

The current state of the OPA 90 Response Posture in the U.S. A Salvors prospective

Todd Duke
Compliance General Manager

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NAMEPA: Marine Operations in a Disrupted World



OPA 90: Prepare, Prevent, Respond...

OPA 90 encompasses many services

🚢 OSRO

🚢 SMFF

Goal: to protect the environment and life at sea

Solution: early intervention using salvage techniques, vetting of providers



What is Salvage?

Salvage operation means any act or activity undertaken to assist a vessel or any other property in danger in navigable waters or in any other waters whatsoever.

- a. Vessel means any ship or craft, or any structure capable of navigation.
- b. **Property means any property not permanently and intentionally attached to the shoreline and includes freight at risk.**
- c. Damage to the environment means substantial physical damage to human health or marine life or resources in coastal or inland waters or areas adjacent thereto, caused by pollution, contamination, fire, explosion, or similar major incidents.

International Convention on Salvage, 1989



Container Vessel off the East Coast

Who are the players?

Regulators:

Government / Incident Commander – Coast Guard, Harbor Master, Environmental Authority, Port State Control, etc.

Shipowner / Property Owner:

Responsible Party, Qualified Individual, Shipowner, Technical Manager, Charterer, Cargo Owner, etc.

Underwriters – Funding:

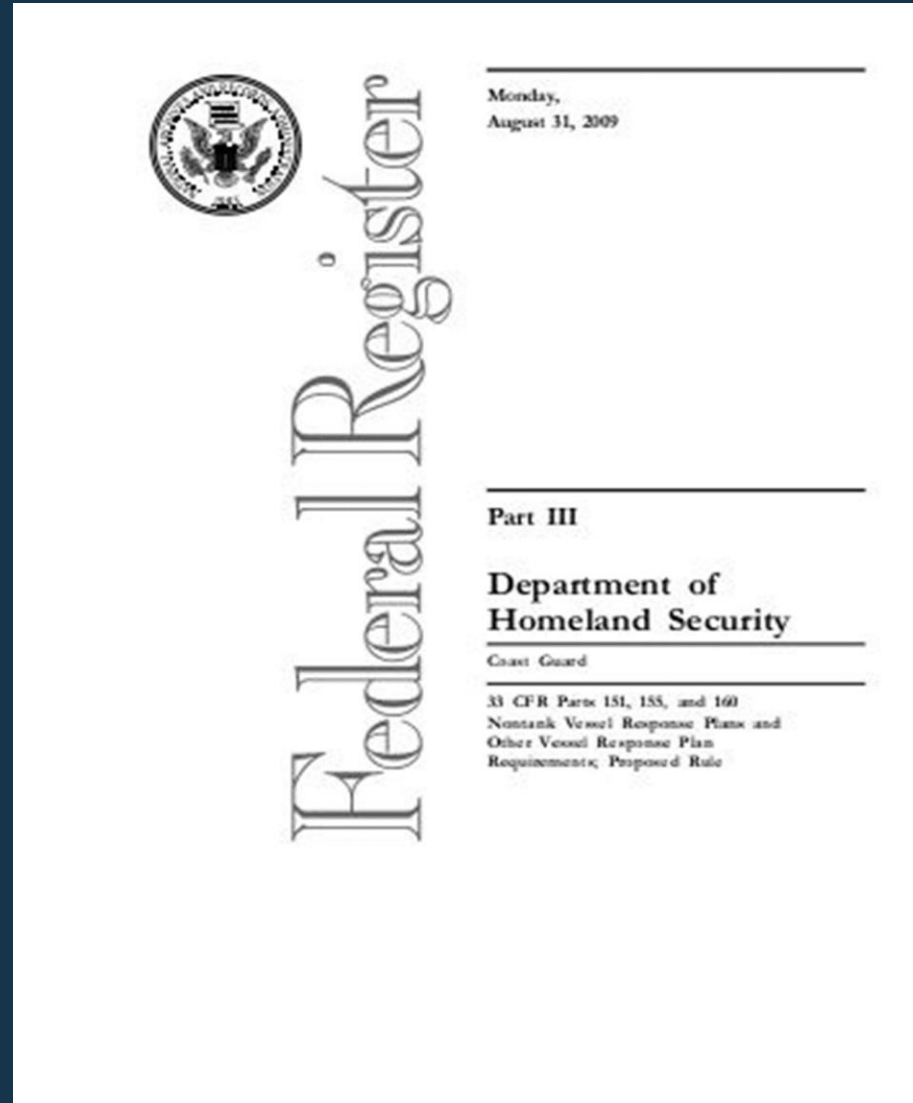
Hull and Machinery (Salvage), Protection & Indemnity (Liability – Wreck Removal, Pollution, Oil Removal)

Contractors:

Salvor, Oil Spill Response Organization, Spill Management Team



OPA 90 SMFF / Vessel Response Plan



SMFF Coverage Requirements

TABLE 155.4030(b)—SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESPONSE TIMEFRAMES

Service		Location of incident response activity timeframe	
(1) Salvage		CONUS: nearshore area; inland waters; Great Lakes; and OCONUS: < or = 12 miles from COTP city (hours)	CONUS: offshore area; and OCONUS: < or = 50 miles from COTP city (hours)
(i) <i>Assessment & Survey:</i>			
(A) Remote assessment and consultation		1	1
(B) Begin assessment of structural stability		3	3
(C) On-site salvage assessment		6	12
(D) Assessment of structural stability		12	18
(E) Hull and bottom survey		12	18
(ii) <i>Stabilization:</i>			
(A) Emergency towing		12	18
(B) Salvage plan		16	22
(C) External emergency transfer operations		18	24
(D) Emergency lightering		18	24
(E) Other refloating methods		18	24
(F) Making temporary repairs		18	24
(G) Diving services support		18	24
(iii) <i>Specialized Salvage Operations:</i>			
(A) Special salvage operations plan		18	24
(B) Subsurface product removal		72	84
(C) Heavy lift ¹		Estimated	Estimated
(2) Marine firefighting	At pier (hours)	CONUS: Nearshore area; inland waters; Great Lakes; and OCONUS: < or = 12 miles from COTP city (hours)	*COM041*CONUS: Offshore area; and OCONUS: < or = 50 miles from COTP city (hours)
(i) <i>Assessment & Planning:</i>			
(A) Remote assessment and consultation		1	1
(B) On-site fire assessment		2	12
(ii) <i>Fire Suppression:</i>			
(A) External firefighting teams		4	12
(B) External vessel firefighting systems		4	18

What does the Ardent departure mean for the OPA 90 Market?

Svitzer entered the US OPA 90 market in 2012 and provided non tank coverage during the 2013 enforcement of NTV Regulations. A fifth provider at that time drove the non-tank market down, up to five years of coverage for free

How can multiple providers benefit from zero profit and large cost of asset overhead and personnel?

- Casualties are where the profit is... Prevention is what is needed
- Low prices still drove the market down as new entity emerged
- Consolidation was needed
- Departure of Svitzer/TITAN/MRA from the US market consolidated into Ardent 2015
- Now three core SMFF providers
- Pricing previously unsustainable so much that Ardent left the industry, we must continue to reinvest in assets and have larger and larger overhead, not very attractive market



OPA 90 SMFF Activation

“A VRP must be activated once the vessel’s Master has determined on board resources and personnel cannot meet the needs of an actual or potential incident” ...

“Contacting the QI and/or alternate QI activates the VRP” ...

“The QI then assesses the situation through consultative services and mobilizes response resources identified in the VRP if the incident requires” ...



Notification and Activation

- 🔥 June 4 1630 – JFRD notified of call
- 🔥 1759 – Resolve notified via QI
- 🔥 1830 – Resolve Salvage Master activated
- 🔥 1854 – Fire Fighting Assessment Team onsite



Immediate Mobilization

- Resolve immediately engaged local GSA tug assets with firefighting capability
- Resolve mobilized specialized portable equipment from various Resolve response depots:
 - 🚢 Fort Lauderdale, FL
 - 🚢 Theodore, AL
 - 🚢 New Orleans, LA
 - 🚢 Charleston, SC
 - 🚢 Jacksonville, FL



Operational Considerations

- 🚢 Resolve had to extinguish the fire onboard but also plan for the removal of the cargo, pollutants, and ensure the vessel was secure and safe for sea
 - 1,500 tonnes of HFO (heavy fuel oil)
 - 2,420 used vehicles onboard
- 🚢 24-hour operations with 40 + personnel engaged
- 🚢 Fire located in major operating port for container operations and RO/RO operations
- 🚢 COVID19



Questions?

24/7 Emergency Response +1.954.764.8700 OPA90@ResolveMarine.com