



ALASKA MARITIME
PREVENTION & RESPONSE
NETWORK

APPENDIX M
To
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OPERATING PROCEDURES FOR TANK VESSELS
CARRYING GROUP II – V OIL AS CARGO

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WAK-APC-T

OPERATING PROCEDURES FOR TANK VESSELS CARRYING GROUP II – V OIL AS CARGO

The Alaska Maritime Prevention & Response Network's (AMPRN) Alternative Planning Criteria (APC) Operating Procedures are designed to mitigate the risk of maritime incidents that result in oil spills. This document outlines risk mitigation measures a tank vessel master shall adhere to when transiting in Alaska waters where this APC applies. Compliance with these Operating Procedures on all non-innocent passage voyages where this APC applies is a condition of participating in the AMPRN's APC. Vessels agree to observe these Operating Procedures, in addition to meeting all U.S. Coast Guard reporting requirements, as part of their enrollment with AMPRN.

These Operating Procedures apply to oil tankers carrying Groups II to V oil as cargo that are operating in the Western Alaska U.S. Coast Guard Captain of the Port Zone on non-innocent passage, excluding the waters of Cook Inlet and its approaches.

An important component of the enhanced environmental protection and response capabilities provided by this APC is the maritime domain management with vessels enrolled with AMPRN. Accordingly, AMPRN 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 vessel master, owner/operator and/or U.S. Coast Guard of the situation as agreed to in the owner/operator AMPRN Enrollment application.

Nothing in the Operating Procedures is intended to control or limit the ultimate authority of the tank vessel master 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.

Vessel masters shall comply with the following:

1. Documents: The vessel 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 vessel 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 vessel master shall notify the Western Alaska Captain of the Port (U.S. Coast Guard) and AMPRN Monitoring Center 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.
 - a. Per 33 CFR 160.216, a notification of hazardous conditions is required whenever there is a hazardous condition either on board a vessel or caused by a vessel or its operation, the owner, agent, vessel master, operator, or person in charge must **immediately** notify Coast Guard Sector Anchorage, and in addition submit any report required by 46 CFR 4.05-10.
 - b. The vessel master shall ensure hourly updates and position reports are provided to the Western Alaska Captain of the Port (U.S. Coast Guard) and the AMPRN Monitoring Center until the situation is resolved to the satisfaction of the U.S. Coast Guard.
 - c. A “Hazardous Condition” as defined in 33 CFR 160.202 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: the vessel master shall activate the Vessel Response Plan (VRP) 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 assesses 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 and Marine Firefighting), U.S. Coast Guard, 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. Notice of Transit Notification Requirements: the vessel master shall provide 24-Hour Notice of Transit prior to entering the Western Alaska Captain of the Port Zone on non-innocent passage voyages to/from U.S. ports. The vessel master must submit the Notice of Transit via Email to operations@AlaskaSeas.org. The following information must be included:
 - a. Intended route and estimate date of entry,
 - b. Vessel contact information (email and phone),
 - c. Oil cargo types and quantity,
 - d. Fuel types and quantity,

- e. Confirm intended route will not deviate from the routing measures,
 - f. Confirm onboard AIS is functioning properly and has been tested.
6. Routing Measures for Vessels: the vessel master shall adhere to the offshore routing noted below as this 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. The graphic on page E-7 depicts the Network's risk reduction routing measures.

Vessels enrolled in the APC shall comply with the routing measures outlined below on all non-innocent passage voyages, unless the vessel 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) and the two-way routes, precautionary areas, and ATBA in the Bering Sea and Bering Strait at times when the routing measures contained in this APC do not otherwise apply.

- a. Aleutian Islands: Great Circle Routes between Attu Island and Unimak Pass: Transiting vessels shall sail on a route that ensures a distance of minimum of **100 nautical miles** offshore between 175 degrees East and 170 degrees West Longitude 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 pass for oil tankers carrying group II-V oil as cargo while crossing the Aleutian Island chain is **Unimak Pass**. The following passes are not authorized for transit without prior approval from the U.S. Coast Guard: Amukta Pass, Amchitka Pass, and the pass between Buldir Island and Agattu Island.
 - 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): Vessels transiting through the Bering Strait must follow the two-way routes, precautionary areas, and avoid Areas to be Avoided (ATBA) in the Bering Sea and Bering Strait, adopted by IMO and in effect December 1, 2018 (IMO NCSR 5/3/7 dated 17 November 2017). For tank vessels transiting North of the Bering Strait two-way routes, precautionary areas, and ATBA, these vessels shall sail on a route that ensures a maximum distance offshore until a minimum of **100 nautical miles** offshore can be maintained approximately at 70 degrees North Latitude.
- c. Gulf of Alaska: For waters East of Unimak Pass, transiting vessels shall sail on a route that ensures a distance of minimum of **100 nautical miles** offshore is maintained East of Aleutian Island Archipelago "East ATBA". Vessels calling port(s) in Cook Inlet shall only enter/exit through Kennedy Entrance. Shelikof Strait is not an authorized pass.

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 vessel 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 AMPRN monitoring center 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. 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:

Network APC Monitoring Center (24/7)

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Coast Guard Captain of the Port Western Alaska

Phone: (907) 428-4200

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Network Tank Coverage Area with Risk Reduction Routing Measures