APC-T Cascade Plan													May-12	Cascade 3: 48-72+ hr (pg 2 of 2)		
LOCATION	5. WORK ASSIGNMENTS															
	NRC Environmental Services	APPLIED	3.0	6336										Inflatable ocean boom. Skimmer capacities: Desmi 250 weir- 2400, Foilex weir- 3936		
		HAVE														
		APPLIED														
		HAVE														
		APPLIED														
		HAVE														
		APPLIED														
		HAVE														
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		HAVE														
		APPLIED														
		HAVE														
		APPLIED														
		HAVE														
11. TOTAL RESOURCES REQUIRED			30.0		50000			100.0					14. PREPARED BY (NAME & POSITION)			
12. RESOURCES THIS PAGE			0.0	3.0	6336	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
TIER 1, 2, 3 TOTAL			45.7	5.7	66322	61.9	375.8	437.7	0.0	10.0	0.0	7.0	15.0	0.0		

## Cascade Plan Participants

- City of Unalaska
- Crowley Petroleum Distribution
- Delta Western, Inc.
- Dunlap Towing
- Harley Marine
- Kirby Offshore Marine LLC
- Lazy Bay
- Magone Marine Services
- NRCES (National Response Center Environmental Services)
- North Pacific Fuels
- Ocean Marine Services, Inc.
- Southeast Alaska Petroleum Resource Organization (SEAPRO)



## APC Operating Procedures – Oil Tankers

May 2013

The APC Operating Procedures were developed to aid the Master and Operator in ensuring all aspects of the APC are complied with while enroute and during a vessel's transit of Western Alaska waters subject to this APC.

1. The Master should have a copy of the Coast Guard approval letter and the APC Operating Procedures on board prior to sailing for Alaska waters.
2. The Master or Operator shall provide the Captain of the Port Western Alaska notice of intent to enter Western Alaska waters and to comply with this APC at least 96 hours in advance of arrival in the Exclusive Economic Zone (200 miles offshore). This notice should also be provided to the Network's operations center at [operations@ak-mprn.org](mailto:operations@ak-mprn.org) or via phone: (907) 463-3042 (24 hours). *Note: the Network may provide the notice to the Captain of the Port if requested by the vessel's Master.*

The advance notice shall include:

- Date and time of planned transit and port calls
  - Planned north or south transit of the Aleutians
  - Vessel's contact information; i.e. satellite phone or e-mail contact info
  - Commitment to comply with WA-APC-T criteria
3. Sail on Routes that Reduce Risk: The vessel shall sail lower risk routes as outlined below or notify the Captain of the Port Western Alaska before deviation if the reduced risk routing measures cannot be complied with along with an explanation of why a deviation is required.
    - On a route that places the vessel well offshore (no closer than 75 miles from the Islands of Four Mountains) in the central Aleutians where response resources are limited. This route will provide more time for assistance to be provided before a disabled vessel drifts ashore.

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## *APC Operating Procedures- Tankers*

- When on a route north of the Aleutians, sail on the Great Circle route north through the Aleutian Chain in the vicinity of Unimak Pass and south through the Aleutians west of Adak to provide a safe distance, no closer than 75 miles from shore offshore. When making *Western Alaska* port calls, variances from the reduced risk route will only be modified to safely navigate to and from the port.
- When on a route south of the Aleutians, sail no closer than 75 miles from shore to provide a safe distance except when making *Western Alaska* port calls in which case this route should only be modified to safely navigate to and from the port.

In the Arctic region of *Western Alaska*:

- On a route that place them no closer than 10 miles from the shore in the Beaufort and Chukchi Seas when in the U.S. EEZ.
4. Transits in Waters with Ice Conditions: The vessel's Master shall evaluate weather and ice conditions prior to entering Western Alaska waters and if ice may be encountered, shall ensure the vessel's hull is suitable for operating in the projected ice conditions and the following guidelines adhered to when ice is encountered.
    - a. Ensure the proper operation of all vessel machinery in ice impacted waters and when ambient air temperatures to -40 degrees F. This includes but is not limited to emergency fire pumps, generators and mooring winches.
    - b. Ensure an adequate vessel draft is maintained to keep the vessel's sea suction and propeller well below the ice to prevent ice from sliding under the vessel.
    - c. Unless the vessel is designed to break ice, the vessel should not force ice at any time. "Forcing Ice" is defined as making way through ice that is substantial enough to significantly slow the speed of the vessel, or when the vessel slows to 50% or less of the speed made before entering the ice. If the master, pilot or both believe the vessel is forcing ice, the master shall abort the transit and navigate to safer waters until more favorable conditions are present.
  5. Fuel Switching Procedures: The vessel shall comply with Coast Guard Marine Safety Alert MSA 03-09 that addressed precautions to be undertaken when switching propulsion fuels and prescribes fuel switching be completed outside of 12 miles offshore.
  6. Timely Notice of Hazardous Situation and/or Reduced Propulsion: The Master shall notify the Coast Guard of any hazardous condition, mechanical or structural failures,

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## *APC Operating Procedures- Tankers*

7. reduced propulsion due to mechanical deficiencies or need to conduct servicing or repairs while underway that affect propulsion, or other vessel casualties incurred while operating within 200 miles of Alaska's shores. The notification shall be made within one hour of occurrence and the master of the vessel will ensure hourly updates and position reports are provided to the Captain of the Port until the situation is resolved to the satisfaction of the Coast Guard. A "Hazardous Condition" as defined in 33 CFR 160.204 which includes but is not limited to any condition that may adversely affect the safety and seaworthiness of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.

### **Port Call Risk Reduction Measures**

1. Oil tankers operating under this APC will comply with the following to reduce the risk of environmental incidents when making port calls in *Western Alaska*.
  - In addition to fulfilling the required notice of arrival to the Coast Guard in 33 CFR 160, the vessel or authorized representative shall provide 96 hour advance notice of port arrival and transfer of oil cargo to the Captain of the Port Western Alaska via e-mail at [sectoranchoragearrivals@uscg.mil](mailto:sectoranchoragearrivals@uscg.mil) or via phone at (907) 271-6700.
  - The vessel will proceed at minimum safe maneuvering speed for the prevailing conditions when entering territorial seas while entering or departing port.
  - The vessel will not proceed to closer than 12 miles from the oil transfer port/facility until confirmation is received that a towing vessel is immediately available to get underway and capable to assist if needed.
  - The vessel will not proceed to closer than 3 miles from the oil transfer port/facility until a escort towing vessel is in the immediate vicinity of the tank vessel available and capable to assist as needed to ensure a safe transit and emergency towing gear on the oil tanker is operational and personnel standing by to the deploy towing gear or receive a line from the tug as the situation dictates.
  - Prior to conducting a transfer to a vessel or facility the vessel will verify with the receiving facility or vessel that an oil spill recovery barge, containment boom,

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### *APC Operating Procedures- Tankers*

deployment vessel(s) and personnel are immediately available to initiate a response in the event of an oil spill. Compliance with the above is demonstrated by:

- Facility Transfer: Conducting the transfer at a facility regulated by 33 Code of Federal Regulations Part 154 and completing a Declaration of Inspection prior to conducting the transfer.
- Vessel: Submitting a “lightering plan” to the Captain of the Port that is stamped and signed as reviewed by the Coast Guard and completing a Declaration of Inspection prior to conducting the transfer.
- When transferring to a facility, the vessel shall ensure a single containment boom is deployed around the vessel unless tides, currents and weather preclude this from being done safely and or from being effective.
- The master of the vessel transferring oil to a facility or vessel will not conduct oil transfer operations when weather conditions preclude the ability to conduct a safe oil spill response.
- If transfer operations conducted at night, operations will only be conducted if lighting meets requirements of 33CFR156.118.
- The vessel will not engage in simultaneous multiple vessel transfer to or from two cargo recipients (i.e. vessel and facility).
- The vessel conducting offshore lightering operations shall provide 48 hours advance notice of transfer to the Coast Guard Captain of the Port Western Alaska via e-mail at [sectoranchoragearrivals@uscg.mil](mailto:sectoranchoragearrivals@uscg.mil) or via phone at (907) 271-6700.

Additional information on the WA-APC and the “Network” may be obtained [www.ak-mrpn.org](http://www.ak-mrpn.org)

Enclosure 3



## APC Operating Procedures – Secondary Oil Cargo Carriers

March 2013

The APC Operating Procedures were developed to aid the Master and Operator in ensuring all aspects of the APC are complied with while enroute and during a vessel's operation in Western Alaska waters subject to this APC.

1. Documents: The Master should have a copy of the Coast Guard approval letter and the APC Operating Procedures on board prior to sailing for Alaska waters.
2. Advance Notice of Arrival: The Master or Operator shall provide the Captain of the Port Western Alaska notice of intent to enter Western Alaska waters and to comply with this APC at least 96 hours in advance of arrival in the Exclusive Economic Zone (200 miles offshore) via e-mail at [sectoranchoragearrivals@uscg.mil](mailto:sectoranchoragearrivals@uscg.mil) or via phone at (907) 271-6700. This notice should also be provided to the Network's operation center at [operations@ak-mprn.org](mailto:operations@ak-mprn.org) or via phone: (907) 463-3042 (24 hours) *Note: the Network may provide the notice to the Captain of the Port if requested by the vessel's Master.*

The advance notice shall include:

- Anticipated dates and regions vessel will operate
  - Vessel's contact information; i.e. satellite phone or e-mail contact info
  - Commitment to comply with WA-APC-T criteria
3. Timely Notice of Hazardous Situation and/or Reduced Propulsion: The Master shall notify the Coast Guard of any hazardous condition, mechanical or structural failures, reduced propulsion due to mechanical deficiencies or need to conduct servicing or repairs while underway that affect propulsion, or other vessel casualties incurred while operating within 200 miles of Alaska's shores. The notification shall be made within one hour of occurrence and the master of the vessel will ensure hourly updates and position reports are provided to the Captain of the Port until the situation is resolved to the satisfaction of the Coast Guard. A "Hazardous Condition" as defined in 33 CFR 160.204 which includes but is not limited to any condition that may adversely affect the safety

## *APC Operating Procedures Secondary Cargo Oil Carriers*

and seaworthiness of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking

#### 4. Risk Reduction Measures

- The vessel will not conduct oil transfer operations when weather conditions preclude the ability to conduct a safe and effective oil transfer and oil spill response.
- If transfer operations conducted at night, operations will only be conducted if lighting meets requirements of 33 CFR 156.118.
- The vessel will not engage in simultaneous multiple vessel transfer to or from two cargo recipients.

Additional information on the WA-APC and the “Network” may be obtained

[www.ak-mrpn.org](http://www.ak-mrpn.org)