

Salvage and Marine Firefighting Regulatory Framework



Jim Elliott, Vice President
T&T Salvage

Overview

Response Priorities

Best Response Model

OPA 90 / Marine Casualty Response

Salvage and Marine Firefighting Regulations

The Incident Command System

The SOSREP Model



The background of the slide features a photograph of ocean waves. The top left shows a white, foamy wave crest, while the bottom left shows the blue, textured surface of the water. The right side of the slide is a solid dark teal color.

Response Priorities

“Safety of human life must be given the top priority during every response action.”

“Stabilizing the situation to preclude the event from worsening is the next priority. All efforts must be focused on saving a vessel that has been involved in a grounding, collision, fire, or explosion, so that it does not compound the problem.”

“Defensive actions shall begin as soon as possible to prevent, minimize, or mitigate threat(s) to public health or welfare or the environment.”

Oil Pollution Act (OPA 90)

- Implemented February 1993
- Required Vessel Response Plans for Tank Vessels
- The following are named in each response plan:
 - Oil Spill Response Organization
 - Salvors
 - Firefighters





Oil Pollution Act (OPA 90)

- The responsible party for a vessel or facility from which oil is discharged, or which poses a substantial threat of a discharge, is liable for damages resulting from the discharged oil and for removal costs.
- Established Limits of Liability and requires evidence of Financial Responsibility.
- The Clean Water Act does not preempt State Law. States may impose additional liability (including unlimited liability), funding mechanisms, requirements for removal actions, and fines and penalties for responsible parties.
- Increased the fines, civil penalties and prison terms for failing to notify the appropriate Federal agency of a discharge.
- Established requirements for spill contingency plans for vessels and facilities.

Best Response

Goal	Key Business Drivers	Critical Success Factors
Best Response	Human Health	<ul style="list-style-type: none">•No Passenger or Public Injuries•No Responder Injuries•Accurate/timely information provided
	Natural Environment	<ul style="list-style-type: none">•Source of discharge minimized•Source contained•Sensitive areas protected•Resource damage minimized
	Economy	<ul style="list-style-type: none">•Economic impact minimized
	Public Communications	<ul style="list-style-type: none">•Positive media coverage•Positive public perception
	Stakeholder Support	<ul style="list-style-type: none">•Minimize impact•Stakeholders well informed•Positive meetings•Prompt handling of claims

Salvage and Marine Firefighting Requirements



FOCUS ON RESOURCE AVAILABILITY

- ✧ Defines salvage and marine firefighting services and resources.
- ✧ Establishes planning timeframes for response.
- ✧ Provides criteria for determining resource provider adequacy.

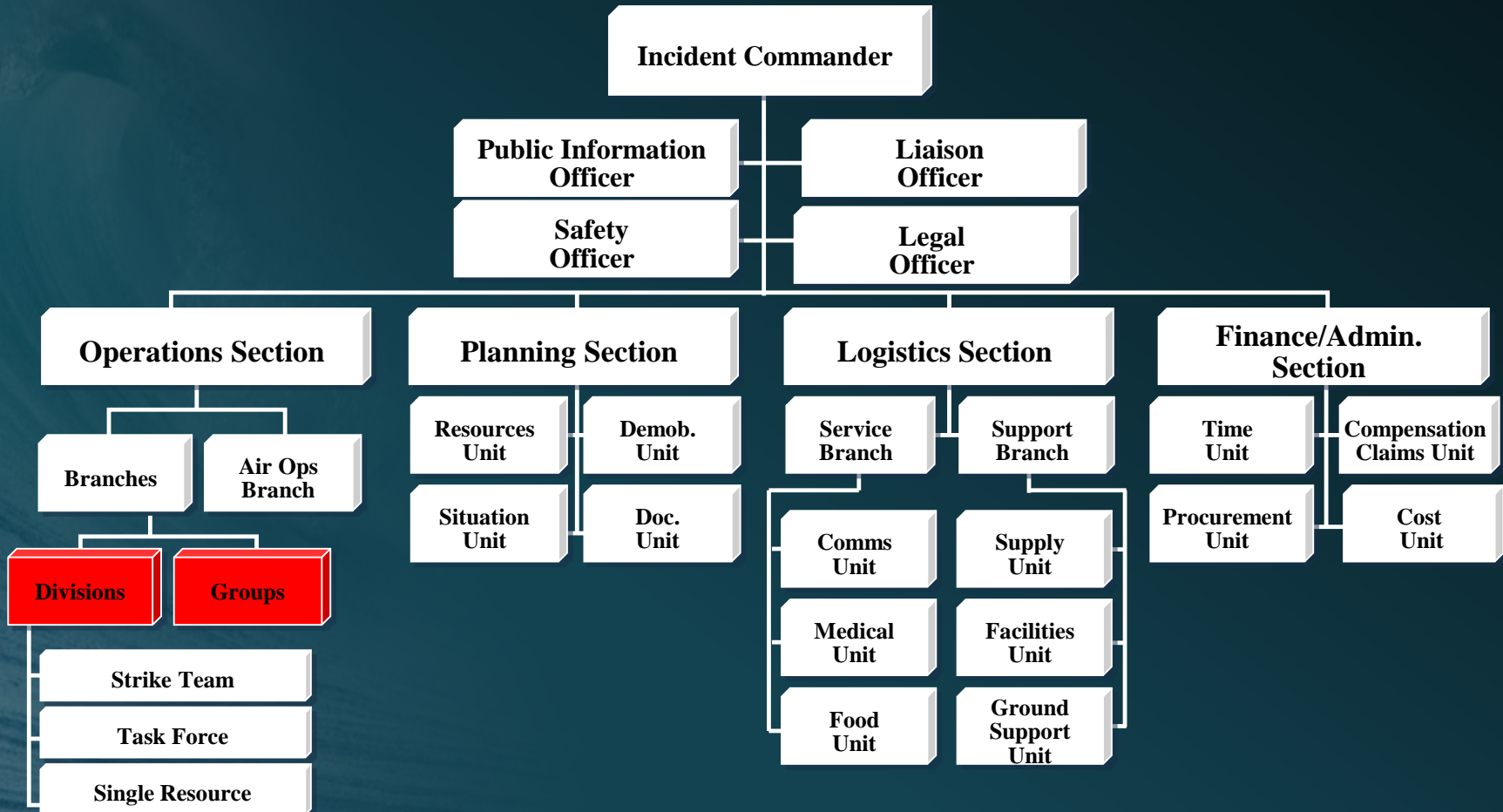
Service	Inland Waters Great Lakes Rivers & Canals < or = 12 miles	Offshore (>12 to 50 miles)
Salvage	Response Time In Hours	Response Time In Hours
<u>Assessment & Survey</u> Remote assessment & consultation Begin Structural & Stability Assessment On-site salvage assessment Assessment of Structural Stability Underwater vessel and bottom survey	1 3 6 12 12	1 3 12 18 18
<u>Stabilization</u> Emergency Towing Salvage Plan Emergency transfer onboard using external pumps Emergency lightering Other refloating methods Making temporary repairs Diving services support	12 16 18 18 18 18 18	18 22 24 24 24 24 24
<u>Specialized Salvage Operations</u> Special Salvage Operations Plan Heavy lift Subsurface product removal	18 Estimated 72	24 Estimated 84



Vessel Response Plan Activation

“The resource providers identified in a VRP should be immediately notified and, as appropriate, activated when a discharge of oil, or a substantial threat of such a discharge of oil, exists.”

Incident Command System

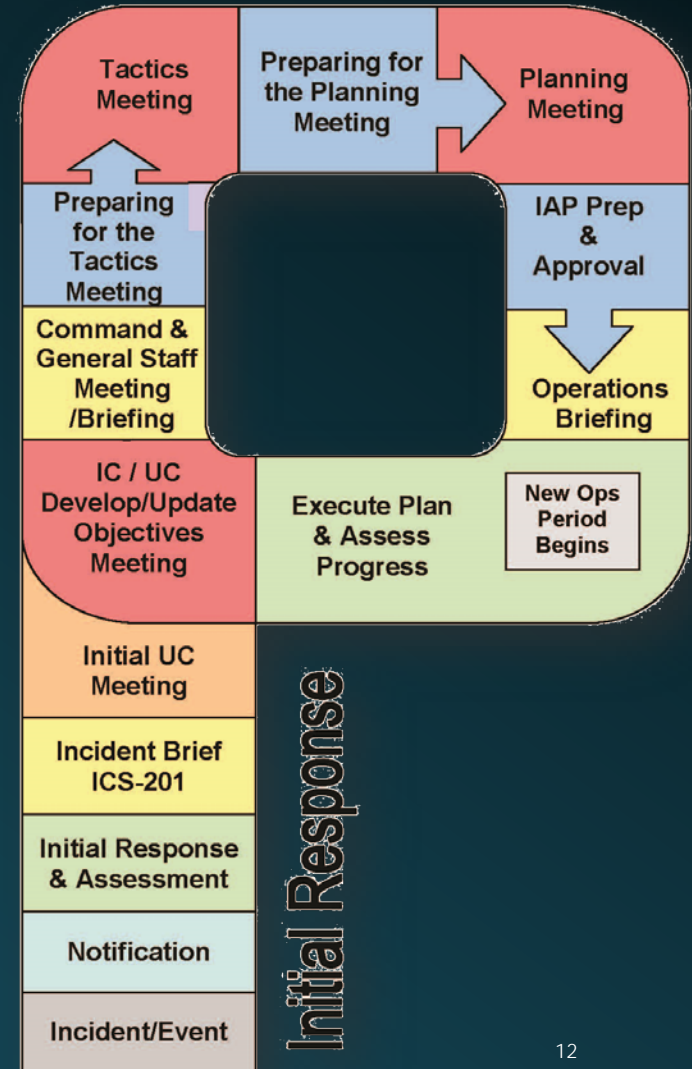


Salvors and the Incident Command System

- Salvors are highly-specialized, contracted resources with valuable expertise during the emergency phase of a response.
- Decisions on salvage operations must be made quickly to mitigate the impact of an incident.
- Unified Command and/or Incident Commander may need direct communications with the salvage master in early stages of a grounding or collision.

Incident Action Planning

Operational Planning



Objectives, Strategies, Tactics

Objectives

- **Command's desired outcome**
 - What should be accomplished.

Strategies

- **General plan or direction**
 - How will the incident objectives be accomplished.

Tactics

- **Specific work assignments**
 - Who with what will execute the plan; and when and where.

The Secretary of State Representative (SOSREP)

- One person to act as representative of the Secretary of State
- Free to act without recourse to higher authority
- Ultimate and decisive voice
- Can exercise ultimate control
- Tacitly approves all actions
- Free from political interference
- “Must be ‘backed or sacked’”



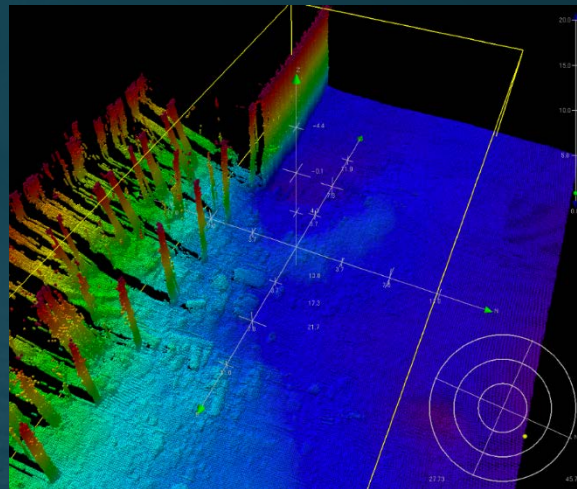
Operations Control Unit (OCU)

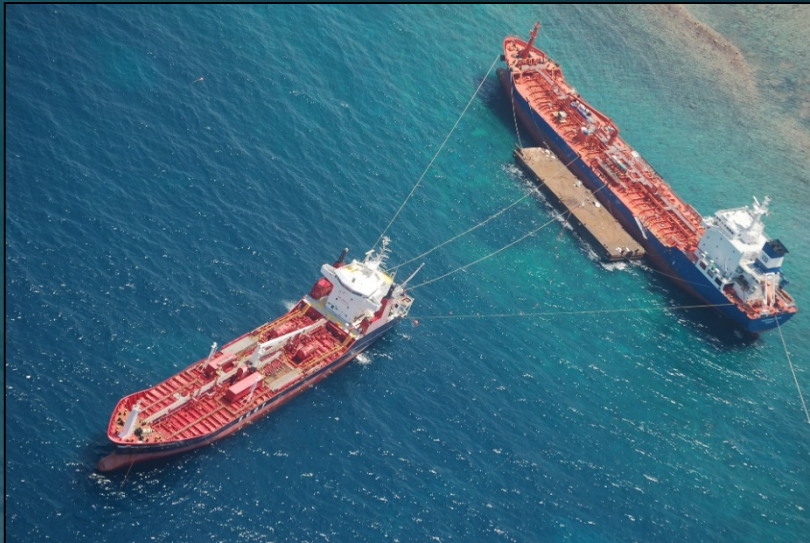
- Chaired by the SOSREP
- To establish all objectives and proposals
- Continue to monitor and evaluate operations and ascertain progress;
- Conduct containment / recovery plan approval;
- Consider risks, dangers, security if supply;
- Not a committee













Final Points

- Unified versus Single Command Model
- Consensus versus Best Technical Solution
- Shipping versus Offshore Industries

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