

U.S. Coast Guard

Marine Safety Unit Savannah



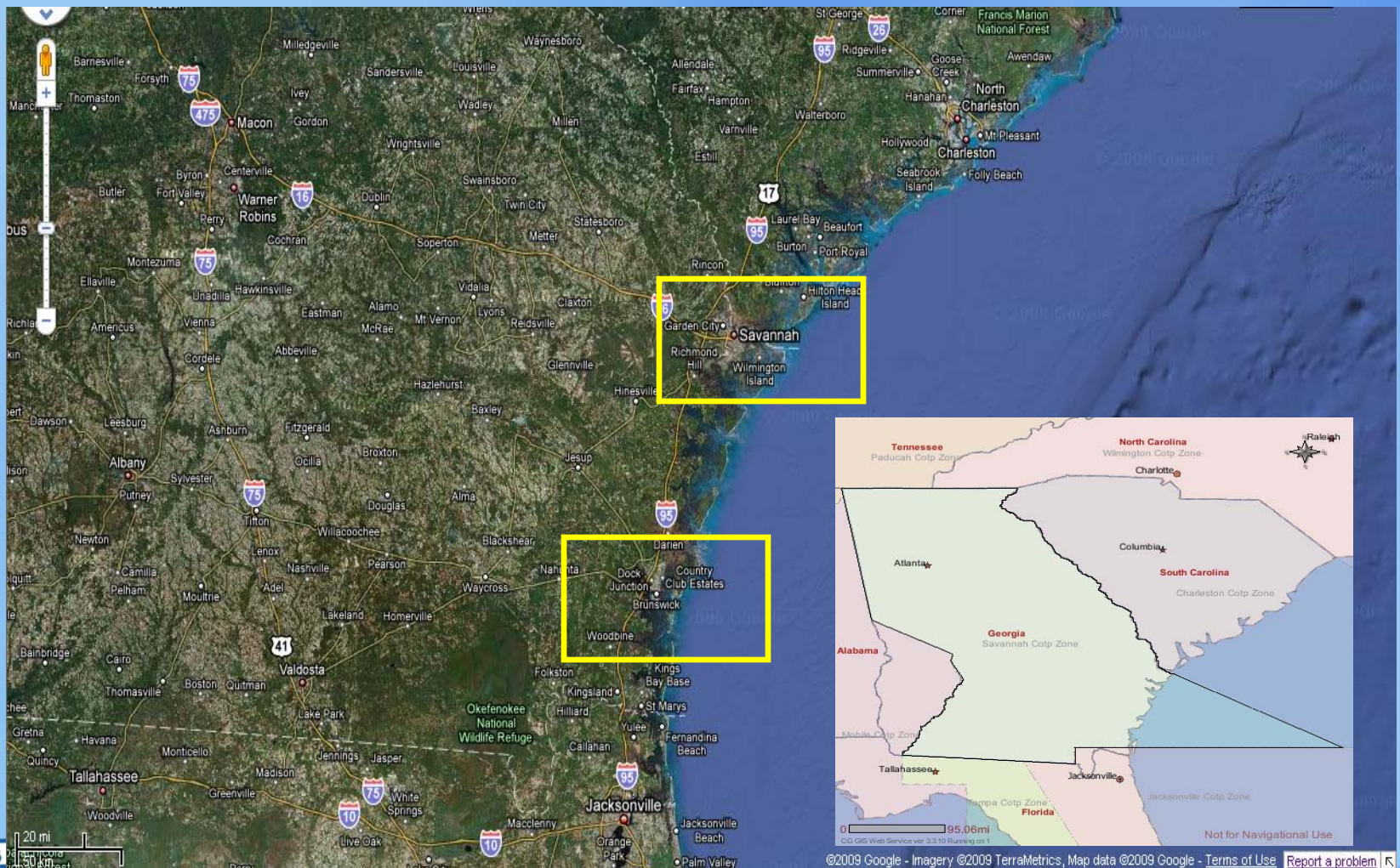
CDR Joe Loring
Commanding Officer,
Marine Safety Unit Savannah
Captain of the Port

USCG in Savannah, GA

- USCG Marine Safety Unit Savannah
- USCG Air Station Savannah
- USCG Station Tybee
- USCG Aids to Navigation Team Tybee
- USCGC TARPON
- USCG Station Brunswick



Area of Responsibility



Area Overview



- Ports of Savannah and Brunswick
- 1800 miles of shoreline that includes all waters of the Savannah River
- 116 miles of coastline
- 27 Regulated Waterfront facilities
- COTP / FOSC / FMSC & OCMI Authorities



Authorities

Military Title

- Commanding Officer

Federal Titles

- Captain of the Port (COTP) – enforces port safety and security and marine environmental protection regulations.
- Officer in Charge of Marine Inspection (OCMI) – performs inspections of U.S. vessels to determine that they comply with the applicable laws, rules, and regulations.
- Federal On-Scene Coordinator (FOSC) – USCG official designated to coordinate and direct responses for oil spills and hazardous substance incidents.
- Federal Maritime Security Coordinator (FMSC) – coordinates all response efforts in the case of a transportation security incident in the area of responsibility.



11 U.S. Coast Guard Missions

- Marine Safety
- Search and Rescue (SAR)
- Marine Environmental Protection (MEP)
- Other Law Enforcement (EEZ)
- Aids to Navigation (ATON)
- Ports, Waterways, and Coastal Security (PWCS)
- Drug Interdiction
- Living Marine Resources (LMR)
- Defense Readiness
- Migrant Interdiction
- Ice Operations



Operations/personnel divided into two main disciplines

- Prevention
- Response
- Also have personnel assigned to Admin, Planning, Intel positions, and Reserves



MSU Duty Section

- 1 - Command Duty Officer (CDO) (E7 – O3)
 - - Senior Duty Officer (SDO) (reservist)
- 1 – Port State Control Officer (PSCO)
- 1 – Port State Control Examiner (PSCE)
- 1 – Investigating Officer (IO)
- 1 – Pollution Responder (PR)
- 1 – Enforcement Duty Officer (EDO)



Prevention

- Port State Control / ISPS Exams
- Domestic Vessel Inspections
- Investigations
- Facility Inspections
- Security Planning
- Waterways Management
- Containers/EHS



MSU Savannah Prevention Stats



Activity	CY 2013	CY 2012
Vessel Arrivals	3,905	3,860
Port State Examinations	309	253
Domestic Vessel Inspections	324	93
MTSA Deficiencies	6	16
Vessel Op Controls	94	150
Vessel Detentions	2	9
Vessel Deficiencies	282	209
Casualty Investigations	69	66
Civil Penalties / S&R	39	14
DAPI Audits	225	-
TWIC Enforcements	9	7
MSIB	65	47



Port Security

- Vessel Security
 - Vessel Boardings
 - Vessel Escorts
- Facility Security
 - Transportation Worker Identification Card (TWIC)
 - Multi Agency Strike Force Operation (MASFO)
 - Container inspections (LE)
- Planning and exercises
 - GIUE



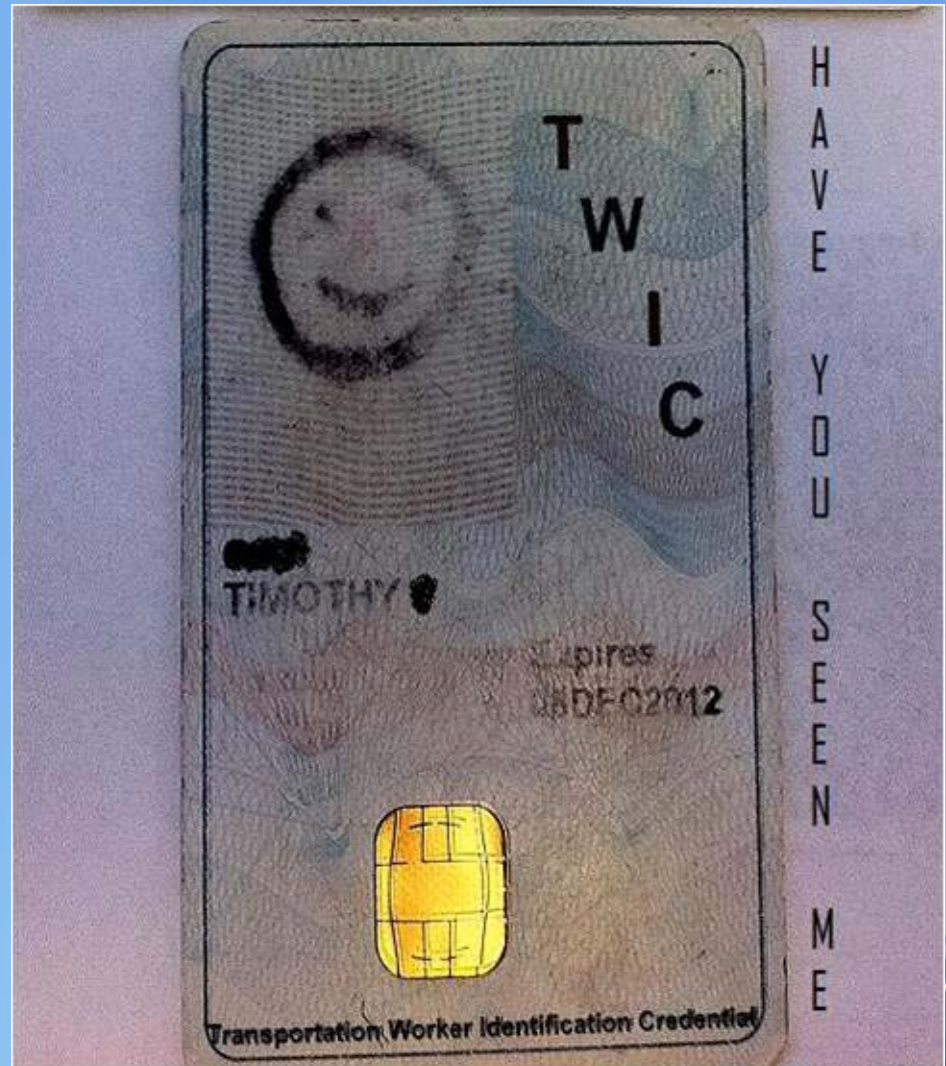




SECURITY LOG BOOK



Valid TWIC?



Waterways Management

- Marine Events
 - Tall Ships
 - Fireworks
 - Regattas
 - Dragboat races (Augusta)







Response

- Enforcement / PWCS Coordination and Execution
- Incident Management / All Hazards Response
- Military Outload Operations
- Auxiliary Liaison – Division 10 (4 Flotillas)
- Public Affairs / Outreach



OFFSHORE BOARDINGS



M/V EVER DIEDEM





Vessel General Permits (VGP)

- Enforced by the EPA under 40 CFR Part 122
- Applies to vessel's larger than 300 gross tons or a vessel that has the capacity to hold or discharge more than 8 cubic meters of ballast water.
- Discharges included; deck runoff, bilge water, and ballast water.
- Vessel General Permits are required for research vessels and the details can be found in the VGP Fact Sheet @

http://www.epa.gov/npdes/pubs/vgp_fact_sheet2013.pdf



Non-Tank Vessel Response Plans (NTVRP)

- Applies to vessel's larger than 400 gross tons.
- Plans must be submitted to HQ.
- Due to the influx of Non Tank Vessel Response Plans, Coast Guard Headquarters sometimes has issues reviewing the plans before the vessel's arrive in US ports. In that case, follow-up with CG HQ is required and response is given in a timely manner. In all of MSU Savannah's cases the vessel's plans were approved and the vessels were allowed entry.
- Requirements can be found in the newly revised 33 CFR 155 subpart J

@ <http://www.ecfr.gov/cgi-bin/text-idx?SID=c53e6236896f95894eec2abc2030f969&node=33:2.0.1.5.24.10&rgn=div>



Merchant Mariner Credentials

- Recent or Significant Changes:
 - TWIC cards
 - STCW
 - Recreational/Medical Marijuana use
 - Change in Appeals Process



TWIC Cards

- Merchant Mariners who are not serving on vessels required to have a Vessel Security Plan (VSP) are exempt from the requirement to hold a valid TWIC.
- See USCG Policy letter 11-15



STCW

- The Final Rule (December 24, 2013) sets out how a U.S. mariner may obtain an STCW endorsement and clarifies the requirements for each endorsement, including training, service, and assessments.
- All mariners serving on U.S. vessels subject to STCW must comply with the requirements set forth in the STCW. These requirements are clarified in U.S. Regulation and Policy. All mariners serving in positions requiring STCW endorsements must be fully compliant on 1 January 2017. Some specific requirements may have earlier compliance dates.



Marijuana

- Although recreational marijuana use is legal in some states, the Department of Transportation's Drug and Alcohol Testing Regulation – 49 CFR Part 40 – does not authorize the use of Schedule I drugs, including marijuana, for any reason, including Medical or recreational use.



Appeals Process

- Beginning on March 24, 2014, appeals may be emailed to MMCPolicy@uscg.mil, or mailed to:

U.S. Coast Guard

Director of Inspections and Compliance (CG-5PC)

2703 Martin Luther King JR Ave,

SE STOP 7501 ATTN: CG-CVC-4

Washington, DC 20593-7501

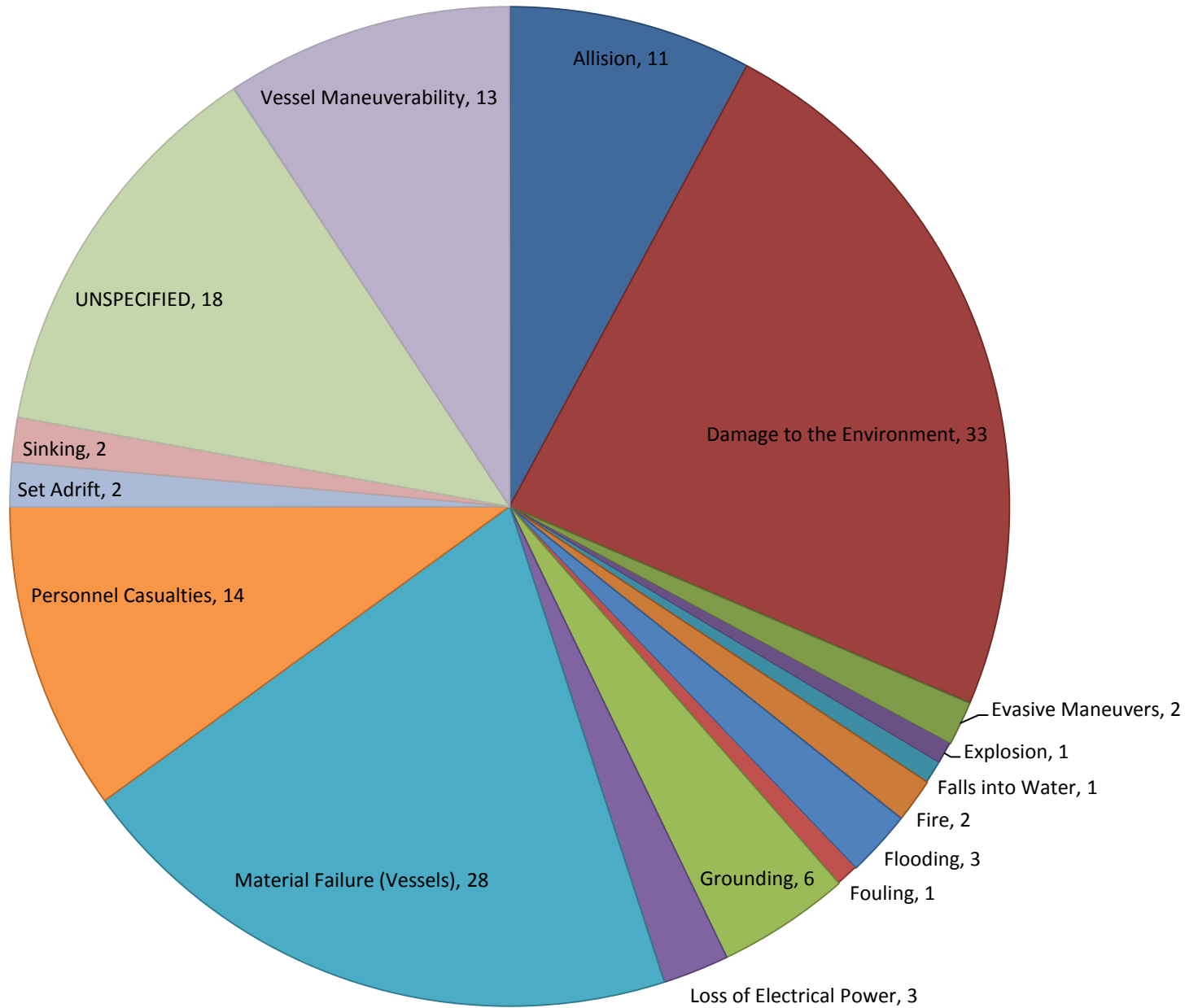


MARINE CASUALTY

M/V CMA CGM FLORIDA



Marine Casualty Investigations 2012-2013



Damage to the environment

- Consisted mainly of small spills, less than 100 gallons and many less than 1 gallon.
 - Typical causes:
 - Vessel sinking,
 - Leaking vessel, and
 - Oil in the bilge and the bilge pump is turned on.



Damage to the environment



Example: Fishing Vessel, partially sank at dock and discharged approximately 1 gallon of oil.

Cause: Improper mooring, the vessel was not secured properly to the dock and drifted over a known submerged pylon at high tide.



Material failure

- Consist of major and minor parts or equipment failure.
 - Typical causes:
 - No maintenance plan or plan not followed,
 - Parts used not intended for space or condition,
 - Manufactures defect.



Material failure



Example: Cruise Ship experienced motor controller overheating and eventual failure.

Cause: The suspect motor controllers were not designed for the high ambient temperature of engine rooms.



Personnel Casualty

- Consist of injuries both minor and severe to crewmembers and passengers.
 - Typical causes:
 - Slips, trips and falls
 - Equipment failure



Personnel Casualty



Example: Oil
Tanker

crewmember lost
his leg above the
knee due line part
and snapback.

Cause: Numerous,
including age of
mooring line,
vessel surge, and
snapback occurred
in non painted
area (yellow
danger area).



Allision

- Vessels allide with stationary objects.
 - Typical cause:
 - Loss of situational awareness that include:
 - Weather
 - Currents
 - Unknown capabilities of vessel
 - Master or person in charge over estimates ability,



Allision



Example: Tank vessel allided with dock wall.
Damages were well over \$800,000.

Cause: Pilot believed the vessel was dead stop
and started turn, vessel was actually making
way and allided with dock.



MARINE ENFORCEMENT



Marine Enforcement

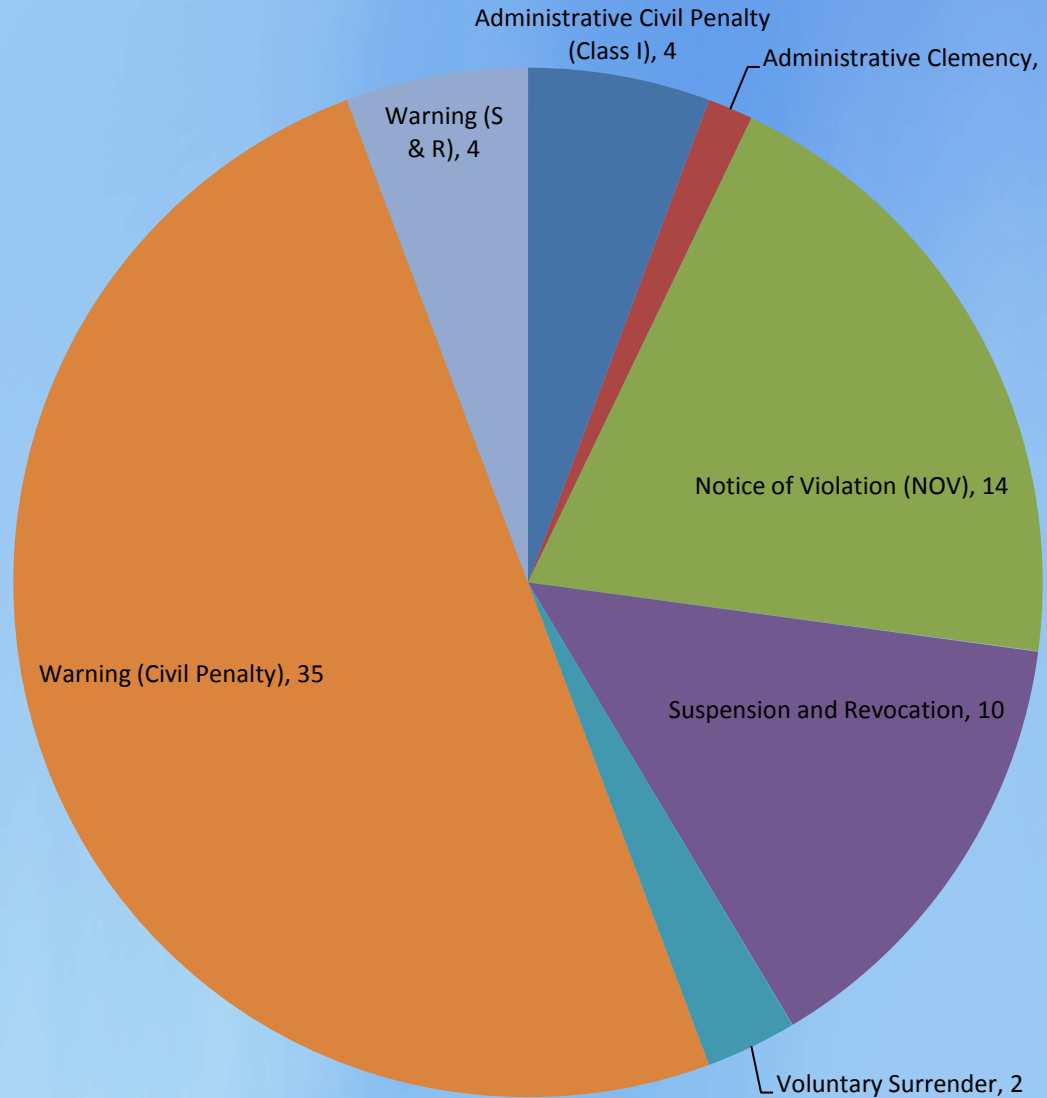
- The Coast Guard endeavors to utilize the lowest level of enforcement to gain compliance with applicable regulations. These include:
 - Letter of Warning,
 - Notice of Violation(Ticket),
 - Civil Penalty,
 - Suspension and Revocation, and
 - Criminal Proceedings.



Enforcement Activities 2012-2013

Total Penalty Amount: 55,625.00

Total Cases: 69



Letter of Warning

- An official record that has no monetary penalty.
- Used only for minor deficiency or violations.
- Example: A vessel sinks and is a complete loss, less than 1 gallon of oil is discharged into the environment before the owner is able to empty the fuel tanks.



Notice of Violation

- Monetary penalties that must be less than 11,000.
- Example: After a Marine Casualty, an inspected vessel did not notify the Coast Guard. \$5,000.00 Notice of Violation is authorized for the first offense.



Administrative Penalty(Civil)

- Monetary penalty that can range from a few hundred dollars to over 300,000 per violation.
- Example: A person operates a passenger vessel with over 6 passengers without the vessel being inspected and certified by the Coast Guard, \$40,000 per day of violation.



Suspension and Revocation

- An administrative penalty for credentialed mariners. Can include temporary suspension, settlements, or a full suspension of credentials.
- Example: Mariner fails a random drug test, possible settlement that would involve completion of drug treatment.



Questions?

