



# THE VRP REVIEW



Commandant, USCG (CG-5431) • Vessel Response Plan Team • 2100 2nd Street SW, Stop 7581 • Washington, DC 20593-7581

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## A Change of Watch

By CDR Lee Boone

LCDR Ryan Allain has masterfully led the Vessel Response Plan (VRP) Program in the Office of Vessel Activities (CG-543) since June 2008. Unfortunately, for those that have had to pleasure to

work with Ryan over the past few years, Ryan's time has come to take another job in the Coast Guard. As many of you who read this newsletter know, this job is an important one, as Ryan and his VRP team managed an inventory of over 3,000 plans covering 22,000 vessels mandated by the International Convention for the Prevention of Pollution from Ships (MARPOL) and the Oil Pollution Act of 1990. Please allow me to reflect upon his accomplishments during his tenure.

Drawing on extensive field marine safety expertise and detailed knowledge of quality management systems, LCDR Allain successfully guided the VRP program through a period of unprecedented fiscal austerity and increasing regulatory responsibilities. Faced with a budget shortfall that reduced funding by almost fifty percent, LCDR Allain engineered a comprehensive process improvement initiative that controlled the VRP Program's costs without sacrificing responsiveness and transparency demanded by ship operators and oil spill responders. By leveraging advances in database management and electronic communications, the VRP Program achieved over \$1 million in annual savings and reduced the average time required for a VRP review from 60 to 10 days, accomplishments that resulted in the VRP Program being awarded the prestigious 2010 Coast Guard Innovation Award for Management.

In partnership with Coast Guard information systems developers, a Homeport based online database called VRP Express was developed to allow for direct electronic submission of VRPs

by members of the maritime industry. This innovative use of Homeport streamlined the submission and review of plans and enhanced the nation's readiness posture, as spill responders in the field now have immediate access to an electronic version of the VRP in the event of a casualty.

LCDR Allain also oversaw the initial submission of Salvage and Marine Firefighting updates to VRPs of over 8,000 tank ships and barges trading in the U.S. He strengthened and leveraged partnerships with key industry stakeholders and diplomatically balanced the interests of commercial salvors and vessel owners and operators to craft a superb implementation strategy that met the intent of the regulation without placing undue burdens on the maritime industry or disrupting the flow of commerce.

Finally, and perhaps invisible to most readers, LCDR Allain was an exceptional administrator and leader of the VRP Team. Supervising a mixed officer, enlisted, civilian and contractor staff of over 20 personnel, his commitment to his team was evident throughout several high operational tempo periods, which ultimately led to their glowing success both individually and as a team.

LCDR Allain leaves a fantastic legacy behind for the VRP program, having established a framework that will support the success of the VRP Program well into the future. Please join me in wishing Ryan fair winds and following seas, as well as welcoming in his successor (who will have big shoes to fill!)

CDR Lee Boone  
US Coast Guard Headquarters  
Domestic Compliance Division  
Office of Vessel Activities (CG-543)

## 2010 Innovation Award

By MST1 Christopher (Dean) Johnston

*"Innovation is fostered by information gathered from new connections; from insights gained by journeys into other disciplines or places; from active, collegial networks and fluid, open boundaries. Innovation arises from ongoing circles of exchange, where information is not just accumulated or stored, but created. Knowledge is generated anew from connections that weren't there before."*

~ Margaret J. Wheatly, Leadership and the New Science

Every year the Coast Guard honors those who have worked to develop and implement innovative solutions to service challenges. The Captain Niels P. Thomsen Innovation Award is split into four categories: Science or Technology, Operations or Readiness, Administration, Training, or Support, and the CDR Joel Magnussen Innovation Award for Management.



On Thursday, November 2, 2010, the Coast Guard Commandant, Admiral Robert Papp, and the Master Chief of the Coast Guard, Michael Leavett, presented the CDR Joel Magnussen Innovation Award for Management to the Vessel Response Plan Program. The award ceremony took place at the end of the 2010 Innovation Expo held in Tampa, Florida. All present were inspired by the innovations of the Vessel Response Plan Program.

The VRP program was recognized for implementing our 2009-10 strategic action plan to achieve streamlined and cost effective management of the VRP review process. Our innovations included contracting with a new provider of fewer plan review staff members. Contract staff was embedded with VRP management at headquarters. Outdated and obsolete VRPs were purged during the move, reducing our library by 22 percent. The new side-by-side collaborative environment led to improved processes, reduced review times, and a higher quality work product. A database was developed to automate plan tracking, generate reports, and build approval letters. Email replaced snail mail for VRP approval letters. A significantly more efficient VRP review process kept vessels in compliance and commerce moving. The total cost savings from these changes amount to approximately \$7 million for the total VRP program over the next five years.

## MST1 Johnston – Coast Guard Headquarters Enlisted Person of the Year

By LT Evelyn Samms

Petty Officer Dean Johnston was selected as the 2010 Enlisted Person of the Year for Coast Guard Headquarters. MST1 Johnston received this prestigious honor as a result of many significant professional and personal goals he accomplished this year. A highlight of his exceptional performance was the creation of an electronic database for the VRP program, contributing to a cost savings of \$1.4 million a year. Additionally, MST1 Johnston served as team leader for the winning entry of the prestigious 2010 CAPT Neils P. Thompson Innovation Award, maintained a 4.0 average in all off-duty education courses and provided Marine Safety training to over eight thousand Boy Scouts during the 100th annual Boy Scout Jamboree. He was honored in a ceremony at Coast Guard Headquarters, and represented the Coast Guard at Military Appreciation day at Washington National Park.

Please join us in offering a "BRAVO ZULU" to MST1 Johnston for his outstanding performance!





## 2012 RADM William M. Benkert Environmental Excellence Award

By LT Evelyn Samms

The Benkert Award is the most sought after environmental award by the maritime industry. This prestigious award recognizes outstanding achievements that extend far beyond mere compliance with industrial and regulatory standards. More than just a symbol of excellence, the award provides an avenue for creative exchanges of ideas and innovations that benefit both the industry and the public. It measures and assesses an organization's management strengths and weaknesses in environmental protection.

### The 2010 Benkert Awards

On December 6, 2010, Pacific Area Commander Vice Adm. Manson Brown presented the 2010 Benkert Awards to industry during the American Petroleum Institute (API) Tanker Conference in San Diego, California. The Office of Vessel Activities is pleased to announce that we received the largest number of applications in the award's history.

Alaska Chadux has received this award's highest honor, the OSPREY, for the first time.

GOLD honors were awarded to Norwegian Cruise Lines of Miami, Florida; Marathon Petroleum Company of Nashville, Tennessee; and Holland America of Seattle, Washington.

Recipients of BRONZE awards included Pacific Whale of Wailuku, Hawaii and General Dynamics NASSCO of San Diego, California.

HONORABLE MENTION was accorded to Eagle Marine Services of San Pedro, California.

The 2012 award cycle will begin on December 1, 2011 and is open to any marine transportation-related commercial organization owning, operating, or otherwise managing vessels, facilities, fleeting areas, oil spill removal organizations, or other entities engaged in maritime operations are eligible. There are six categories in which a company can submit an application:

- Large Business—Facility Operations and Vessel Operations
- Small Business—Facility Operations and Vessel Operations
- Special Small Business
- Foreign Vessels

Applications will be accepted until March 1, 2012. Potential applicants should visit the award website for detailed application guidelines at <http://home-port.uscg.mil/benkert>. The 2012 Benkert award ceremony will be held during the API Tanker Conference in San Diego, California, on June 28-29, 2012.

## Status: Hazardous Substance Response Plan Rulemaking

By Tim Brown

The public comment periods for the Notices of Proposed Rulemaking for Tank VRPs (Docket 98-4354) and Marine Transportation-Related FRPs (Docket 99-5705) for Hazardous Substances were reopened from February 17 to May 18, 2011.

The Coast Guard is currently considering the comments received and formulating its final rule, and therefore can no longer discuss the specifics of the rule nor accept any additional input. The Coast Guard plans to publish the final rules by April 2012, in accordance with the Congressional mandate contained in the 2010 Coast Guard Authorization Act.





## Top 10 VRP Tips

By Noelle Slager

- 1. Application for Approval/Revision:** To help process your request, we recommend that you use our Application for Approval/Revision of Vessel Response Plans (CG-6083 form, Rev 11-10). This form can be found on our Homeport site (<http://homeport.uscg.mil/vrp>) under Important Documents.
- 2. Submit On Time:** The regulations in 33 CFR 151 and 155 outline timelines for plan submission and approval. A table summarizing these requirements can be found on our Homeport site (<http://homeport.uscg.mil/vrp>) under "Frequently Asked Questions > General > When do I have to submit revisions to my plan?" Late submission is done so at the risk of incurring an interruption in your vessel's operations. Plans are reviewed in the order in which they are received.
- 3. Expedited Reviews:** If for some reason you are unable to meet the required submission timeframe, you may request an expedited review. You must provide a detailed explanation and proof of why you were unable to meet the required timeframe. If your expedite request is granted, it will take 3-5 business days for the review to be completed. In most cases, expedited review requests will not be granted, as they are conducted at the detriment of other plan holders who have submitted their plans in a timely manner.
- 4. Electronic Submissions:** Please make sure that all plan uploads, emails, and CD submissions are complete and are the most current version. Omission of any essential items, such as vessel-specific appendices, will result in a delay of the review.
- 5. Recertification:** When recertifying your NTVRP, please submit a NEW certification statement signed by the vessel owner or operator. Since interim operating authorization expires two years after the initial submission, a new certification statement is required to grant an additional two years of interim-operating authority.
- 6. Remote Zones:** When requesting the addition of a remote zone for NTVRPs (American Samoa, Guam, Alaska), you must include proof of contract with the OSRO that will be providing response resources in that area. For TVRPs, you must also complete an Alternate Planning Criteria request and submit it to the appropriate COTP, unless your contracted OSRO has the appropriate classifications for your area of operation.
- 7. Cape Fear River:** The Cape Fear River COTP zone has now been incorporated into the North Carolina COTP zone. If your plan includes both the Cape Fear River and North Carolina COTP zones, please make sure that your next plan submission includes a revision to remove Cape Fear River as it will be covered under the North Carolina COTP. If Cape Fear River is your only area of operation, we will list North Carolina as your COTP zone and include a navigational restriction limiting your operations to that portion of the zone, unless your contracted OSRO has the appropriate classifications for the entire zone.
- 8. How to find your Approvals Online:** As we continue to populate our new VRP Express database, more approvals are now available online. To find the approval letters for your plan go to <http://homeport.uscg.mil/vrpexpress>. Here you can search for your plan by using your legacy plan number or your new Express plan number. When your search results appear, click on the Express plan number. Your approval letters will be on the right side of your screen, across from each vessel name.
- 9. Tank Plan Status in Express:** "SMFF Revisions Received List by Vessel" reports that SMFF submissions have been received by the Vessel Response Plan Program and the vessel owner/operator has complied with the SMFF submission requirements in accordance with 33 CFR 155.4020(a). SMFF Interim Operating Authorization letters take precedence over any previously issued approval or IOA as per the Salvage and Marine Firefighting Interim Enforcement Guidance. The SMFF revision report is located at <http://homeport.uscg.mil/vrp> under EVRP/Revision Reports.
- 10. Questions/Status Inquiries:** Please direct all questions or status inquiries to [vrp@uscg.mil](mailto:vrp@uscg.mil) or by phone at 202-372-1229. We are also available for meetings if you'd like to schedule an appointment.



# VRP Contract Review Staff – 65 Years of Plan Review Experience



By Tim Brown

Many of our readers may not realize that most of the VRP Staff is actually made up of contract employees of Rolling Bay, LLC. Rolling Bay is a professional services company that supports many facets of the Coast Guard's Marine Safety program at USCG Headquarters.

Dave Gibson and Noelle Slager oversee the Rolling Bay portion of the VRP Staff and assist in day to day management of the VRP plan review process. The Rolling Bay staff members bring a wealth of technical expertise to the VRP Program, averaging over 5 years working on VRPs. The current roster of Rolling Bay VRP staff members is:

Staff Member:	With VRP Since:
Marlon Philpott	1999
Seeta Jagoonanan	2002
Oneika Stevenson	2003
David Gibson	2004
Peter Gibson	2004
Michelle Carns	2004
Noelle Slager	2005
Eric Westervelt	2006
Bethany Ezell	2008
Tim Marflak	2009
Michael Margelos	2009
Ilene Muravnik	2011

We would also like to recognize the following former members of the VRP staff, including:

- Joe Marflak, who recently moved to a position supporting the Qual Ship 21 Port State Control Program after working on VRPs from 2005-2011.
- Pamela Moore, who is now supporting the Merchant Mariner Credentialing Program after assisting the VRP Program for several months during the roll out of VRP Express.
- Tulsì Condenzio and Bobbie Marcoux, who came on board with the VRP Program temporarily to assist with the Salvage and Marine Firefighting implementation.

## Status: Nontank Vessel Response Plan Rulemaking

By LCDR Ryan Allain

This rulemaking will establish regulations requiring owners or operators of nontank vessels to prepare and submit oil spill response plans. The Federal Water Pollution Control Act defines nontank vessels as self-propelled vessels of 400 gross tons or greater that operate on the navigable waters of the United States, carry oil of any kind as fuel for main propulsion, and are not tank vessels. The NPRM proposed to specify the content of a response plan, and among other issues, address the requirement to plan for responding to a worst case discharge and a substantial threat of such a discharge. Additionally, the NPRM proposed to update International Shipboard Oil Pollution Emergency Plan (SOPEP) requirements that apply to certain nontank vessels and tank vessels. Finally, the NPRM proposed to require vessel owners and operators to submit their vessel response plan control number as part of the notice of arrival information. This project supports the Coast Guard's broad roles and responsibilities of maritime stewardship.

The public comment period for the Notice of Proposed Rulemaking for Nontank VRPs (Docket USCG-2008-1070) closed on November 30, 2009. The Coast Guard is currently considering the comments received and formulating its final rule, and therefore can no longer discuss the specifics of the rule nor accept any additional input. The Coast Guard plans to publish the final soon. Interested parties should periodically check the Unified Agenda at [www.reginfo.gov](http://www.reginfo.gov) for the latest rulemaking updates.



# Status: Vessel and Facility Response Plans for Oil: 2003 Removal Equipment Requirements and Alternative Technology Revisions (the “CAPS” Rule)

By LT Evelyn Samms

The final “CAPS” rule was published on 31 August 2009 and is the second planned update to the existing response requirements for vessels and facilities.

The “CAPS” rulemaking enhances existing response requirements for vessels and facilities by requiring advance contracts for:

- dispersants and related delivery equipment; and
- aerial tracking and trained observation personnel.



The resulting availability of dispersants complements the previously existing capability and may reduce environmental damage from an oil spill. The requirements for aerial tracking and trained personnel are expected

to increase the efficient use of mechanical recovery resources and the proper dispatch and delivery of dispersant resources.

This regulation applies to approximately 795 tank vessel plan holders and covers over 7,000 vessels and 2,798 facilities.

To date, no OSRO has received classification for this regulation. Until classification is obtained, the Coast Guard has approved an Alternate Planning Criteria (APC), which demonstrates a significant commitment towards meeting the dispersant requirement for the CAPS regula-



tions. This blanket APC approval is applicable to all planholders who have contracted with Marine Spill Response Corporation and National Response Corporation to be their dispersant response resource providers.

## Final Rule Highlights:

1. Proof of dispersant capability is accomplished by contracting with dispersant providers or owning the resources directly.
2. Dispersant stockpiles are required in all areas where pre-authorization has been established by the Regional Contingency Plan or Area Contingency Plan under 40 CFR Part 300. The tool used to determine dispersant delivery timeframes and the effective daily application capacity (EDAC), based on the delivery platform, is the National Oceanic and Atmospheric Administration’s dispersant planning calculator. The updated version is called the Dispersant Mission Planner 2 (DMP2) calculator.
3. All vessel owners and operators who meet the applicability requirements of this rule, with the exception of those operating in Alaska, Washington, Oregon, Guam, American Samoa, and Connecticut, must comply with the **dispersant capability** requirements of this rule. Area Planning Committees have not pre-authorized dispersant use in the aforementioned states and territories.
4. All vessel owners and operators who meet the applicability requirements of this rule, with the exception of those operating on inland rivers, must comply with the **aerial observation** requirements of this rule. This includes those vessels operating in areas without dispersant preauthorization (listed above).
5. There are currently two areas of the country that have dispersant assets that meet CAPS requirements: the Gulf of Mexico, where Marine Spill Response Corporation has dispersant delivery aircraft, and Hawaii, where Clean Islands Council has dispersant stockpiles and helicopters, and a USCG C-130 has been used as the delivery platform. Current MOUs committing USCG assets remain in effect.



## VRP Express

By David Gibson

The VRP Program's new "VRP Express," electronic plan submission tool and database, rolled out in October 2010 (<https://homeport.uscg.mil/vrpexpress>). Since that time, we have

made numerous enhancements to the program, and great strides have been made in populating the database. To date, nearly 60% of all plans have been approved in VRP Express, covering approximately 75% of all vessels, with another 13% of the plans "in progress" waiting to be approved.

While most of this data entry is still being done by USCG staff and contractors, each vessel owner, operator and 3rd party plan preparer has the ability to enter information for their own plans, and we'd like to thank those of you who have chosen to do so.

To enter your own plan, you must first have a Homeport account. To apply for an account, simply click "Register" at the top of any Homeport page, and complete the application form. After your account has been approved, a user name and password will be emailed to you. From there you can log into Homeport and select "Manage Vessel Response Plans" from the tools column on the left.

If you choose not to enter your own plan information, you can still help us out by submitting an electronic copy of your plan. A PDF file is preferred, but most file types are acceptable. If your plan is less than 6mb, you can email your plan to us at [vrp@uscg.mil](mailto:vrp@uscg.mil). Otherwise we ask that you send them on CD/DVD or contact us to arrange another method for file delivery.

As your plan is entered into this new database, you will receive a new plan number. Once approved, your old plan number (a 5-digit number starting with 0) will be deactivated. This new plan number will be included on all future correspondence from our office and we request that you use this number when submitting revisions or asking questions about your plan.

If you have any suggestions for improving VRP Express, please let us know. Many of the enhancements we've made or are in the process of making have come from industry suggestions. We may not be able to accommodate all of your enhancement ideas, but we will pursue those that are financially reasonable and technologically possible.

## Status: Salvage and Marine Firefighting Implementation

By Patricia Adams

The final tank vessel salvage and marine firefighting (SMFF) rule was published on 31 Dec 2008 and changed VRPs in these ways:

- Clarified 19 SMFF services that must be identified in a VRP;
- Established criteria for vessel owner/operators to use to vet and contract SMFF service providers; and
- New response time planning standards set for each of 19 required SMFF services.

594 VRPs covering 8129 tank vessels were received at CG Headquarters by the end of the February 22, 2011 compliance date and were issued Interim Operating Authorizations.

Operational restrictions were imposed by COTPs for vessels not in compliance on February 23, 2011. The compliance rate was extremely high. The VRP Program is not aware of any foreign tank vessels being held out of port. Less than 10 small domestic U.S. tank barges were impacted by "no sail" restrictions for failure to submit VRP updates.

### SMFF Final Rule—Significant Oil Spill Prevention Planning and Response Improvements:

1. Coast Guard VRP Express initiatives streamline VRP submissions, reviews, and communications with shipowners and plan preparation companies and reduce error rates in submissions.
2. Electronic vessel-specific pre-fire plans make ships' drawings and fire plans accessible to first responders and the Coast Guard, so all are immediately on the same page during emergency situations.
3. Executed contracts and funding agreements for SMFF services submitted with TVRPs, eliminate the need for contract negotiations at the time of incident.
4. Four nationwide SMFF Providers voluntarily provided Core Geographic Specific Appendices to the VRP Program for incorporation into TVRPs by reference, saving significant duplication of effort and paper.
5. Electronic response resource planning and status information is made available by SMFF resource providers on their own websites and provide a state of the art logistical resource.
6. SMFF equipment has been acquired and positioned to optimize coverage and meet response timeframes.
7. Cooperative initiatives between some primary resource providers led to combining and optimizing assets for response.
8. Quarterly field verification of core GSAs and the review process for temporary timeframe waivers and alternative planning criteria have increased local Coast Guard knowledge of SMFF resources.
9. The multi-agency National Preparedness for Response Exercise Program National Scheduling Coordination Committee (PREP NSCC) has begun the process of updating the PREP guidelines to include SMFF exercises.



## BP Deepwater Horizon Incident Specific Preparedness Review (ISPR)

<http://www.uscg.mil/foia/docs/DWH/BPDWH.pdf>



By Patricia Adams

The purpose of an ISPR review is to examine the implementation and effectiveness of response to a spill “within the confines of the National Contingency Plan (NCP), as effected through the Regional Contingency Plans (RCPs), Area Contingency Plans (ACPs), Regional Response Plan or Oil Spill Response Plans (OSRPs), and Vessel Response Plans (VRPs). The review team was tasked to identify key issues they believed to be most important to assessing preparedness and evaluating the oil spill response, as mandated by the NCP and its intersection with the National Response Framework (NRF) and Homeland Security Presidential Directive-5 (HSPD5) for the BP Deepwater Horizon incident.”

The VRP Program reviewed the Incident Specific Preparedness Review (ISPR) and found three references to VRPs in the BP *Deepwater Horizon* report:

In its review of Area Contingency Plan (ACP) policy and implementation, the ISPR team observed, “Area Committees in the Gulf generally relied too heavily on Vessel Response Plans (VRPs) and Facility Response Plans (FRPs) to ensure adequate response resources for a worst case discharge (WCD). Area Committees did not ensure that ACPs addressed the ability to implement protection measures appropriate for the planning area in response to a Worst Case Discharge.”

In its recommendations for the use of in situ burning (ISB), the review team said, “The Coast Guard should require that all Vessel Response Plans and Facility Response Plans identify ISB equipment, using the Response Resource Inventory (RRI), as well as personnel and resources needed to conduct ISB operations. These resources should include aviation assets for oil spotting and direction, wildlife control and monitoring, safety, air monitoring, and so forth. Plans should also include location and deployment times to deliver ISB equipment, removal capability of the identified ISB equipment, and the means to scale up the resources required to be able to quantify the contribution of this tool to meet a worst case scenario.”

In its discussion of the sustainability of response personnel, particularly government personnel, the review team recommended

that “The Coast Guard should ensure that ACPs, Vessel Response Plans and Facility Response Plans address conducting response operations in extreme weather conditions or work environments.”

These recommendations are being/will be considered.



## Going Through the Drills

The Daily News, Galveston, TX, April 7, 2011, Page B1.  
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Photos by KEVIN M. COX/ The Daily News



The U.S. Coast Guard 2011 Maritime Firefighting Symposium was held Wednesday afternoon on the Texas A&M University at Galveston campus. The workshop brought more than 70 federal, state, local and industry leaders "together to improve the ability to respond to a vessel fire, according to Cmdr. Jim Elliott of the Coast Guard Marine Safety Unit in Texas City. Firefighters from Galveston, Texas City and cadets in the Texas Maritime Academy participated in the hands-on drill aboard the Cape Gibson. In the top left photograph, Capt. Gary Staudt maneuvers Galveston Tower 12 into position.

*This guest article from Galveston's The Daily News gives us a view into just one exercise of many that are being conducted around the country incorporating marine firefighting response as newly required by 33 CFR 155.4042.*



**The  
Semiannual  
Regulatory  
Agenda is a  
key source of  
information  
on the  
status of  
Coast Guard  
regulations.**

## Coming soon in the **FEDERAL REGISTER** – Semiannual Regulatory Agenda

By Patricia Adams

As of publication date for this edition of *The VRP Review*, the “Spring 2011 Semiannual Regulatory Agenda” has not been posted in the Federal Register. The Federal Register is the official daily publication for agency rules, proposed rules, and notices of Federal agencies and organizations, as well as for Executive Orders and other presidential documents. To learn more, visit the Federal Register website at <http://www.gpoaccess.gov/fr/>.

The Semiannual Regulatory Agenda is a key source of information on the status of Coast Guard regulations. It provides a semiannual summary of all current and projected rulemakings, existing regulations, and completed actions. DHS’s last semiannual regulatory agenda was published on December 10, 2010, and was reported in our last newsletter. The website where you will be able to see the next update when it is published is [www.regulations.gov/public/custom/jsp/navigation/main.jsp](http://www.regulations.gov/public/custom/jsp/navigation/main.jsp). Coast Guard agenda items are a component the Department of Homeland Security (DHS) portion of the document.

As part of the “Unified Agenda of Federal Regulatory and Deregulatory Actions,” federal agencies are also required to prepare a “Regulatory Plan” of the most important significant regulatory actions that the agency reasonably expects to issue in proposed or final form in that fiscal year. The significant rulemaking projects identified from the Coast Guard in the Fall 2010 Unified Agenda appear in the Fall 2010 Regulatory Plan and are listed below. Projects 1\*, 2\*, and 4\* below are also “likely to have a significant economic impact on a substantial number of small entities.”

1. Inspection of towing vessels\*
2. Standards for living organisms in ships’ ballast water discharged in U.S. waters\*
3. Outer continental shelf activities
4. Updates to 33 CFR Subchapter H-Maritime Security\*
5. Assessment framework and organization restatement regarding pre-emption for certain regulations issued by the Coast Guard

Each of these significant projects is described in detail in the “Regulatory Plan,” which not only provides a link to related documents, but lists the Agency contact for the rulemaking project. Public comments made during the comment period for any regulatory project are given consideration in the development of final rules. If you are not making your voice heard in public comment periods during the regulatory process on issues that affect you, you are missing a great opportunity to effect positive change.

We highly recommend that you use the links provided in this article to learn more about any Coast Guard issue. We reserve the best for last: [www.reginfo.gov](http://www.reginfo.gov). Check into it!



## Hail – LCDR Kevin Ferrie



LCDR Kevin Ferrie has a strong background in policy development, which will be a great asset as he assumes the lead of the VRP Program in CG-5431. LCDR Ferrie joins the program in August from Sector Northern New England in Portland, Maine, where he was

the Chief of the Inspections Division. His responsibilities there included overseeing all facility and vessel inspections, including issues relating to VRPs.

“I’m looking forward to settling into the DC area and taking over for LCDR Allain. I know firsthand what a tremendous asset he has been to the Vessel Response Plan Program and hope to continue along the course he has set.”

## Hail – LT Evelyn Samms



Previously stationed in Sector New York where she was in charge of the Small Passenger Vessel Section, LT Evelyn Samms came into the VRP Program in August, 2010. She assumed her new duties with great energy and enthusiasm and quickly acclimated to the demands inherent in her new position.

As Assistant Vessel Response Plan Program Manager, LT Evelyn Samms ensures the smooth workings of the program and provides management team coverage for a wide variety of VRP issues. LT Samms directly manages Alternative Planning Criteria Approvals, Interim Operating Authorizations, and implementation of the Dispersants regulation (CAPs).

## Hail – MST2 Aaron Jessup



MST2 Jessup mans the VRP Helpdesk, fielding calls for assistance from the VRP community. His prior field experience enables him to effectively resolve industry issues with Coast Guard field units on behalf of industry. The phone number to his desk is 202-372-1229.

Previously stationed in Sector San Juan, Puerto Rico where he was responsible for examinations of uninspected passenger vessels, towing vessels, and commercial fishing vessels, MST2 Aaron Jessup joined the VRP Program in August 2010.

## VRP Statistics

Data	Legacy	VRP Express	Total
AUTHORIZED PLANS	-	1,900	-
AUTHORIZED PLANS (VRP)	1,152	1,728	2,880
AUTHORIZED PLANS (IMO)	-	114	-
AUTHORIZED VRP/IMO COMBINED	-	58	-
AUTHORIZED VESSELS	6,356	17,338	23,694
AUTHORIZED TANK VESSELS	3,143	4,512	7,655
AUTHORIZED NONTANK VESSELS	1,879	12,143	14,022
APPROVED SOPEP VESSELS	1,340	1,469	2,809
APPROVED SMPEP VESSELS	296	725	1,021
PLANS IN PROGRESS	-	410	410
CORE PLANS - APPROVED	-	2	2
CORE PLANS - IN PROGRESS	-	2	2
HARD COPY PLANS - AUTHORIZED	-	1,657	1,657
HARD COPY PLANS - IN PROGRESS	-	392	392
USER UPLOAD PLANS - AUTHORIZED	-	236	236
USER UPLOAD PLANS - IN PROGRESS	-	17	17
PLAN BUILDER PLANS - AUTHORIZED	-	5	5
PLAN BUILDER PLANS - IN PROGRESS	-	0	0
VRP PLANS EXPIRING IN 30 DAYS	64	32	96
VRP COMPANIES	-	56	56
SMFF COMPANIES	-	62	62
ACTIVE VRP COMMUNITY MEMBERS	-	97	97



# Farewell, Fair Winds and Following Seas!



## LCDR Ryan D. Allain – USCG HQ Ballast Water Program

This year the VRP Program loses LCDR Ryan Allain who gracefully led us all through many changes.

Under his guidance the VRP Program consolidated the workforce, streamlined processes, modernized to electronic communication technology, implemented new SMFF regulations for tank vessels, launched the CAPs final rule, and is working on two other regulatory projects. Ryan provided guidance and developmental support to his team, which was rewarded by the Coast Guard for innovation and many personal accomplishments.

As yet undaunted by heavy workload and high stress, LCDR Allain will remain at Coast Guard Headquarters at the helm of the ballast water program. He takes on the rank of Commander later this year. Well deserved, Ryan!



## Joe Marflak

Joe Marflak began working as a contractor for the VRP Program in November 2005. In January 2011, he moved to a position supporting the Qual Ship 21 Port State Control Program. The VRP Program is thankful for Joe's years of support and wishes him well in his new position.



## LT Jarrod DeWitz, Domestic Vessel Inspections – Sector Puget Sound

LT DeWitz spearheaded the collaborative development of VRP Express, a fully interactive Internet-based warehouse containing over 2,400 VRP for nearly 20,000 vessels. This VRP approval tool efficiently integrates several Coast Guard data resources with a Homeport inter-

face. LT DeWitz also managed migration of all Vessel Response Plan Program content to the Homeport webpage at <http://homeport.uscg.mil/vrp>.

LT DeWitz led the development of the proposed rule for non-tank vessel response plans, and managed the Benkert Award program, which recognizes outstanding industry performance. A man with tremendous energy and capability, Jarrod will be missed here, but we're sure industry will be pleased to have him inspecting their fleet out in Seattle.



## Vessel Response Plan Program

### Mailing Address

COMMANDANT (CG-5431)  
ATTN: VESSEL RESPONSE PLANS  
US COAST GUARD  
2100 2nd ST S2 STOP 7581  
WASHINGTON, DC 20593-7581

### VRP Contact Phone Numbers

VRP Help Desk 202-372-1229  
VRP Fax 202-372-1917

### VRP Express Website

<http://homeport.uscg.mil/vrpexpress>

### HOMEPORT Website

<http://homeport.uscg.mil/vrp>

### SMFF Revision Reports

<http://homeport.uscg.mil/vrp>  
Thread: EVRP/Revision Reports  
> EVRP > Revision Reports

### VRP Email

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### Nontank VRP

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### Tank VRP

LT Evelyn Samms  
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### SOPEP/SMPEP

Mr Timothy Brown  
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### Policy Development

Ms Patricia Adams  
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### VRP Program Manager

LCDR Ryan Allain to 7/22/2011  
LCDR Kevin Ferrie from 8/15/2011  
202-372-1226