

# Introduction to Vessel Response Plans



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# Historical Events



EXXON VALDEX  
Prince William Sound - 1989



SELENDANG AYU  
Aleutian Islands - 2004



NEW CARISSA  
Oregon coast - 1999



COSCO BUSAN  
San Francisco Bay - 2007

# VRP Details

- ▶ VRPs are required for vessels going to or from a U.S. Port including:
  - Tankers
  - Non-tank vessels over 400 GT
- ▶ Developed by vessel owner/operator
- ▶ Geographic Specific Appendices for each COTP zone
- ▶ Response Resources
  - Contracted
  - Identified
- ▶ VRPs are approved by CG-MER
- ▶ Planning, not performance standards



# VRP Required Services



**Qualified Individual**



**Spill Management Team**



**Aerial Tracking**



**Logistical Support & Sustainment**



**On-water Recovery:  
AMPD**



**On-water Recovery:  
MMPD**



**On-water Recovery:  
WCD**



**Shoreline Protection**



**Shoreline Cleanup**



**Dispersants**



**Salvage:  
Assess & Survey**



**Salvage:  
Stabilization**



**Salvage:  
Special Ops**



**Marine Firefighting**

# National Planning Criteria (NPC)

- ▶ The requirements of 33 CFR Part 155 form the National Planning Criteria (NPC)
- ▶ Planning, not performance standards
- ▶ NPC requirements are determined by:
  - Vessel Types
    - Tank Vessel
    - Non-tank Vessel
  - Oil Volume (varies)
  - Oil Types (5 groups)
    - Group I – non persistent oils
    - Group II-IV – floating persistent oils
    - Group V – non floating oils



# National Planning Criteria (NPC)

- ▶ Conditional & relational factors continued:
  - Vessel operating environments
    - Rivers and Canals
    - Great Lakes
    - Inland
    - Oceans (Nearshore, Offshore, Open Ocean)
    - High Volume Ports
  - Response on-scene arrival (up to 3 tiers)

Tier	High Volume Port	Great Lakes	All others
1	12 hours	18 hours	24 hours
2	36 hours	42 hours	48 hours
3	60 hours	66 hours	72 hours

- Distance from COTP City / staging  
(Salvage, Marine Fire Fighting & Dispersants only)

# National Planning Criteria (NPC)

## ▶ Conditional & relational factors continued:

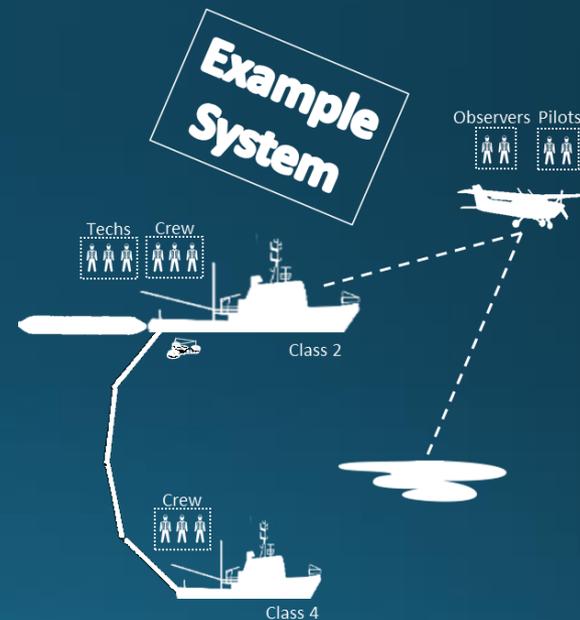
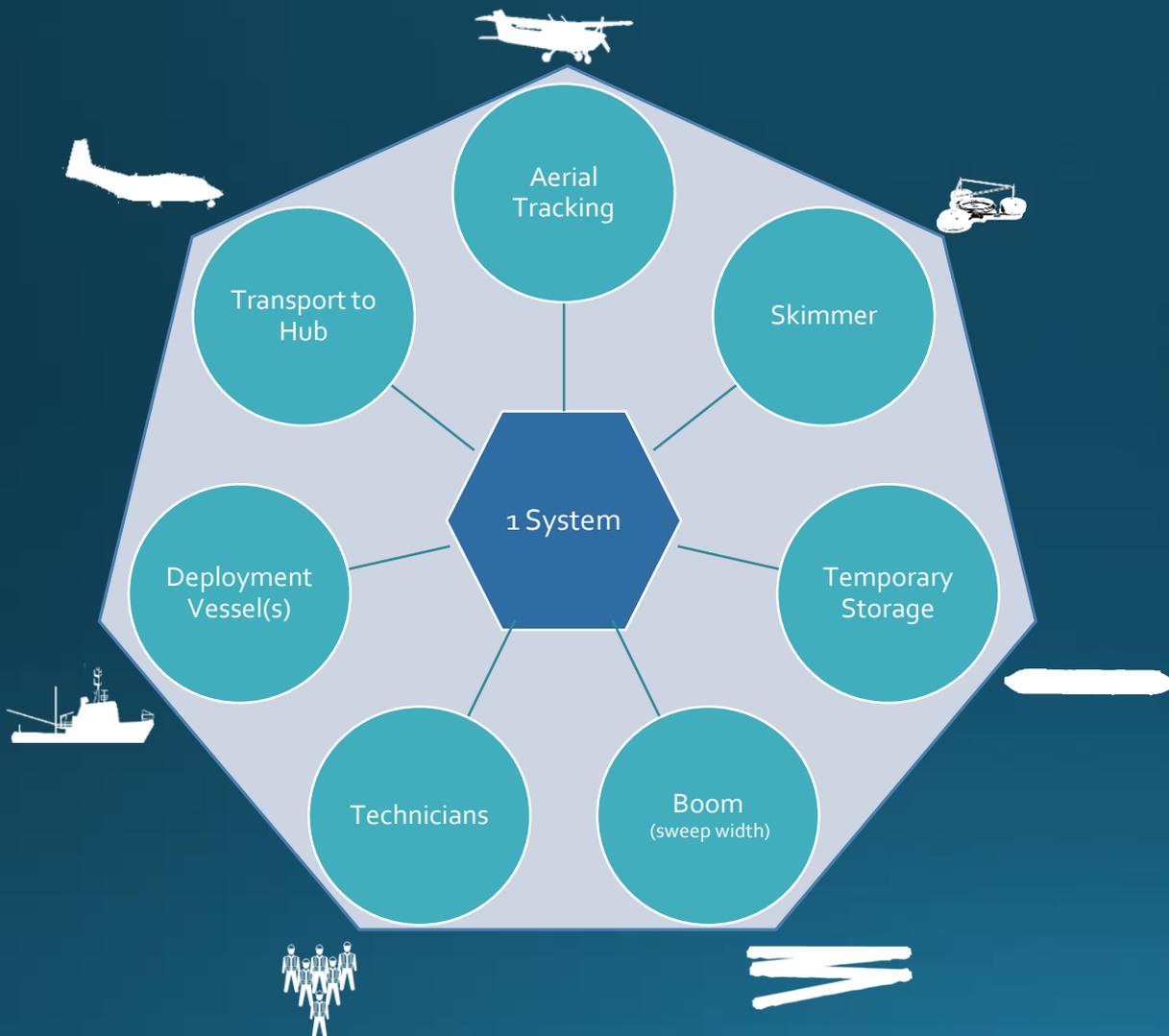
### ▪ Distance from COTP City / staging

(Salvage, Marine Fire Fighting & Dispersants only)

- CONUS: nearshore area, inland waters, Great Lakes and OCONUS  $\leq 12$  miles from COTP city
- CONUS: offshore areas and OCONUS  $\leq 50$  miles from COTP city
- OCONUS  $> 50$  miles from COTP city



# Example: OWR System Components



# VRP Requirements Example:

- ▶ Tanker entering Penobscot Bay
- ▶ Assume oil capacity = 250,000 barrels
  - ▶ 240,000 barrels cargo (group II)
  - ▶ 10,000 barrels propulsion (group IV)
- ▶ Shoreline Protection Requirements (Boom):
  - ▶ Offshore – 15,000 ft ocean
  - ▶ Nearshore – 30,000 ft ocean
  - ▶ Inland – 30,000 ft inland
- ▶ Tier Requirements:
  - ▶ Tier 1 – 24 hours
  - ▶ Tier 2 – 48 hours
  - ▶ Tier 3 – 72 hours



# VRP Requirements Example:

## ▶ Effective Daily Recovery Capacity (Skimmers)

Contract

Tier	Nearshore/Inland	Offshore	Open Ocean
1	12,500	11,360	2,760
2	25,000	17,744	4,600
3	50,000	23,856	5,520

Identified

Tier	Nearshore/Inland	Offshore	Open Ocean
1	20,950	0	0
2	30,750	0	0
3	50,000	0	0

## ▶ Temporary Storage Capacity (Daily)

Contract

Tier	Nearshore/Inland	Offshore	Open Ocean
1	25,000	22,720	5,520
2	50,000	37,488	9,200
3	100,000	47,712	11,040

Identified

Tier	Nearshore/Inland	Offshore	Open Ocean
1	41,900	0	0
2	61,500	0	0
3	78,400	0	0

# VRP Summary

- ▶ The Vessel Response Plan is the primary Federal Regulatory requirement for Vessel Owner/Operators to respond to an oil spill
- ▶ Developed by vessel owner/operator
- ▶ Geographic Specific Appendices for each COTP zone
- ▶ Contract/Identify resources
- ▶ NPC are the regulatory minimums based on vessel and operation specifics



Thank you