

**September 2003 Project Status Report
BEST INDUSTRY MANAGEMENT AND OPERATING PRACTICES
FOR OPERATORS OF LARGE COMMERCIAL VESSELS AND TANK BARGES**

The Task Force Members adopted a project in their 2002-2003 Annual Work Plan focused on working with representatives of the US Coast Guard Pacific Area and tanker operators on the West Coast to define management and operating standards that are highly protective of the environment and achievable, to be voluntarily incorporated into tank vessel chartering policies.

In February of 2003, Stan Norman of the Washington Department of Ecology and US Coast Guard Captain Scott Glover, Pacific Area Marine Safety, met with representatives from the Alaska Tanker Company, SeaRiver Maritime, Inc., Polar Tankers, Tesoro, the Western States Petroleum Association, the American Waterways Operators, and several Task Force Member agencies to discuss such voluntary industry practices to reduce the risk of oil spills. Such practices would go beyond current federal and international standards and as such, would involve additional costs, but justifications for such investments include improving safety and reducing liability.

The meeting attendees urged the Task Force to include operators of non-tank vessels in further discussions, noting that all large vessels face similar operating issues. To assist us in doing so, they agreed to rank a set of “best industry practices” with regard to which practices they considered most effective in preventing oil spills for both large vessels and tank barges. The results of that ranking process are outlined below, with brief descriptions of each practice:

Ranked from 1 to 10, with 1 considered the most effective, the average ranked scores were as follows:

Best Industry Practices for Large Commercial Vessels ¹	Existing Regulatory Gap	Ranking
<p>WATCH PRACTICES</p> <ul style="list-style-type: none"> • Improved Bridge Watch Composition • Expanded Bridge Resource Management (BRM) • Improved Coordination with Pilots • Security Rounds Required • Anchor Watch Required 	<ul style="list-style-type: none"> • Bridge Watch Composition – Third deck officer in restricted visibility not required. Lookout and helmsman allowed to be same person. • Bridge Resource Management (BRM) – Specific communication and training requirements by position not included. Pilot not included in bridge team. • Coordination with Pilots – Identification of bridge team individual responsibilities not required. Discussion of English proficiency of bridge team members not required. • Security Rounds – Not required. • Anchor Watch – Not required. 	1.25
<p>TRAINING</p>	<ul style="list-style-type: none"> • Position-Specific Training – Junior 	

¹ In addition to these Best Industry Practices for Large Commercial Vessels as proposed by the Task Force, the Alaska Tanker Company also recommended and ranked the following two practices: Work Hours (4) and Adequate Management Oversight (6).

<ul style="list-style-type: none"> Expanded Position-Specific Training Expanded Shipboard Drills 	<p>officers not required to have training in all shipboard systems. Senior officers not required to have shipboard management training. All members of the bridge team not required to have BRM training.</p> <ul style="list-style-type: none"> Shipboard Drills – Limited number of drills required. For example, oil spill response drills not required. 	2.25
NAVIGATION <ul style="list-style-type: none"> Fix Intervals Specified Berth-to-Berth Voyage Planning 	<ul style="list-style-type: none"> Fix intervals – no interval specified. Voyage Planning – berth-to-berth voyage planning not required, only between sea buoys and/or pilot stations 	2.5
EXPANDED PRE-ARRIVAL TESTS and INSPECTIONS	Very limited tests and inspections required. Critical sub-systems not covered.	5.5
IMPROVED MANAGEMENT SYSTEM	Quarterly management visits not required.	6
EXPANDED EMERGENCY PROCEDURES	Man overboard, oil spill response, and several other emergencies not covered.	6.5
EXPANDED EVENT REPORTS	Near misses and detailed causal analysis not required.	7
EXPANDED LANGUAGE REQUIREMENTS	Engineering officers not required to communicate in English.	7
TECHNOLOGY <ul style="list-style-type: none"> Improved Emergency Towing System 	<ul style="list-style-type: none"> Emergency Towing System – complete package fore and aft not required. 	8
ENGINEERING <ul style="list-style-type: none"> Steering Flat Inspection Requirements Maneuvering Fuel Management 	<ul style="list-style-type: none"> Steering Flat Inspections – not required. Maneuvering Fuel – changing to maneuvering fuel outside coastal waters not required. 	9.67
DRUG AND ALCOHOL TESTING	Should be zero tolerance. Random alcohol testing to ensure zero tolerance not required.	10
PERSONNEL EVALUATIONS REQUIRED	Periodic personnel performance evaluations not required.	10

Best Industry Practices for Tug and Tank Barge Operators	Existing Regulatory Gap	Ranking
EXPANDED TUG CREWING	Third operator not required for coastal towing.	3
TUG NAVIGATION PROCEDURES <ul style="list-style-type: none"> Voyage Planning Requirements Bar-crossing Procedure Requirements Navigation Equipment Check Requirements 	<ul style="list-style-type: none"> Voyage Planning – not required. Bar-crossing Procedures – not required. Navigation Equipment Checks – not required on routine basis. 	3
TUG CREW WORK HOURS RESTRICTED	Tanker man work hours not regulated.	3.33
EXPANDED TUG CREW TRAINING	Oil spill response and lost barge retrieval drills not required.	3.5
TUG TECHNOLOGY <ul style="list-style-type: none"> Improved Towing Equipment 	<ul style="list-style-type: none"> Towing Equipment – Twin screws and minimum bollard pull for coastal 	4.33

<ul style="list-style-type: none"> • <i>Emergency Reconnection Equipment Requirements</i> 	<ul style="list-style-type: none"> • <i>tank barge towing not required.</i> • <i>Emergency Reconnection Equipment not required.</i> 	
TUG WATCH PROCEDURES <ul style="list-style-type: none"> • <i>Expanded Navigation Watch Composition</i> • <i>Security Round Requirements</i> 	<ul style="list-style-type: none"> • <i>Navigation Watch Composition – See “Tug Crewing” above.</i> • <i>Security Rounds – not required underway.</i> 	5.5
EXPANDED TUG EMERGENCY PROCEDURES	<i>Lost barge retrieval procedures not required.</i>	5.75
TUG MANAGEMENT SYSTEM <ul style="list-style-type: none"> • <i>Enhanced Management Program</i> • <i>Vessel Visitation Requirements</i> 	<ul style="list-style-type: none"> • <i>Management Program – AWO’s Responsible Carrier Program (RCP) not accountable for non-conformities.</i> • <i>Vessel Visitation – not required quarterly..</i> 	6
TUG CREW RECORD KEEPING <ul style="list-style-type: none"> • <i>Work Hour Record Requirements</i> 	<ul style="list-style-type: none"> • <i>Work Hour Records – not required</i> 	7.33
EXPANDED TUG CREW DRUG AND ALCOHOL TESTING	<i>Should be zero tolerance. Random alcohol testing to ensure zero tolerance not required.</i>	8

The Task Force will focus this project on industry outreach during the 2003-2004 workyear, endeavoring to promote dialogue on these practices across a broad range of maritime operators on the West Coast. Besides publication of this report on our website, we will consider both media outreach and a panel presentation to an appropriate industry forum.