



ALASKA MARITIME  
PREVENTION & RESPONSE  
**NETWORK**

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**APPENDIX G**  
**To**  
**AK-APC-NTV-2017**

**OPERATING PROCEDURES FOR NONTANK VESSELS:**  
**CARGO AND PASSENGER**

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# AK-APC-NTV

## OPERATING PROCEDURES FOR NONTANK VESSELS: CARGO AND PASSENGER

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 Cargo and Passenger Nontank Vessels 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 nontank vessel in the safe navigation of his or her vessel or constrain the authority of the U.S. Coast Guard Captains of the Ports where this APC applies.

These Operating Procedures apply to the above referenced nontank vessels operating in Western Alaska waters and Prince William Sound in the U.S. Coast Guard Captain of the Port Western Alaska and Captain of the Port Prince William Sound zones that extend 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 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 Coast Guard AK-APC-NTV 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 effected 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 offshore 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 paragraph 9 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. Note: Operating procedures for small passenger vessels that operate close to shore and

present a reduced risk of grounding and environmental damage due to their size, limited oil capacity, seasonal operation and their compliance with the applicable pilotage requirements are provided in Section 8 below.

- a. Vessels Making Multiple Arrivals to Ports, Roadsteads or Anchorages: Vessels in this category shall maintain a safe distance of three miles or more offshore when proceeding directly to and from ports, roadsteads or anchorages. Advance notice of these such arrivals shall be made to the U.S. Coast Guard in accordance with applicable U.S. Coast Guard regulation and to the monitoring center (operations@ak-mprn.org).
  - b. Vessels Making Single Arrival to Port, Roadstead or Anchorage: Vessels in this category shall sail on reduced risk routes as outlined below on all voyages through Alaska waters subject to this APC except when proceeding directly to and from an Alaska port, roadstead or anchorage. Advance notice of these such arrivals shall be made to the U.S. Coast Guard in accordance with applicable U.S. Coast Guard regulations and to the monitoring center (operations@ak-mprn.org).
  - c. Vessels Transiting Alaska waters – No Arrivals to Ports, Anchorages or Roadsteads: Vessels in this category shall sail on reduced risk routes as outlined below.
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 cargo and passenger vessels enrolled in the Network's APC. Below graphic shows the Network's risk reduction routing measures.

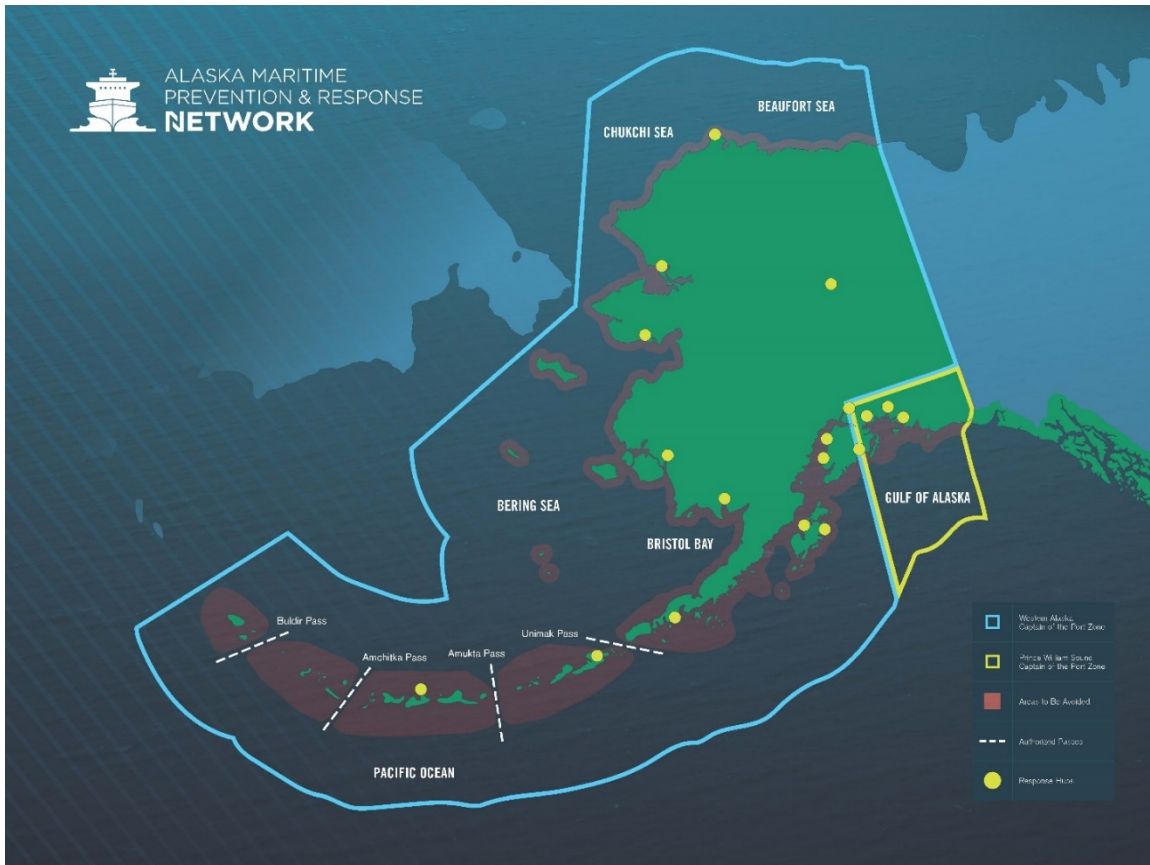


Figure G-1. Network Coverage Area with Risk Reduction Routing Measures

- a. Aleutian Islands – Routes between Attu and Shumagin Islands: Except when proceeding to and from an Alaskan port or place, or crossing the Aleutian Islands through an authorized pass, the vessel shall maintain a distance of a minimum of 50 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). Unless allowed for in paragraph 7 below, 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. With the exception of Unimak Pass, vessels shall maintain a distance of 12 miles or more offshore while transiting these authorized passes.
  - 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, 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.

- c. Gulf of Alaska: For waters East of the 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 ports in Cook Inlet shall enter/exit through Kennedy Entrance.
- 7. U.S. Cargo Vessels Sailing to and from Dutch Harbor: In addition to using the authorized passes noted above, these vessels may also use Akutan Pass provided the federal pilotage requirements are met.
- 8. Small Passenger Vessels and Yachts Operating Near Shore: To accommodate the near shore operations conducted by “small” passenger vessels and yachts the distance offshore risk reduction measures prescribed above do not apply when all of the following conditions apply;
  - a. The vessel is less than 450’ long and can be taken in tow if disabled
  - b. The vessel’s oil capacity is less than 6,000 barrels
  - c. The vessel’s operations are limited to the late spring and summer from May 15th to September 30th.
  - d. Notice of the intended route, projected dates of port calls and anchorages is provided 7 days in advance of each voyage to the appropriate U.S. Coast Guard Captain of the Port and the monitoring center. Any changes to the vessel’s voyage plan within the 7-day notification period shall be requested using the process outlined in paragraph 9 below.
  - e. The vessel meets all applicable federal and state pilotage requirements.
- 9. Notification of Deviation from Approved Routes: If a vessel master needs to deviate from 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 or Captain of the Port Prince William Sound 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 Ports of Western Alaska and Prince William Sound are provided at the end of this document. If a deviation request is granted, the vessel shall notify the Network and appropriate 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.
- 10. 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 particular areas when issued by Captain of the Port, Western Alaska and in effect.

11. 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.

### **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

#### **Coast Guard Captain of the Port Prince William Sound**

**Phone:** (907) 835-7205

**Email:** D17-PF-MSUValdezCDO@uscg.mil