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## **NPDES/VGP Annual Vessel Inspections and One Time Permit Report**

U.S. Environmental Protection Agency's National Pollution Discharge Elimination System and Vessel General Permit (NPDES/VGP) regulations require a comprehensive vessel inspection be conducted annually by qualified personnel. Qualified personnel may include the vessel's master or owner/operator's representatives. The comprehensive annual inspection must cover all areas of the vessel affected by the NPDES/VGP that can be inspected without dry-docking the vessel. Special attention should be paid to areas most likely to result in a discharge. Areas that must be examined include, but are not limited to: vessel hull for attached living organisms or flaking antifouling paint;; ballast water tanks; bilges, pumps, and OWS sensors; protective seals for lubrication and hydraulic oil leaks; oil and chemical storage areas, cargo areas, and waste storage areas, and all visible pollution control measures to ensure that they are functioning properly.

Any areas that cannot be inspected without dry-docking the vessel must be inspected during the vessel's next dry-docking and documented in the dry-dock inspection reports. Also, the comprehensive annual inspection must document which parts of the vessel could not be inspected and were deferred to the next dry-docking. The annual inspection must also include a review of maintenance records to ensure that required maintenance is being performed. In areas where the annual inspection overlaps with the routine visual inspections, the annual inspection may be documented as one of the routine inspections, provided that both type of inspections are conducted.

If inspections reveal conditions that may result in a violation of the effluent limits, or indicate that control measures are not functioning properly, corrective actions must be taken to correct such conditions. All inspection results must be documented within the vessel's recordkeeping system or logbook.

Another requirement of the NPDES/VGP regulations is a One Time Permit Report. Vessel owner/operators are required to submit a one time report for each vessel between 30 and 36 months after obtaining permit coverage. The EPA is utilizing the original December 19, 2008 date to calculate the period in which the one time report is due. Therefore, the one time report is due roughly between June 19, 2011 and December 19, 2011, assuming you had coverage as of the original implementation date. For those that applied for and received coverage at a later date, your report is due 30 - 36 months from the date on which you received coverage under the VGP. The template for the report is found in Part 13 of the VGP, Appendix H and also on EPA's website at <http://cfpub.epa.gov/npdes/vessels/vesselsreporting.cfm>.



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### **Electronic Notice of Departure Reminder**

An Electronic Notice of Departure (eNOD) must be submitted to the U.S. Coast Guard's National Vessel Movement Center no less than one hour prior to departure from the last U.S. port on a voyage. In this case, the time of departure is defined as the time the vessel leaves the berth.



### **Ballast Water Reporting Forms**

Ballast Water Reporting Forms must be submitted to the National Ballast Water Clearinghouse (NBIC) prior to arrival at all U.S. Ports during a voyage. A separate form must be submitted for each U.S. port during voyages with multiple port calls.

The report forms may be submitted by email at [nbic@ballastreport.org](mailto:nbic@ballastreport.org).

We recommend that copies of the email receipts be attached to the report forms for easy examination by Port State Control inspectors.

Full requirements for ballast water reporting can be found in 33 CFR 151.2045

### **USCG Inspection Tip**

For a tank vessel or gas carrier requiring an initial or reissue of a U.S. Certificate of Compliance (COC), Title 46 of the Code of Federal Regulations, Part 153.809(a) requires that the vessel's representative provide at least seven days advance notice to the Coast Guard in the port where the exam will take place. The USCG typically holds to this seven days advance notice to schedule the exam. If your vessel is due for an exam, and is calling a U.S. port, please notify CSI as soon as possible in order that we may make proper notifications to the USCG to schedule the exam. Also, several USCG offices require that the eNOA be submitted prior to scheduling the exam. Therefore, in some cases it may be necessary to submit the eNOA well in advance of the required 96 hours.

## ***Proposed Changes in Alaska Financial Responsibility Requirements***

The Alaska Department of Environmental Conservation (DEC) has proposed to adopt regulation changes to Title 18 of the Alaska Administrative Code dealing with the dollar amount of proof of financial responsibility that must be provided to DEC by persons who operate certain oil facilities and vessels. If the proposal is approved, regulations in 18 AAC 75.235 and 18 AAC 75.270 will be amended to adjust the dollar amounts in accordance with changes to the Anchorage Consumer Price Index (CPI). The Anchorage CPI for the second half of 2010 was published in February 2011, and the increased dollar amounts correspond with the updated Anchorage CPI.

- For a tank vessel or barge carrying crude oil, the operator must prove financial responsibility for \$501.60, per incident, for each barrel of storage capacity or \$167,200,000, whichever is greater.
- For a tank vessel or barge carrying non-crude oil, the operator must prove financial responsibility for \$167.20, per incident, for each barrel of storage capacity or \$1,672,000, whichever is greater.
- For a non-tank vessel carrying predominantly non-persistent product, \$167.20 per incident for each barrel of total oil storage capacity, on the vessel or \$1,672,000, whichever is greater.
- For a non-tank vessel carrying predominantly persistent product, \$501.60 per incident for each barrel of total oil storage capacity, on the vessel or \$8,360,000, whichever is greater.

The public comment period ended June 13, 2011. The language of the final regulations may be different from the above. As of yet, we have not received any notice on the final regulations. A copy of the public notice can be found online at: <http://dec.alaska.gov/spar/ipp/docs/PUBLICNOTICE.pdf> The full proposed regulatory changes with the dollar amounts can be found online at: [http://dec.alaska.gov/spar/ipp/docs/18AAC\\_Article2.pdf](http://dec.alaska.gov/spar/ipp/docs/18AAC_Article2.pdf)

## ***California “Agent for Service of Process”***

Vessels holding a State of California Contingency Plan are required to have a local representative in the State of California appointed in the Plan who is designated to accept legal papers on behalf of the vessel, owner, and operator. This representative is referred to as an “Agent for Service of Process.” California’s definition of an Agent for Service of Process is “an individual who resides in California, or a corporation, designated to accept service of process (court papers) if the business entity is sued.” Many California Plans list the vessel’s local P+I representative as the Agent for Service of Process. CSI has developed relationships with companies who will provide Agent for Service of Process services in writing for our California Plan holding clients, at no charge for their assistance. Please contact CSI if you would like more information regarding this requirement and available services.

## **Port Security Advisory 3-11**

On May 27, 2011, the U.S. Coast Guard released Port Security Advisory 3-11. PSA 3-11 lists countries which have been deemed by the USCG to have substandard port security measures. PSA 3-11 adds the Union of the Comoros, or the Republic of Cote d'Ivoire to the list of substandard and non-compliant nations. The PSA outlines additional security measures vessels must take when calling these countries within five port calls of calling a U.S. port. Vessels calling the U.S. after calling one of the designated countries will be subject to a Conditions of Entry (COE) Security boarding in which the USCG will verify that required security measures were taken. Vessels targeted for a COE boarding will typically be issued a Captain of The Port Order restricting the vessel's movement until completion of the boarding. If your vessel receives such a COTP Order, please contact CSI in order we may provide the vessel with guidance. The Port Security Advisories may be found at <http://homeport.uscg.mil>, or you can contact CSI for a copy. CSI will keep you advised when the next Port Security Advisory is released.

## **Houston-Galveston Pre-Arrival Notices for Ships to be Lightered**

U.S. Coast guard Sector Houston-Galveston has issued a Marine Safety Information Bulletin regarding Pre-arrival Notices for Ships to be Lightered. In accordance with 33 CFR 156.215, all ships to be lightered within U.S. waters are required to submit advanced notice to the USCG Captain of The Port (COTP) nearest the lightering location at least 24 hours prior to the vessel's arrival. Vessels intending to be lightered in the Sector Houston-Galveston and Port Arthur COTP Zones are to email the required information, including vessel's name, amount of cargo onboard, estimated time of arrival in the lightering zone, duration of transfer operations, and the name and destinations of the service vessels, to [HoustonGalvestonOffshoreLighteringNotice@uscg.mil](mailto:HoustonGalvestonOffshoreLighteringNotice@uscg.mil). If the ETA to the lightering zone changes by more than six hours, an updated notice is to be submitted to the same email address. A template for the pre-arrival notice can be found online at <http://homeport.uscg.mil> by clicking on Port Directory, selecting Houston-Galveston, then clicking on "2011 Marine Safety Information Bulletins."

## **Unannounced Salvage & Marine Firefighting Notification Exercises**

U.S. Coast Guard Captain of the Port, Puget Sound has issued an Advisory dated August 19, 2011, indicating they plan to conduct unannounced notification exercises based upon a salvage and/or marine firefighting scenario. The exercise will require the completion and submission of a Verification of SMFF Contacts Exercise form. We recommend a copy of the Advisory and form be placed aboard your vessels calling the Puget Sound COTP zone. For a copy of the Advisory and form, please contact CSI.



### **IMPORTANT NUMBERS**

**National Response Center:**  
(202) 267-2675

**National Vessel Movement Center:**  
(304) 264-2502

**MTSA / ISPS Help Desk:**  
(877) 687-2243

**CSI 24 Hour Emergency:**  
(912) 233-8181

### **Q.I. Notification Drills:**

When conducting Q.I. Drills, please contact CSI by telephone at our 24-hour-number, +1 912-233-8181. While fax is also acceptable according to the PREP Guidelines, our fax machine is not monitored 24-hours. Accordingly, we prefer telephone only. When contacting CSI by telephone, please use our 24-Hour number first, rather than our individual mobile phone numbers listed in the Plan, as there may be times when we are unable to answer our mobile phones. Should for some reason our 24-hr number not be answered immediately, please call one of the individual QI numbers listed in your Plan. To document the drill, please send a follow-up email with the details of your drill. A CSI Representative will respond back, confirming a successful drill. Also please note that once a year, the Notification Drill is to be conducted outside of our office hours. Our standard office hours are Monday through Friday, 0830 to 1700, in U.S. Eastern Time. In the case of an actual spill, please always contact us by telephone immediately upon detecting the spill.



## Hydrostatic Testing of Bunker Lines

USCG Sector New Orleans has issued Marine Safety Advisory 21-11 addressing hydrostatic testing of bunker lines. 33 CFR 156.170, which outlines requirements for equipment tests and inspections, states that hoses and piping must be tested at a static liquid pressure at least 1½ times the maximum allowable working pressure (MAWP). The test fluid used for testing is limited to liquids that are compatible with the line as recommended by the manufacturer. During recent U.S. Coast Guard Port State Control exams in New Orleans, we have seen deficiencies issued due to improper annual pressure testing of bunker lines. In these cases, pressure testing was conducted pneumatically, using compressed air rather than a fluid medium. Thus far, the deficiencies issued have been easily corrected, with no delays to the vessels. In each case, the hydrostatic test was required to be conducted prior to the vessels' next U.S. bunkering, and a report of the test was sent to the U.S.C.G., clearing the deficiency. The Advisory issued by Sector New Orleans states that failure to ensure compliance with the regulation could result in a \$6,000 civil penalty for each infraction, however it goes on to state that the intent of the Captain of the Port is not to issue monetary fines prevent operators from conducting bunkering operations, but to gain compliance with the rules and regulations. Although this is a U.S. regulation, applicable to all U.S. ports, New Orleans seems to be the only port actively enforcing the regulation.

### Panama Canal Transits

At least 96 Hours prior to transiting the Panama Canal, please ensure that Notice of Acknowledgement issued by the Panama Canal Authority is on-board and valid. Please also ensure that you are conducting Authorized Person (AP) drills in accordance with Section 6 of the PCSOPEP.

### State QI Requirements

Occasionally, State regulators, particularly on the USWC, will board vessels to conduct unannounced pollution exercises. Some states, such as Oregon, require the QI to actually make notification calls to the U.S. National Response Center and/or the OSRO. If state officials board your vessel to conduct an unannounced drill, be sure to contact your immediately.

## Ship Sanitation/Derat Exemption Certificates

Recently, we have received a number of inquiries from vessels requesting information on renewal of their Ship Sanitation Certificate. As of June 15, 2007, the Centers for Disease Control and Prevention (CDC) terminated its Derat Inspection Certification Program. Deratting Exemption Certification is only a requirement for cruise ships. The Derat inspection has been incorporated into the vector control component of the World Health Organization's International Health Regulations, ship sanitation control exemption certificate inspection. The CDC is guided by these regulations as the U.S is signatory.

