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- ◆ On Thursday this week, Congress passed the Maritime Transportation Security Act of 2002. ***First and foremost, it is clear that SCAA's efforts and interventions played a role in the final outcome of the legislation.*** The impacts of the legislation that will concern SCAA members are that all vessels and facilities will now be required to have "Security Incident" response plans. The plans will have to account for how to respond to the full variety of potential scenarios including oil and hazardous chemical spills caused by terrorist incidents. The Coast Guard will be charged, in the same manner as in OPA '90, with developing the final regulations concerning how this will be accomplished. ***Editor's Note: Our initial read of the legislation indicates that there are tight timeframes on the development and promulgation of the plans, although the Secretary of the department in which the Coast Guard is operating can let a vessel and a facility continue to operate without one as long as the operator provides proof that contingencies are in place to respond to incidents. This may indicate the need for contractual arrangements with spill responders where there is the potential of environmental damage caused by spills of oil or hazardous materials. Further, it is noteworthy that the issue of Transportation Security Cards may have an impact on how all responders gain access to port areas. This is an ongoing initiative within the Department of Transportation that will have to be evaluated in the context of this new legislation. With respect to the Area Planning Committees that are required by this Act, SCAA members need to be represented on Harbor Security Committees that are established. The Coast Guard Captain of the Port in each region will most likely head these Committees (Our thanks to Dan Sheehan for keeping us abreast of the passage of this legislation, and for his concise synopsis of the same!)***
- ◆ On Wednesday this week, the Bahamas-registered tanker "Prestige" - carrying 77,000 tons of fuel - spilled an estimated 5,000 tons of oil. The resulting oil slick has been estimated to be 20 miles long and 200 meters wide, and now threatens Spain's pristine beaches. While the vessels' crew was rescued due to fears of the vessel breaking up, salvage tugs were able to tow the stricken vessel away from the coast on Thursday. Rescued crew members reported that the vessel appeared to have hit something as it sailed towards Gibraltar, and had begun to take on water. The vessel was further damaged by rough seas and gale-force winds. (Sources: *Reuters* and *The Guardian*)
- ◆ The Greater Baltimore LEPC's and the Maryland Emergency Management Agency will be hosting the EPA Region III Emergency Preparedness and Prevention Conference on December 8-12, 2002 at the Marriott Waterfront, Baltimore's Inner Harbor, Maryland. The event will focus on preparedness and response to chemical, biological, or nuclear hazards. Admission to the

conference is \$175.00. For more information, call 800-364-7974 or visit the conference web site at www.2002conference.org.

- ◆ American Military University and the Center for Domestic Preparedness of the U.S. Department of Justice have joined forces to develop five online academic courses that comprise a new Weapons of Mass Destruction (“WMD”) Certificate Program. The courses include: (1.) Emergency Response to Terrorism; (2.) Chemical, Biological and Radiological Hazards; (3.) Weapons of Mass Destruction Incident Command; (4.) Federal Response to Weapons of Mass Destruction; and (5.) Regulatory Issues in Weapons of Mass Destruction Response. For more information on the WMD Certificate Program, visit www.apus.edu/amu/cdp. (Source: *Homeland Defense Journal*)

- ◆ The English High Court recently ruled that the salvage award received by the Greek salvor Tsaviris in the *Castor* case was just, and that Tsaviris had no grounds to challenge the lower amount that was awarded in appeal arbitration earlier this year. Initially, Tsaviris had been awarded \$8 million, but a Lloyd's appeal arbitrator reduced the award to \$5.6 million after deciding that the salvor was not entitled to an increment to special compensation for protecting the environment under Article 14 of the Salvage Convention. This ruling was made despite the furor surrounding the environmental risk the gasoline-laden vessel posed during its six-week exile at sea. Salvors in general now fear that they will have a higher burden of proof than they are used to in order to demonstrate the risk of "substantial physical damage" from pollution to be entitled to an uplift in compensation. (Source: *Lloyd's List*) ***Editor's Note: While the "Castor" was definitely an explosion risk, the fact that she carried gasoline instead of oil may have impacted the arbitrator's decision. Gasoline dissipates much more quickly than oil, and the potential environmental damage from gasoline spilled may not be as great as that posed by heavy oils in many situations.***
- ◆ Last week, the U.S. Coast Guard held a tabletop training exercise simulating a terrorist attack using weapons of mass destruction against the Cedar Point Amusement Park in Sandusky, Ohio. The scenario simulated a terrorist crewmember taking over a Canadian tank ship carrying a cargo of chlorine, and ultimately running the ship aground at the amusement park and exploding the cargo. The date of the incident was to be July 6, when the park is usually packed with people enjoying their vacations. ***Editor's Note: To date, we have received no additional information about this exercise, and don't know whether the private sector response community was involved in the event. We are disappointed that SCAA was not consulted on this exercise, particularly since SCAA was an active participant in the recent NRT Special Teams Workshop that focused on these types of issues.***
- ◆ In July 2003, scientists from the U.S. Department of Energy ("DOE") and the Department of Defense ("DOD") will disperse harmless gas over Oklahoma City in a project designed to develop computer models that can deal with airborne chemical or biological attacks on cities. The \$4 million, month-long study is sponsored by the Chemical and Biological National Security Program of DOE's National Nuclear Security Administration, and the DOD's Defense Threat Reduction Agency. The National Oceanic and Atmospheric Administration will also participate in the study. (Source: *Homeland Security & Defense*)
- ◆ ***Work/Life/Health:*** Author Sally Helgesen has some interesting suggestions for helping managers bridge the "gender gap". She believes that smart managers understand that men and women work differently, and because of this, they are able to treat each group fairly. Following are some nuances in this regard that managers should be aware of: (1.) Women work at a steady pace, and build in small breaks throughout the day. Men are more likely to work non-stop, at a frantic pace with no breaks. (2.) Women tend to see themselves at the center of things; men often view themselves at the top. (3.) Women place a high priority on relationships in the workplace, and are more likely to make themselves available to peers and subordinates than their male counterparts. (4.) Women try harder to make time for family and home, while men often view the home as a branch office and will often let work take priority over family and outside activities. (5.) Women are more comfortable sharing information; men tend to collect and often hoard it. (Source: *Positive Leadership*)
- ◆ ***Quote of the Week:*** "One must not always think so much about what one should do, but rather, what one should be. Our works do not ennoble us; but we must ennoble our works." – Meister Eckhart (c.1260-c.1327), *Work and Being*