

§ 150.1

33 CFR Ch. I (7–1–04 Edition)

- 150.830 Reporting a pollution incident.
150.835 Reporting sabotage or a subversive activity.

RECORDS

- 150.840 What records must be kept?
150.845 Personnel records.
150.850 How long must a declaration of inspection form be kept?

Subpart J—Safety Zones, No Anchoring Areas, and Areas To Be Avoided

- 150.900 What does this subpart do?
150.905 Why are safety zones, no anchoring areas, and areas to be avoided established?
150.910 What installations, structures, or activities are prohibited in a safety zone and area to be avoided?
150.915 How are safety zones, no anchoring areas, and areas to be avoided established and modified?
150.920 How is notice given of new or proposed safety zones, no anchoring areas, and areas to be avoided?
150.925 How long may a safety zone, no anchoring area, and area to be avoided last?
150.930 What datum is used for the geographic coordinates in this subpart?

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Subpart A—General

§ 150.1 What does this part do?

This part provides requirements for the operation of deepwater ports.

§ 150.5 Definitions.

See §148.5 of this chapter for the definition of certain terms used in this part.

§ 150.10 What are the general requirements for operations manuals?

(a) Each deepwater port must have an operations manual that addresses policies and procedures for normal and emergency operations conducted at the port. The operations manual must, at a minimum, include the requirements outlined in §150.15.

(b) The operations manual is reviewed and approved by the Commandant (G–M), who may consult with the local OCMI, as meeting the requirements of the Act and this subchapter. The original manual is approved as part of the application process in part 148 of this chapter.

(c) The OCMI may approve subsequent changes to the operations manual, provided Commandant (G–M) is notified and consulted regarding any significant modifications.

(d) The manual must be readily available on the deepwater port for use by personnel.

(e) The licensee must ensure that all personnel are trained and follow the procedures in the manual while at the deepwater port.

§ 150.15 What must the operations manual include?

The operations manual required by §150.10 must identify the deepwater port and include the information required in this section.

(a) *General information.* A description of the geographic location of the deepwater port.

(b) A physical description of the port.

(c) Engineering and construction information, including all defined codes and standards used for the port structure and systems. The operator must also include schematics of all applicable systems. Schematics must show the location of valves, gauges, system working pressure, relief settings, monitoring systems, and other pertinent information.

(d) *Communications system.* A description of a comprehensive communications plan, including:

(1) Dedicated frequencies;

(2) Communication alerts/notices between deepwater port and arriving and departing vessels; and

(3) Mandatory time intervals (communication schedules) for maintaining a live radio watch and monitoring frequencies for communication with vessels and aircraft.

(e) *Facility plan.* A plan of the layout of the mooring areas, aids to navigation, cargo transfer locations, and control stations.

(f) The hours of operation.

(g) The size, type, number, and simultaneous operations of tankers that the port can handle.

(h) Calculations, with supporting data or other documentation, to show that the charted water depth at each proposed mooring location is sufficient to provide at least a net under-keel clearance of 5 feet, at the mean low water condition.

(i) *Tanker navigation procedures.* The procedures for the navigation of tankers, including the information required in paragraphs (i)(1) through (i)(9) of this section.

(1) The operating limits, maneuvering capability, draft, net under-keel clearance, tonnage and dimensions (*i.e.*, length, width and breadth) of the tanker to be accommodated at each designated mooring.

(2) The speed limits proposed for tankers in the safety zone and navigation area to be avoided around the port.

(3) Any special navigation or communication equipment that may be required for operating in the safety zone and area to be avoided.

(4) The measures for routing vessels, including a description of the radar navigation system to be used in operation of the deepwater port:

- (i) Type of radar;
- (ii) Characteristics of the radar;
- (iii) Antenna location;

(iv) Procedures for surveillance of vessels approaching, departing, and transiting the safety zone and navigation area to be avoided;

(v) Advisories to each tanker underway in the safety zone regarding the vessel's position, port conditions, and status of adjacent vessel traffic;

(vi) Notices that must be made, as outlined in §150.325, by the tanker master regarding the vessel's characteristics and status; and

(vii) Rules for navigating, mooring, and anchoring in a safety zone, area to be avoided, and anchorage area.

(5) Any mooring equipment needed to make up to the SPM.

(6) The procedures for clearing tankers, support vessels, and other vessels and aircraft during emergency and routine conditions.

(7) Weather limits for tankers, including a detailed description of the

manner of forecasting the wind, wave, and current conditions for:

(i) Shutdown of cargo transfer operations;

(ii) Departure of the tanker from the mooring;

(iii) Prohibition on mooring at the DWP or SPM; and

(iv) Shutdown of all port operations and evacuation of the port.

(8) Any special illumination requirements for vessel arrival, discharge, and departure operations.

(9) Any special watch standing requirements for vessel transiting, mooring, or while at anchor.

(j) *Personnel.* The duties, title, qualifications, and training of all port personnel responsible for managing and carrying out the following port activities and functions:

- (1) Vessel traffic management;
- (2) Cargo transfer operations;
- (3) Safety and fire-protection;
- (4) Maintenance and repair operations;
- (5) Emergency procedures; and
- (6) Port security.

(k) The personnel assigned to supervisory positions must be designated, in writing, by the licensee and have the appropriate experience and training to satisfactorily perform their duties. Commandant (G-M) will review and approve the qualifications for all proposed supervisory positions.

(l) *Cargo transfer procedures.* The procedures for transferring cargo must comply with the applicable requirements of parts 154 and 156 for oil and subpart B to part 127 for natural gas, respectively, of this chapter including the requirements specified in paragraphs (l)(1) through (l)(10) of this section.

(1) The requirements for oil transfers in accordance with subpart A to part 156 of this chapter regarding:

- (i) Pre-transfer conference;
- (ii) Inspection of transfer site and equipment (*i.e.*, hoses, connectors, closure devices, monitoring devices, and containment);

(iii) Connecting and disconnecting of transfer equipment, including to a floating hose string for a single-point mooring;

(iv) Preparation of the Declaration of Inspection (DOI); and

§ 150.15

33 CFR Ch. I (7-1-04 Edition)

(v) Supervision by a Person in Charge (PIC).

(2) The requirements for natural gas transfers in accordance with subpart B to part 127 of this chapter regarding:

- (i) Pre-transfer conference;
- (ii) Inspection of transfer site and equipment (*i.e.*, hoses, connectors, closure devices, leak monitoring devices, and containment);
- (iii) Connecting and disconnecting of transfer equipment, including to a floating hose string for a SPM;
- (iv) Purging of line to test for leaks and in preparation for cool down or heat up phases as appropriate;
- (v) Preparation of the Declaration of Inspection (DOI); and
- (vi) Supervision by a port PIC.

(3) The shipping name of, and Material Safety Data Sheet on, the product(s) transferred.

(4) The duties, title, qualifications, and training of personnel of the port designated as the PIC and responsible for managing cargo transfers (including ballasting operations if applicable to the port), in accordance with subpart D of part 154 for oil and subpart B (Operations) of part 127 for natural gas, respectively of this chapter.

(5) Minimum requirements for watch personnel onboard the vessel during transfer operations (*i.e.*, personnel necessary for checking mooring gear, monitoring communications and having propulsion/steering on standby).

(6) The start-up and completion of pumping.

(7) Emergency shutdown.

(8) The maximum relief valve settings, the maximum available working pressure and hydraulic shock to the system without relief valves, or both.

(9) Equipment necessary to discharge cargo to the port complex without harm to the environment or to persons involved in the cargo transfer, including piping, adapters, bolted flanges and quick disconnect coupling.

(10) Describing the method to be used to water and de-water the SPM hoses when required.

(m) Unusual arrangements that may be applicable, including:

(1) A list and description of any extraordinary equipment or assistance available to vessels with inadequate pumping capacity, small cargoes, small

diameter piping, or inadequate crane capacity; and

(2) A description of special storage or delivery arrangements for unusual cargoes (*i.e.*, cool down requirements for transfer system components prior to transfer of LNG).

(n) *Maintenance procedures.* A maintenance program to document service and repair of:

- (1) Cargo transfer equipment;
- (2) Firefighting and Fire protection equipment;
- (3) Safety equipment; and
- (4) Cranes.

(o) *Occupational health and safety training procedures.* Policy and procedures to address occupational health and safety requirements outlined in §§150.600 to 150.632 of this subpart, including:

(1) Employee training in safety and hazard awareness and proper use of personnel protective equipment;

(2) Physical safety measures in the workplace (*i.e.*, housekeeping and illumination of walking and working areas);

(3) Fall arrest;

(4) Personnel transfer nets;

(5) Hazard communication (Right to Know);

(6) Permissible exposure limits (PEL);

(7) Machine guarding;

(8) Electrical safety;

(9) Lockout/Tagout;

(10) Crane safety;

(11) Sling usage;

(12) Hearing conservation;

(13) Hot work;

(14) Warning signs;

(15) Confined space safety; and

(16) Initial and periodic training and certification will be documented for each port employee and for visitors where appropriate (e.g., safety orientation training).

(p) *Emergency procedures.* Emergency internal and external notification procedures:

(1) Names and numbers of key port personnel; and

(2) Names and numbers of law enforcement and response agencies.

(q) Quantity, type, location, and use of safety and fire-protection equipment, including fire plan.

(r) Aerial operations (helicopter landing pad procedures).

(s) Port response procedures for:

(1) Fire;

(2) Reportable product spill;

(3) Personnel injury (including confined space rescue); and

(4) Terrorist activity (see Port Security Plan).

(t) Designation of and assignment of port personnel to response teams for specific contingencies.

(u) Individual and team training for incident response (in accordance with 46 CFR 109.213) as specified in paragraphs (u)(1) through (u)(3) of this section.

(1) Care and use of equipment.

(2) Emergency drills and response:

(i) Types;

(ii) Frequency (at least annually); and

(iii) Documentation (records, reports and dissemination of “lessons learned”).

(3) Documentation of minimum training requirements for response team members:

(i) Marine firefighting training;

(ii) First Aid/CPR;

(iii) Water survival;

(iv) Spill response and clean-up;

(v) Identification of at least one employee trained and certified at the level of an Emergency Medical Technician-Basic; and

(vi) Identification of at least two employees trained and certified as offshore competent persons in prevention of inadvertent entry into hazardous confined spaces.

(v) *Deepwater port security procedures.* A deepwater port security plan that addresses security issues, including, but not limited to:

(1) Controlling access of personnel and the introduction of goods and material into the port;

(2) Monitoring and alerting vessels that approach or enter the port’s security zone;

(3) Identifying risks and procedures for increasing the probability of detecting and deterring terrorist or subversive activity (such as using security lighting and designating restricted areas within the port and remotely alarming them, as appropriate);

(4) Notification requirements (both internally and externally) and response

requirements in the event of a perceived threat or an attack on the port;

(5) Designating the Port Security Officer, providing positive and verifiable identification of personnel with access to the port;

(6) The training (including drills) required for all personnel regarding security issues; and

(7) The scalability of actions and procedures for the various levels of threat. Deepwater port operators should ensure that security plans address or are comparable to the key security plan elements provided in 33 CFR part 106.

(w) Procedures for any special operations, including:

(1) Evacuation and re-manning procedures;

(2) Refueling operations;

(3) Diving operations;

(4) Support vessel operations; and

(5) Providing logistical services.

(x) Recordkeeping of maintenance procedures, tests, and emergency drills outlined elsewhere in the operations manual.

(y) *Environmental monitoring procedures.* A program for monitoring the environmental effects of the port and its operations in order to maintain compliance with the environmental conditions in the license and applicable environmental laws.

(1) Routine periodic re-examination of the physical, chemical, and biological factors contained in the port’s environmental impact analysis and baseline study submitted with the license application. The examination process must include water and air monitoring in accordance with appropriate Federal and State statutes.

(2) A more detailed study may be required in the wake of an event such as an inadvertent release.

§ 150.20 How many copies of the operations manual must be given to the Coast Guard?

The draft operations manual will be included as part of the application submission. After a license has been issued and approval of the final operations manual is granted, the licensee must give the Commandant (G-M) at least five copies and five copies of each subsequent amendment to the manual.