

Subject :
An amendment to the Regulations of California for
Oil Spill Prevention and Response

NKTECHNICAL INFORMATION

No. : 354

Date : 7 April 2000

To ship owners and shipbuilders concerned

Dear Sirs:

The regulations of California for oil spill prevention and response, regarding Oil Spill Contingency Plans, which previously only applied to tank vessels, have been amended to also apply to nontank vessels (vessels other than oil tankers). The amendment to the regulation applies to nontank vessels of 300 gross tons or greater entering Californian waters. An outline of the amendment is attached for your reference.

The amendment to the regulation has also been posted on the internet home page of the authority in charge located at <http://www.dfg.ca.gov/Ospr/regulation/ntvcplans.htm>

We recommend that the authority (whose address shown below) should be contacted for further information.

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Attachment: The outline of the Oil Spill Contingency Plans, Nontank Vessels

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(Attachment to NK Technical Information 354)

The outline of Oil Spill Contingency Plans, Nontank Vessels

1. Initial Submittal of Oil Spill Contingency Plan

Nontank vessels (vessels other than oil tankers) of 300 gross tons or greater which will enter California waters after 3 February 2000 must submit an Oil Spill Contingency Plan (hereinafter referred to as "the Plan") to the Office of Oil Spill Prevention and Response(OSPR) for their review, before entering the Waters. (*Note 1) No nontank vessel shall operate in the Waters until an owner/operator is notified in writing that the Plan meets the minimum requirements and OSPR is provided with the following information:

- 1) Vessel name, call sign, official number, length, gross tonnage, fuel type and total volume, capacity of largest tank, destination, intended route while in the Waters, and address and telephone number of both the owner and operator;
- 2) Evidence of a contract for a Maritime Association Response Plan (MARP) documenting that the Oil Spill Response Organization(s) (OSRO) that are named in the plan will provide the requisite equipment and personnel in the event of an oil spill (*Note 2) ;
- 3) A shore-based representative of the owner or operator (Qualified Individual (QI)); and
- 4) Certificate of Financial Responsibility issued by the State of California.

2. Final Approval

The Plans will be approved (or denied) within 180 days of submission. If receipt of initial submittal is acknowledged by OSPR, the nontank vessel may enter anytime into the Waters even before the final approval.

3. Plan resubmission

An updated plan shall be resubmitted on 1 September 2001, and then once every five years thereafter. However, if the Plan has not been changed, a letter to the effect may be sent to OSPR instead.

4. Plan Content(*Note 3)

The Plan should be composed of the following two separate volumes 1) and 2):

1) Initial Response Activity Manual

- Key notification information required by Section 827.02(d)
- Initial shipboard response actions. This may be omitted provided the vessel has a SOPEP.

2) Principal Volume

All required information, calculations, studies, maps and related data that are required by Sections 827.02(a) through (n) such as FO installation, drill schedules, assumed worst case spill conditions or consequence of spills from the largest single tank, trajectory analysis, resources to respond to such spills, notification, oil recovery, shoreline protection, clean-up, etc.

5. Installation requirements

When conducting bunkering in the Waters, a nontank vessel shall carry a seven-barrel spill kit for on-deck spills containing following.

- 1) sorbents sufficient to absorb seven barrels of oil;
- 2) non-sparking hand scoops, shovels, and buckets;
- 3) portable containers suitable for holding seven barrels of recovered solid waste and seven barrels of recovered liquid waste;
- 4) a minimum of 15 gallons of a deck cleaning agent;
- 5) appropriate protective clothing to protect personnel from inhalation hazards, eye exposure, and skin contact;
- 6) non-sparking portable pumps with appropriate hoses; and
- 7) the equipment required above shall remain ready and pumps with appropriate hoses shall be rigged for immediate use during bunkering operations.

- (*Note 1) On a one-time basis only, the OSPR may allow a nontank vessel to enter the Waters in a shorter time period without submitting the Plan provided the nontank vessel owner/operator provides to OSPR the information about type of cargo carried and amount of cargo on-board in addition to the all information required by 1. 1),2),3) and 4) above.
- (*Note 2) MARP means a statewide oil spill response and management plan developed and implemented by a non-profit maritime association and approved by OSPR. MARP covers all information required by Subsections 827.02(g) through (n). The owner/operator may contract for using MARP with a non-profit maritime association. It is also possible not to use MARP. However, in any case, the Plan must document that the contacted OSRO will provide requisite equipment and personnel sufficient to respond to the spills.
- (*Note 3) Fleet contingency plans may be submitted by the owner or operator that has a number of nontank vessels that transit the same or substantially the same routes in the Waters.