ALASKA
Chaduҳ
Network

PREVENT / RESPOND / PIONEER

ALASKA EXPERTISE GLOBALLY INSPIRED

OIL SPILL RESPONSE

MISSION

Provide regulatory compliance with federal and state oil spill prevention and response requirements while advancing innovative solutions to the unique challenges of operating in Alaska and the U.S. Arctic region.

Founded IN 1993

Established in 1993, the Alaska Chadux̂ Network (ACN) provides oil spill prevention and response services across a wide range of industries for facilities and vessels to meet state and federal compliance requirements. Our experience, capabilities, and assets are extensive and tailored for Alaska's harsh and unforgiving environment.

OUR STORY

The Alaska Chadux̂ Network operates as an industry-led and funded 501(c)4 nonprofit organization to serve as an Alaska oil spill response organization for vessels and facilities across Western Alaska, Prince William Sound, and Interior Alaska. ACN provides compliance with all State of Alaska and U.S. oil pollution prevention and response regulations to protect mariners, inland operators, and the Alaska environment. As a nonprofit formed by the maritime and the fuel distribution industries, our directors have a fiduciary responsibility to ensure our funds received are invested back into the program, as well as ensuring we are meeting accounting guidelines and standards specific for a nonprofit organization.

The Alaska Chadux̂ Network is one of the most experienced oil spill removal organizations in the state. For nearly 30 years, ACN has responded to hundreds of oil spills, both marine and onshore, developing a comprehensive logistics support system using air, sea, and land transport capabilities designed for Alaska's harsh and remote operating environment. Our response resource inventory coupled with our experience and key support contractors is unparalleled in Western Alaska.

ACN is guided by a Board of Directors reflecting the industry that funds our various programs. Our Directors are comprised of maritime and oil facility industry executives seeking a cost-effective, sustainable, and fully capable solution to their compliance requirements in balance with industries' social responsibility to protect the marine environment.

Our main office is located in Anchorage, Alaska, affording convenient proximity to work with our clients as well as Captain of the Port (COTP) Western Alaska, COTP Prince William Sound, State of Alaska Department of Environmental Conservation (ADEC), other federal, state, local, and tribal agencies, and non-government organizations. We maintain a presence in Juneau, Alaska to enhance communications with the staff at the U.S. Coast Guard District Seventeen.

Our enrollment agreements and certificates conform to the International Group of Protection & Indemnity (P&I) Club Standards.

Our Core Values

RESPECT INTEGRITY STEWARDSHIP EXCELLENCE

OUR PHILOSOPHY

- "**Prevention Focused – Response Ready**" is Alaska Chadux̂ Network's ethos. As such, we believe our various programs must be approached holistically – a balance of risk mitigation measures and response capabilities.

- Our programs are built around the tenets of **Prevent – Respond – Pioneer**. Each tenet complements the other, creating a comprehensive system of prevention and response capabilities designed to protect the marine environment from an oil spill and mitigate the impacts of a spill should one occur.

- Alaska Chadux̂ Network has **continuously defined and refined processes and procedures** to meet the very real and unique challenges and requirements of vessels and facilities operating in Alaska. As a leader in the oil spill compliance industry, we remain committed to supporting a company's safety management, environmental protection, and regulatory compliance programs.

CLASSIFICATION

Classified as an **U.S. Coast Guard Oil Spill Removal Organization (OSRO)** in all operating environments (Inland, Rivers & Canals, Nearshore, Offshore, and Open Ocean).

Registered as a **State of Alaska Primary Response Action Contractor (PRAC)** for all regions of Alaska except Southeast, which includes Prince William Sound, Cook Inlet, Kodiak Island, Aleutian Islands, Bristol Bay, Western Alaska, Northwest Arctic, North Slope, and Interior Alaska.

Registered as a **State of Alaska Streamlined Plan Cleanup Contractor** for both Nontank Vessels and Noncrude Tank Vessels & Barges for all regions in Alaska, except Southeast.

SERVICES PROVIDED

- Oil spill response with personnel, equipment, and vessels to include containment, recovery, temporary storage, waste management, shoreline cleanup, wildlife rehabilitation, decontamination, aerial observation, dispersant, and in situ burning.
- Alternative Planning Criteria (APC) for both tank and nontank vessels to meet federal Vessel Response Plan requirements that transit through or operate throughout the coverage area.
- Personnel to assist with managing and leading an Incident / Spill Management Team.
- Plan and support exercises and drills per the National Preparedness for Response Exercise Program (NPREP).
- Track and monitor vessel traffic to prevent a potential incident from escalating and mobilize resources earlier in the event a Vessel Response Plan is activated.
- Assist a vessel owner/operator, their Qualified Individual, and/or preferred Salvage Marine Firefighting provider with identifying and coordinating emergency towing vessels or other vessels to render assistance as needed.
- Train in the Incident Command System (ICS) and response related qualifications for Health, Safety, and Environmental (HSE).

COVERAGE AREA

ACN has the largest coverage area in Alaska, and one of the largest in the nation as depicted in the below graphic encompassing over 1.5 million square miles.

ACN serves oil storage facilities and tank and nontank vessels operating in or transiting through the coverage area, except for tankers operating in Prince William Sound or Cook Inlet.

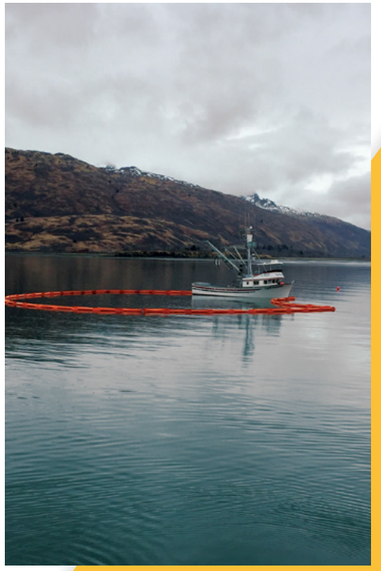
These waters and land masses encompass the jurisdictional area covered by the U.S. Coast Guard, Alaska Department of Environmental Conservation, and the U.S. Environmental Protection Agency regarding oil spill prevention and response requirements.

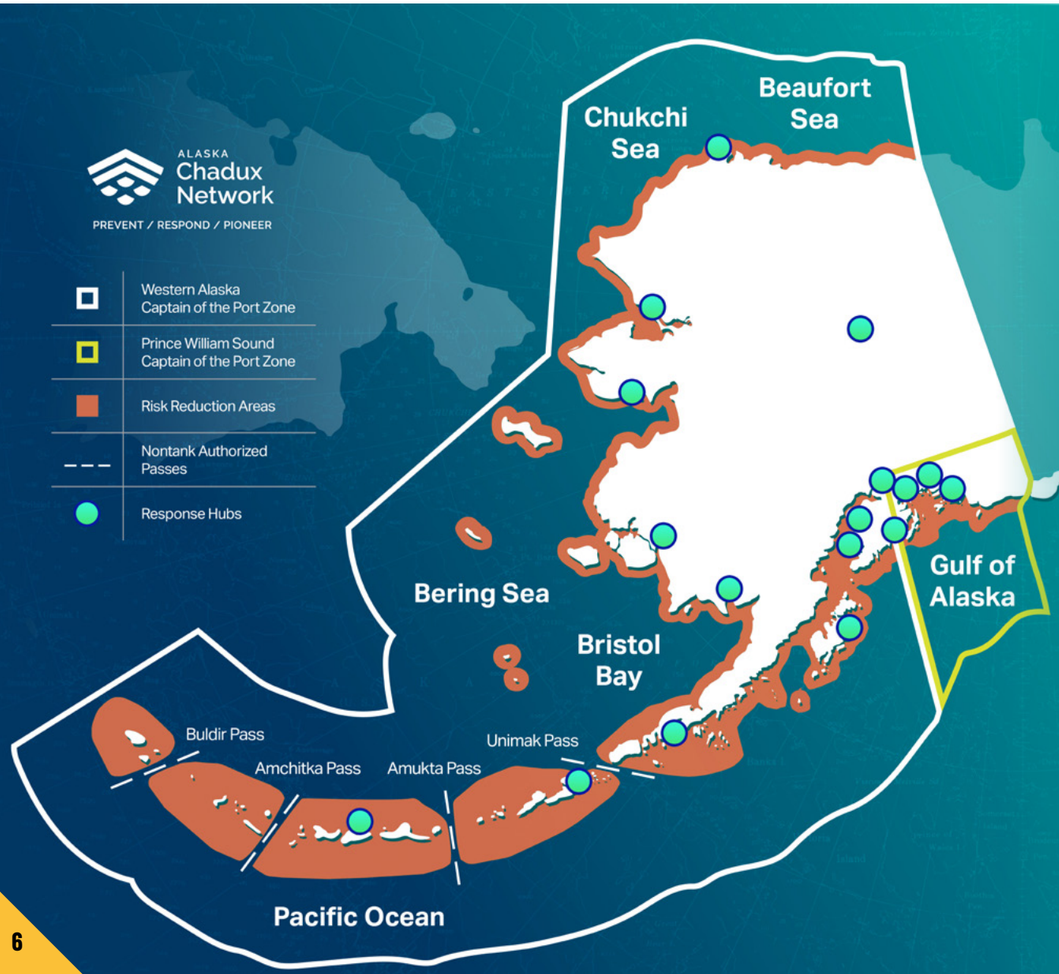
ACN HAS THE LARGEST COVERAGE AREA IN ALASKA, AND ONE OF THE LARGEST IN THE NATION

VESSEL ALTERNATIVE PLANNING CRITERIA (APC)

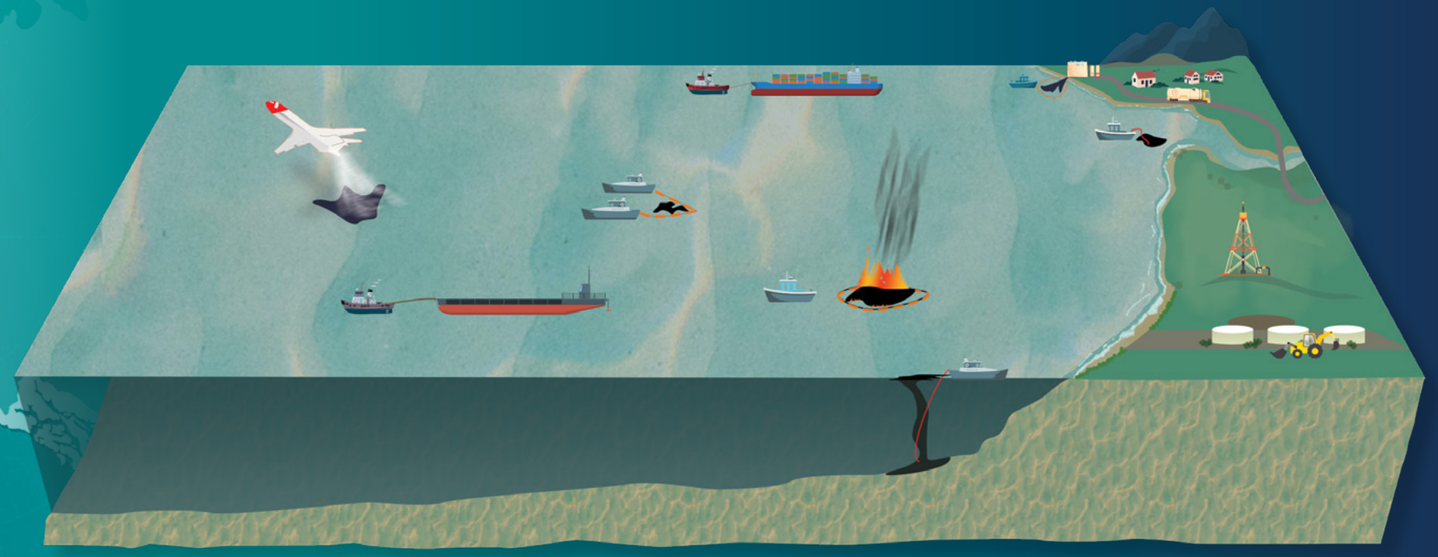
While ACN has significant oil spill response capabilities, we do not meet all the prescribed federal National Planning Criteria per 33 CFR Part 155 Subparts D and J. This is due to the formidable challenges of distance, lack of infrastructure, and harsh operating conditions to support Vessel Response Plan (VRP) requirements for the entire vast Western Alaska and Prince William Sound Captain of the Port zones. The greatest gap is meeting the response time elements of the regulations. Dedicated temporary storage is the next biggest gap, followed by recovery capacity. Understanding these gaps, ACN has designed a U.S. Coast Guard accepted APC program that combines prevention and response capabilities to mitigate the gaps as best as possible to meet VRP compliance requirements.

Our APC program was developed in close collaboration with the U.S. Coast Guard and modeled after the recommendations of the **Aleutian Islands Risk Assessment**. This assessment was a 5-year study chaired by the U.S. Coast Guard and the Alaska Department of Environmental Conservation following the *Selendang Ayu* grounding on Unalaska in December 2004.





OUR OPERATING ENVIRONMENT



OPEN OCEAN, OFFSHORE, NEARSHORE, INLAND, RIVERS & CANALS, SHORELINE, AND THE INTERIOR OPERATING ENVIRONMENTS

TRACKING & MONITORING

BARGES OF OPPORTUNITY

ROUTING MEASURES

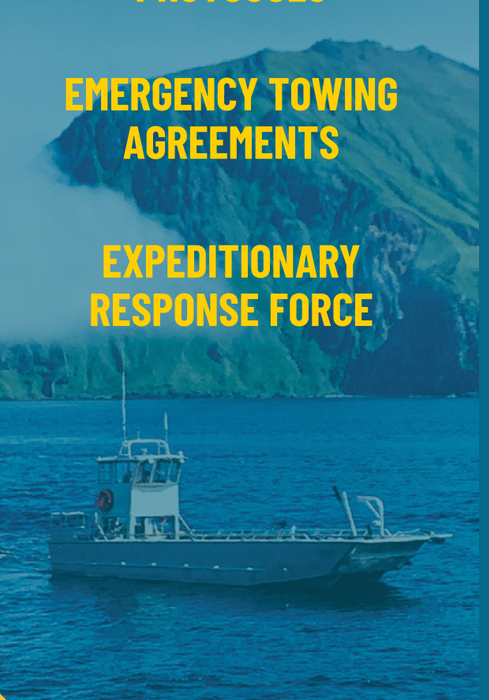
DEVIATION PROTOCOL

RESPONSE HUBS

VESSEL OF CONCERN PROTOCOLS

EMERGENCY TOWING AGREEMENTS

EXPEDITIONARY RESPONSE FORCE



AT THE FOREFRONT OF APC DEVELOPMENT

- First to develop both nontank and tank vessel APC programs in Alaska at the request of the U.S. Coast Guard due to our Alaska-based oil spill response expertise and capabilities. This includes various vessel APC operating procedures.
- First to develop a 24/7 tracking and monitoring center in Alaska using the most state-of-the-art technology to help prevent an incident, providing real-time maritime situational awareness.
- First to develop vessel routing measures. ACN routing measures were the precursor routing measures adopted by the IMO for ATBA along the Aleutian Islands.
- First to develop routing measure deviation protocols and QRC, which were later adopted by the USCG as the standard for all APC providers.
- First to develop the tracking and monitoring of all tow vessels operating in and around Alaska waters in case the need arises for emergency towing assistance. This response network of emergency towing vessels allows our members to have access to this real-time information and capability 24/7.
- First to develop the remote response hub system in strategic Western Alaska locations. We have 17 response hubs located throughout Alaska as shown in the graphic on page 6. These hubs increase the probability that response equipment is based near an incident site, thereby minimizing our response time. Plus, there are no restrictions on mobilizing the equipment at the hubs to support an incident in other regions in the coverage area.
- First and only provider to have 24/7 dedicated ocean-going oil spill response vessels on standby to respond to an incident.
- First to leverage local knowledge and develop Vessel of Opportunity program that is unmatched in Western Alaska.
- First to develop Barge of Opportunity in Western Alaska that is unrivaled.
- First to develop pre-packaged response resources designed to be deployed on multiple large and small aircraft and vessels that can reach the remote and isolated areas of Alaska.
- First to develop Vessel of Concern protocols to detect vessels in need of assistance for early activation of a VRP and response capabilities.

OUTREACH

ACN provides services to a diverse industry group and works with support organizations that are as numerous as they are distinct. And with the changing regulatory landscape and the complexities of the global shipping and fuel supply industries, outreach and education to various organizations are of utmost importance to the ACN.

We make it a point to work diligently in staying abreast on the latest issues and technologies in the oil spill response sector and to educate this diverse group of industries, regulators, and stakeholders about the unique nature of oil spill prevention and response throughout the remote areas of Alaska. Accordingly, ACN is a member in several international, national, and regional professional and local organizations and committees.

We are frequently asked to speak at government, industry, and academia-sponsored conferences, seminars, and forums. Our participation in these forums allows ACN to educate and engage with state and federal agencies, industry and various stakeholders, and non-government organizations, ensuring ACN meets the rapidly evolving oil spill response requirements.

EXPERIENCE COUNTS

- Our proven experience responding to incidents in the remote, harsh, and challenging environments of Western Alaska is unmatched. We are a consistent and tested response organization that has successfully responded to hundreds of oil spill incidents as well as hundreds of planned equipment deployments and exercises..
- We set the standards and developed the tactics and techniques for rapid and effective oil spill response in Western Alaska.
- Over the past several decades, we have built long-term relationships with the communities we serve across Alaska for logistics support during an oil spill incident.

NATIONAL PREPAREDNESS FOR RESPONSE EXERCISE OBJECTIVES

Our exercises and responses are documented in accordance with the National Preparedness for Exercise Program (NPREP) requirements. It is the goal of ACN to exercise each of the 15 core NPREP components that are applicable at least once every three years.

NPREP Core Components

- Notification
- Staff Mobilization
- Operate RMS
- Source Control
- Assessment
- Containment
- Mitigation
- Protection
- Disposal
- Communications
- Transportation
- Personnel Support
- Equipment Maintenance
- Procurement
- Documentation

EQUIPMENT MAINTENANCE

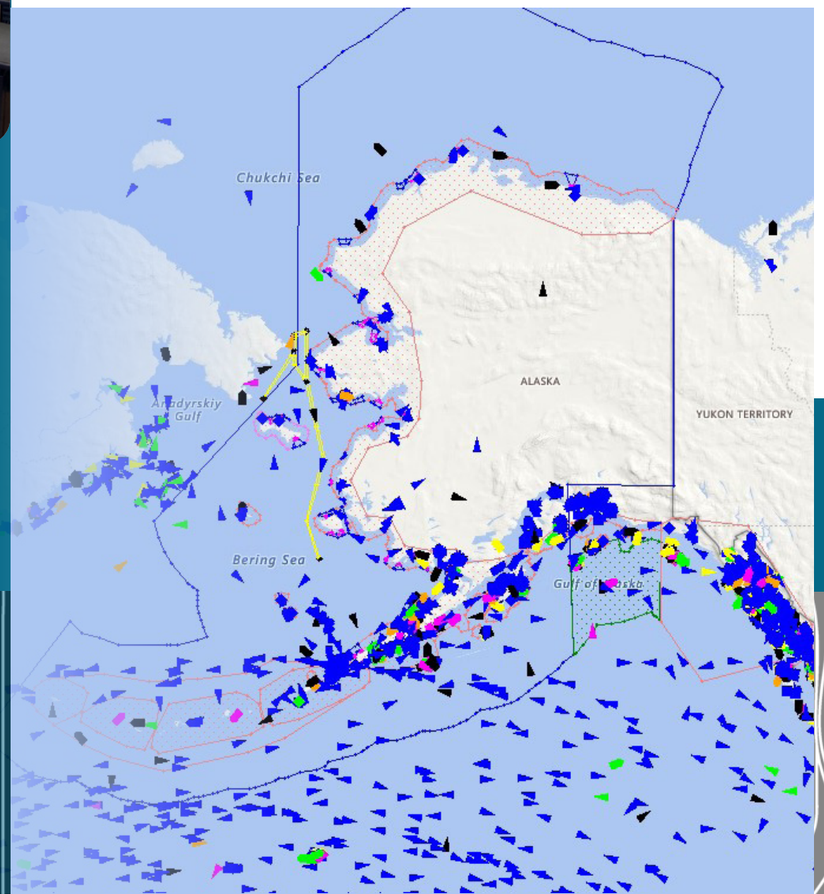
ACN has a mature program for inspecting, testing, and maintaining its equipment, including equipment in each of the response hubs. Using an asset management software program, ACN response equipment is inspected, documented, and maintained in superb operating condition in accordance with the manufacturer's recommendations and best commercial practices.

VESSEL MONITORING & RISK MITIGATION

Early detection of a potential marine casualty is essential to render assistance and/or mobilize resources quickly to prevent the threat of oil discharge or mitigate environmental harm. The sooner the vessel's owner/operator, Qualified Individual (QI), Oil Spill Removal Organization (OSRO), Salvage and Marine Firefighting provider (SMFF), U.S. Coast Guard (USCG), and other authorities are made aware of a potential vessel casualty, the more time is available to activate the Vessel Response Plan (VRP) and provide the required resources to resolve or mitigate the incident.

To that end, ACN funds a 24/7-crewed monitoring center, managed and operated by the Marine Exchange of Alaska (MXAK), to provide timely and accurate information on a participating vessel's location and operating status. MXAK is a nonprofit maritime organization based in Juneau, AK.

THE PREMISE OF THE MONITORING CENTER IS TO IDENTIFY POTENTIAL INCIDENTS EARLY TO ALLOW MORE TIME TO RESPOND



VESSEL MONITORING CENTER

The monitoring center applies state-of-the-art terrestrial and satellite Automatic Identification System (AIS) monitoring technology to provide a virtual "Safety Net" that contributes to the awareness of maritime activity in the coverage area. To keep the monitoring center operational 24/7, MXAK incorporates multiple backup systems that provide continuity of operations in case of primary system failure.

The monitoring center employs a suite of customized, electronic "watch dogs" and "geo-fencing" to alert the watch for anomalies that could indicate loss of propulsion or if a vessel begins to enter an Area To Be Avoided (ATBA).

VESSEL OF CONCERN (VOC)

For vessels identified as VOC, the monitoring center will initiate an inquiry as to the nature of the vessel status with the master via email or phone. Should the master be unresponsive (within 30 minutes), our protocol dictates the vessel is categorized as an "Unresponsive Vessel" and additional notifications are made, including escalating to the QI if needed until communications are established with the vessel.

A VESSEL OF CONCERN IS DEFINED AS:

- any vessel transmitting "Not Under Command";
- a vessel whose speed drops below 3 knots;
- a vessel operating unusually or not making normal speed based off nearby vessels; or
- a vessel where the master self-reported an issue that indicates a propulsion or maneuverability issue

THE DEVIATION QUICK REFERENCE CARD WAS ORIGINALLY DEVELOPED BY ACN AND SUBSEQUENTLY ADOPTED BY THE COAST GUARD.

ROUTING MEASURES

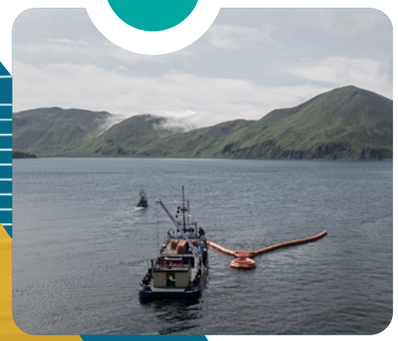
ACN enrolled vessels are required to adhere to specific risk reduction routing measures while transiting or operating within the coverage area, as illustrated in the graphic on page 6. Routes are designed to keep the vessels sufficiently offshore until necessary to transit the only approved passes through the Aleutian Islands or to enter an Alaska port. Routing measures mitigate the response time gap and the consequences to the marine environment if a spill should occur.

DEVIATION PROCESS

If the vessel master requests a deviation from the APC routing measures, the monitoring center assists the master in submitting a deviation request per the APC Operating Procedures. The deviation request is reviewed using the U.S. Coast Guard Sector Anchorage's APC Deviation Quick Reference Card (QRC). The QRC was originally developed by ACN and subsequently adopted by the Coast Guard. This risk mitigation measure enhances situational awareness to the vessel owner/operator, QI, and U.S. Coast Guard, ensuring as a vessel navigates closer to shore all their systems are operational and all relevant parties are fully cognizant of their location.

RESPONSE CAPABILITIES

- Spill response personnel
- Incident management team personnel
- Incident safety resources
- Containment
- Mechanical recovery
- Temporary storage
- Wildlife rehabilitation and protection
- Decontamination
- Shoreline and inland cleanup resources
- Aerial observation
- Dispersant
- In Situ Burning
- Non-floating oil cleanup
- Waste Management
- Emergency Towing Support



PEOPLE

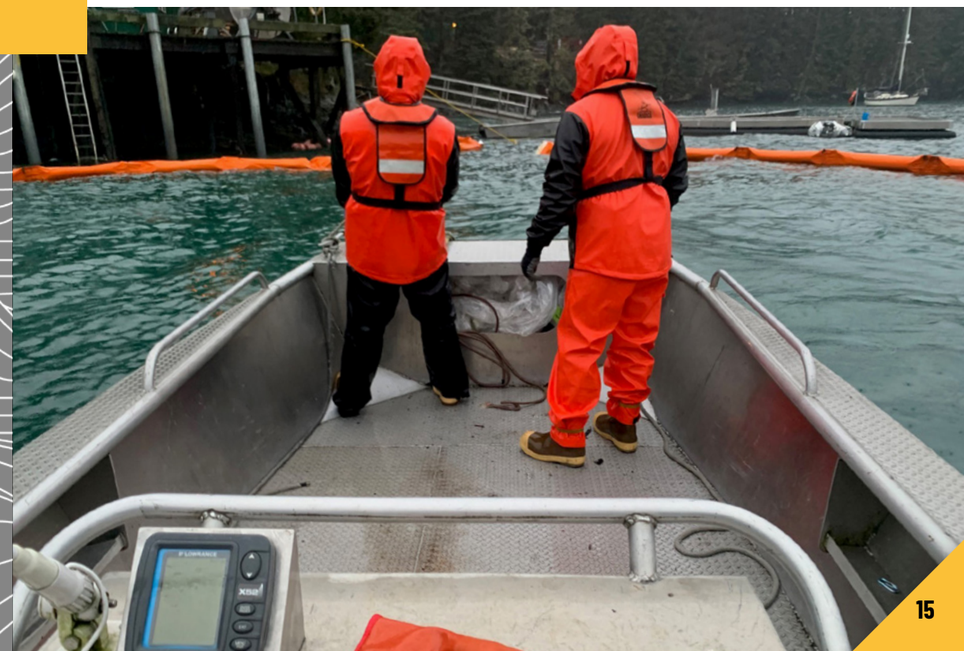
At ACN, our team and those that support our mission are our most valued resources! ACN has 10 responders on staff for immediate response on a 24/7 basis. For larger spills, ACN has contracts in place for spill response labor providers to supplement ACN's response technicians with over a hundred additional responders within 24 hours.

ACN response personnel and our contract support are trained in Hazardous Waste Operations and Emergency Response (HAZWOPER) requirements. Our personnel routinely participate in announced and unannounced drills and exercises as part of the U.S. Coast Guard OSRO Classification Program and Government Initiated Unannounced Exercise (GIUE) Program, as well as the State of Alaska PRAC program. This allows our personnel to deploy and operate response equipment and ensure the response equipment is in proper working order.

ACN has response personnel on 24/7 standby at Anchorage, Kodiak, and Dutch Harbor. Additionally, as part of the Barge of Opportunity (BOO) program, ACN has access to personnel who are licensed tankermen and tug crewmembers.

10
RESPONDERS AVAILABLE IMMEDIATELY 24/7

100+
RESPONDERS AVAILABLE WITHIN 24 HOURS



SAFETY

Safety of response personnel and the public is ACN's number one priority during daily operations and on every incident. ACN maintains strict adherence to our safety program as outlined in our Safety Manual and Response Manual. We conduct a site safety survey for every incident to which we respond, identifying and mitigating potential hazards to the responders and public.

We follow strict internal guidelines to prevent an accident from occurring. Our Safety Management Program incorporates a Job Safety Analysis prior to each response day's activities, as well as in the normal course of our daily training and maintenance activities. Stop Work authority is delegated to all employees when someone spots an unsafe work condition. Following all exercises and response events, we conduct an After-Action Review to ensure our safety protocols were effective, amending the protocols as necessary to keep our team safe during future events.

Our site safety program uses air monitoring equipment, Personal Protective Equipment, Respirator Kits (if needed), site assessment procedures and techniques consistent with best work practices and regulatory guidelines to develop an integrated site-specific safety plan for each response operation.

ACN response personnel are all trained in Learn to Return Delayed Care First Aid. As we operate frequently in the remote regions of Alaska, our team is trained to deal with injuries where help might be delayed and where medical equipment is limited in such techniques as splinting, bandaging, small wound cleaning, stop bleeding, and proper CPR techniques.

WE FOLLOW STRICT INTERNAL GUIDELINES TO PREVENT AN ACCIDENT FROM OCCURRING

27+

MILES OF BOOM

3,000

AMOUNT OF FEET OF OCEAN BOOM PER LVBP

CONTAINMENT CAPABILITIES

ACN has 27+ miles of boom to support a spill response or use as a preventive measure during fuel transfer operations. Boom types include ocean, harbor, fast water, and shore seal.

The boom is staged at response hub locations across the coverage area where there is sufficient infrastructure to support its mobilization and deployment. This response equipment is distributed because protective and containment boom is bulky and difficult to ship by cargo aircraft efficiently. Consequently, ACN has dispersed its protective and containment boom to locations where it can be quickly loaded on Vessels of Opportunity or used to support responses for local facilities.

ACN has developed two Large Vessel Booming Packages (LVBP) designed for rapid deployment. These systems are ocean containment booming packages intended to contain spilled product at the vessel. The system is capable of being mobilized and deployed via aircraft and resources of opportunity. The systems allow for the deployment of containment boom around vessels up to 1,000 feet in length in seas up to 6 feet. Each LVBP has 3,000 of ocean boom for initial vessel containment – one staged in Kodiak and one in Adak.

ACN has an Ocean Buster and a Harbor Buster. These systems allows oil to be contained and collected at higher speeds and in rougher water.

MECHANICAL ON WATER RECOVERY

ACN has over 74,000 barrels of estimated daily recovery in its inventory.

- 70 skimming units – inventory comprised of high capacity oleophilic brush skimmers, oleophilic drum skimmers, oleophilic disc skimmers, rope mop skimmers, weir skimmers, and suction skimmers. These various skimming systems are used in recovering persistent and non-persistent oils.

- Various pumps and hoses – an assortment of pumps and associated hoses to recover oil, such as centrifugal, double diaphragm, peristaltic, and DOP 160.

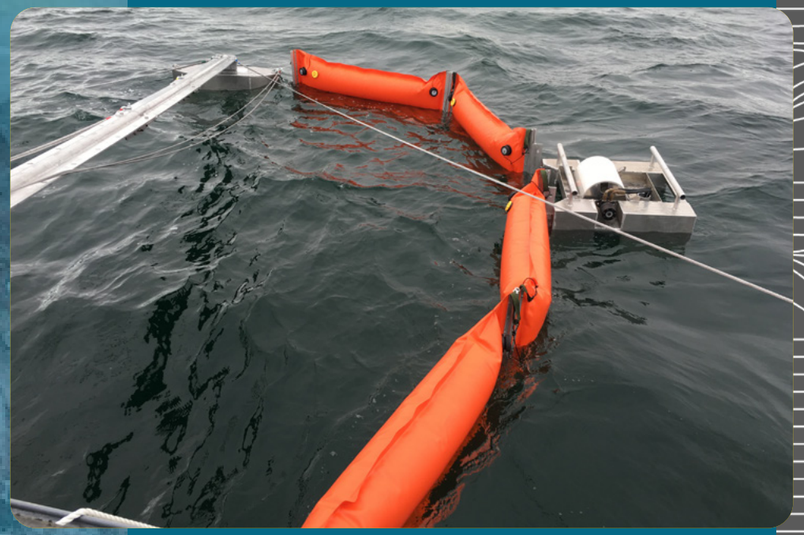
- Sorbent Materials – an assortment of sorbent materials is spread throughout ACN's response hubs. Sorbent pads, rolls, and boom are useful for soaking up refined product. Sorbent sweep is good for recovering thicker oils.

SHORELINE CLEANUP

- Beach Cleanup Kits – assembled supplies for beach cleaning including sorbent materials, rakes, shovels, and oily waste bags.

- Beach Deluge Kits – the beach deluge system is used to remove oil from the surface of rocks or sand and flush it to the water's edge where it is contained and collected. It may also be employed to remove lighter fuels from tundra.

74,000
BARRELS OF EST. DAILY RECOVERY IN INVENTORY



TEMPORARY STORAGE

ACN has a combination of 138 tanks, bladders, and barges for temporary storage.

ACN relies on portable temporary storage (towable and land bladders) for the initial stages of response. This is then supplemented by the dedicated 23,000 barrel oil spill response barge *Kittiwake* based in Kodiak, AK, two minibarges staged in Dutch Harbor, one microbarge in Anchorage that is able to be transported on a C-130, and non-dedicated Barges of Opportunity.

ACN also maintains an inventory of portable land tanks for temporary storage of recovered product. These tanks are deployed in a berm for secondary containment.

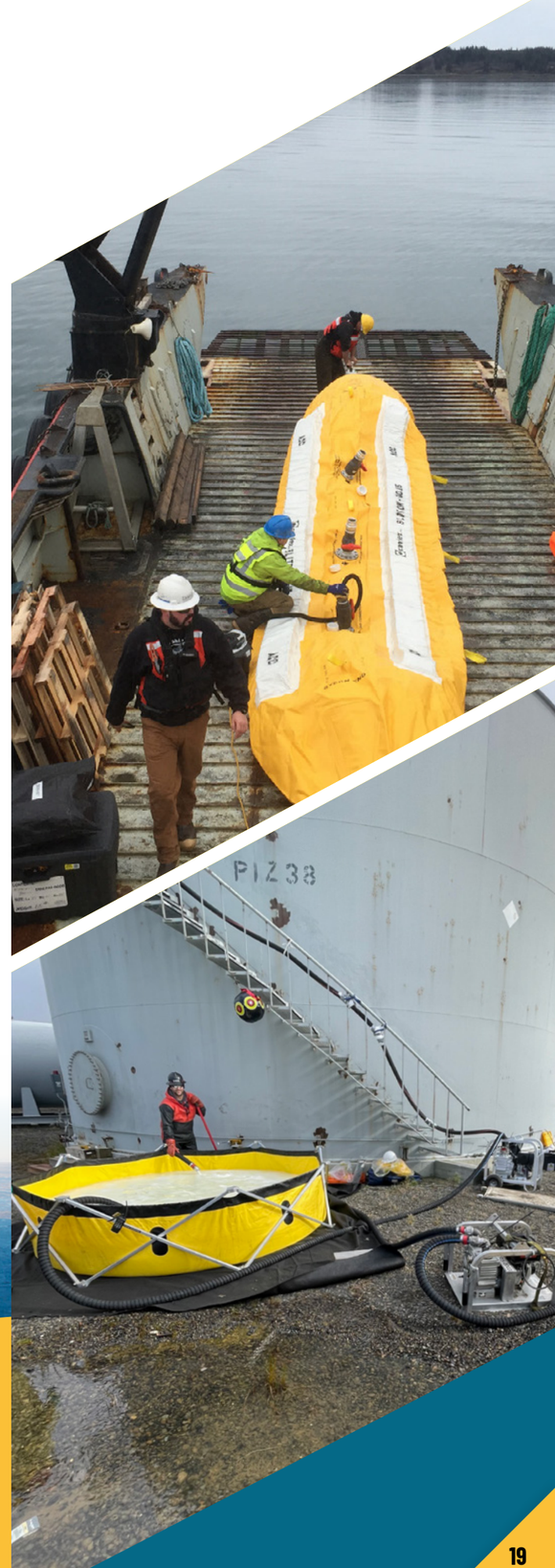
BARGE OF OPPORTUNITY PROGRAM

ACN has a close relationship with tank barge operators across the state of Alaska through its involvement with the Alaska Petroleum Distributors and Transporters (APD&T) APC. As part of that APC, all operators agree to participate in a Memorandum of Understanding (MOU) that allows other barge operators and ACN to employ APD&T member company tug and barges to support spill response activities for all ACN subscribers. While the number of barges operating in the state fluctuates slightly each year, usually around 30 barges, this capability represents over 800,000 barrels of on-water temporary storage, the associated towing vessels, trained crewmembers, and spill response equipment.

Each barge carries resources for an initial response and exceed the USCG requirements for an average most-probable discharge (AMPD), which includes pumps, boom, skimmers, and a skiff.

30
BARGES OPERATING IN ALASKA WATERS

800,000
BARRELS OF ON-WATER TEMPORARY STORAGE



10 WORK SKIFFS

3 LANDING CRAFT

VESSELS

ACN owns and operates:

- 10 work skiffs in the following hubs: Anchorage (3), Kenai, Cordova, Valdez, Kodiak (2), Unalaska, and Nome
- Three landing craft based in Anchorage, Unalaska, and Whittier.

The skiffs and the Anchorage landing craft can be transported by cargo aircraft.

ACN contracts with Paradigm Marine for a dedicated, purpose-built, ocean-going oil spill response vessel – OSRV *Sea Strike* based in Kodiak.

PACIFIC RIM RESPONSE CENTER (PRRC)

Kodiak is also home to the PRRC, which was formed by a partnership with ACN and Paradigm Marine. The PRRC hosts a variety of response vessels and equipment, including two ocean going emergency towing vessels, two OSRVs, lightering equipment, boom, skimmers, and temporary storage. The PRRC has a large ice free commercial dock for load-out and berthing for response vessels and crews, and is located by an all season airport capable of supporting large aircraft (e.g., C-130 & 737). These assets are well positioned to initiate response activities along the Western Alaska transit routes. In addition, the PRRC has sufficient office space to support a small response command center or forward operating base.

Paradigm also owns and operates a myriad of additional specialized marine equipment located at the PRRC including landing crafts, tugs, deck barges, and cranes that are available to support extended response operations.

PARADIGM

VESSEL OF OPPORTUNITY (VOO) PROGRAM

ACN relies on local resources such as VOOs to maintain cost-effective regional response capability. During spill responses, ACN often employs local vessels to mobilize, stage, deploy, and operate response equipment and/or support response personnel needs as part of its response program. These vessels are based in nine hub communities in Western and Central Alaska as illustrated in the below graphic.

Vessels of all sizes and types are part of the program. The ACN VOO fleet includes a range of vessel categories – large processing boats, crab boats, landing craft, offshore supply vessels, seiners, and bowpickers.

VOOs are classified using the Vessel Classifications in the State of Alaska Spill Tactics for Alaska Responders (STAR) Manual.

ACN has just over 55 vessels enrolled in its VOO program. Should an incident require additional on-water response assets, ACN can easily add vessels to the response fleet through their Just-In-Time vetting and training process.

Vessels in the VOO program are inspected by ACN personnel and must meet basic safety requirements. We require proof of insurance and other basic documentation and provide a stipend each year for vessels enrolled in the program. Crew members and operators receive annual training on safety, equipment operations, and response tactics.

9 HUB COMMUNITIES

55+ VESSELS IN VOO PROGRAM

DISPERSANT

ACN has a formal agreement with Oil Spill Response Limited (OSRL) to provide aerial dispersant capabilities if needed. OSRL is the largest international industry-funded cooperative which exists to respond to oil spills wherever in the world they may occur, operating two Boeing 727- 200s fitted with a dispersant delivery system with a capacity of 15,000 liters (3,962 gallons).

Additionally, all crude oil tankers enrolled with ACN have a contract with either the Marine Spill Response Corporation (MSRC) or the National Response Corporation (NRC) which have aerial dispersant capabilities.

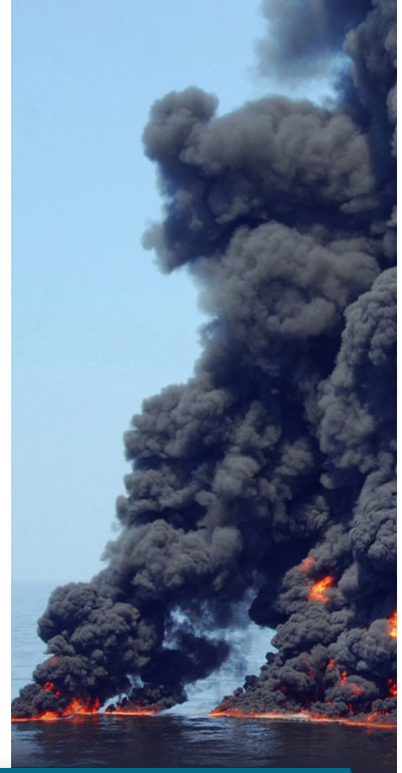
IN SITU BURNING (ISB)

Should the tactic of using ISB be deemed critical to the response. ACN has an agreement with T&T Marine Salvage to provide ISB capabilities if needed. T&T Marine Salvage is one of the industry experts in using ISB for oil spill response.

The ISB equipment is located in Galveston, Texas at T&T Marine Salvage's warehouse facility. The equipment would be mobilized to the incident site based on the tasking by the Unified Command.

NON-FLOATING OIL CAPABILITY

ACN would work with T&T Marine Salvage under a Master Service Agreement to provide for and conduct non-floating oil cleanup. T&T Marine Salvage is not only a national certified Salvage and Marine Firefighting response provider but also a nationally certified OSRO by the USCG for Non-Floating Oil response, meeting the requirements to respond to Group V oil spill incidents per 33 CFR §155.1052.



OPERATING TWO BOEING 727- 200S FITTED WITH A DISPERSANT DELIVERY SYSTEM WITH A CAPACITY OF 15,000 LITERS (3,962 GALLONS).

WILDLIFE REHABILITATION AND PROTECTION

Rehabilitation of oiled wildlife requires an experienced staff with medical, technical, and crisis management skills. Regulatory permits and specialized training are also required to conduct a comprehensive oiled wildlife response. The primary objective of wildlife rehabilitation is to care for injured animals and return them to their natural environment. Accordingly, only trained and certified wildlife specialists will be involved in rehabilitation efforts.

ACN is well prepared to support wildlife protection and rehabilitation efforts that may be impacted by oil pollution incidents. We have Wildlife Hazing Kits, an Otter Pen, and purpose-built Wildlife Trailer to support rehabilitation in the field.

ACN maintains contracts with the International Bird Rescue (IBR) and Alaska SeaLife Center (ASLC) for wildlife response operations. These contracts provide for initial assessment personnel to be dispatched within 8 hours of notification or within another timeframe agreed upon by ACN, IBR, and/or ASLC. Both organizations can provide additional personnel within a 24-hour response window.

IBR maintains an inventory of wildlife response and rehabilitation equipment in Anchorage, and ASLC maintains their response and rehabilitation equipment in Seward, AK.

THE PRIMARY OBJECTIVE OF WILDLIFE REHABILITATION IS TO CARE FOR INJURED ANIMALS AND RETURN THEM TO THEIR NATURAL ENVIRONMENT.

OIL SPILL DETECTION & SURVEILLANCE

ACN has agreements in place with two aircraft providers to meet the requirements of aerial tracking and observation. Each aircraft provider has multiple planes and pilots, guaranteeing the availability of an aircraft on a 24/7 basis.

ACN owns and operates two unmanned aerial systems (drones) and has several spill tracking buoys.

ACN has personnel trained to act as aerial observers to support oil spill removal operations continuously for three 10-hour operational periods. These trained aerial observers would be tasked with spotting spilled oil, initial assessment, directing resources to areas with significant amounts of oil, support oil spill operations. As aerial observers, they are also capable of coordinating on-scene cleanup operations, directing dispersant operations, in-situ burning, and performing wildlife surveys.

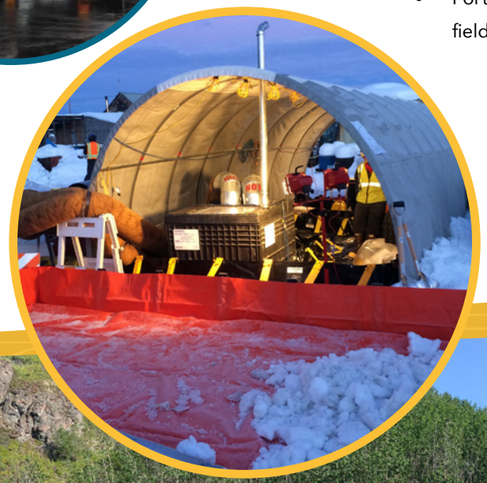
Aerial observers are trained in the use of assessment techniques and familiar with the use of pertinent guides, including, but not limited to, NOAA's "*Open Water Oil Identification Job Aid for Aerial Observation*" and the "*Characteristic Coastal Habitats*" guide.

WASTE MANAGEMENT

ACN's implements waste management procedures for oil and debris as directed by an incident-specific Waste Management Plan. All oiled waste is considered regulated waste and is stored, transported, and disposed of in a manner that conforms with State of Alaska and Federal regulatory requirements.

ACN has the ability to dispose some waste on site using Smart Ash Burners it owns and has contracts in place to dispose of large waste quantities.

GUARANTEED AIRCRAFT AVAILABILITY 24/7



SUPPORT EQUIPMENT

ACN has an assortment of support equipment to sustain a response in remote locations, such as:

- Berm – used for secondary containment of portable tanks or bladders, oily waste storage areas, or decontamination areas.
- Barrier Dam – deployed in streams or ditches to create a barrier to water or fuel flow. Once water has built up behind the barrier, fuel can be skimmed off the surface.
- BGAN Satellite Unit – portable satellite-based communication station capable of sending and receiving data.
- Decontamination Kits – used for removal of non-persistent products from contaminated response equipment or PPE. Additionally, ACN stocks Quick Decon kits for projects with minimal exposure to spilled fuel.
- Command Support Trailer – used to support response personnel in the field. It contains a small office space and can be used to carry portable response equipment to an incident site.
- Portable Huts – heated huts that can be assembled in the field to provide protection to the response crew.

AIRCRAFT LOGISTICS

Spill response in remote Alaska is all about logistics, and ACN has developed the means to deploy equipment and personnel where it is needed efficiently and effectively. Most of ACN's response inventory is selected, sized and pre-packaged for air mobilization by local cargo aircraft capable of servicing short airstrips and remote regions to get it to the response site as soon as possible.

ACN has structured ready access to a fleet of aircraft using multiple air carriers located around Alaska, including small floatplanes, crew transport, helicopters, and large cargo aircraft. We routinely charter these aircraft to move responders and equipment under long-standing agreements and relationships.

ACN works with nine Alaska-based providers for passenger and / or cargo transport to the remote locations throughout the coverage area.

SHORESIDE LOGISTICS

ACN works closely with local partners, leveraging relationships built over the past 30 years to provide logistical support resources required to launch and sustain a response in a remote location. Ports and members company personnel at tank farms across the state offer ACN local knowledge, regional expertise, and access to local logistical capabilities to support incident responses.

EMERGENCY TOWING

As a local organization, formed in the early 90's, ACN supports nearly all tow companies that operate in Alaska with their oil spill compliance requirements. These relationships, formed over decades, have led to the formation of an agreement for these companies to support an emergency towing incident and oil spill response where possible.

ACN also maintains a strategic partnership with Paradigm Marine, which has the emergency towing vessel *Endurance*, based in Kodiak, Alaska, on a 24/7 2-hour standby. AHTS *Endurance* is a 207 foot (63.1M), ice class, ocean-going, emergency towing vessel with 90 tons of bollard pull (paradigmmarine.com). The *Endurance*, which is equipped with an **Emergency Vessel Attachment & Towing System (EVATS™)**, is available to a company directly or through their preferred salvage marine firefighter as identified in their federal vessel response plan.

Use of these resources can be direct through a member company or through activation and use of preferred Salvage Marine Firefighter provider depending on the prevailing circumstances.

AHTS *ENDURANCE* IS A 207 FOOT (63.1M), ICE CLASS, OCEAN-GOING, EMERGENCY TOWING VESSEL WITH 90 TONS OF BOLLARD PULL

A LEGACY OF INNOVATION TO ENHANCE VESSEL SAFETY

INDUSTRY-LEADING APC INNOVATION

ACN has a legacy of innovation to enhance vessel safety. Examples include:

- Provided grant money to research and develop a skimming system designed for the Alaska environment that was tested at 99% oil recovery efficiency and has since gone into production.
- Pioneered the Emergency Vessel Attachment & Towing System (EVATS™) – an industry adopted Best Available Technology for emergency towing. Obtained U.S. and international patents on the system.
- Pioneered the Para-Sea Anchor system to reduce the drift rate by half and stabilize the rolling of a large ocean-going container ship disabled and adrift. Obtained a U.S. patent on the system.
- Pioneered Geofencing technology to establish virtual safety zones around moving vessels in partnership with the University of Alaska Anchorage under a grant from the Arctic Domain Awareness Center, a U.S. Department of Homeland Security Science and Technology Office of University Programs, Center for Maritime Research.
- Established the Western Alaska Tank Vessel Lightering Best Practices Committee to collaborate with agencies and stakeholder to ensure safe fuel cargo lightering operations in Western Alaska.

INCIDENT MANAGEMENT TEAM SUPPORT

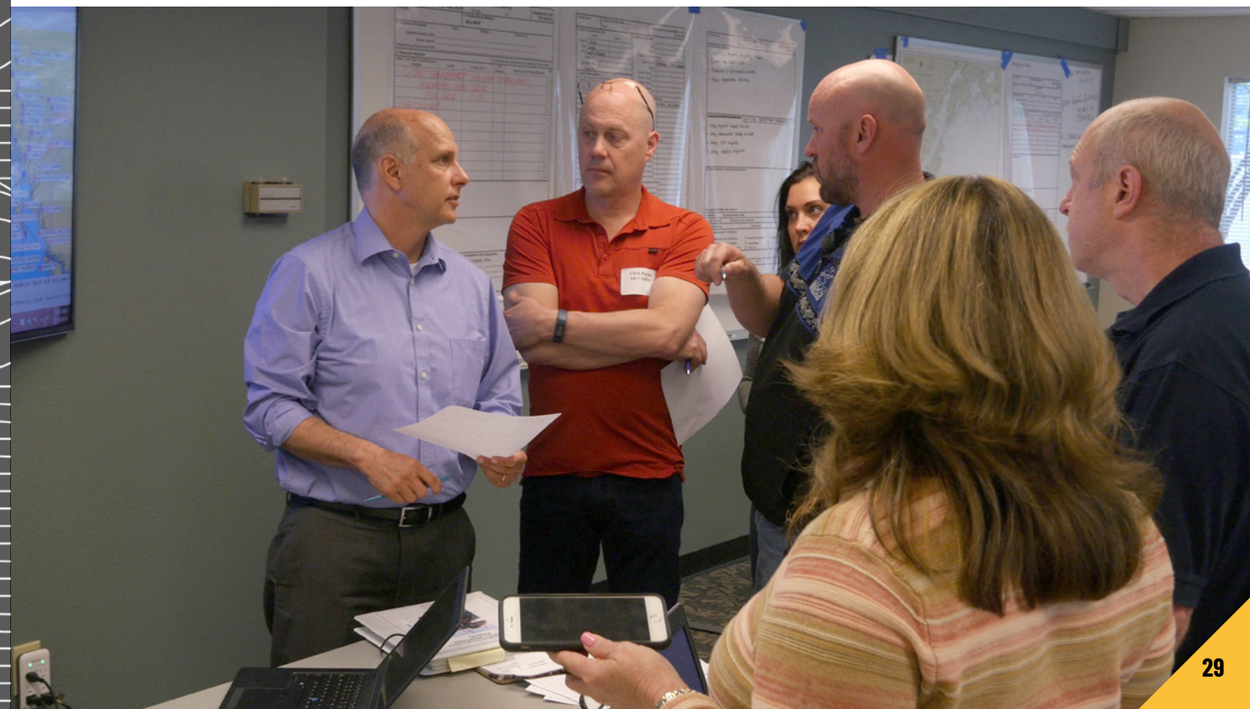
To expedite the mobilization of oil spill response assets once a response plan is activated, ACN has in-house capabilities to stand up an initial spill management team until the responsible party (RP) has established their incident command structure per their response plan.

In most cases, ACN continues to support the RP under the Unified Command construct during protracted responses, likely as a branch under the Operations Section to manage oil spill response strategies.

ACN's staff is trained and qualified to provide support in any of the following incident command sections: Operations, Planning, Logistics, Safety, and Finance/Admin.

Additionally, ACN provides training in the Incident Command System (ICS) emergency management process to ACN member companies and its many supporting contractors.

ACN Anchorage campus is structured to host an Incident Command Post during an oil spill event. It is equipped with video conferencing and audiovisual capabilities, conference rooms, and offices to management an incident.



WESTERN ALASKA TANKER LIGHTERING BEST PRACTICES COMMITTEE

The Western Alaska Tanker Lightering Best Practices Committee enhances safe and environmentally responsible tanker fuel transfer operations in the remote regions of Western Alaska.

There are about 160 remote communities and villages in Western Alaska, serving approximately 75,000 Alaskans, that are dependent on fuel to provide heat and energy to support life in the harsh climate of the austere Western Alaska environment. Accordingly, over a million gallons of refined oil are transferred from ship to ship and ship to barge in the offshore environment during the ice-free season to deliver fuel to these remote communities.

The Committee was formed by ACN to foster a productive exchange of information among tanker owners and operators and key stakeholders, establishing and promoting best practices and standards of care to protect the marine environment during these transfer and delivery operations.

The Committee is comprised of the tanker lightering operators, tank barge transporters, Alaska Marine Pilots, Alaska Chaduҳ Network, and a diverse group of key stakeholders comprised of the U.S. Coast Guard, Alaska Department of Environmental Conservation, NOAA Coast Survey, NOAA Emergency Response Division, and Ocean Conservancy.

The Committee publishes an annual comprehensive Best Practices for Western Alaska Lightering Operations Guide. The Guide provides information on lightering areas and operations, notification requirements, response resources available, incident reporting, and After Action Review. The Committee also collaborate with NOAA Office of Coast Survey in identifying and prioritizing areas for hydrographic surveys to facilitate safe shipping in Western Alaska.

OUR RECOGNITION

Over the past several years, the Alaska Chaduҳ Network team has been honored for its programs to protect the environment in balance with facilitating safe commerce.

- U.S. Coast Guard “Osprey” Benkert Marine Environmental Protection Award 2010, 2020
- Lloyd’s List Americas Award, Finalist, Excellence in Environmental Award 2019
- Lloyd’s List Americas Award, Finalist Environmental Protection Award 2018
- North American Marine Environmental Protection Assn; Marine Environmental Protection Award 2017
- Lloyd’s List North American Awards; Safer, Cleaner Seas Winner 2016
- Multiple State of Alaska Legislative Citations for Western Alaska Response Operations

Congress of the United States
Washington, DC 20515

“The Alaska Maritime Prevention and Response Network’s receipt of this Marine Environmental Protection Award is a real testament to the Alaska marine industry’s unparalleled commitment to all aspects of protecting the marine environment. In bestowing this honor, the U.S. Coast Guard has recognized that the Alaska maritime industry, under the Network’s oversight, has built an oil spill prevention and response system that significantly reduces the likelihood of an oil spill from large ocean-going vessels, and sets the industry standard for marine environmental protection."

Signed U.S. Senator Lisa Murkowski (R-AK), U.S. Senator Dan Sullivan (R-AK), Congressman Don Young (R-AK) in joint letter to Alaska Chaduҳ Network dated October 27, 2020.

The prestigious U.S. Coast Guard Rear Admiral William M. Benkert Marine Environmental Protection Award at the "Osprey" level is highest level of recognition issued by the U.S. Coast Guard in celebration of an organization’s commitment, programs, and results in protecting the marine environment.

PLEASE VIEW OUR WEBSITE TO LEARN MORE

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