



**43-02**

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**November 8, 2002**

- ◆ The U.S. Coast Guard recently announced the availability of a Risk Assessment it conducted to help set its environmental agenda for Oil Spill Prevention, Preparedness, and Response (“OSPPR”) for the 21<sup>st</sup> century, and is now seeking public comments on the assessment. The Risk Assessment can be found on-line at [www.uscg.mil/hq/g-m/mor/morgmor1new.htm](http://www.uscg.mil/hq/g-m/mor/morgmor1new.htm). Send your comments and related material by February 3, 2003 to The Docket Management Facility (USCG-2000-8079), U.S. Department of Transportation, Room PL 401, 400 Seventh Street, SW, Washington DC 20590-0001. They may also be faxed to 1-202-493-2251, or submitted electronically by accessing the Docket Management System on-line at <http://dms.dot.gov>. (Sources: *Federal Register* and *Maritime Items*)
- ◆ Researchers at the National Aeronautics and Space Administration’s Jet Propulsion Laboratory (“JPL”) recently demonstrated a prototype alarm device that automatically scans air for the presence of bacterial spores such as anthrax. The system is similar to a smoke detector, and is designed for continuous unattended monitoring of spaces such as public facilities and commercial buildings. An alarm is sounded when an increase in spore concentration is detected by an ultraviolet light, and the presence of spores would be confirmed through “traditional” analysis. The instrument response time is 15 minutes. The alarm device may be available commercially in the future, as the JPL as entered into an agreement with a Beverly Hills, California-based company specializing in environmental monitoring technologies. (Source: *Environment News Service*)
- ◆ The Council on Foreign Relations recently issued a report entitled “America Still Unprepared - America Still in Danger”, which can be found on-line at [www.cfr.org](http://www.cfr.org). The report concludes that the U.S. remains unprepared to prevent and respond to a terrorist attack on U.S. soil. It suggests that the agenda for transportation security should be recalibrated since the vulnerabilities are greater and the stakes are higher in the maritime sector than in the aviation sector. (Source: *Maritime Items*)
- ◆ The Coast Guard recently announced the Preparedness for Response Exercise Program (“PREP”) triennial cycle, 2003-2005. It is now requesting comments from the public on the cycle, and is further requesting industry participants to volunteer for scheduled PREP exercises. The PREP Area Exercise Schedule and Exercise Design Manuals are available on the web at [www.uscg.mil/hq/nsfcc/nsfweb](http://www.uscg.mil/hq/nsfcc/nsfweb). Send your comments and related material by

December 30, 2002 to The Docket Management Facility (USCG-2002-13582), U.S. Department of Transportation, Room PL 401, 400 Seventh Street, SW, Washington DC 20590-0001. They may also be faxed to 1-202-493-2251, or submitted electronically by accessing the Docket Management System on-line at <http://dms.dot.gov>. (Sources: *Federal Register* and *Maritime Items*)

- ◆ An appeals court recently upheld a federal law that bans the tanker formerly known as the “Exxon Valdez” (it is now the *S/R Mediterranean*) from operating in Prince William Sound. The Oil Pollution Act of 1990 prohibits any ship from operating in Prince William Sound if it has spilled more than 1 million gallons of oil anywhere. The law designates the sound an

“environmentally sensitive area” and provided for increased penalties for pollution and more equipment to clean up spills. Congress made the law retroactively enforceable to cover the “Exxon Valdez” oil spill. SeaRiver Maritime, the owner of the vessel, argued that the law wrongly singled out the “Exxon Valdez” for punishment. In light of the recent ruling by the 9<sup>th</sup> U.S. Circuit Court of Appeals, an appeal is now being considered. In somewhat related news, the U.S. Department of the Interior recently renewed the charter of the Exxon Valdez Oil Spill Trustee Council through September 30, 2004. As you may know, the Trustee Council manages funds obtained in the civil settlement of the Exxon Valdez litigation. (Source: *AP and Maritime Items*)

- ◆ The Department of Energy (“DOE”) has granted \$33 million for 38 research projects aimed at helping to solve environmental cleanup challenges. Researchers at 30 universities, nine DOE Laboratories, one other government and two private institutions will conduct scientific studies focusing on environmental problems at DOE facilities that were once a part of the nation’s nuclear weapons production complex. Funding for the projects will come from the DOE’s FY2002 budget. A complete list of the projects, including funding and research summaries, is available on line at <http://emsp.em.doe.gov> (Source: *Environmental News Service*)
- ◆ The Seatrade Cruise Shipping Convention – sponsored by the International Council of Cruise Lines and the Florida Caribbean Cruise Association - will be held March 3-7, 2003 at the Miami Beach Convention Center in Florida, and exhibition opportunities are available to those who are interested. For more information, call 609-452-2800, fax 609-452-9374, e-mail [info@cruiseshipping.net](mailto:info@cruiseshipping.net), or visit the conference web site at [www.cruiseshipping.net](http://www.cruiseshipping.net).
- ◆ According to a report by the U.S. Environmental Protection Agency’s Office of the Inspector General, the Agency failed to provide a single dollar of funding to clean up 32 superfund sites across the country. The report states that regional EPA offices requested cleanup funds for 81 high priority remedial waste sites, but the EPA refused to fund 20 sites, including seven that were listed as a top priority by the National Risk-Based Priority Panel. The report further reveals that an additional 12 long-term response sites are not being funded at all, and 19 long-term sites are receiving inadequate funding. (Source: *Environmental News Service*)
- ◆ The Research and Special Programs Administration recently issued an amendment to its rule regarding retention of shipping papers relating to the transportation of hazardous materials. The amendment clarifies that such shipping papers need to be made available to the federal government upon request at a reasonable time and place. For shipments by vessel, the date of acceptance will be considered as the date shown on the bill of lading. The changes come into effect immediately. See the November 1, 2002 edition of the *Federal Register* for further details. (Source: *Maritime Items*)
- ◆ **Work/Life/Health:** While “job hopping” isn’t as prevalent in a soft economy, many managers are still concerned about retaining “key” talent. Right Management Consultants conducted five years of research wherein they documented the best practices of 233 retention-focused companies and identified twenty-four retention best practices that could be grouped among four “keys” to retaining talent. The keys actually represent the four phases by which a company manages the employment life cycle – attracting, selecting, integrating, and managing for maximum engagement. They are: (1.) Be the kind of company people want to work for. (2.) Select the right people in the first place. (3.) Get new employees off to a good start. (4.) Manage and coach to sustain commitment. (Source: *The Right Communique*)
- ◆ **Quote of the Week:** “Those who would administer wisely must, indeed, be wise, for one of the serious obstacles to the improvement of our race is indiscriminate charity.” - Andrew Carnegie (1835-1919), *Wealth. From the North American Review [June 1889]*