



## **Best Maritime Practices “BMP” Guidelines**

1. BMP **should “NOT” be considered as follows:**
  - a. A regulation, unless the Harbor Safety Committee (HSC) chooses to make this recommendation to the OSPR Administrator
  - b. An underground regulation—it cannot be enforced by any regulatory agency
  
2. BMP **should be considered as follows:**
  - a. A common sense measure or practice that would normally be employed by a prudent mariner
  - b. A useful tool that promotes safety and adds value and is not an exercise in generating paper
  - c. The result of “brainstorming at the grass roots level” by each HSC
  - d. An improved process or procedure that may originate as a recommendation from the HSC
  - e. “Best Maritime Practice” is an accepted and agreed upon method to conduct an operation or process that will enhance safety for vessels, personnel, dockside facilities and marine resources
  - f. A good example of a “Best Maritime Practice” would be the SF and LA/LB Harbor Safety Committees’ recommended procedure with respect to bunker barge transfer operations while alongside containers vessels at terminals
  - g. Include as a disclaimer that the “BMP” are not in conflict with nor do they replace existing regulations which are already in place
  
3. The BMP process
  - a. Once a “BMP” is developed it should be communicated to members of the respective harbor community in one of or all of the following manners
    - 1) Incorporated into related procedure manuals or references made to the particular “BMP”
    - 2) Posted on the OSPR web page with links to appropriate Marine Exchange HSC web pages for the public at large
    - 3) Distributed in the form of brochures
    - 4) Referenced in the “Coast Pilot” as appropriate
  - b. “BMP” should also be included in the Committee’s respective Harbor Safety Plan
  - c. “BMP” should be reviewed or revisited annually to determine if they can be improved upon, or even discontinued as the case may be