

# CAYMAN ISLANDS SHIPPING REGISTRY

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## Shipping Notice CISN 06/05

### United States of America: New Requirements for Response Plans on ships other than Tankers

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To: OWNERS, MANAGERS AND MASTERS of CAYMAN ISLANDS SHIPS

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#### 1. Background

- 1.1. The purpose of this notice is to make interested parties aware of the requirement for "non tank vessels" visiting the United States to carry an approved Response Plan relating to potential oil pollution incidents.
- 1.2. This requirement is likely to enter into force on 08 August 2005 and applies to all "non tank vessels" over 400 gross tonnage that carry any kind of oil as fuel when visiting the United States.
- 1.3. The new requirements are similar to existing requirements for tankers visiting the United States in that a "qualified individual" within the United States is appointed with full authority to implement removal actions in the event of an oil spill incident.
- 1.4. Full details of the requirements can be obtained from the USCG website at <http://www.uscg.mil/hq/g-m/nvic/NVIC%2001-05.doc.pdf> .

#### 2. Requirements for Response Plans

- 2.1. General Requirements. The Response Plan must meet the following general requirements:
  - 2.1.1. It is consistent with the requirements of the applicable National Contingency and Area Contingency Plans.
  - 2.1.2. It identifies the qualified individual having full authority to implement removal actions, and requires immediate communications between that individual and the appropriate Federal Official and the persons providing personnel and equipment under (2.1.3) below.
  - 2.1.3. It identifies and ensures by contract or other approved means the availability of the private personnel and equipment necessary to remove, to the maximum extent practicable, a worst case discharge (including a discharge

resulting from fire or explosion), and to mitigate or prevent a substantial threat of such a discharge.

2.1.4. It describes the training, equipment testing, periodic unannounced drills and response actions of persons on the vessel, to be carried out under the plan to ensure the safety of the vessel and to mitigate or prevent the discharge, or the substantial threat of a discharge.

2.1.5. It will be updated periodically.

2.1.6. It will be resubmitted for approval of each significant change.

2.2. Specific Requirements: Details of the specific requirements for each Response Plan can be found in "Enclosure (1) to [NVIC 01-05](#)" available at the hyperlink given above. The required section headings in the plan are:

2.2.1. General Information and Introduction.

2.2.2. Notification Procedures.

2.2.3. Shipboard Spill Mitigation.

2.2.4. Shore-based Response Activities.

2.2.5. List of Contacts.

2.2.6. Training Procedures.

2.2.7. Exercise Procedures.

2.2.8. Plan Review, Update, Revision, Amendment and Appeal Procedures

2.2.9. Specific appendices for each "Captain of the Port" in which the vessel operates.

2.2.10. Appendices for vessel specific information

### 3. Transition arrangements

3.1. The USCG has advised that, in the event that the regulations are not in effect by 09 August 2005, they may issue a two year authorisation letter allowing a vessel to operate without an approved Response Plan provided a plan has been submitted, and that plan meets the General Requirements, above.

3.2. Since the USCG expects to receive a large number of response plans, it may be unable to review them all in the detail required to issue a two year authorisation letter. They have indicated that they may issue an interim authorisation letter until a detailed review is complete.

3.3. Until superseded by Regulations, all applicable ships must have a valid authorisation letter, or interim authorisation letter, no later than 09 August 2005.

### 4. Action Required

4.1. The operators of all ships to which the above applies are strongly urged to review [NVIC 01-05](#) as a matter of urgency.

4.2. Operators are encouraged to submit their Response Plans to the USCG as soon as possible.