NON-TANK COVERED VESSEL RATE SHEET
(Revised July 1, 2021)

BACKGROUND:

The State of Washington requires an Emergency Response System (ERS) specifying an Emergency Response Towing Vessel (ERTV) stationed at Neah Bay as part of the state required oil spill response plan. The ERTV covers a large area including off the coast of Washington State and the Strait of Juan de Fuca. The ERTV can be hired by any vessel in need but those calling on U.S ports of the Salish Sea must comply. To provide a cost-effective compliance option, industry created the ERTV Compliance Group with a Board of Directors made up of representatives from both tank and non-tank sectors. Rates were initially set in 2010. There is a new contract in place starting July 1, 2020. The ERTV is made available for inclusion of state approved oil spill response plans, however, it is paid for separately per arrival.

ENROLLED COVERED VESSEL PAYMENTS:

With some decreasing ship traffic and higher costs, the non-tank vessel representatives on the Compliance Group were required to raise the base rate for the first time in 10 years. The rate is based on a cost-share with the tank vessel sector based on arrivals and worst-case discharge volumes. The non-tank vessel rate is based on a formula which builds on this approach and it also provides certain credits. The updated formula is detailed below.

All enrolled vessels, on each arrival to a U.S. port of the Salish Sea, will be invoiced on ERTV specific invoice coming from the Marine Exchange of Puget Sound (MXPS).

RATE FORMULA CONSIDERATIONS:

In general, larger vessels capable of carrying more oil will pay more than smaller vessels to reflect relative risk of an oil spill. Specific enrollment charges are based on Dead Weight Tonnage + Worst Case Discharge (WCD) Volumes, minus credits for redundant propulsion, double hull fuel tanks, and ISO 14001 certification.

- There will be an annual (ERTV year runs July 1 to June 30) first time caller assessment of $550 added to the general assessment derived from the formula.
- Relative to subsequent visits, there is a minimum general assessment of $250.
- DWT source is Lloyds Registry.
- WCD Volume (in barrels) for the vessel is as shown on the Coast Guard Vessel Response Plan web site: https://homeport.uscg.mil/missions/vrp-status-board.
- For purposes of the formula below, DWT for cruise ships and car carriers will equal (DWT + GT)/2.
- Smaller fishing vessels (those that would otherwise calculate below the minimum assessment) will pay only the $550 on first annual visit and then the minimum on each subsequent visit.
- Credits: Maximum aggregate credit is 50%. Thus, if vessel has credit for redundant propulsion, the other credits are moot.
  - **Redundant propulsion means totally independent propulsion capability such that if one propulsion plant is lost, the other is still fully functional.** 50% credit.
  - Protectively located fuel tanks for the purpose of this credit are those fuel tanks that meet the requirements of the International Maritime Organization, Regulation 12A of MARPOL (International Convention for the Prevention of Pollution from Ships, 1973, as modified) Annex 1. *There is no simple way to summarize the technical details of this requirement. Essentially, the protection requirements oblige the oil fuel tanks to be located inside the vessel away from the bottom and side of the hull. Do not assume the Hull Type indicated either on the Coast Guard's Vessel Response Plan website or in Lloyd's accurately represents the location of the fuel tanks. Check with the vessel owners regarding the particulars of the vessel's MARPOL Annex I certification. 20% credit.*
  - ISO 14001 is verified by the Marine Exchange through enrollment submission. Certification proof may be requested and then must be provided. 10% credit
- Additional credit (new July 1, 2020) –An administrative services credit of $35 is automatically given to vessels already paying arrival fees to PMSA and MXPS.

CALCULATED TRANSIT ASSESSMENT:

The following formula is based on expected enrollment levels and subject to change depending on vessel traffic levels:

Transit Assessment = [(DWT * .008) + (WCD * .012) - Total Credits (if any; 50% maximum)]

These rates have been adjusted on July 1, 2021, accounting for increased expenses and a slow recovery of a declined number of vessel arrivals that was largely due to COVID impacts.