

### Alternative Planning Criteria Operating Procedures-Reporting

Reporting	Tank Vessels (July 2013)	Non-Tank Vessels (Dec 2013)	Fishing, Towing and Offshore Supply Vessels (Dec 2013)
<b>General</b>	<p>The Master or Operator shall provide the Network notice of intent to enter Western AK waters and to comply with the APC at least 96 hours in advance of arrival in the EEZ (200 miles offshore). This notice should also be provided to the Network’s operation center at: <a href="mailto:operations@ak-mprn.org">operations@ak-mprn.org</a> or via the phone number listed below: (907) 463-3064 (24-hr). The advance notice shall include:</p> <ul style="list-style-type: none"> <li>• Date and time of planned transit and port calls</li> <li>• Planned north or south transit of the Aleutians</li> <li>• Vessel’s contact information (satellite phone or email)</li> <li>• Commitment to comply with the WA-APC-T criteria</li> </ul>		
<b>Timely Notice of Hazardous Situation and/or Reduced Propulsion</b>	<p>The Master shall notify the Coast Guard of any hazardous conditions, mechanical or structural failures, reduced propulsion due to mechanical deficiencies or need to conduct servicing or repairs while underway that affect propulsion, or other vessel casualties incurred while operating within 200 miles of Alaska shores. The notification shall be made within one hour of occurrence and the</p>	<p>The Master shall notify the Coast Guard of any hazardous conditions, mechanical or structural failures, reduced propulsion due to mechanical deficiencies or need to conduct servicing or repairs while underway that affect propulsion, or other vessel casualties incurred while operating within 200 miles of Alaska shores. The notification shall be made within one hour of occurrence and the</p>	<p>The Master shall notify the Coast Guard of any hazardous conditions, mechanical or structural failures, reduced propulsion due to mechanical deficiencies or need to conduct servicing or repairs while underway that affect propulsion, or other vessel casualties incurred while operating within 200 miles of Alaska shores. The notification shall be made within one hour of occurrence and the</p>

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	<p>master of the vessel will ensure hourly updates and position reports are provide to the COTP until the situation is resolved to the satisfaction of the Coast Guard. A “Hazardous Condition” as defined in 33 CFR 160.204 which includes but is not limited to any condition that may adversely affect the safety and seaworthiness of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the U.S. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.</p>	<p>master of the vessel will ensure hourly updates and position reports are provide to the COTP until the situation is resolved to the satisfaction of the Coast Guard. A “Hazardous Condition” as defined in 33 CFR 160.204 which includes but is not limited to any condition that may adversely affect the safety and seaworthiness of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the U.S. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.</p>	<p>master of the vessel will ensure hourly updates and position reports are provide to the COTP until the situation is resolved to the satisfaction of the Coast Guard. A “Hazardous Condition” as defined in 33 CFR 160.204 which includes but is not limited to any condition that may adversely affect the safety and seaworthiness of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the U.S. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.</p>
<p><b>Notification of Deviation from Approved Routes</b></p>		<p>If a vessel is unable to comply with the reduced risk routes, the vessel master shall notify the Network and the COTP, as appropriate before the deviation is made. An explanation of the reason for deviation from the risk mitigation measures shall also be provided.</p>	