



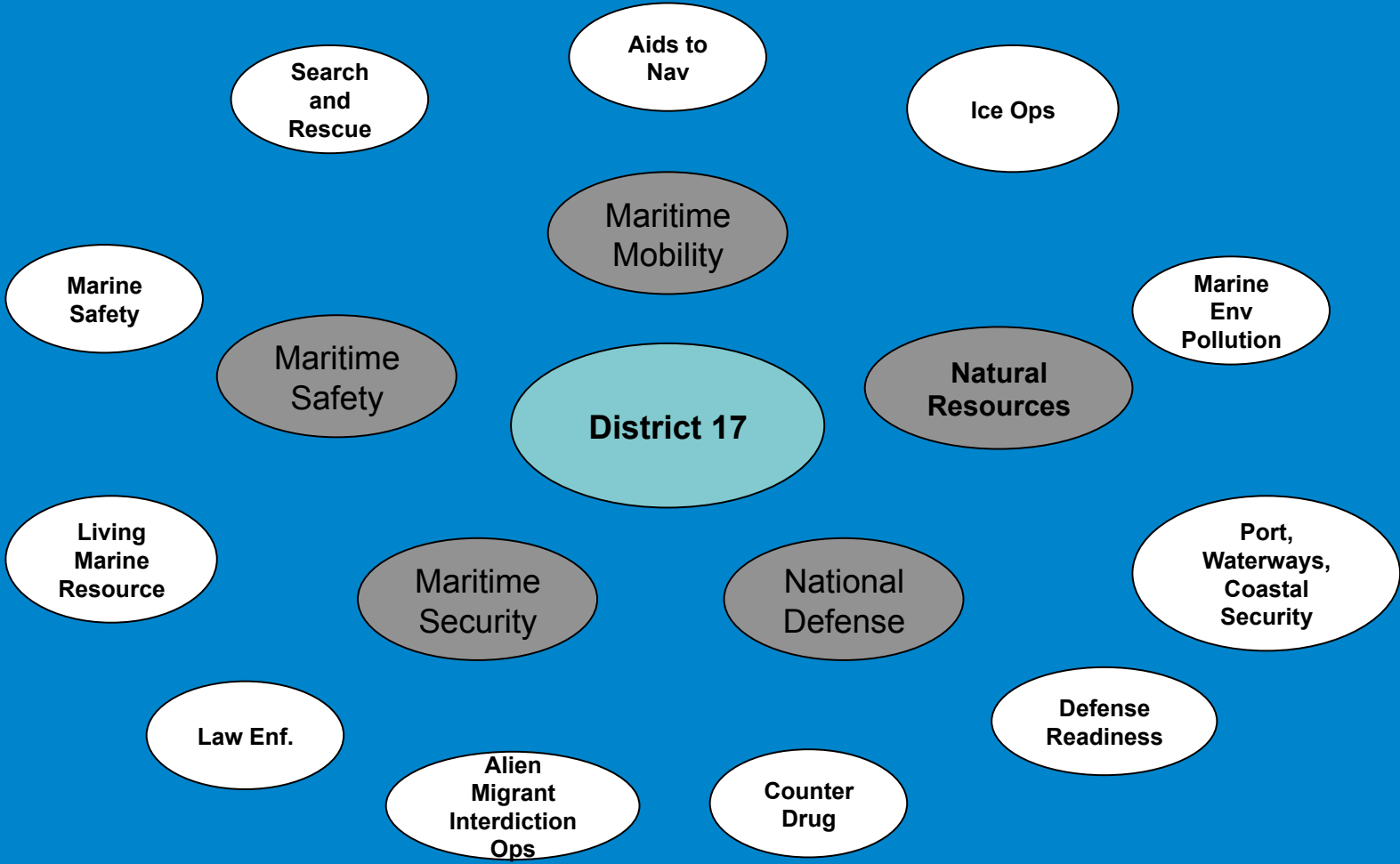
# U.S. Coast Guard Seventeenth District



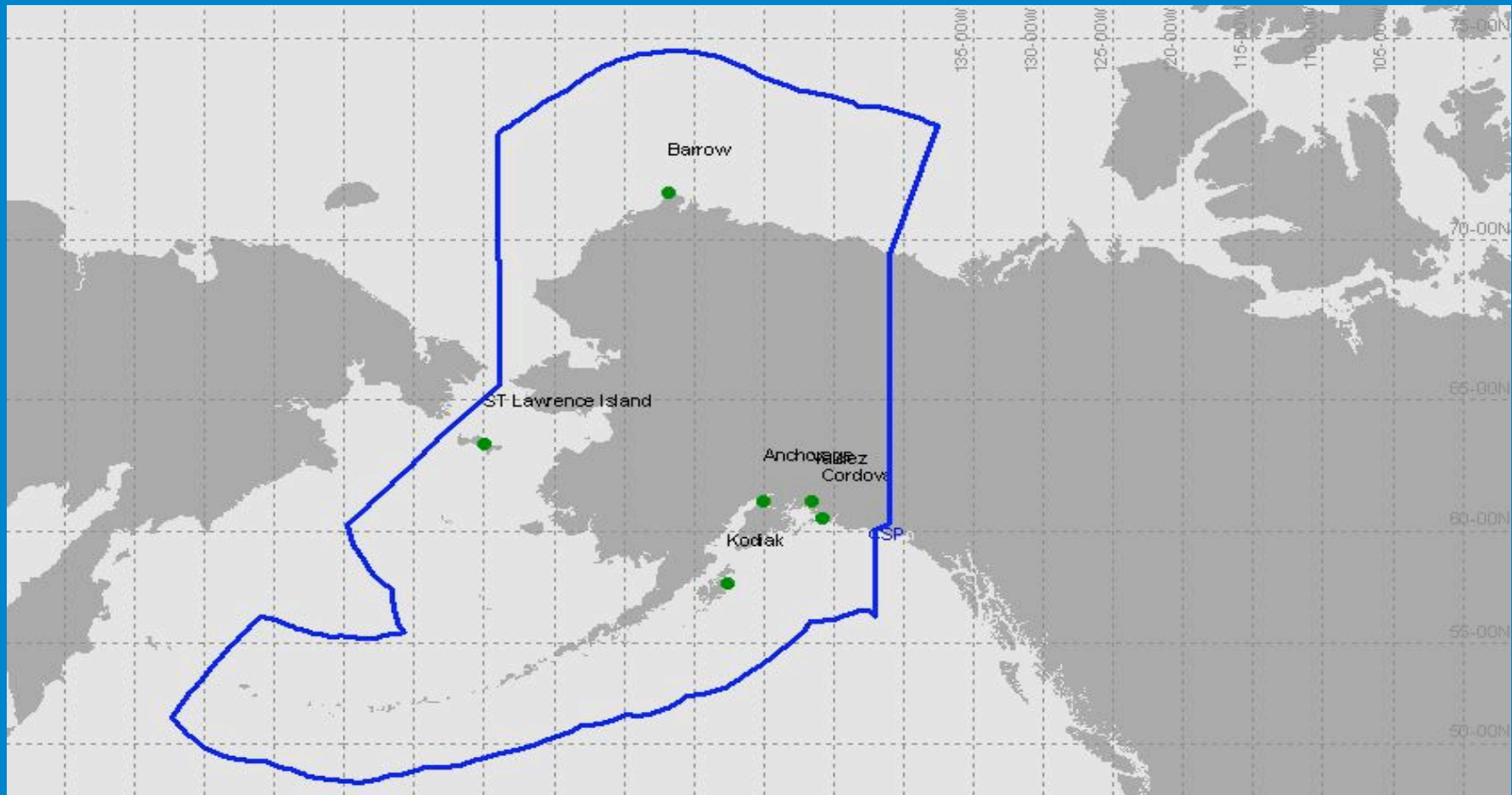
## Nome Maritime Symposium February 2013



# USCGC Missions



# Sector Anchorage Captain of the Port Zone





# Sector Anchorage Roles

## Search and Rescue Mission Coordinator (SMC)

- Obtain/evaluate maritime emergency information
- Dispatch search and rescue units (SRUs)
- Develop search plan/Monitor progress of the mission

## Federal On Scene Coordinator (FOOSC)

- Coordinate, monitor, or direct response efforts
- Provide access to federal resources and technical assistance
- Coordinate federal efforts and resources during an oil or hazmat incident

## Officer in Charge Marine Inspections (OCMI)

- Prevention Department – Inspections & Investigations Divisions
- Ensure vessels comply with applicable laws, rules, and regulations relating to safe construction, equipment, manning, and operation and are in seaworthy condition for the services in which they are operated

## Captain of the Port (COTP)

- 33CFR 6 - Safety and security of all vessels and waterfront facilities
- Control movement of vessels, enforce safety & security zones, enforce regulated navigation areas, prevent sub-standard vessels from entering

## Federal Maritime Security Coordinator (FMSC)

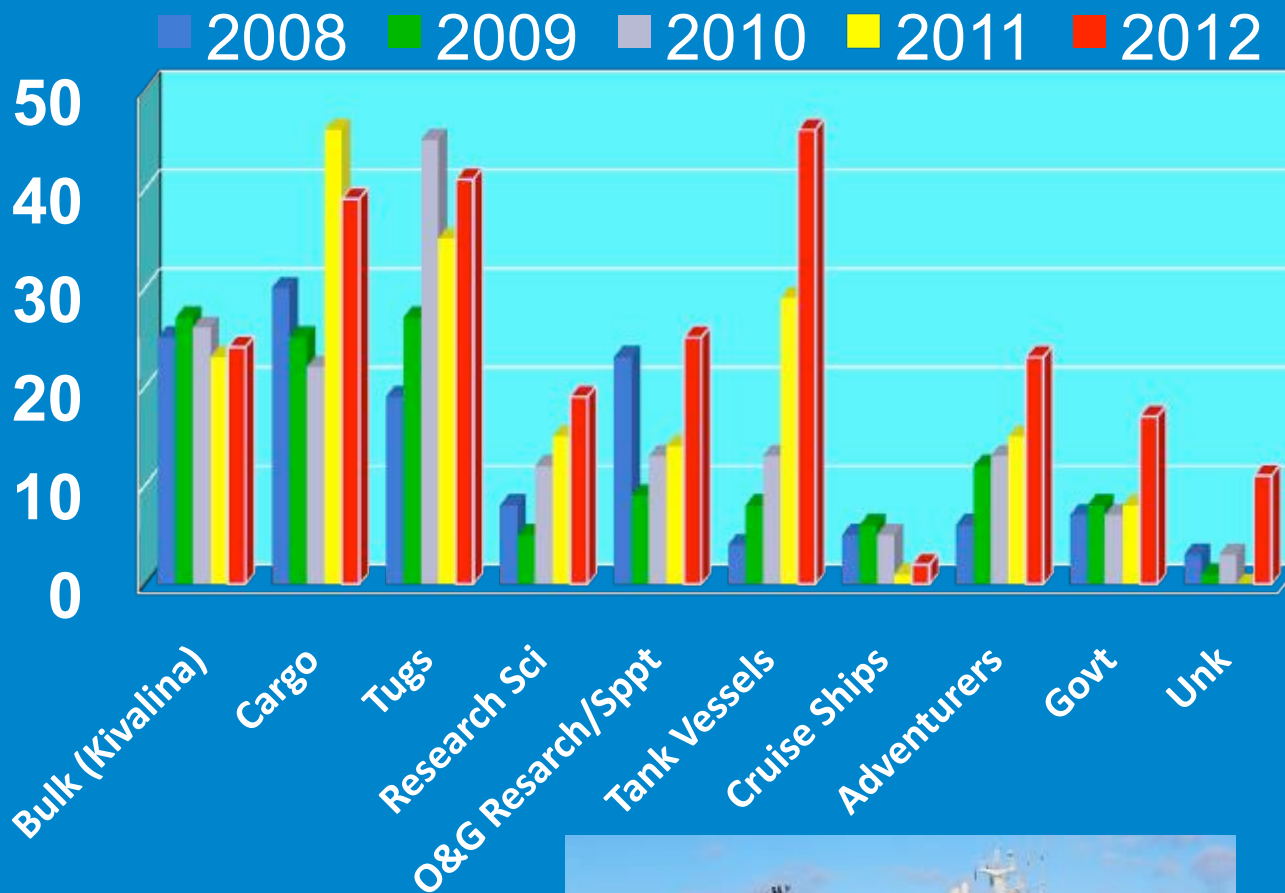
- **Maritime Transportation Security Act 2002** - Area Maritime Security Plan/Actions
- Establish/convene/direct Area Maritime Security Committee -- focused on security

## Unit Strength: 600+ persons

- 25 Officers
- 75 Enlisted
- 10 Civilians
- 400 + Auxiliary (Volunteers)



# 2008 – 2012 Arctic Activity



## Total Vessels in the Arctic

2008 = 120 +  
 2009 = 130  
 2010 = 160  
 2011 = 185  
 2012 = 250

## Bering Strait Transits

2008 = 220  
 2009 = 280  
 2010 = 425  
 2011 = 400+  
 2012 = 480+



# Bering strait cargo shipping pressure

1980 – 8 000 000 00 t.

2010 – 100 000 00 t.

2011 – 800 000 00 t.

2012 – 3 000 000 00 t.

2017 – 25 000 000 00 t. (estimation)

2020 – 50 000 000 00 t. (estimation)

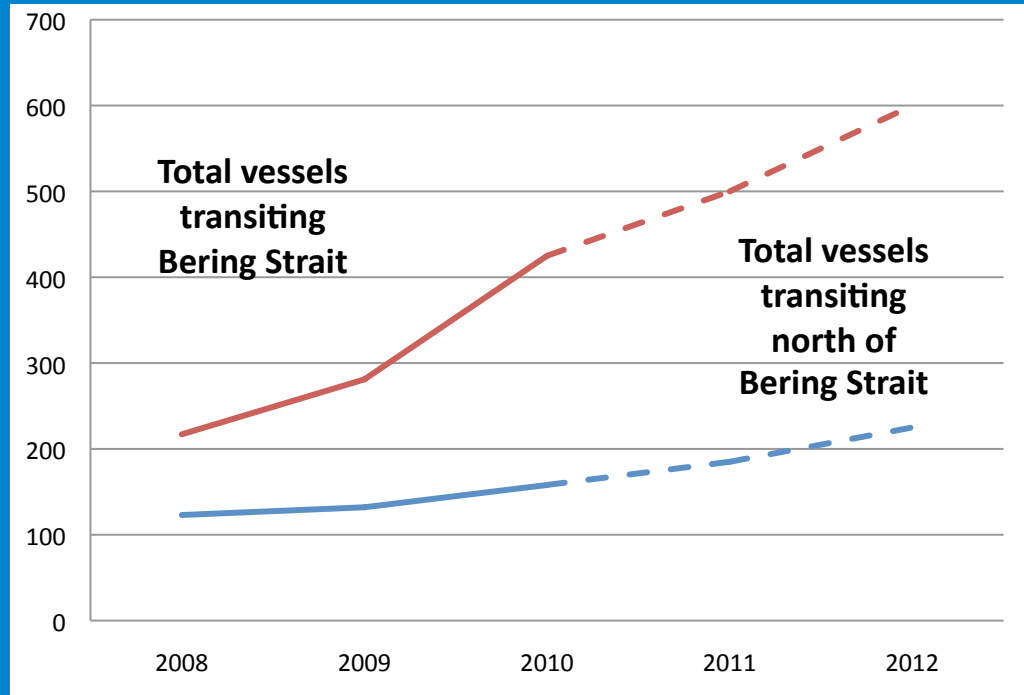
Based on August  
2011 AIS  
Vessel Traffic

Cargo (mainly) – iron ore, oil, gas condensates





# Arctic: Increased Activity Requires Increased Presence



## Northern Sea Route (above Russia)

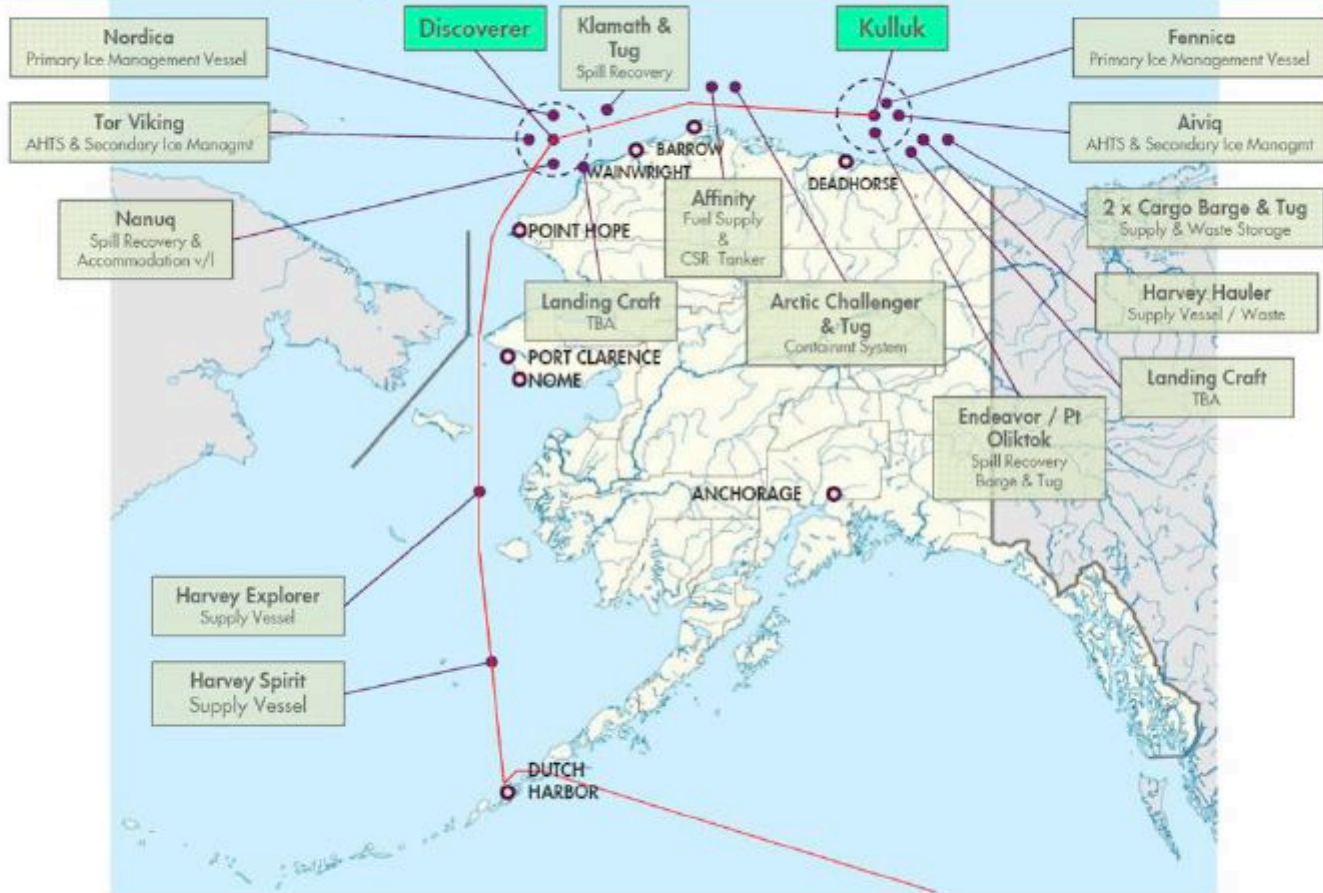
- Distance saving is approx 40%, saving millions in fuels cost and time
- Cargo transport will increase from 1.8 million tons in 2010 to 64 million tons by 2020.
- in 2011, 21 tankers operated along NSR and 18 cargo vessels. Expect to increase significantly.
- Both PANAMAX and SUEZMAX tankers transited NSR

## North Slope of Alaska

- Increased tug & barge traffic for fuel supply and infrastructure development
- Eco-tourism, mining and subsistence activity
- Oil and Gas exploration (1 company in 2012; 2 companies in 2013; 3 companies in 2014; 4 companies in 2015 to include one in Canada just over the border)
- Air traffic over water to support industry to increase. For 2012, hundreds of additional flights transporting over a thousand passengers to support vessels.

# Outer Continental Shelf Summer 2012

## Vessel and Rig Positions 2012





# Current / Recent Arctic Vessel Traffic

- **Increased Vessel Traffic through Unimak Pass – estimated 2,300 vessels per year**
- **Arctic Exploratory Drilling**
- **Red Dog Mine – Foreign Vessel Exams**
- **Increased Nome Gold Dredging Operations**





# FUTURE RISKS



On 30 August 2011, the large-capacity "Suezmax" tanker Vladimir Tikhonov, owned by Sovcomflot, completed her transit along the NSR. This voyage was the first time ever a ship of this size, namely over 160,000 t. deadweight (ice-class 1A), has transported a full consignment of the cargo\* using NSR

The total NSR transit was almost 2,200 nautical miles, from Cape Desire (New Earth Island) in the Kara Sea to Cape Dezhnev in the Bering Strait.

It was accomplished by the tanker in record time - less than 7.5 days.

The expected time saving from the port of departure to the port of discharge, compared to the traditional route through the Suez Channel, amounts to some seven days.

## Growing Eco-Tourism



- **M/S Explorer**

**Nov 2007: 154 people abandon a cruise liner that struck an iceberg and sank in the Antarctic**

# USCG Arctic Operations



Two H-60 Jayhawks  
& Aviation Detachment



Mobile Comms Trailer  
& Comms Detachment



One High  
Endurance  
Cutter w/  
Helo



Icebreaker &  
Research  
Cutter Healy

## 2012 Summary:

- Operations: July – Oct
- Outreach: Mar – Sept
- Oil Spill Drill: August
- Capability Assessment
- Small Boat/Amphibious Vessel/Tracker Testing
- Community Service: 1300+ Hours

## Tribal Issues:

- CG effort to reduce subsistence impacts
- CG effort to communicate with tribes during season

## 2013 Outlook



One Medium  
Endurance Cutter  
H-65 Helo



Two WLB Buoy Tenders



One National Security  
Cutter with H-65 Helo





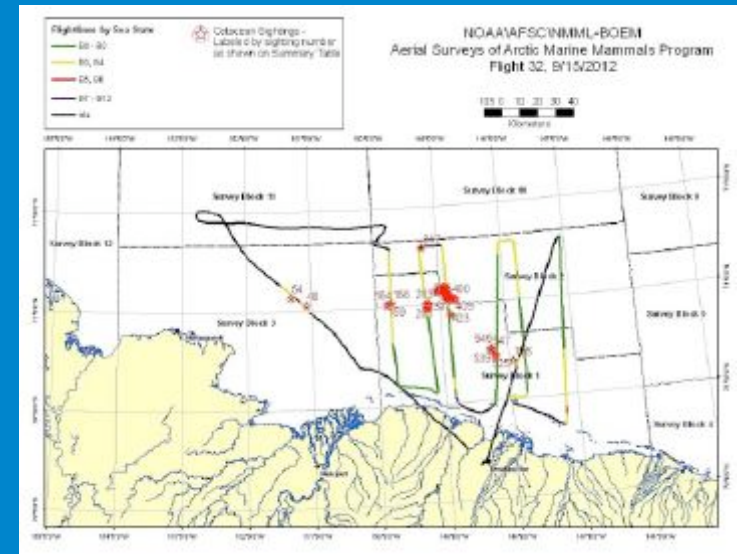
# U.S. Coast Guard

## How We Engage

- Ongoing Meetings/briefings:
  - Tribal & Local Governments
  - Alaska Native Organizations
- Alaska Eskimo Whaling Commission:
  - Penthrite Deliveries
  - CG Briefings/Ongoing Engagement
- Alaska Marine Mammal Coalition
- Response to Subsistence Issues:
  - Caribou & Helicopters in Arctic operations
  - Bowhead Whale Hunt Avoidance Efforts
- Marine Mammal & Caribou Tracking
- Carcass Survey (Nome/Cape Espenberg)
  - Through Eskimo Walrus Commission
  - 20 Carcasses: 10 Whale/7 Walrus/3 Unk
- Cross-Cultural training for CG personnel



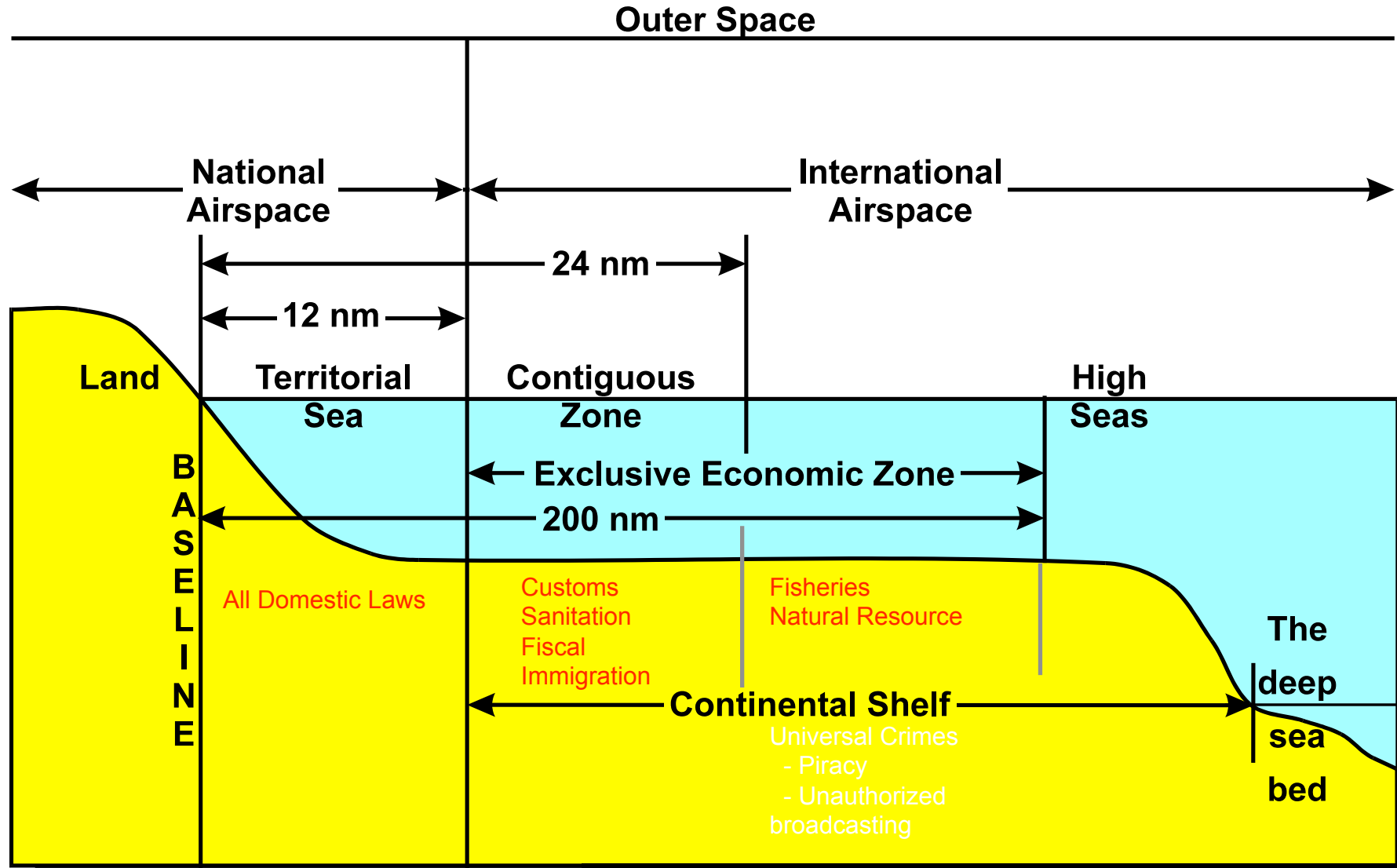
**AEWC Meeting in Pt Hope**  
**Admiral Ostebo &**  
**Vice Admiral Zukunft**



**Bowhead Whale Tracking**



# LEGAL REGIMES OF OCEANS AND AIRSPACE

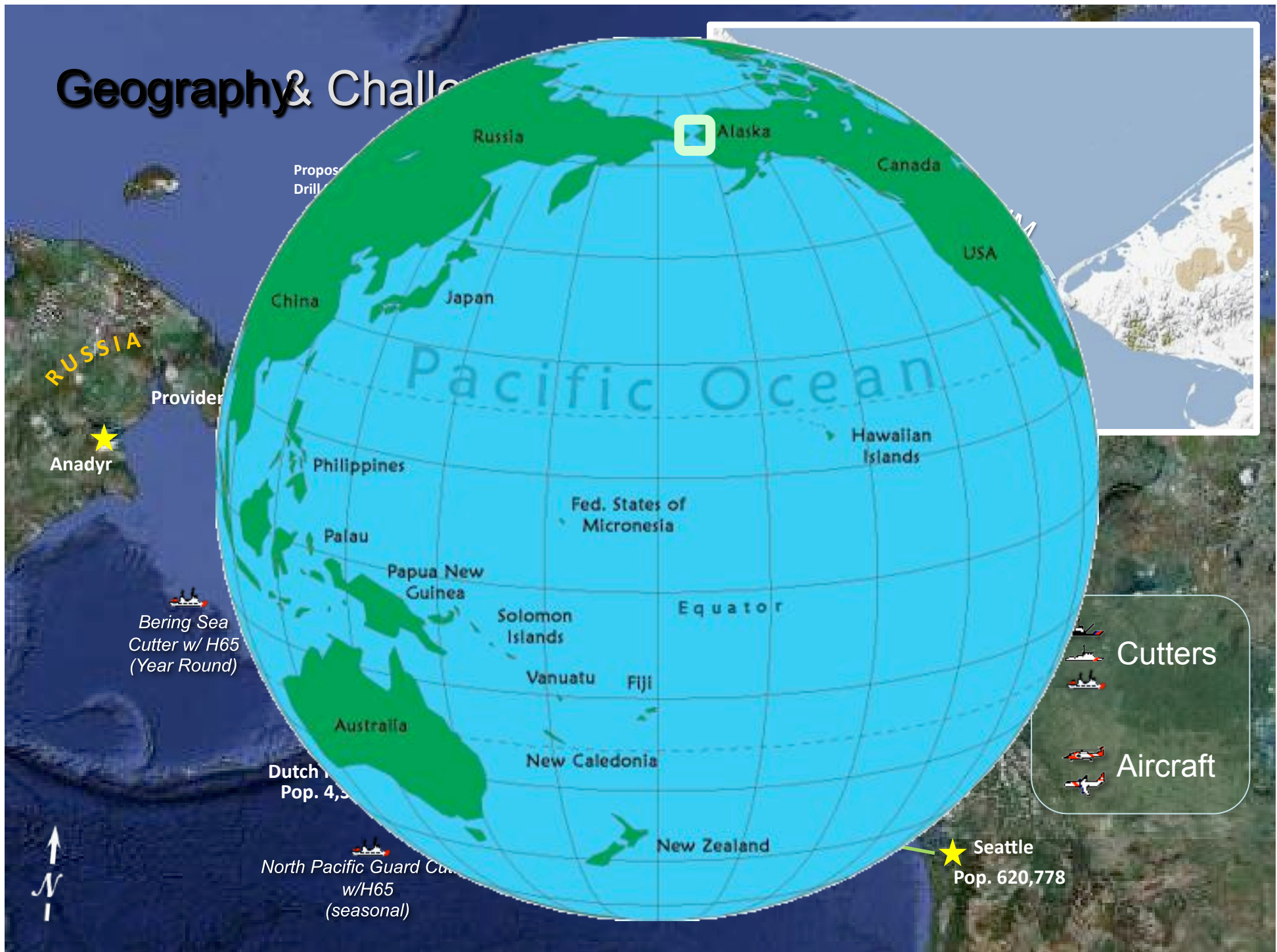


# Port Access Route Study

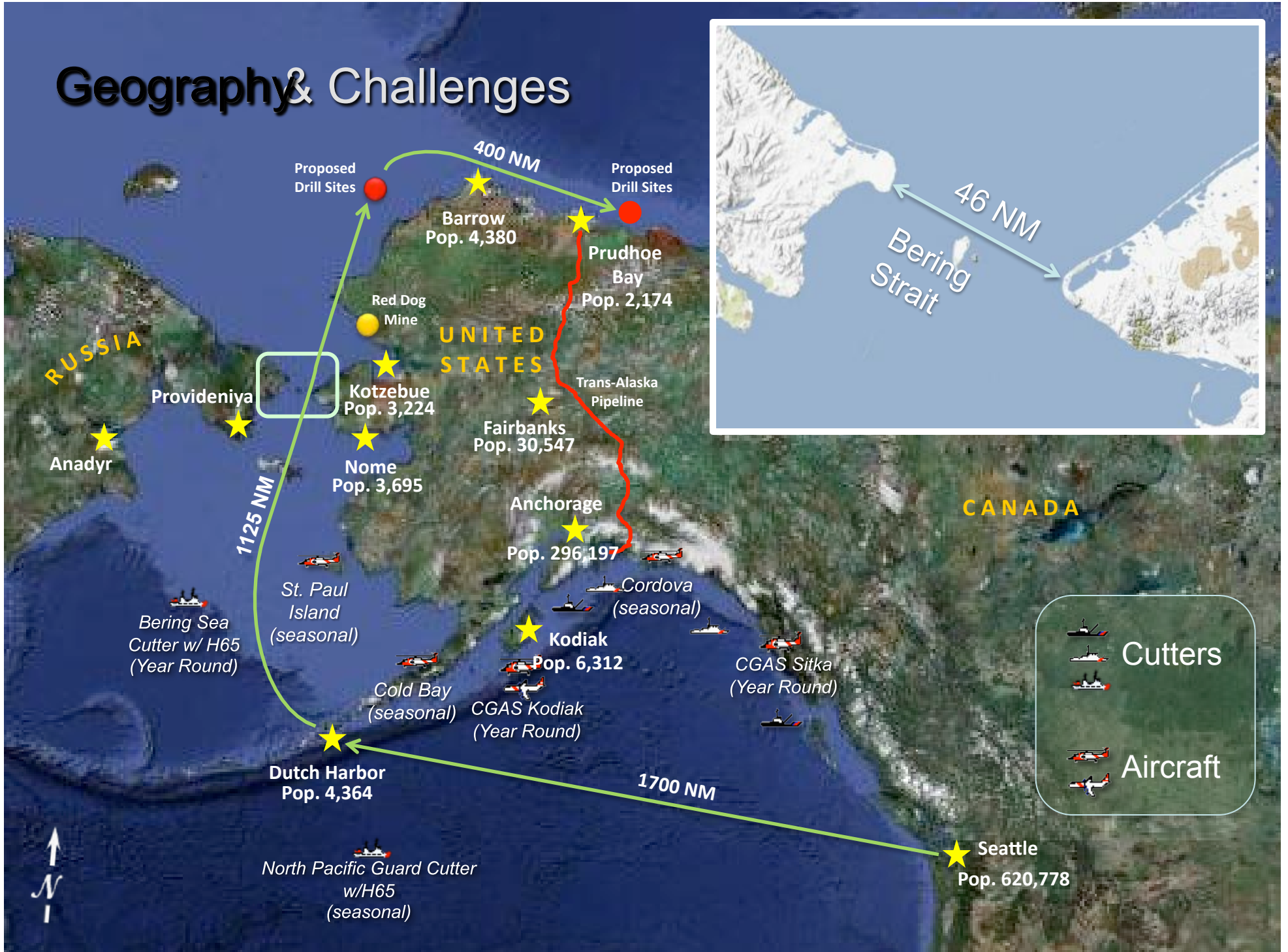
Currently In  
Recommendation  
Phase



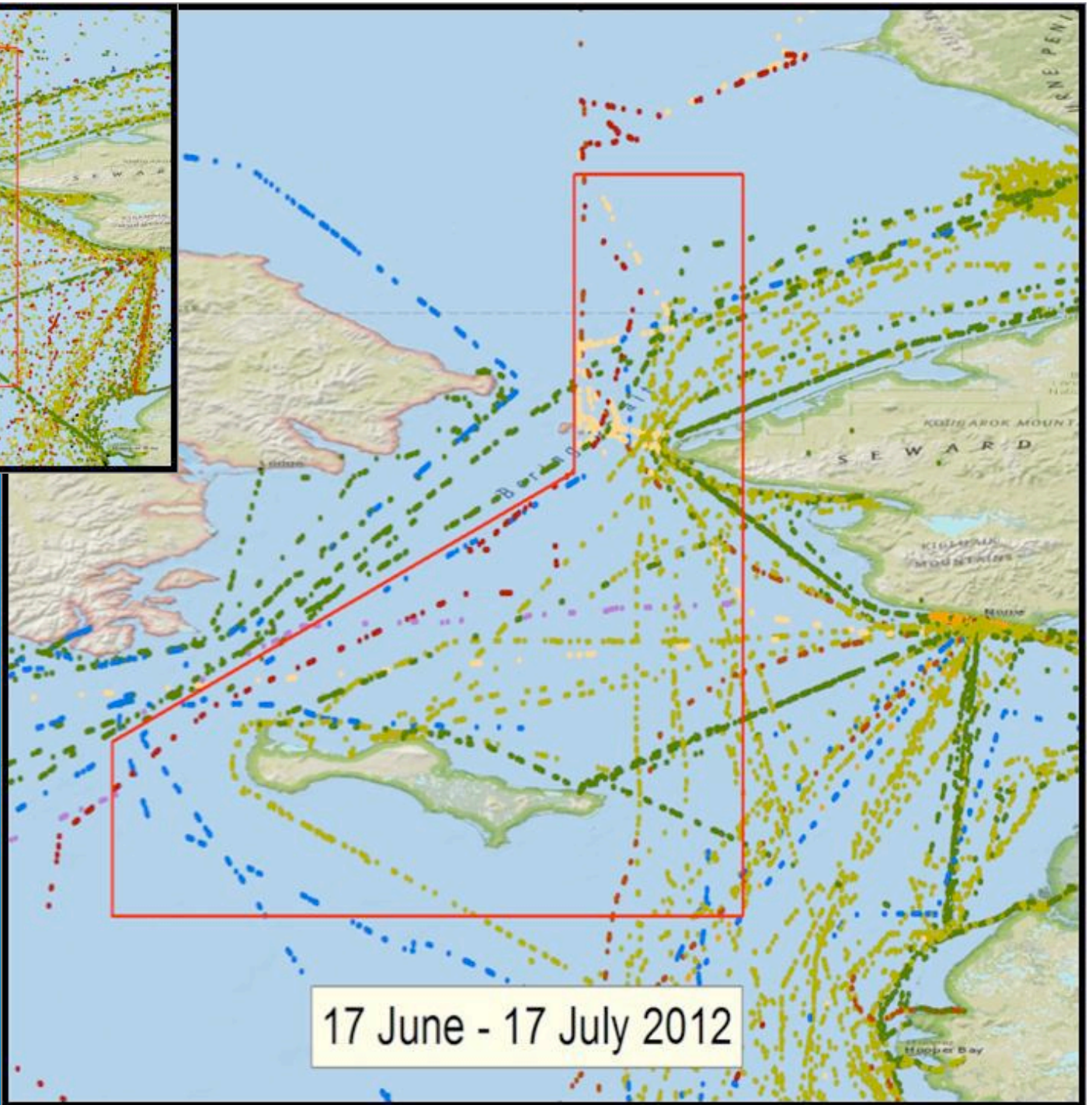
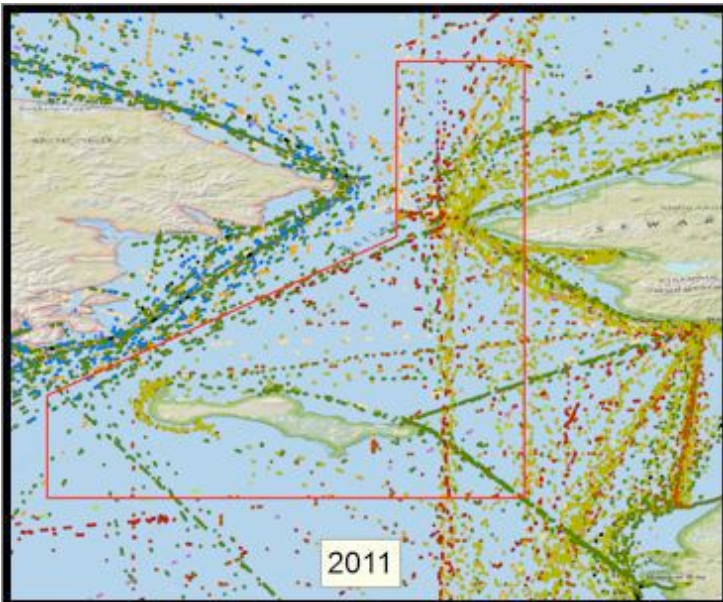
# Geography & Challenge



# Geography & Challenges







### Vessel Type

- Unknown
- Cargo
- Diving Operations
- Fishing
- Icebreaker
- Military/LE/SAR
- Passenger
- Pleasure Craft
- Research
- Tanker
- Tug / Towing



# Ship Routing Measures – EXAMPLES

- **Recommended Route:**

- Undefined width
- Centerline buoys

- **Precautionary Area:**

- Defined limits of cautionary ops
- Direction of travel may be recommended

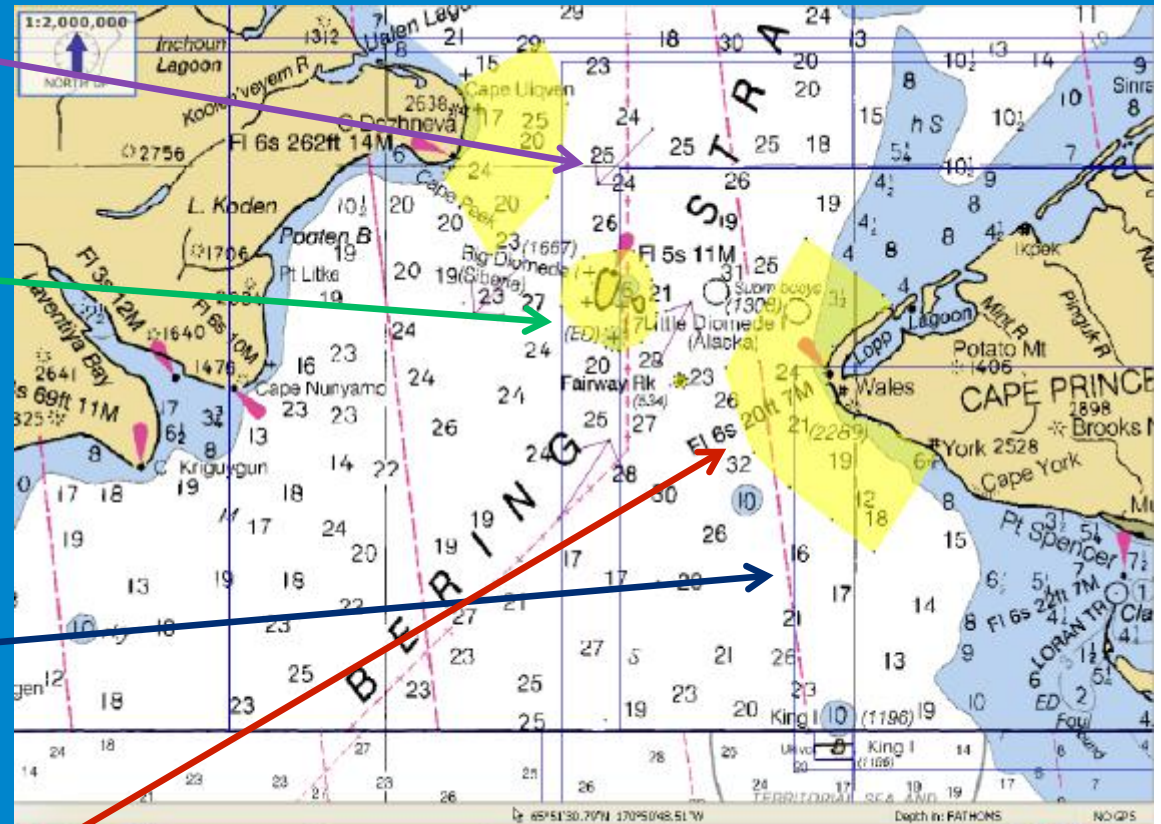
- **Traffic Separation**

- **Scheme:**

- Zone/line separating traffic lanes

- **Areas to Be Avoided:**

- Defined limits
- Particularly hazardous area



**Ship Routing measures may be implemented individually or in combination**

# USCG 17<sup>th</sup> District Recommendations



## Definitely Recommended:

- Recommended Routes
- Areas to Be Avoided

## Proposed for Comments/Feasibility:

- Electronic Atlas (Could include):
  - Coast Pilot
  - Local Weather
  - Ice Information
  - Charting Information
  - Electronic AtoN (Aids to Navigation)
- Voluntary Operating Procedures:
  - Developed by Industry/Local
  - Check in Points & Status Reporting
  - AIS Monitoring
  - Crewing Standards
  - Seasonal Speed Restrictions



## PARS Questions:

D17dpw: (907) 463-2262

View other comments at:

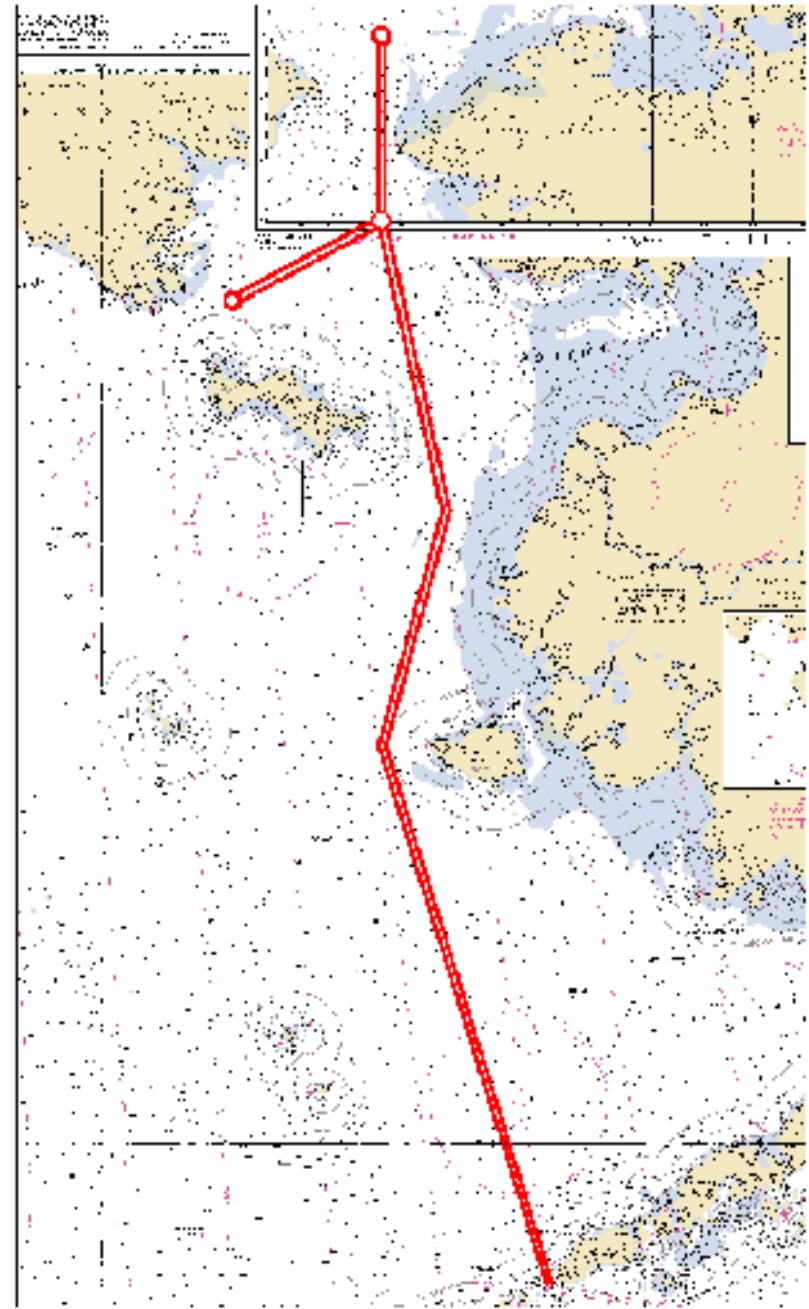
<http://www.regulations.gov>

Document type: "Notices"

Keyword: "USCG-2010-0833"

# The Grand Scheme

This is a 2-way route  
4NM wide







# International Maritime Organization Polar Code

## IMO Polar Code Development/Revision:

- International regulations for vessels in Arctic waters
- Recommend Input from AEWG Meeting to IMO for March 2013 Meeting
- Polar Code includes vessel construction & operation
- IMO Polar Code Presentation Handouts
- USCG doesn't regulate many of these issues, so your input is very important!





# U.S. Coast Guard

## Maritime Response in Alaska and the Arctic



### Prevention



Commercial Vessel Safety



Boating Safety



Passenger Vessel Safety



Auxiliary



Towing Vessel Safety



Commercial Fishing Vessel Safety



# U.S. Coast Guard Maritime Response in Alaska and the Arctic

## Response – Oil Spill



### Unified Plan



### Coast Guard Notification

- Activates Unified Command
  - Federal
  - State of Alaska (ADEC)
  - Responsible Party
  - Local
  - Tribal
- Responsible Party
  - Oil Spill Response Organization
- Federal Assets
  - U.S. Coast Guard Owned
  - DoD Owned



# Incident Response

## National Incident Management System (NIMS):

- ICS

## Spills of National Significance (SONS):

- a spill that due to its severity, size, location, actual or potential impact on the public health and welfare or the environment, or the necessary response effort, is so complex that it requires extraordinary coordination

## Contingency Plans:

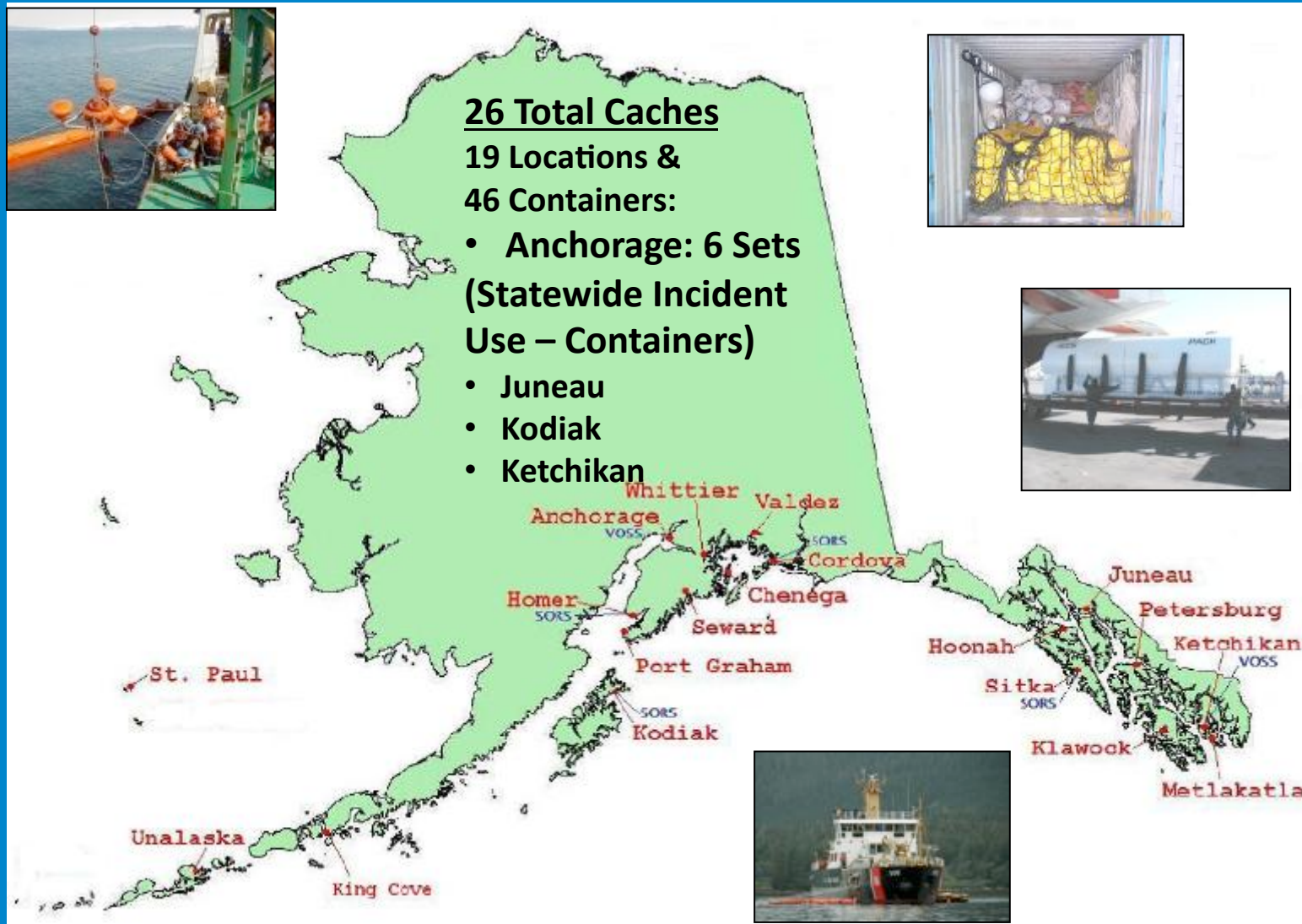
- Unified & Sub-Area plans

## Incident Engagement:

- Unified Command/Local Government/Other Stakeholders
- Federalized

# USCG Oil Spill Response Equipment

(Contingency – Responsible Party Must Provide Spill Response Equipment)



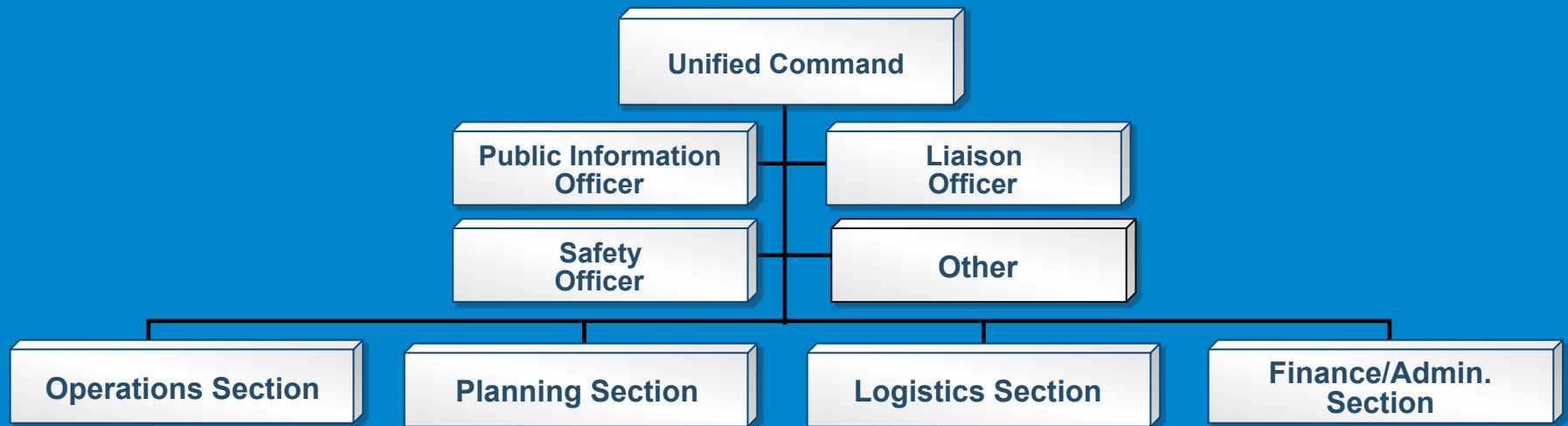
# Jurisdiction or Specific Jurisdictional Authorities of UC

The UC may be used whenever multiple jurisdictions are involved in a response effort. These jurisdictions could be represented by:

- Geographic boundaries (such as two states, Indian Tribal Land);
- Governmental levels (such as local, state, federal);
- Functional responsibilities (such as fire fighting, oil spill, Emergency Medical Services (EMS));
- Statutory responsibilities (such as federal land or resource managers, responsible party under OPA or CERCLA); or
- Some combination of the above.



# Major Incident Characteristics: Organization



**All Command and General Staff positions are filled.**

# Current / Recent Response Operations

- St. Lawrence Oiled Wildlife
- Tug Polar Wind/Barge Unimak Trader
- Kulluk



# St. Lawrence Oiled Wildlife Incident

Gambell



Savoonga



\* 05 Nov – 1 Bird shot  
IVO Savoonga found with  
oil

18 Oct – 1 Seal shot IVO  
Gambell found with oil

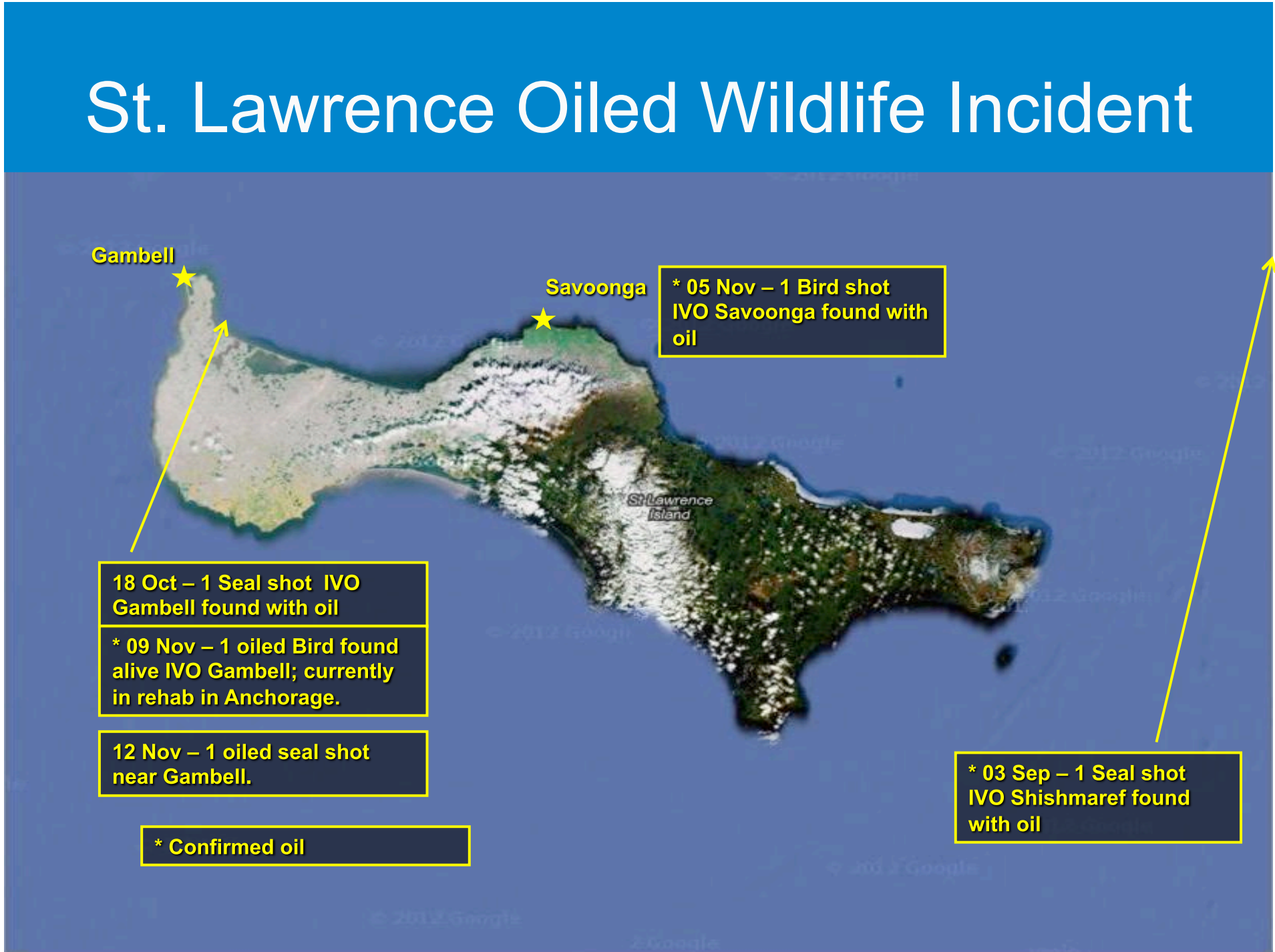
\* 09 Nov – 1 oiled Bird found  
alive IVO Gambell; currently  
in rehab in Anchorage.

12 Nov – 1 oiled seal shot  
near Gambell.

\* Confirmed oil

St Lawrence  
Island

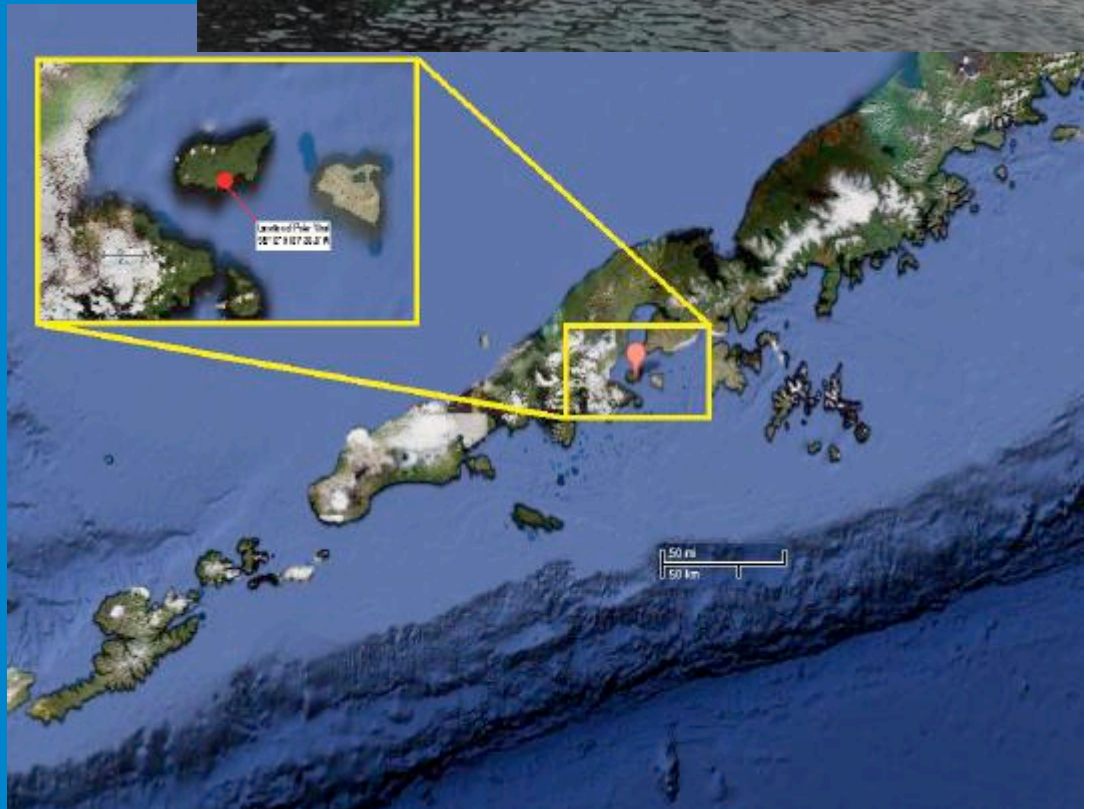
\* 03 Sep – 1 Seal shot  
IVO Shishmaref found  
with oil





# Tug Polar Wind

Background: Tug Polar Wind and barge went aground near Ulkonoi Island with approximately 20,500 gallons of diesel on the tug and 93 containers on the barge Unimak Trader.



# Please Make This A 2-Way Discussion

- We want your input
- Please give suggestions how to work together
- Please feel free to send suggestions later – we value your input!
- Thank you







# U.S. Coast Guard Points of Contact



**17<sup>th</sup> District Commander:**  
Rear Admiral Tom Ostebo

**Sector Western Alaska Commander:**  
Captain Paul Mehler III

**17<sup>th</sup> District Chief of Prevention (Incoming):**  
Commander Matt Jones

**Coast Guard D17 Tribal Liaison:**  
Ms. Sudie Hargis: [Susan.D.Hargis@uscg.mil](mailto:Susan.D.Hargis@uscg.mil)





All Threats.

All Hazards.

Always Ready.



We are America's Maritime Guardian.

