



ALASKA MARITIME
PREVENTION & RESPONSE
NETWORK

APPENDIX G

To

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OPERATING PROCEDURES FOR TANK VESSELS

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WAK-APC-T

OPERATING PROCEDURES FOR TANK VESSELS

The Alaska Maritime Prevention & Response Network's (Network) Alternative Planning Criteria (APC) Operating Procedures were developed to mitigate the risk of maritime incidents that result in oil spills. This document outlines risk mitigation measures a master or captain of a tank vessel shall adhere to when transiting and/or operating in Alaska waters where this APC applies. Compliance with these Operating Procedures on all non-innocent passage voyages in Alaska waters where this APC applies is a condition of participating in the Network's APC. Nothing in the Operating Procedures is intended to control or limit the ultimate authority of the master or captain of a tank vessel in the safe navigation of his or her vessel or constrain the authority of the U.S. Coast Guard Captain of the Port where this APC applies.

These Operating Procedures apply to the above referenced oil tankers operating in Western Alaska waters outside of Cook Inlet in the U.S. Coast Guard Captain of the Port Western Alaska zone that extends to the seaward boundaries of the U.S. EEZ (Exclusive Economic Zone – up to 200 miles offshore).

An important component of the enhanced environmental protection and response capabilities provided by this APC is the maritime domain awareness and engagement with vessels enrolled in the Network. Accordingly, all vessels enrolled in the Network shall be equipped and use an AIS transceiver that properly transmits information on the vessel's operational and navigation status.

The Network uses the monitoring center managed and operated by the Marine Exchange of Alaska to provide timely and accurate information on a participating vessel's location and operating status. The 24/7 monitoring center uses a network of terrestrial and satellite Automatic Identification System (AIS) receivers to monitor compliance with these operating procedures. When deviations and/or anomalies are detected, the monitoring center will contact the master, owner/operator and/or U.S. Coast Guard of the situation as agreed to in the owner/operator Network Enrollment application.

1. Documents: The master shall have a copy of the U.S. Coast Guard WAK-APC-T approval letter and the relevant Operating Procedures on board prior to operating in Alaska waters where this APC applies.
2. Automatic Identification System (AIS): The master shall ensure the vessel's AIS is transmitting accurate information, including the vessel's type, dimensions, and destination. Additionally, the AIS shall transmit proper information regarding the vessel's operation. "Not Under Command" shall not be transmitted unless a vessel has encountered "extraordinary circumstances" that interfere with the safe navigation of the vessel as per the International Rules of the Road. The monitoring center will contact the ship when AIS transmissions of "Not Under Command" are broadcast to determine the nature of the problem the vessel is experiencing.

3. Reporting of Hazardous Condition: The master shall notify the monitoring center and the appropriate U.S. Coast Guard Captain of the Port 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 the U.S. EEZ (200 miles) in Western Alaska. 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 and the Network until the situation is resolved to the satisfaction of the U.S. 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.
4. Activating a Vessel Response Plan: A Vessel Response Plan (VRP) must be activated once the vessel’s Master has determined on board resources and personnel cannot meet the needs of an actual or potential incident. VRP activation occurs when the person in charge of the vessel contacts the Qualified Individual (QI) identified in the VRP and requesting assistance. The QI and alternate QI are defined in regulation as having the authority to mobilize resources and consultative services identified in the VRP, and to act as the liaison with the FOSC. The QI then assess the situation through consultative services and mobilizes response resources identified in the VRP if the incident requires.

The Network does not activate a VRP or supplant the vessel owner/operator (VO/O) – QI relationship. The Network provides assistance to the QI, VO/O, OSRO (oil spill removal organization), SMFF provider (salvage marine firefighting), USCG, and ADEC (Alaska Department of Environmental Conservation) by way of information on the vessel’s location, vessel’s status, and vessels in the area that may potentially be able to assist.

5. Routing Measures for Vessels: Offshore routing is one means of reducing the risk of marine casualties. Distance offshore provides more time for repairs to be affected by the vessel’s crew if a hazardous condition develops, provides time to respond to navigational errors and time for an assist vessel to arrive on scene before a vessel grounds. Vessels enrolled in the APC shall comply with the routing measures outlined below on all voyages, unless the master determines that due to weather or other factors it is unsafe to do so. In these instances, notice of deviation shall be made as addressed in Section 7 below. Enrolled vessels on innocent passage transits are encouraged to comply with the IMO Aleutian Areas to be Avoided (ATBA) at times when the routing measures contained in the Network APC do not otherwise apply.
 - a. Aleutian Islands: Routes between Attu and Shumagin Islands: Except when proceeding to and from an Alaskan port or lightering area, or crossing the Aleutian Islands through an authorized pass, the vessel shall maintain a distance of a minimum of **75 nautical miles offshore** and avoid transiting within the Aleutian Island Areas to be Avoided (ATBA), adopted by IMO January 1, 2016 (IMO SN.1/Circ.331). The only authorized passes crossing the Aleutian Island chain are Unimak Pass, Amukta Pass, Amchitka Pass and the pass

between Buldir Island and Agattu Island. Except for vessels transiting Unimak Pass, vessels shall maintain a distance of 12 miles or more offshore while transiting these authorized passes.

- l. Additional Area To Be Avoided (ATBA): Vessels shall ensure they do not pass closer than 12 miles from Bogoslof Island, located approximately 20 miles north of Umnak Island (53.56N 168.02W).
 - b. Western Alaska North of the Aleutian Islands (Bering Sea, Chukchi Sea and Beaufort Sea): With exception of vessels making port calls or proceeding to lightering areas, transiting vessels shall sail on a route that ensures a distance of minimum of 12 miles offshore is maintained with exception of the Bering Strait, where a distance of 3 miles offshore shall be maintained. When making *Western Alaska* port calls or proceeding to and from lightering areas reviewed by the COTP Western Alaska, variances from the reduced risk route may be modified to safely navigate to and from the port or lightering area.
 - c. Gulf of Alaska: For waters East of Shumagin Islands transiting vessels shall sail on a route that ensures a distance of minimum of 12 miles offshore is maintained except for vessels in the process of entering or departing a port or place. Shelikof Strait is not an authorized pass. Vessels calling port(s) in Cook Inlet shall enter/exit through Kennedy Entrance.
6. Adherence to Routing Measures that Reduce Risk: Notwithstanding the above listed risk reduction measures dependent on a vessel's activity, the following routing measures shall be complied with by tank vessels enrolled in the APC. The graphic on page G-6 shows the Network's risk reduction routing measures.
7. Notification of Deviation from Approved Routes: If a vessel is unable to comply with the reduced risk routes, or the vessel's master determines due to weather or the master believes it is safer to take an alternative course, the master shall notify the Network and the Captain of the Port Western Alaska as appropriate before the deviation is made. An explanation of the reason for deviation from the risk mitigation measures shall also be provided. Phone and e-mail contact information for the monitoring center and the U.S. Coast Guard Captain of the Port of Western Alaska are provided at the end of this document. If a deviation request is granted, the vessel shall notify the Network and Captain of the Port upon deviating from the approved route and upon resuming the approved route when the deviation is no longer necessary for the safety of the vessel and crew.
8. 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. In specific areas where the Captain of the Port has issued Ice Guidelines or Rules, those procedures shall control where applicable.
 - 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.
 - d. Ensure compliance with any “Ice Rules” applicable to areas when issued and effective by Captain of the Port, Western Alaska.
9. Fuel Switching Procedures: The vessel shall comply with U.S. 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.



Network Tank Coverage Area with Risk Reduction Routing Measures

ADDITIONAL PORT CALL / LIGHTERING RISK REDUCTION MEASURES

Tank Vessels operating under this APC will comply with the following to reduce the risk of environmental incidents when making port calls and/or lightering in *Western Alaska*:

- In addition to fulfilling the required notice of arrival to the U.S. Coast Guard in 33 CFR 160, the vessel or authorized representative shall provide 48-hour advance notice of transfer of oil cargo to the U.S. Coast Guard Captain of the Port Western Alaska via E-mail at sectoranchoragearrivals@uscg.mil or via phone at (907) 428-4200 and copy the APC Monitoring Center (operations@ak-mprn.org).
- The vessel will proceed at minimum safe maneuvering speed for the prevailing conditions when entering territorial seas while entering or departing port or lightering area.
- 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 an 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 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 and completing a Declaration of Inspection prior to conducting the transfer and provides information on the on-scene response capabilities and,
 - Ensuring a vessel meeting the Alaska Petroleum Distributors and Transporters (APD&T) “Agreement for Compliance” is present, or
 - A vessel with the following capabilities:
 - Transfer hoses and portable pumps sufficient to off-load the largest cargo tank in 24 hours of continuous operation,

- Containment boom in a quantity equal to three times the vessel length (compared to twice the vessel length as specified for the AMPD in 33 CFR §155),
 - Oil recovery devices with an effective daily recovery capacity (EDRC) equal to 50% of the MMPD (the lesser of 1,250 barrels per day or 5% of the cargo capacity), and
 - Temporary storage reserved in the barge capacity or through use of voids and ballast tanks equal to 10% of the two largest cargo compartments.
- 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 oil transfer operations are 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 (i.e. vessel and facility).

Contact Information:

APC Monitoring Center (Open 24/7)

Phone: (907) 463-4603

Email: operations@ak-mprn.org

Coast Guard Captain of the Port Western Alaska

Phone: (907) 428-4200

Email: sectoranchoragearrivals@uscg.mil