

NATIONAL OFFSHORE SAFETY ADVISORY COMMITTEE (NOSAC)

TASK STATEMENT

PROVIDE RECOMMENDATIONS FOR THE USE OF OFFSHORE SUPPLY VESSELS (OSVS) AND OTHER NON-PURPOSE BUILT VESSELS TO ASSIST IN RESTORATION AND RECOVERY EFFORTS IN RESPONSE TO NATURAL AND OR MAN-MADE DISASTERS.

Approved by U.S. Coast Guard and tasked to NOSAC on September 11, 2018.

I. TASK TITLE:

Use of Offshore Supply Vessels (OSVs) and other vessels in restoration and recovery efforts.

II. BACKGROUND:

The 2017 hurricane season produced several significant weather events which made landfall in the United States of America and its territories. Because of these storms and the significant damage that resulted, several Offshore Supply Vessel (OSV) owners and/or operators sought emergency approvals from the Coast Guard to deviate from the services identified on the vessel's Certificate of Inspection (COI) in an effort to assist with restoration and recovery operations. Due to an assortment of circumstances, this volunteer effort encountered a variety of challenges. The Coast Guard recognizes the diversity of commercial activities that these and other vessels working in the offshore industry are capable of engaging in and want to work with owner and/or operators to facilitate this.

The U.S. Coast Guard promulgated CVC Policy Letter 17-06 (CH-1), which expired January 2018, to temporarily address specific relief vessel requirements. This policy letter was predicated on the legal ability for a vessel to be endorsed for multi-service on the COI. The Eighth Coast Guard District (D8) Policy letter 09-2001 (dated 05Jul01) entitled *Certification of Multi-Service Offshore Supply Vessels (OSV's)* provides guidance and a gap analysis for those vessels that wish to operate under different services and has been held as the standard for the industry. The Coast Guard is seeking NOSAC's assistance with identifying areas which need to be addressed for a national-level compliance standard.

III. TASK:

1. Provide recommendations in the form of responses to the following questions. Please solicit and obtain information from within the industry.
 - a. The D8 policy creates an avenue for a purpose built vessel to be capable of engaging in different services. What areas (design, operations, etc...) on board a vessel are an impediment to achieving multi-service certification?
 - b. In the event of a natural or manmade disaster, which options or equivalent levels of safety may be established for those items in paragraph (a) to enable a vessel to engage in potential relief operations?

- c. Numerous vessel operators have made investments into obtaining multi-service certification. Under what conditions should the Coast Guard consider temporary alternatives or equivalent levels of safety to allow vessels that do not have the appropriate multi-service certification to operate?
2. Provide any additional recommendations that the subcommittee believes are relevant to this tasking.

IV. TIMING AND SUBCOMMITTEE MEMBERSHIP:

1. This task should be completed date by the Spring2019 NOSAC Meeting in New Orleans, LA.
2. The Committee should establish a Subcommittee for this task. The Subcommittee should consist of:
 - a. A chairperson or co-chairpersons from the current NOSAC membership;
 - b. Persons with knowledge of Offshore Supply Vessels and other vessels that engage in OCS activities.
 - c. Persons with knowledge of the various segments of the OCS industries that engaged in restoration and recovery efforts that occurred post storm landfall;
 - d. Persons with knowledge of restoration and recovery for territories, state, local communities; and,
 - e. Other representatives as the subcommittee chair/co-chair deems appropriate.

V. COAST GUARD CONTACT INFORMATION:

For more information on this task statement, please contact:

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For NOSAC related questions please contact:

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