



WELCOME TO THE USA!

A shipowner's guide to regulatory compliance

February, 2017

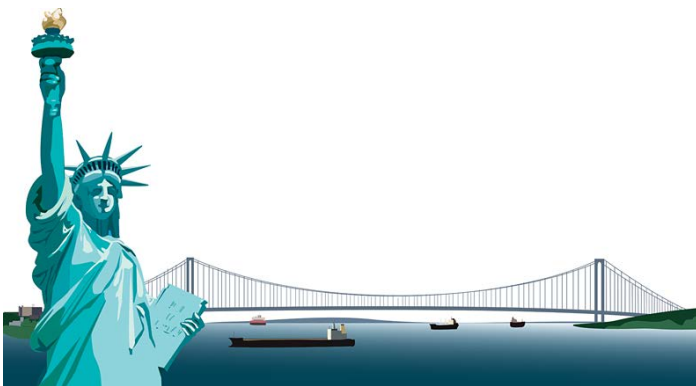


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Welcome to the USA!

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Introduction

The global shipping industry is confronted with a daunting array of regulations – and concomitant liability – concerning safety, maritime security and marine environmental protection. No regime is more challenging than that of the United States where international, national and individual state rules combine to create an often perplexing landscape of compliance.

In response to requests for guidance from a number of quarters, the American Club is pleased to present the attached summaries of key regulations of which shipowners should be aware when trading to and from the United States and United States Territories. Members should also note that, in regard to most of these requirements, the Club also provides additional guidance, tools and services to assist them in achieving compliance. These are noted in the appropriate places herein.

Members are also urged to liaise with their local agents in advance of trading to the United States and United States Territories for guidance and assistance in regard to the rules which may apply to them. However, if there is anything further the Club can provide in particular cases, Members are invited to contact the Managers who will, as always, be pleased to help.

Acknowledgements

The American Club would like to thank Messrs. Michael Chalos, Luke Reid, Jim Sartucci, George Kontakis and Ms. Christine Jochim of K&L Gates LLP, Messrs. John Giffin and Philip Lempriere of Keesal, Young & Logan LLP and Mr. Daniel A. Tadros of Chaffe McCall, LLP for their kind assistance in the review of, and input to, this document.



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Table: US Regulatory Regime for the United States

SAFETY			
Subject	Summary	American Club guidance/references	Other relevant guidance/references
Ebola Virus Disease (EVD)	<p>The United States (U.S.) has implemented various prevention and control measures to prevent the spread of the EVD.</p> <p>Of particular note, the Master of a vessel destined for a U.S. port is required to report sick or deceased crew or passengers within the last 15 days to the U.S. Center for Disease Control under 42 Code of Federal Regulations (CFR) 71.21.</p>	<p>The Club has a devoted website on EVD updates and guidance on contracts and charter parties at http://www.american-club.com/page/ebola that include port requirements and restrictions for the U.S. as well as other maritime nations.</p> <p>In addition, a listing of important industry references including any issued by the USCG for ships transiting to the U.S. can be found at www.american-club.com/page/ebola.</p>	<p>The USCG has issued Marine Safety Bulletin 12-14 dated 7 August 2014 requiring vessel agents to provide information as to whether crew members have been to Ebola-affected countries within the last 45 days. A copy of this Bulletin can be found at https://www.uscg.mil/msib/docs/012_14_8-7-2014.pdf.</p>
Reporting of marine casualties	<p>On July 1, 2016 the USCG released an updated version (series) of the CG-2692 Report of Marine Casualty, Commercial Diving Casualty, or OCS-Related Casualty form. The new documents contain several updates, including;</p> <ul style="list-style-type: none"> • new addendum forms for barge involvement, personnel casualties, witnesses and drug and alcohol testing; • streamlined data fields to align with statutory and regulatory language; and • the ability for a form to be completed electronically, including the use of a digital signature. 	<p>A summary of the requirements can be found at our website at Member Alert dated 7 July 2016.</p>	<p>New forms and supporting documents can be obtained by going to U.S. Coast Guard Homeport and clicking 'Investigations' on the left-hand side of the screen. The new CG-2692 forms are located under the header 'Casualty Reporting Forms'.</p> <p>Additional information, and an instructional video of the new form CG-2692, can be found at http://mariners.coastguard.dodlive.mil/2016/07/01/712016-coast-guard-releases-updated-cg-2692-form-for-marine-casualty-reporting/.</p>
Samsung Galaxy Note 7 Smartphones	<p>This issue addresses the fire hazards associated with the Samsung Galaxy Note 7 Smartphones as per the USCG Safety Alert-15-16 dated 18 October 2016.</p>	<p>A summary of the requirements can be found at our website at Member Alert dated 27 October 2016.</p>	X

MARITIME SECURITY			
Subject	Summary	American Club guidance/references	Other relevant guidance/references
<p>Immigration ban: Iraq, Iran, Libya, Somalia, Sudan, Syria and Yemen</p>	<p>US president's Executive Order (EO) essentially imposed a 90-day ban on the entry into the United States of any foreign citizens from certain countries including Iraq, Iran, Libya, Somalia, Sudan, Syria and Yemen.</p> <p>The EO does not expressly refer to seaman nationals from these countries, it is anticipated that the travel ban imposed by the EO will very likely create delays and difficulties for foreign flagged vessels calling at US ports and traversing US waters with crew who are nationals of these specified countries.</p>	<p>References to the immigration requirements can be found at Club Circular No. 05/17.</p>	<p>X</p>
<p>Cargo Automated Manifest System (AMS) - "10+2 Rule"</p>	<p>On November 24, 2008, the U.S. Customs and Border Protection (CBP) announced new information requirements on maritime cargoes destined for the U.S. The Importer Security Filing and Additional Carrier Requirements Interim Final Rule, also known as the "10 + 2 Rule", requires maritime cargo carriers and importers to provide additional data to the CBP before vessels are permitted entry into the U.S.</p> <p>In particular, operators of bulk carriers must provide an AMS manifest 24 hours prior to the vessel's arrival in the US, while container operators must provide AMS data much earlier; 24 hours prior to the vessel's arrival at the load port.</p>	<p>References to the AMS requirements can be found at Club Circular No. 27/08.</p>	<p>For further information on U.S. requirements on the AMS, please refer to the 10+2 presentation.</p> <p>More information on CBP's AMS "10+2 Rule" may be found at http://www.cbp.gov/border-security/ports-entry/cargo-security/importer-security-filing-102.</p> <p>CBP has also developed a "Frequently Asked Questions" resource on the "10+2 Rule" that can be found at http://www.cbp.gov/sites/default/files/documents/10_2faq_0.pdf.</p>

MARITIME SECURITY (cont.)			
Subject	Summary	American Club guidance/references	Other relevant guidance/references
Vessel Notice of Arrival or Departure (NOAD)	<p>For vessels entering US waters, as per the United States 33 CFR Part 160, Subpart C, U.S. and foreign vessels bound for the U.S. must file a Notice of Arrival/Departure (NOAD). As per 33 CFR 160.212: "If your voyage time is 96 hours or more you must submit an NOAD at least 96 hours before entering the port or place of destination. If your voyage time is less than 96 hours you must submit an NOAD before departure but at least 24 hours before entering the port or place of destination."</p> <p>The NOAD must contain all of the information items specified in Table 160.206. The table may be accessed at http://www.gpo.gov/fdsys/pkg/CFR-2012-title33-vol2/pdf/CFR-2012-title33-vol2-sec160-206.pdf.</p>	X	<p>Further information on NOAD can be found at the website http://www.nvmc.uscg.gov/NVMC/default.aspx.</p> <p>To simplify the process, electronic filing of the NOAD (eNOAD) can be completed at the website https://enoad.nvmc.uscg.gov/.</p> <p>The full regulations for filing the NOAD may be accessed at http://www.gpo.gov/fdsys/pkg/CFR-2012-title33-vol2/pdf/CFR-2012-title33-vol2-part160-subpartC.pdf.</p> <p>The USCG has also provided a simplified Excel workbook spreadsheet format for NOADs. This can be accessed at http://www.nvmc.uscg.gov/NVMC/Items.aspx?id=32D47D72-5CDB-4A21-B119-1A623D27D833.</p> <p>As of March 2, 2015, the Coast Guard expanded the applicability of notice of arrival (NOA) and automatic identification system (AIS) requirements including mandatory methods for submitting NOADs, reporting content, time frames and procedures. These relevant amendments to the CFR can be found at: http://www.gpo.gov/fdsys/pkg/FR-2015-01-30/pdf/2015-01331.pdf.</p>
Private Security Guard Requirements	<p>When crew members on board a foreign flag vessel visiting the U.S. do not possess a U.S. visa and are considered "high risk," the U.S. government may impose additional vessel security requirements while the vessel is in port, beyond those requirements contained in the ISPS Code and U.S. Maritime Transportation Security Act. In such cases, U.S. authorities may deny entry to the vessel and/or require the vessel to hire private security guards to be posted on board the vessel throughout its port visit in the U.S.</p>	X	<p>The national policies currently in place regarding private security guard requirements are described in U.S. Coast Guard ALCOAST 357/12, which is available at http://www.uscg.mil/announcements/alcoast/357-12_alcoast.txt.</p>

MARITIME SECURITY (cont.)			
Subject	Summary	American Club guidance/references	Other relevant guidance/references
Crew Member Identification	<p>The USCG's Marine Safety, Security and Stewardship Directorate have established identification document requirements for crew members of certain vessels in U.S. navigable waters.</p> <p>This rule affects crew members aboard foreign commercial vessels operating in U.S. waters and calling on U.S. ports, and crew members aboard U.S. commercial vessels returning from a foreign port.</p> <p>The rule requires crew members to possess and provide on demand one of the following acceptable identification documents: a passport, a U.S. permanent resident card, a U.S. merchant mariner document, a U.S. merchant mariner credential, a transportation worker identification credential (TWIC) or a seafarer's identification document issued by a country signatory to the International Labour Organization Convention 185.</p>	<p>A summary of the requirements for crew member identification can be found at the American Club website at Member Alert dated 29 April 2009.</p>	<p>The USCG regulations for Crew Member Identification may be found at 33 CFR Part 160, Subpart D as seen at http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title33/33cfr160_main_02.tpl.</p> <p>The list of countries that have ratified the ILO Convention 185 may be found at www.ilo.org/dyn/normlex/en/f?p=1000:11300:0::NO:11300:P11300_INSTRUMENT_ID:312330.</p>
Ships calling U.S. ports from Cuba	<p>As of 17 October 2016, vessels that have delivered agricultural commodities, medicine, medical devices and purely civilian (e.g. crude oil, machinery, building products) cargoes to Cuba will no longer be prohibited from calling in the United States after they have called in Cuba.</p>	<p>For further information, please refer to American Club Circular No. 05/15 (imposing ban) and American Club Circular No. 36/16 (lifting of ban).</p> <p>For further information and guidance regarding U.S. economic sanctions, please refer to the American Club website at: http://american-club.com/page/sanctions.</p>	<p>A copy of the amended regulations from the US Treasury Department is available at: https://www.treasury.gov/resource-center/sanctions/Programs/Documents/cacr_10142016.pdf.</p>
Ships calling U.S. ports from Nigeria	<p>As of 12 June 2014, conditions of entry have been implemented for vessels arriving from ports in the Federal Republic of Nigeria with the exceptions the ports listed in the Federal Register: docket number USCG-2014-0067.</p>	<p>A summary of the USCG notice can be found at the American Club website at Member Alert dated 16 June 2014.</p>	<p>To read the USCG Marine Safety Information Bulletin regarding ships arriving from Nigeria, click here.</p>

ENVIRONMENTAL PROTECTION			
Subject	Summary	American Club guidance/references	Other relevant guidance/references
<p>Calling at ports in the state of California: California Air Resource Board (CARB) Regulations</p>	<p>The California Air Resources Board (CARB) has implemented regulations pertaining to the sulfur content limits and types of fuels that can be used in California waters as follows:</p> <p>* MDO (ISO 8217, DMB Grade) or MGO (ISO 8217, DMA Grade) with a limit of 0.1% sulfur.</p> <p>*Applies to all California waters within 24 NM of the California baseline.</p> <p>* The requirements apply to auxiliary boilers, but not to main propulsion boilers.</p> <p>Vessels must switch to 0.1% MGO or MDO in all engines (main and auxiliary) within 24 NM of the California Coast. The vessel must record the time and location of the switch to the low sulfur MDO/MGO. The rule does not apply to main propulsion boilers in steam powered ships.</p> <p>Furthermore, vessel visible stack emissions are monitored by shoreside inspectors and fines of up to \$30,000 per violation are issued if stack emissions are deemed excessive.</p>	<p>X</p>	<p>For further information and updates as to the current regulations, please refer to the following:</p> <ol style="list-style-type: none"> 1. California Environmental Protection Agency's Ocean Going Vessels Fuel Rules at http://www.arb.ca.gov/ports/marinevess/ogv.htm. 2. ABS Fuel Switching Advisory Notice.

ENVIRONMENTAL PROTECTION (cont.)			
Subject	Summary	American Club guidance/references	Other relevant guidance/references
<p>Vessel General Permit—VGP (Commercial vessels of more than 79 feet in length)</p>	<p>Members whose vessels trade in U.S. waters should be aware that, the Environmental Protection Agency (EPA) regulates the discharge of 26 different substances and liquids into US waters, most of which had not been previously regulated or banned.</p> <p>The 2013 VGP took effect on 19 December 2013 and will be in place for five (5) years. Thereafter, another VGP is expected to be issued.</p> <p>All vessels calling on U.S. ports must submit a Notice of Intent (NoI) and implement the VGP’s requirements on board the vessel. The USCG has established procedures to check for compliance with the VGP as part of its port state control exam. Deficiencies may be referred to the EPA for enforcement.</p>	<p>The American Club has developed an e-Learning module for Members and their senior crew to train and familiarize themselves with the VGP requirements. For more information and to gain access to these training modules for Members can be found at https://secure2.idessonline.com/americanclub/elearning/.</p> <p>More information can be found about the VGP requirements on the American Club Circular No. 11/11.</p>	<p>The EPA website for the VGP can be accessed at http://water.epa.gov/polwaste/npdes/vessels/index.cfm.</p> <p>Furthermore, the requirements for the 2013 VGP can be accessed at http://www.epa.gov/npdes/pubs/vgp_permit2013.pdf.</p>
<p>Small Vessel General Permit—sVGP (Commercial vessels of 79 feet or less in length)</p>	<p>The sVGP requirements focus primarily on fuel management, engine and oil control, solid and liquid waste management, deck wash down and run off, vessel hull maintenance, graywater, fish hold effluent, ballast water, and seawater cooling overboard discharge. (Note: A three year moratorium for compliance with the sVGP has been extended until December 18, 2017. Ballast water discharges from vessels less than 79 feet in length are not affected by the moratorium (i.e., still require permit coverage), but are now able to obtain coverage under either the VGP or the sVGP as of the sVGP effective as of December 19, 2014.)</p>	<p>The American Club has developed an e-Learning module for Members and their senior crew to train and familiarize themselves with the sVGP requirements. For more information and to gain access to these training modules for Members can be found at https://secure2.idessonline.com/americanclub/elearning/.</p> <p>More information can be found about the sVGP requirements on the American Club Circular No. 34/13.</p>	<p>The EPA website for the sVGP can be accessed at their website regarding the National Pollution Discharge Elimination System (NPDES) at: http://water.epa.gov/polwaste/npdes/vessels/index.cfm.</p>

ENVIRONMENTAL PROTECTION (cont.)			
Subject	Summary	American Club guidance/references	Other relevant guidance/references
MARPOL Annexes I-V	<p>The shipping industry has seen a significant number of costly criminally based incidents and financial fines related to non-compliance with Annex I to the MARPOL 73/78 Convention related to the oily water separator, "magic pipes" and anomalies in record keeping related to the Oil Record Book (ORB). Shipowners should take every precaution to ensure the vessel and the company is in full compliance with MARPOL and the Act to Prevent Pollution from Ships, 33 U.S.C. §§ 1901-1905 (APPS) requirements both outside of and in US territorial waters.</p> <p>While compliance with MARPOL Annex I has traditionally been the focal point of U.S. authorities, compliance with MARPOL Annexes II through VI is increasingly becoming a priority for the United States.</p>	<p>With regards to compliance with MARPOL Annex I, please refer to the American Club presentation summary: Treatment of Oily Waste & Interaction with Regulatory Bodies.</p> <p>In addition, the American Club has developed an e-Learning module for Members and their senior crew to train and familiarize themselves with MARPOL Annex I through V requirements. For more information and to gain access to these training modules for Members can be found at https://secure2.idessonline.com/americanclub/elearning/.</p> <p>In addition, the Club has provided additional guidance to Members regarding compliance with MARPOL Annex I at Club Circular No. 15/05, Club Circular No. 01/06 and Member Alert dated 16 March 2012.</p>	<p>Currently, the U.S. is signatory to MARPOL Annexes I, II, III, V and VI. MARPOL has been incorporated into U.S. law by the APPS and implemented within 33 USC 1901 and 33 CFR 151.</p> <p>Additional resources to assist Members with compliance with MARPOL Annexes I through V while in the U.S. are available at http://www.uscg.mil/hq/cgcvc/cvc/marpol.asp.</p>

ENVIRONMENTAL PROTECTION (cont.)			
Subject	Summary	American Club guidance/references	Other relevant guidance/references
MARPOL Annex VI: North American Emission Control Area (ECA) U.S. Coast Guard Office of Commercial Vessel Compliance	<p>The North American and U.S. Caribbean Emission Control Areas (ECAs), adopted pursuant to the International Convention for the Prevention of Pollution from Ships (MARPOL), bring in stricter controls on emissions of sulphur oxide (SOx), nitrogen oxide (NOx) and particulate matter for ships navigating off the U.S. Canada, and in certain waters adjacent to the coasts of Puerto Rico and the U.S. Virgin Islands. The ECA extends approximately 200 nautical miles from the coast in these areas.</p> <p>As of January 1, 2015, all vessels operating in the ECA must burn low sulphur fuel oil, with a sulphur content of no more than 0.1%, which is a drop from the prior low sulphur content of no more than 1.0% that was in place as from August 1, 2012.” The applicable U.S. regulations for MARPOL Annex VI are contained in 40 CFR Part 1043.</p>	<p>Please refer to Club Circular No. 39/14, our Member Alert dated 30 March 2015 and Member Alert dated 23 January 2017.</p>	<p>Information regarding the coordinated EPA/USCG effort to implement and enforce emission standards in ECAs can be found at http://www.epa.gov/otag/oceanvessels.htm.</p> <p>All updates regarding US EPA compliance guidance can be found at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/guidance-documents-related-emissions-control-areas-marine.</p> <p>In addition, the EPA has issued a penalty policy for violations by ships of the sulphur in fuel standard and related provisions. This policy can be found at: https://www.epa.gov/enforcement/epa-penalty-policy-violations-ships-sulfur-fuel-standard-and-related-provisions.</p>

ENVIRONMENTAL PROTECTION (cont.)			
Subject	Summary	American Club guidance/references	Other relevant guidance/references
<p>Non-Tank Vessel Response Plans (NTVRP)</p>	<p>As of 30 January 2014, shipowners must have filed a Vessel Response Plan under this rule and either have received approval of the plan or have filed a plan containing sufficient elements to obtain Interim Operating authorization. Shipowners are required to enter into salvage funding and firefighting agreements which involve detailed contract agreements.</p> <p>NTVRP contracts must be specific to geographic areas on the US coastline where the vessels operate.</p> <p>As of 1 January, 2016, MSRC no longer provides California Shoreline Protection (CASP) and On Water Response Coverage services for vessels calling at the Port of Hueneme, California and/or transiting the southbound traffic lanes of the Santa Barbara Channel. So Cal Ship Services (SCSS) will provide CASP response services to meet the two hour skimming and the shoreline protection planning standards if calling at Port Hueneme and 6 Hour On-Water Recovery response services to meet the six hour skimming planning standard if transiting the southbound traffic lanes of the Santa Barbara Channel.</p>	<p>Please refer to the following Club Circulars detailing the steps by which shipowners are to comply with the NTVRP requirements as follows:</p> <p>2016 updates the response plans for Alaska and Oregon: Club Circular No. 21/16.</p> <p>General NTVRP requirements: Club Circular No. 05/14.</p> <p>Alternative response plan requirement (Alaska and Guam only): Club Circular No. 13/15.</p> <p>Alternative NTVRP (Alaska only): Club Circular No. 07/14 and Club Circular No. 27/15.</p> <p>Additional NTVRP contingency plan requirements (Alaska and Washington state only): Club Circular No. 40/13.</p> <p>Regarding the California CASP requirements (California only): See Club Circular No. 47/15.</p>	<p>Members are encouraged to review the referenced Club Circulars for further details on contacts required for compliance with the NTVRP. In addition, for further information please refer to the following:</p> <p>The NTVRP requirements are set forth in 33 CFR 155, Subpart J. These regulations can be found here: http://www.ecfr.gov/cgi-bin/text-idx?SID=d14dc37a8953de30e0db354f03d3a15b&node=sp33.2.155.j&rqn=div6.</p> <p>Further information about the Alaska Response Company's Alternative Planning Criteria can be found via the following link: http://www.alaskaresponse.com.</p>

ENVIRONMENTAL PROTECTION (cont.)			
Subject	Summary	American Club guidance/references	Other relevant guidance/references
Tanker Vessel Response Plan	As per 33 CFR Part 155, Subpart D - Tank Vessel Response Plans for Oil, all foreign tank vessels calling on ports in the United States, and all U.S. flagged tank vessels, are required by OPA 90 to have an approved oil spill response plan. Tank vessel response plan regulations, including plan submission requirements, are located in 33 CFR 155, Subpart D.	X	The tank vessel response plan regulations, contained in 33 CFR Part 155, Subpart D, can be found at http://www.ecfr.gov/cgi-bin/text-idx?SID=d14dc37a8953de30e0db354f03d3a15b&node=sp33.2.155.d&rqn=div6 .
Asian Gypsy Moth	<p>The United States Department of Agriculture (USDA) has recently issued “Special Procedures for Suspect Asian Gypsy Moth (AGM) Ships” from its Manual for Agricultural Clearance, as attached. The Manual provides Customs and Border Protection (CBP) personnel at relevant locations with policy and protocol guidelines to prevent the invasion of pests which threaten US agriculture.</p> <p>The procedures followed in the U.S. depend upon the date of vessel’s calls in the AGM areas and the port where the ship calls in the United States. Generally in West Coast U.S. ports, a lack of an AGM certificate does not mean that the vessel will not be cleared for entry but it will be subject to inspection on or near the time of arrival.</p>	A summary of the requirements for compliance can be found at the American Club website at Member Alert dated 21 April 2016 .	The USDA Manual for Agricultural Clearance can be found at http://www.hsdl.org/?view&did=722178 .

ENVIRONMENTAL PROTECTION (cont.)			
Subject	Summary	American Club guidance/references	Other relevant guidance/references
Ballast Water Management	<p>The Ballast Water Management (BWM) Convention has yet to take effect globally. In the interim period before global implementation of the BWM Convention, the USCG has established regulations for ballast water management to be implemented in US waters.</p> <p>These new regulations took effect on March 23, 2012. The ballast water management regulations, including the operational and recordkeeping requirements, are contained in 33 CFR Part 151, Subparts C and D.</p> <p>Ballast water discharges are also governed by the EPA under the Vessel General Permit (see noted above).</p> <p>Vessels calling at California ports arriving from a port outside the Pacific Coast Region must exchange ballast water at least 200 NM from land</p>	<p>To discharge ballast water into the waters of the U.S. one of the following ballast water methodologies must be applied:</p> <ol style="list-style-type: none"> 1. Perform a complete ballast water exchange 200 nautical miles from any shore prior to discharging ballast water in the US. This method will no longer be accepted if according to the IMO Best Achievable Technology (BAT) schedule the vessel is required to have installed a BWTS. 2. Install and operate a ballast water treatment system (BWTS) that is approved by the USCG and meets the required Ballast Water Discharge Standards (BWDS) in accordance with the IMO BAT schedule. 3. Install an Alternate Management System (AMS) accepted by the USCG prior to the date that the vessel is required to comply with the BWDS). 4. Ballast exclusively with water from a US public water system (PWS). 5. Discharge to a facility onshore or to another vessel for purposes of treatment. 6. Do not discharge ballast water into waters of the United States. 	<p>The ballast water operational and recordkeeping requirements, contained in 33 CFR Part 151, Subpart D, may be accessed at http://www.ecfr.gov/cgi-bin/text-idx?SID=cb2cca13fdf85ed70906e0ca935&node=sp33.2.151.d&rgn=div6.</p> <p>Ballast water management FAQs, general information, regulations & policy documents, information on the Alternative Management System (AMS), Shipboard Technology Evaluation Program (STEP), type approval requirements and Environmental Technology Verification System can be found at the following USCG link: https://homeport.uscg.mil/mycg/portal/ep/channelView.do?channelId=-18366&channelPage=%252Fep%252Fchannel%252Fdefault.jsp&ageTypeId=13489.</p> <p><u>California only:</u> The current draft California State Lands Commission's policy for ballast water exchange can be found at: http://www.slc.ca.gov/Laws-Regs/Article4.7/Article4-7_DraftV8.pdf. The Informal Comment Period starts 7 February 2017 and closes 24 March 2017. The comment period is being offered to ensure broad public participation in development of the proposed regulations.</p> <p><u>Vessel's transiting and operating in the Great Lakes and Hudson River only:</u> The requirements of 33 CFR Part 151, Subpart C, may be accessed at http://www.ecfr.gov/cgi-bin/retrieveECFR?gp=&SID=c9e54e37ecbe0981110ea0d48954246c&n=sp33.2.151.c&r=SUBPART&ty=HTML.</p>

LIABILITY			
Subject	Summary	American Club guidance/references	Other relevant guidance/references
Certificate of Financial Responsibility (COFR)	<p>COFRs are required for both tank and non-tank vessels calling US waters. A COFR is issued to vessel operators who have demonstrated their ability to pay for cleanup and damage costs up to the liability limits required by the Oil Pollution Act of 1990 (OPA 90).</p> <p>With a few limited exceptions, vessels greater than 300 GT and vessels of any size that are lightering or transshipping oil in the Exclusive Economic Zone are required to comply with the COFR regulations.</p> <p>The COFR program is administered by The USCG's National Pollution Funds Center (NPFC). The Vessel Certification Division of the NPFC ensures that responsible parties are identified and held responsible for the expenses incurred during a water pollution incident.</p> <p>A COFR is issued to vessel operators once they have shown they can pay cleanup and damage costs up to the liability limits required by the Oil Pollution Act. COFRs for certain states, e.g. California, require separate application to relevant state agencies.</p>	<p>Members are encouraged to refer to the following Club Circular regarding requirements for California COFRs: Club Circular No. 06/15.</p>	<p>The NPFC is tasked with administering the vessel financial responsibility portions of the Oil Pollution Act of 1990 (OPA) and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). This web site can be accessed http://www.uscg.mil/npfc/COFRs/default.asp.</p> <p>The COFR requirements and procedures are contained in 33 CFR Part 138. For further information, see http://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=33:2.0.1.2.9.</p> <p>Further information in obtaining COFRs can also be found from COFR providers such as:</p> <ol style="list-style-type: none"> 1. SIGCo: http://www.sigcogroup.com/services-products/summary.php. 2. Maritime Insurance Solutions (formerly Shoreline): http://www.shoreline.bm/. 3. WQIS: http://www.wqis.com/broker-resource-center/cofr-application/. 4. Great American Insurance Group (COFR Rite): http://www.greatamericaninsurancegroup.com/Insurance/Ocean-Marine/Products/Pages/COFR-Rite.aspx 5. COFRs for California only: https://www.wildlife.ca.gov/OSPR/Financial-Responsibility.