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Compliance Systems, Inc. Responds to Long Beach Oil Spill

At 2142 Pacific Standard Time (PST) on November 7, 2010, Compliance Systems received a call from a client vessel reporting his vessel experienced a fuel oil spill while receiving bunkers at the anchorage in the Port of Long Beach, California. CSI immediately carried out all notifications, ensured the Oil Spill Removal Organization (OSRO) was properly activated, and immediately dispatched a representative to the scene. The CSI representative arrived on scene at 0100 PST on November 8th and carried out the initial assessment, which indicated the quantity of spilled oil was much higher than initially reported.

By early morning on November 8th, an Incident Command Post was established in the Port of Long Beach and the Incident Command System (ICS) was activated. The Unified Command (UC) consisted of: the US Coast Guard (USCG), the State of California, and CSI representing the Responsible Party (RP) and acting as the spill manager. Other agencies involved were OSRO's National Response Corporation (NRC) and Marine Spill Response Corporation (MSRC). The Long Beach Fire Department, and the California Oiled Wildlife Care Network were also actively involved to ensure the local community and wildlife were protected.

An aggressive initial response with deployment of response resources the first night was instrumental in the recovery of a substantial amount of floating oil, minimizing the spread of contamination, and ultimately shortening the response operations and reducing the overall environmental damage. The active response to the spill, estimated to exceed 2000 gallons, was completed on December 3rd. Decontamination operations for the boats, skimmers, boom, and other equipment took additional time.

The response presented a number of challenges to CSI's Spill Management Team. The incident impacted the normal operations of the Port of Long Beach, affecting river traffic and temporarily closing fisheries. The heavy oiling of the vessel's hull required finding a terminal willing to accept the vessel, so cleaning of the hull could be carried out. The contamination of sections of rocky shoreline and the determination of how clean is clean required close coordination between government and RP scientific personnel.

Throughout the cleanup, CSI worked closely with federal, state, and local agencies, the port authority, vessel owners and P&I representatives, resulting in CSI being credited with an efficient, economical and overall successful response.



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Fleet Position Lists

Please provide CSI with your fleet's weekly position reports. These position reports help us properly track your vessel's scheduled calls to U.S. ports, and gives us sufficient time to contact the USCG and other agencies to determine if any inspections are scheduled during your vessel's call. As your QI, it is also important for us to be informed of your vessels' U.S. port schedules.



Ballast Water Reporting

The U.S. Ballast Water Management reporting form must be submitted to USCG prior to arrival, regardless of whether or not the vessel is carrying ballast water or expects to conduct any ballasting operations. Ballast Water reports are required to be submitted either: 24 hours before arrival to the US port of destination, if the voyage is more than 24 hours; or before departure, if the voyage is less than 24-hours. The forms may be submitted by email to nbic@ballastreport.org.

Annual PREP Exercises

As we are underway in 2011, CSI will begin to schedule the annual National Preparedness for Response Exercise Program (PREP) tabletop exercises as required by OPA 90. When possible, we schedule multiple exercises in a geographic area in order to keep travel expenses down. If you have a preferred time of year you wish to conduct your exercise, please contact CSI in order that we may arrange.

U.S. Coast Guard Safety Alert

The U.S. Coast Guard recently issued a Safety Alert regarding Fuel Oil Quick-Closing Valves (QCVs). Coast Guard Port State Control Officers (PSCOs) are discovering QCVs intentionally blocked, modified, and poorly maintained preventing them from operating as designed during an emergency. During Coast Guard PSC Exams, vessel engineers should be able to explain maintenance requirements of the system, and provide operational test and maintenance records. Engineers should be able to describe how they test the valves, reset them after closure, and understand their operational importance. Vessels with inoperable QCVs may be subject to an operational control. Recently, a vessel in Houston was detained, specifically for blocking the QCV. A copy of the complete text of the Safety Alert may be obtained on our website or by emailing a request to CSI.

U.S. Coast Guard VGP Enforcement

The U.S. Coast Guard and the U.S. Environmental Protection Agency (EPA) have recently signed a Memorandum of Understanding (MOU) regarding enforcement related to the Vessel General Permit (VGP). Under the MOU, the Coast Guard's main role will be to assist the EPA with examining compliance with basic provisions of the VGP during Port State Control exams. The Coast Guard will report detected VGP deficiencies to the EPA. To assist its PSCOs in the enforcement of the VGP requirements, the Coast Guard has issued guidance in the form of a Policy Letter. The Policy Letter contains a Job Aid, which can also assist vessel Masters in ensuring their vessels are in compliance with the VGP requirements and also provide them with an idea of what they can expect with the Coast Guard's enforcement of the VGP requirements. A copy of the complete text of the Policy Letter may be obtained on our website or by emailing a request to CSI.

Vessels Calling Hawaii

As of February 1, 2011 the AMPD Coverage dues for Clean Islands Council (CIC) will increase to US\$3,000.00. This is due to both the current economic climate and to the more recent restructuring of their membership organization. There will no longer be a cap on the number of voyages charged per year. In the past the fees were capped at 4 voyages per vessel per year, however this will no longer be the case. It will be US\$3,000.00 per voyage for the AMPD coverage, of which \$300.00 will be applied to future capital expense. CIC advises this is the first time that any increase has been made regarding voyage fees since the fees were introduced in 1991. Kindly note CIC coverage is needed for those vessels trading to Hawaii in order to meet the necessary time frame requirements set forth for oil spill response. Please contact our office with any questions.

Annual ISM Internal Audits

Recent changes in the ISM Code require that annual Company and shipboard internal audits be conducted at intervals of no more than twelve months. In exceptional circumstances, this interval may be extended by not more than three months. The interval extension is available for shipboard audits only. Please pay close attention to the internal audit due dates in order to avoid Non-Conformities issued during Flag State inspections or external audits. CSI is staffed by a number of qualified personnel to conduct annual ISM and ISPS Internal Audits. Please contact us if your vessels are in need of an audit.

USCG Port Security Advisory 3-10

U.S. Port Security Advisory 3-10 is the most recent PSA issued to date. PSA 3-10 lists countries which have been deemed by the USCG to have substandard port security measures. 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.

Wider Caribbean Special Area—May 1, 2011

In 2010, IMO MEPC agreed to establish May 1, 2011 as the date to enforce garbage discharge requirements for the Wider Caribbean Region Special Area under MARPOL Annex V Regulations for the prevention of pollution by garbage from ships. This Special Area, which includes the Gulf of Mexico and the Caribbean Sea, was designated as a Special Area under MARPOL Annex V in July 1991. Most of the countries in the region have given notice that they now have adequate facilities in the relevant ports to handle the problem. Accordingly, the Special Area will become effective on May 1, 2011.

The Wider Caribbean is defined by MARPOL Annex V as the Gulf of Mexico and Caribbean Sea proper including the bays and seas therein and that portion of the Atlantic Ocean within the boundary constituted by the 30° N parallel from Florida eastward to 77°30' W meridian, thence a rhumb line to the intersection of 20° N parallel and 59° W meridian, thence a rhumb line to the intersection of 7°20' N parallel and 50° W meridian, thence a rhumb line drawn south-westerly to the eastern boundary of French Guiana.



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



Daylight Savings Time Begins

On Sunday, March 13, 2011, the United States begin Daylight Savings Time. For Notice of Arrival purposes, Eastern Daylight Time (East Coast) is UTC -4; Central Daylight Time (Gulf) is UTC -5; and Pacific Daylight Time (West Coast) is UTC -7. CSI is headquartered in the Eastern Daylight Time Zone.



Safety vs. Security

As we enter our seventh year of ISPS implementation, “Safety vs. Security” issues continue to present themselves. Please remember, the ISPS Code *requires* Ship Security Plans to address the Master’s over-riding authority to circumvent security measures in order to maintain the safety of the vessel and crew. A recent safety vs. security issue we have encountered involved Automatic Identification System (AIS) use. Due to the electrical power output of the AIS transmitter, tank vessel Masters have asked if the USCG will permit them to turn the AIS transmitter off during cargo operations. While the Master has overriding authority to circumvent security measures for safety reasons, permission to shutdown the AIS in port during cargo operations must be requested from the local Coast Guard Captain of the Port. Generally, the low power setting on some AISs will satisfy the safety concern. Another recurring conflict of Safety vs. Security involves locks placed on access points. Locks should never be placed on an access point in a manner that it cannot be opened from inside in case of an emergency. Some methods of securing access points in a safe manner include using security seals or tape outside the access point rather than locking devices inside the access point; using locking mechanisms that can be engaged and disengaged from outside with a key; fitting access points with a “butterfly” nut and bolt which can be released easily from inside, and secured outside with a padlock; or amending the Ship Security Plan to remove the requirement that access to the accommodation be restricted to one point only at MAR-SEC I.

No matter what method is used to restrict access to the vessel or accommodation spaces, the most important thing to remember is that **SAFETY ALWAYS TAKES PRECEDENCE OVER SECURITY!** Please contact us if you have any questions regarding our suggestions, or any questions regarding

eNOA/D Tip

The current Electronic Notice of Arrival and Departure (eNOA/D) InfoPath template version is Version 4.6. Vessels using previous versions may be unable to properly submit their eNOA without updating to the current version. We recommend that each Company’s Information Technology Department open an account with the National Vessel Movement Center’s website: www.nvmc.uscg.gov. The updated eNOA template can be downloaded from this website free of charge for distribution to each vessel in the fleet.

New York State Specific VGP Requirement

Effective January 1, 2012, any vessel covered under the VGP that operates in New York waters may not discharge treated or untreated gray water into New York waters within 3 nautical miles of shoreline, or within Long Island Sound or New York Harbor. This limit is in effect regardless of a vessel’s traveling speed.



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