

**§ 150.45 Emergency deviation from this subchapter or the operations manual.**

In an emergency, any person may deviate from any requirement in this subchapter, or any procedure in the operations manual, to ensure the safety of life, property, or the environment. Each deviation must be reported to the COTP at the earliest possible time.

**§ 150.50 What are the requirements for a facility spill response plan?**

(a) Each deepwater port, which meets the applicability requirements of part 154, subpart F, of this chapter must have a Facility Response Plan and be approved by the COTP.

(b) Each natural gas deepwater port must have a natural gas facility emergency plan that meets part 127, subpart B of this chapter.

(c) The response plan must be submitted to the COTP, in writing, not less than 60 days before the deepwater port begins operation.

### Subpart B—Inspections

**§ 150.100 What are the requirements for inspecting deepwater ports?**

Under the direction of the OCMI, marine inspectors may inspect deepwater ports to determine whether the requirements of this subchapter are met. A marine inspector may conduct an inspection, with or without advance notice, at any time the COTP deems necessary, and may coincide with receipt of the annual self-inspection report from the operator to ensure stated conditions are accurate.

**§ 150.105 What are the requirements for annual self-inspection?**

(a) The owner or operator of each manned deepwater port must ensure that the port is inspected, at intervals of no more than 12 months, to determine whether the facility is in compliance with the requirements of this subchapter. The inspection may be conducted within 2 months after the date the inspection is due. However, the inspection is credited as of 12 months after the previous due date.

(b) The owner or operator must record and submit the results of the annual self-inspection to the COTP

within 30 days after completion of the inspection. The report must include a description of any failure and scope of repairs made to components or equipment, in accordance with the requirements in Subpart I to this part, other than the primary lifesaving or fire-fighting or transfer equipment.

**§ 150.110 What are the notification requirements upon receipt of classification society certifications?**

The licensee must notify the COTP, in writing, upon receipt of a classification society certification, interim class certificate, or SPM classification certificate.

### Subpart C—Personnel

**§ 150.200 Who must ensure that port personnel are qualified?**

The licensee must ensure that the individual filling a position meets the qualifications for that position as outlined in the operations manual.

**§ 150.205 What are the language requirements for port personnel?**

Only persons who read, write, and speak English may occupy the essential management positions outlined in the operations manual.

**§ 150.210 What are the restrictions on serving in more than one position?**

No person may serve in more than one of the essential management positions outlined in the operations manual at any one time.

**§ 150.225 What training and instruction are required?**

Personnel must receive training and instruction commensurate with the position they hold. Procedures for documenting employee training must be outlined in the operations manual.

### Subpart D—Vessel Navigation

**§ 150.300 What does this subpart do?**

This subpart supplements the international navigation rules in subchapter D of this chapter, and prescribes requirements that:

(a) Apply to the navigation of all vessels at or near a deepwater port; and

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(b) Apply to all vessels while in a safety zone, area to be avoided, or no anchoring area.

**§ 150.305 How does this subpart apply to unmanned deepwater ports?**

The master of any tanker calling at an unmanned deepwater port is responsible for the safe navigation of the vessel to and from the port and for the required notifications in §150.325. Once the tanker is connected to the unmanned deepwater port, the master must maintain radar surveillance in compliance with the requirements of §150.310.

**§ 150.310 When is radar surveillance required?**

A manned deepwater port's person in charge of vessel operations must maintain radar surveillance of the safety zone or area to be avoided when:

- (a) A tanker is proceeding to the safety zone after submitting the report required in §150.325;
- (b) A tanker or support vessel is underway in the safety zone or area to be avoided;
- (c) A vessel other than a tanker or support vessel is about to enter or is underway in the safety zone or area to be avoided; or
- (d) As described in the port security plan.

**§ 150.320 What advisories are given to tankers?**

A manned deepwater port's person in charge of vessel operations must advise the master of each tanker underway in the safety zone or area to be avoided of the following:

- (a) At intervals not exceeding 10 minutes, the vessel's position by range and bearing from the pumping platform complex; and
- (b) The position and the estimated course and speed, if moving, of all other vessels that may interfere with the movement of the tanker within the safety zone or area to be avoided.

**§ 150.325 What is the first notice required before a tanker enters the safety zone or area to be avoided?**

(a) The owner, master, agent, or person in charge of a tanker bound for a manned deepwater port must comply

with the notice of arrival (NOA) requirements in subpart C of part 160 of this chapter. The NOA will be submitted to the National Vessel Movement Center (NVMC) that was established in October 2001 to track arrival information from vessels entering U.S. waters.

(b) The owner, master, agent, or person in charge of a tanker bound for a manned deepwater port must report the pertinent information required in §150.15(i)(4)(vi) for the vessel including:

- (1) The name, gross tonnage, and draft of the tanker;
- (2) The type and amount of cargo in the tanker;
- (3) The location of the tanker at the time of the report;
- (4) Any conditions on the tanker that may impair its navigation, such as fire or malfunctioning propulsion, steering, navigational, or radiotelephone equipment. The testing requirements in §164.25 of this chapter are applicable to vessels arriving at a deepwater port;
- (5) Any leaks, structural damage, or machinery malfunctions that may impair cargo transfer operations or cause a product discharge; and
- (6) The operational condition of the equipment listed under §164.35 of this chapter on the tanker.

(c) If the estimated time of arrival changes by more than 6 hours from the last reported time, the NVMC and the port's person in charge of vessel operations must be notified of the correction as soon as the change is known.

(d) If the information reported in paragraphs (b)(4) or (b)(5) of this section changes at any time before the tanker enters the safety zone or area to be avoided at the deepwater port, or while the tanker is in the safety zone or area to be avoided, the master of the tanker must report the changes to the NVMC and port's person in charge of vessel operations as soon as possible.

**§ 150.330 What is the second notice required before a tanker enters the safety zone or area to be avoided?**

When a tanker bound for a manned deepwater port is 20 miles from entering the port's safety zone or area to be avoided, the master of the tanker must notify the port's person in charge of