

## US Vessel Response Plans – California Shoreline Protection – MSRC So Cal Ship Services (SCSS)

Dear Sirs,

As of 1 January 2016, MSRC will no longer provide California Shoreline Protection (“CASP”) and On Water Response Coverage services for vessels calling at the Port of Hueneme, California and/or transiting the southbound traffic lanes of the Santa Barbara Channel. While MSRC will no longer provide the enhanced coverage, they will continue to meet the planning standards for 12 hours and greater in the Santa Barbara Channel/Port Hueneme and will respond in these areas in the event of an incident.

However, from 1 January 2016, So Cal Ship Services (SCSS) will commence providing CASP response services to meet the 2 hour skimming and the shoreline protection planning standards if calling at Port Hueneme and the 6 hour on water recovery response services to meet the 6 hour skimming planning standard if transiting the southbound traffic lanes of the Santa Barbara Channel, to enable compliance with the California State Regulations.

The wording of the So Cal Ship Services Shoreline Protection Agreement conforms to International Group’s Guidelines. The Agreement has the following footer and can be accessed via the link:

["SQMS-ADM-500 SLP-SBC Agreement – Rev 0-0 12-15"](#).

These changes only affect those shipowners who name MSRC in their California Tank and Non-tank Vessel Response Plans and operating in either the Santa Barbara Channel or entering Port Hueneme.

Any questions with regard to the above may be addressed to Nick Platt or Mary Cantele, Gard (UK) Limited and Frank Gonynor, Gard (North America) Inc.

All clubs in the International Group have issued a similar circular.

Yours faithfully,  
**GARD AS**



Rolf Thore Roppestad  
Chief Executive Officer