



## YEAR IN REVIEW: 2014

The Alaska Maritime Prevention & Response Network (Network) is now providing federal regulatory compliance services to hundreds of vessels and is gearing up to expand and improve services this year.

The Network remains the only practical and cost effective alternative for full OPA 90 compliance in Western Alaska and Prince William Sound.

The support and encouragement as we got underway is very much appreciated – from our enrollees and partners, the U.S. Coast Guard and the Alaska Department of Environmental Conservation.

The Network is monitoring vessel compliance with risk mitigating measures 24 hours a day and enhancing oil spill response capabilities. We're working closely with operators to ensure safe routing measures specific to their operations. The U.S. Coast Guard is working closely with the Network's monitoring center to ensure timely communication with vessel operators.

The Network took a big step toward improving oil spill removal capability by making a grant to Alaska Chadux for new response equipment. This spring, Chadux will work with Aleut Corporation to stage a new response hub in Adak. They will augment response resources already in Dutch Harbor. A large vessel boom and recovery package will remain staged in Anchorage ready for deployment.

Another achievement in 2014 was establishing a more representative Network governance structure. The expanded board now includes representatives of the large Alaska fishing industry, cruise ship operators, container vessels, and the Pacific Merchant Shipping Association – a trade association representing commercial fleet operating to and from the U.S. West Coast.



## ACHIEVEMENTS: 2014

- Implemented enrollment system accommodating over 2,000 vessel operators
- Demonstrated 7x24 ability to monitor vessel compliance and maintain quality communications
- Enhanced vessel tracking capability with additional terrestrial AIS sites
- Developed and implemented Emergency Information Communications System (EICS)
- Funded OSRO acquisition and staging of 2 large vessel booming packages and a Western Alaska Rapid Response equipment package
- Expanded the Network's Board of Directors
- Delivered regular updates to USCG on Networks' effort to implement and comply with the NTV APC
- Established an office in Anchorage
- Initiated research and development of ship arrestors

## THE YEAR AHEAD: 2015

- Implement streamlined and web based enrollment system
- Develop exercise schedule
- Field evaluation of ship arrestors
- Expand participation in tug of opportunity programs
- Stage additional oil spill recovery equipment

## USCG REQUIREMENTS

USCG regulations require vessels over 400 gross tons to have spill response approvals in their Vessel Response Plan for all U.S. Captain of The Port Zones that the vessel will transit, operate in or make a port call. The Port Zone extends to the 200 nautical mile limit of the US Exclusive Economic Zone.

Oil spill removal capabilities in Western Alaska do not fully meet Coast Guard requirements. Alaska is enormous, remote and with limited infrastructure making it virtually impossible for vessel operators to meet the spill response plans required by 33 CFR Part 155. The Coast Guard recognizes this challenge and created an option for alternative compliance with these regulations known as Alternative Planning Criteria (APC).

## THE ALASKA MARITIME PREVENTION & RESPONSE NETWORK

The Network is the only practical and cost effective alternative to full OPA 90 compliance in Western Alaska and Prince William Sound.

We provide enrollees with capabilities to cost-effectively comply with 33 CFR Part 155 spill response requirements via a Coast Guard approved Alternative Planning Criteria (APC) plan for Western Alaska and Prince William Sound Captain of the Port Zones.

The Network's APC is designed to enhance risk reduction and capabilities for spill response. It has three core components:

### INFORMATION

24/7 vessel tracking and communications in partnership with the Marine Exchange of Alaska provides for real time monitoring of compliance with voluntary risk mitigating operating procedures, track the location of vessels who need to deviate from those operating procedures or are in distress as well as identify nearby vessels able to assist if needed.

### TIME

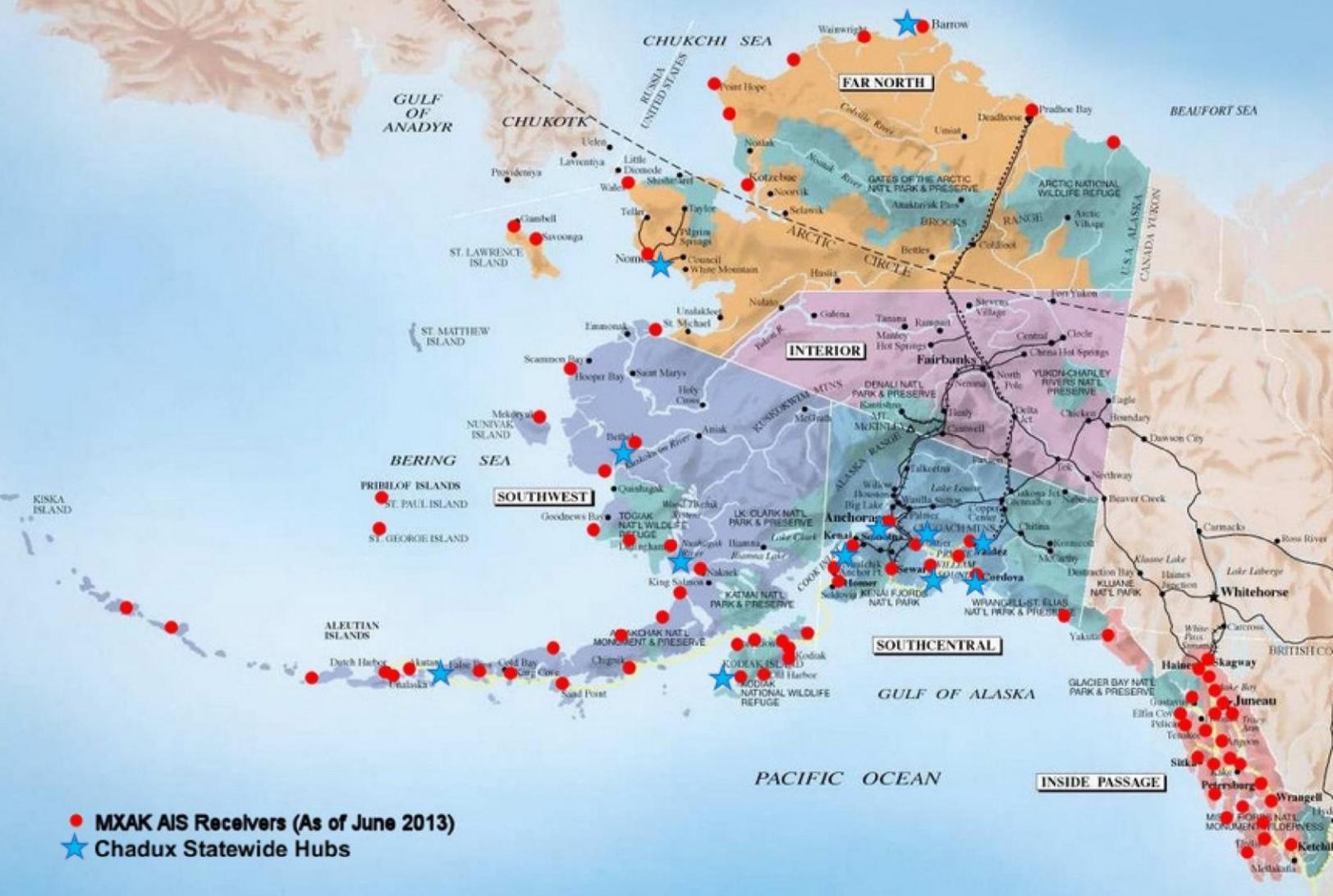
Operating procedures require vessels to transit well offshore to provide time for repairs to be made and/or assist resources or vessels to arrive on scene. Should a vessel need to deviate from offshore routing operating procedures due to severe weather or other safety issues and can do so safely, a timely review and approval by the Coast Guard is facilitated.

### RESPONSE CAPABILITIES

Network provides access to spill response equipment and special communications technology through strategic relationships with Alaska Chadux, tug companies and others.

## NETWORK APC SERVICES

- 24/7 monitoring of vessel compliance with operating procedures
- Operation of an Automatic Identification System (AIS) and satellite vessel tracking network in Western Alaska monitored 24/7
- Communications and coordination with vessels and or operator in the event of an incident
- Access to spill response resources in Alaska
- Provide funding for the required enhancement of oil spill response resources in Western Alaska
- Represent the interests of APC participants in spill response policy forums in Alaska.



# THE NETWORK

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