

ADEC Cruise Ship Excess Emission Notification Form

It is the responsibility of the vessel operator to prove that an emission was avoidable according to the requirements and procedures in 18 AAC 50.240. In addition, at times the vessel operator must prove that they took immediate corrective action to minimize the emission. All excess emission reports must include an EPA Method 9 reading or monitoring equipment reports.

Send this form to Albert Faure at albert.faure@alaska.gov.

Operator Name

Vessel Name

State when the Excess Emission or deviation occurred.

Date: Time:

State when you discovered the Excess Emissions or Other Deviation:

Date: Time:

Are you claiming the event as unavoidable under 18 AAC 240(d)-(f). You must include the information required by 18 AAC 240 to support that the incident was unavoidable.

Yes This form is **due** within two days of the incident.

No This form is **due** 30 days passed the end of the month the incident occurred. For example if an excess emission occurred May 5 or May 31, both excess emission reports would be due June 30.

If this is reported more than the required timeframe as described above, please state the reason(s) for the delay in reporting?

Event Information (Use 24-hour clock):

Must attach a Method 9 reading or ship opacity monitor readings

	START Time		END Time		Duration Time	
	HRS	MINS	HRS	MINS	HRS	MINS
Date: _____	_____	:	_____	:	_____	:
Date: _____	_____	_____	_____	_____	_____	_____
					Total: _____	_____

Cause of Excess Emission (Check all that apply):

START UP

UPSET CONDITION

SHUT DOWN

SCHEDULED MAINTENANCE

OTHER _____

Please attach copies of ship deck logs, opacity monitoring reports, visible emission observation forms, and any other visible emission readings or pertinent information in your possession for the date of the violation with this report. If docking or maneuvering from port, you must include ship logs that state the times for securing all lines including spring lines.

Regulation Potentially Exceeded

18 AAC 50.070

(1)(A) While vessel is at berth or anchor

Over 20% opacity for more than 3 minutes in any one hour

(1)(B) While vessel is at berth during initial startup of the vessel preparing to cast off or weigh anchor

Over 20% opacity for more than 6 minutes in any one hour

(2) During the hour immediately after weighing anchor or casting off

(A) Up to 40% opacity for that hour

Or

(B) Up to 100% opacity for 9 minutes in that hour

(3) During the hour before completion of maneuvering to anchor or making fast to shore

(A) Up to 40% opacity for that hour

Or

(B) Up to 100% opacity for 9 minutes in that hour

(4) Vessel underway and not covered under 1-3 above

Over 20% opacity for more than 3 minutes in any one hour.

Why did this incident happen?

What did you do at the time of the incident to minimize or control the excess emissions?

What will you do to ensure that a similar incident does not happen again?

Based on information and belief formed after reasonable inquiry, I certify that the statements and information in and attached to this document are true, accurate, and complete.

Printed Name & Title:

Signature:

Date