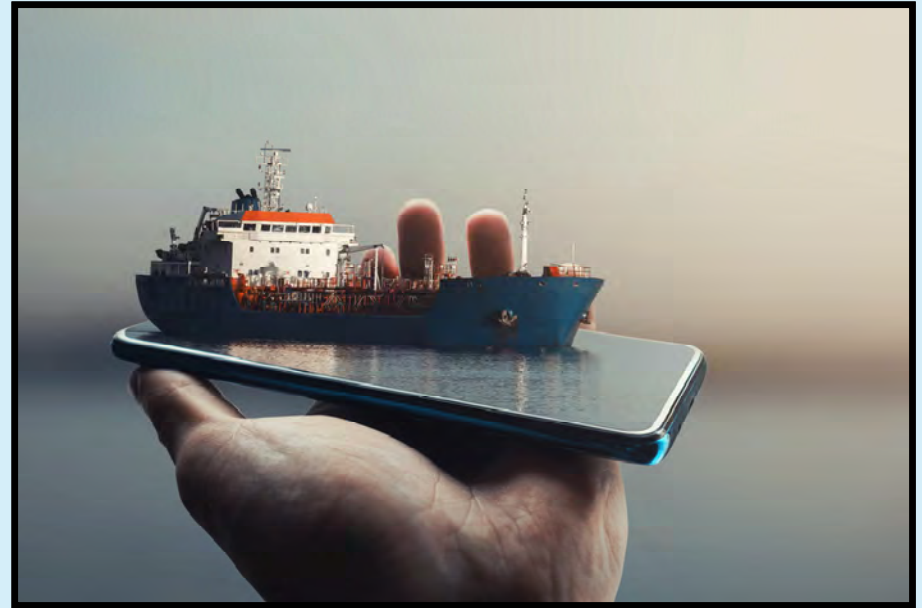


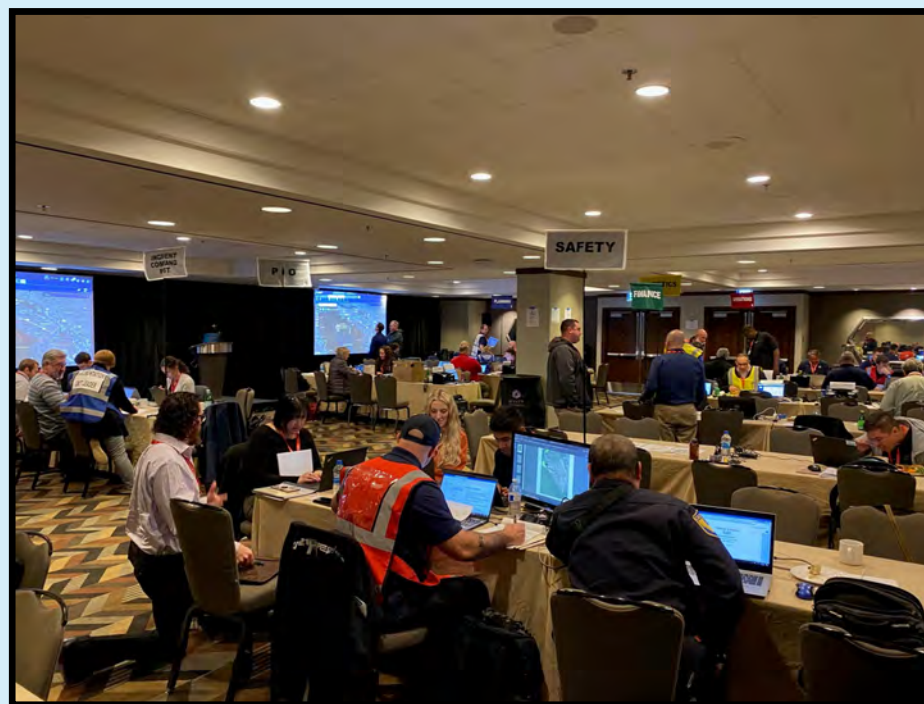
ADMINISTRATION

- Please ensure you sign-in to receive exercise credit!
- If you are representing a company other than the one named on the sign-in sheet, or more than one company, please identify the company(s) on a blank line on the last page(s) of the sign-in sheet. Please be sure to write legibly.
- What do I receive by attending this FTS?
 - 2024 USCG and California Exercise Credit
 - GMS FTS Accreditation Package, includes:
 - Exercise Description, Scenario, Goals
 - Target Plan Core Components (PREP Objectives)
 - 2024 Certificate of Completion



WHY IS A TABLETOP EXERCISE REQUIRED?

- Under U.S. federal and California state law, a vessel owner or operator must:
 - Annually conduct an exercise of the VRP with your IMT (GMS) to ensure it will function in an emergency incident.
 - Receive USCG PREP (under OPA 90) and California exercise credit (if applicable).



USCG & CALIFORNIA PREP OBJECTIVES

1) NOTIFICATIONS – USCG AND CALIFORNIA

2) STAFF MOBILIZATION – CALIFORNIA

3) OPERATE WITHIN RESPONSE MANAGEMENT SYSTEM
– USCG (INCIDENT COMMAND SYSTEM)

4) ASSESMENT OF DISCHARGE

5) PROTECTION OF SENSITIVE AREAS

6) TRANSPORTATION



FTS OBJECTIVES

How/Why do we activate our response plan?

What is my role when I am not the Responsible Party?

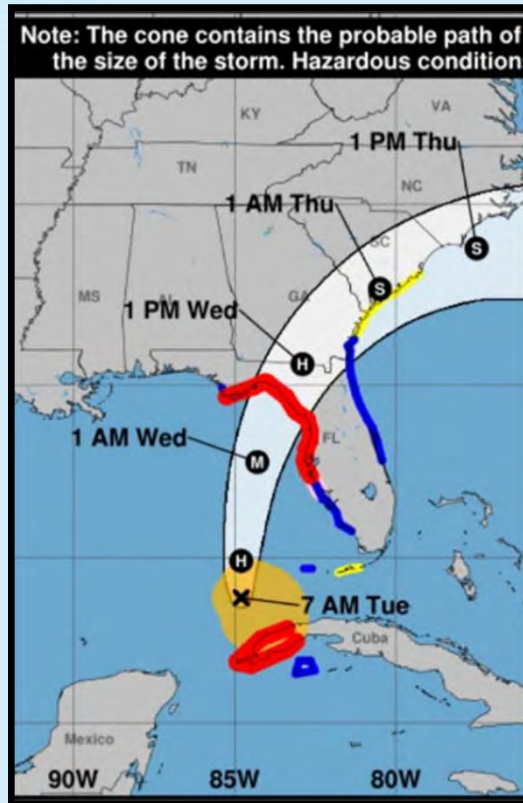
Identify “What can the QI do for me”?

SCENARIO LOCATION



- Location: Port Manatee, Tampa, Florida (FL)
- Body of water: Tampa Bay
- Federal Agency:
 - USCG: Sector St. Petersburg
- State Agency:
 - Florida Department of Environmental Protection
- Local Agency:
 - Tampa Ports Authority

SCENARIO BACKGROUND



- Hurricane Idalia just passed through this area days prior with damage widespread.
- 12 hours prior to this incident:
 - The USCG COTP held a large press conference to announce the port was opening back up.
- There were rumored reports of oil being spotted offshore and in the vicinity of the piers after port was opened.
 - No actions taken by government officials.

PRESSURE TO OPEN THE PORT POST HURRICANE

Hurricane Idalia Update: Port Tampa Bay re-opens and returns to normal operations



Aug 31 2023 - UPDATE: Aug. 31, 2023 at 5:45 p.m.

Port Tampa Bay has resumed all vessel operations and our port's shipping channels are officially re-opened. Throughout the storm, Port Tampa Bay coordinated with federal, state, and local agencies, as well as the maritime community, to respond to the impacts of Hurricane Idalia. We want to express our sincere appreciation to those who helped our port prepare and recover from the impact of the storm. The port's Operations, Security, Facilities staff, maritime community, the U.S. Coast Guard, and our local law enforcement and emergency response agencies were critical to our ability to minimize the effects of the storm and help our port to return to operations as soon as safely possible.

state. Port Tampa Bay supplies nearly half of Florida's seafood. The port is a key part of the state's economic recovery.

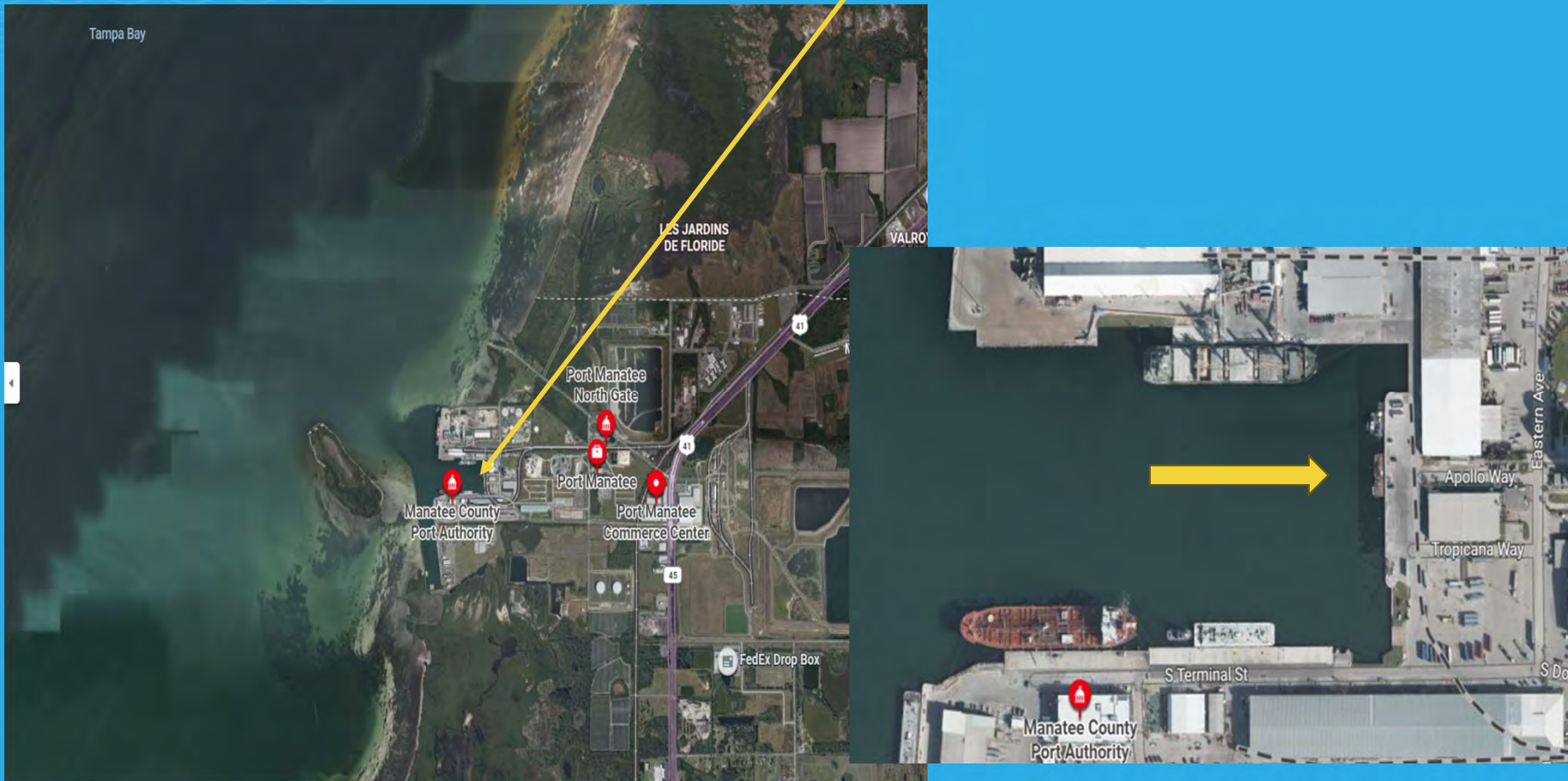
"Few people understand the full impact a seaport has on their daily lives until a crisis hits. We are grateful for the support from our community and welcome back the fuel and cargo ships that are the lifeblood of our port. The storm caused more than \$17 billion economic impact and touches some 85,000 jobs in our community. A

Cruise News › Hurricane Watch

Last Florida Cruise Port Reopens After Hurricane Idalia

All five major Florida cruise homeports have now reopened after Hurricane Idalia and cruises can now fully resume.

VESSEL LOCATION



INITIAL INCIDENT SCENARIO



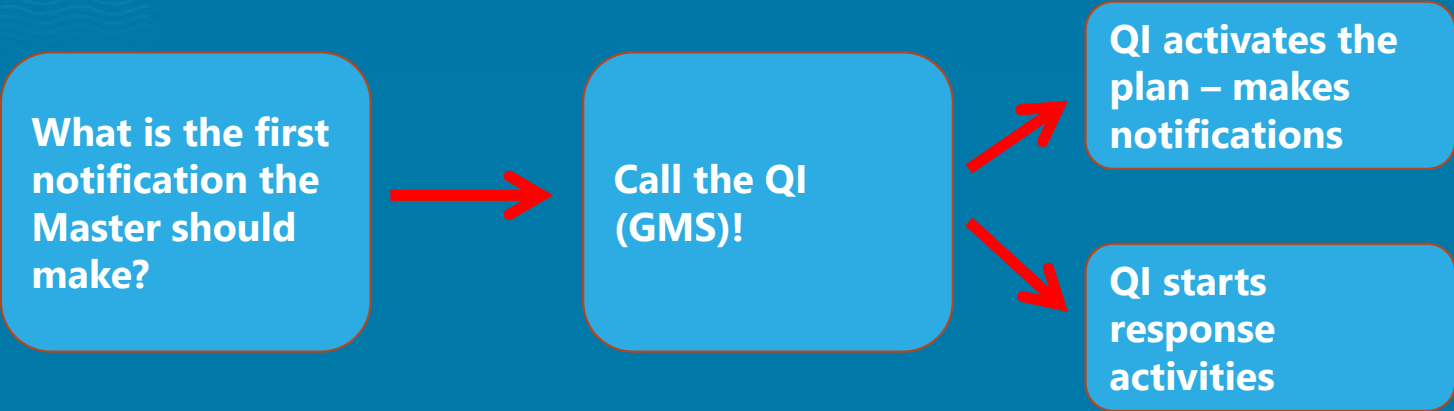
- 0400 UTC – Vessel under Tug assist moors Port Manatee, Tampa, Florida.
- 0410 UTC – Master of the vessel is contacted by the BOSUN that the mooring lines are covered in oil.

VESSEL INITIAL ACTIONS

What should
the vessel do?



VESSEL INITIAL ACTIONS



QI NOTIFICATIONS

Once the information has been received, the following calls are made:

Qualified Individual Required Notifications

QI Notifies:

1. National Response Center
2. OSRO*
3. SMFF Provider*
4. Local U.S. Coast Guard
5. Local State(s)
6. Owner/Operator/Manager
7. P&I Club
(Local Correspondent)

QI Activates:

1. OSRO*
2. SMFF Provider*
3. Incident/Spill Management
Team

*Notification/activation precedence of the OSRO and/or SMFF Provider will be determined by the QI based on their assessment of the situation.

Ship Operator/Manager Notifications

Operator Notifies

(When necessary/applicable and in their/required preferred order of precedence):

1. Flag State
2. Charterer
3. Owner
4. P&I Club
(Home Office)
5. Owner's U.S.
Legal Advisor
6. Classification Society
7. SMFF Provider*
8. Hull & Machinery Insurer
(as necessary)
9. Public Relations Firm

Operator Activates:

1. Damage Stability Assessment
Contractor

*If SMFF Provider is activated by QI, Ship Operator should contact SMFF Provider to confirm terms of Funding Agreement as it pertains to this incident.

IMPORTANCE OF TIMELY NOTIFICATIONS

- Many U.S. states have time thresholds for reporting (e.g., 15, 30, 45 mins).
- OPA '90 (Federal Law) requires "immediate" notification.
- Florida has no specific time requirement, treat as "immediate."



To whom do I report an oil discharge?

A facility should report discharges to the National Response Center (NRC) at 1-800-424-8802 or 1-202-426-2675. The NRC is the federal government's centralized reporting center, which is staffed 24 hours per day by U.S. Coast Guard personnel.

If reporting directly to NRC is not practicable, reports also can be made to the EPA regional office or the U.S. Coast Guard Marine Safety Office (MSO) in the area where the incident occurred.

When must I report to NRC?

Any person in charge of a vessel or an onshore or offshore facility must notify NRC immediately after he or she has knowledge of the discharge.



- Petroleum-based spills.
- Spills into or involving state waterways (any amount).

To reach the State Watch Office, please call

1-800-320-0519

CONSEQUENCES OF IMPROPER NOTIFICATIONS

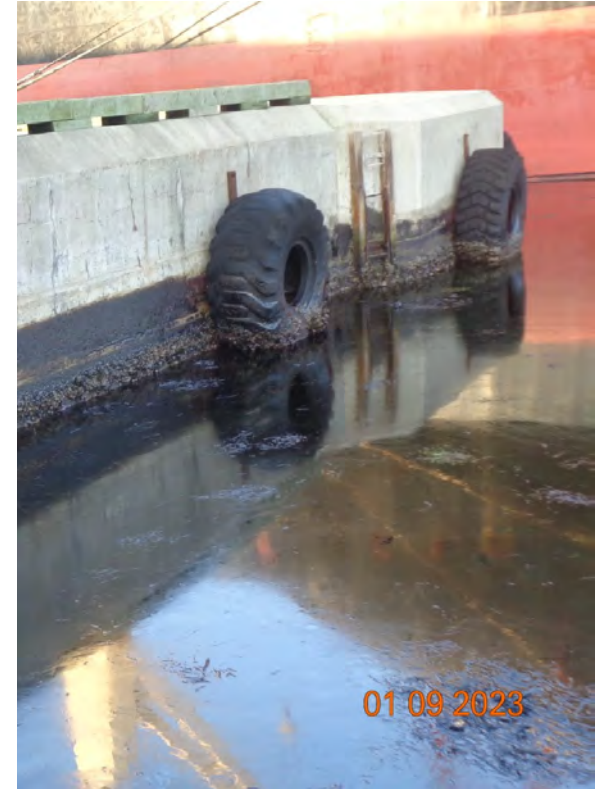
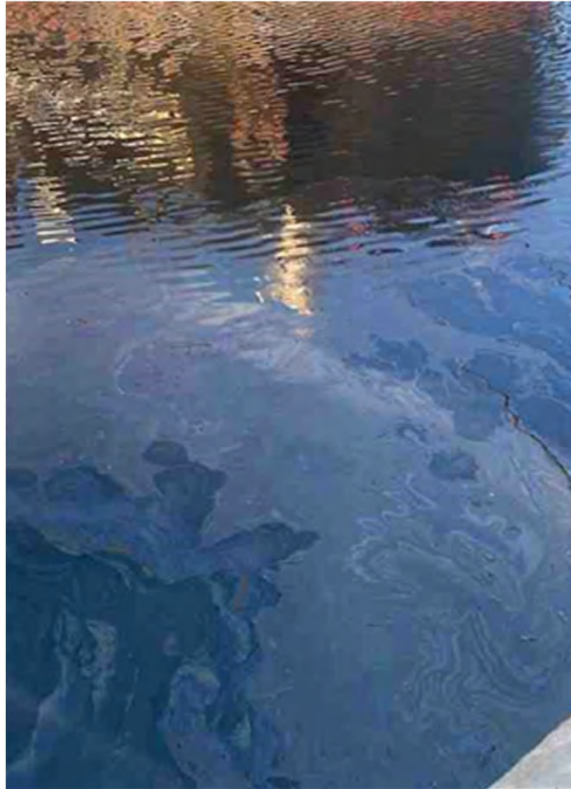
Potential outcomes:

- QI/GMS response may be delayed.
- Third parties (e.g., agents, pilots) may activate non-contracted resources.
 - Not listed in your Response Plan.
 - Not approved for usage.
- USCG could assume responsibility.
- Limit of liability could be removed.
- USCG enforcement - fines, operation controls, deficiencies, detention, etc.



FIRST LIGHT NEXT MORNING

- GMS Responder arrives on scene.
- Oil has impacted the pier, and 3 vessels in the area.
- Initial estimates, from USCG, are 4500 gallons of oil in the water.
- Unknown source.



WHO IS THE RESPONSIBLE PARTY (RP)?

- GMS client vessel has performed an internal inspection and strongly believes they are not the Responsible Party.
- USCG is leading the response until a Responsible Party is identified.
 - Once identified, USCG would expect that the RP takes over all response actions.
- USCG and State investigation underway to determine responsible party/spill source.



OTHER IMPACTED VESSELS & POTENTIAL RP'S

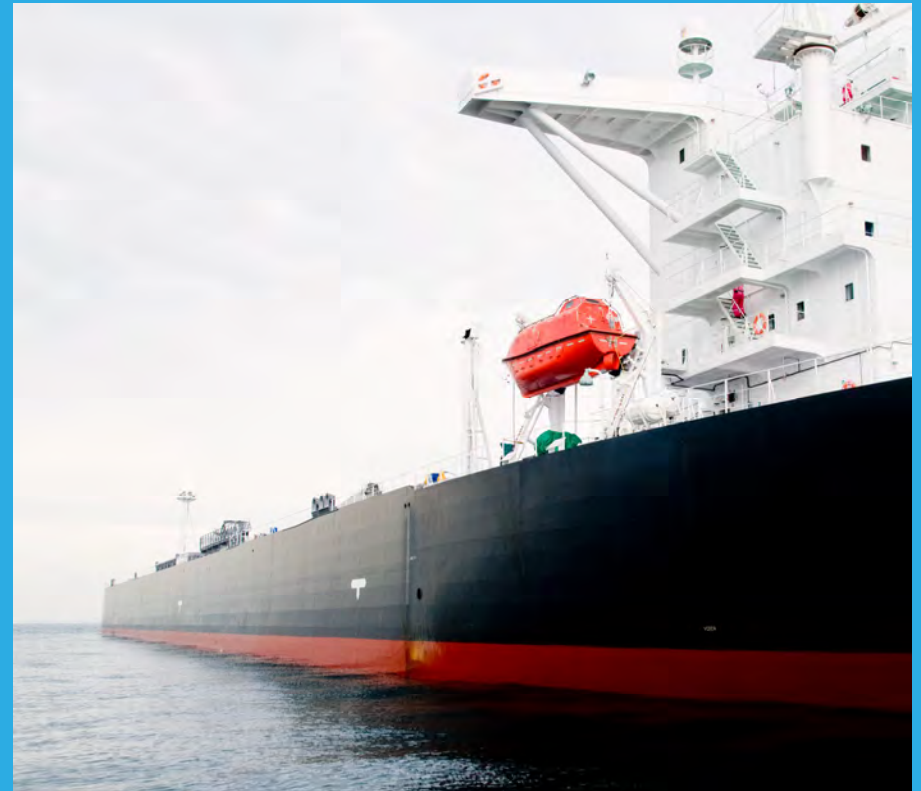


RESPONSE PERSONNEL



OVERVIEW OF GMS QI INITIAL ACTIONS

- Make required notifications.
- Mobilize our IMT to the spill.
- Establish coordinated response with USCG and State of Florida DEP.
- Establish an Incident Command Post.
- Provide an initial briefing at the ICP.
- Use of the Incident Command System for the response.



TRANSITION TO THE INCIDENT COMMANDER

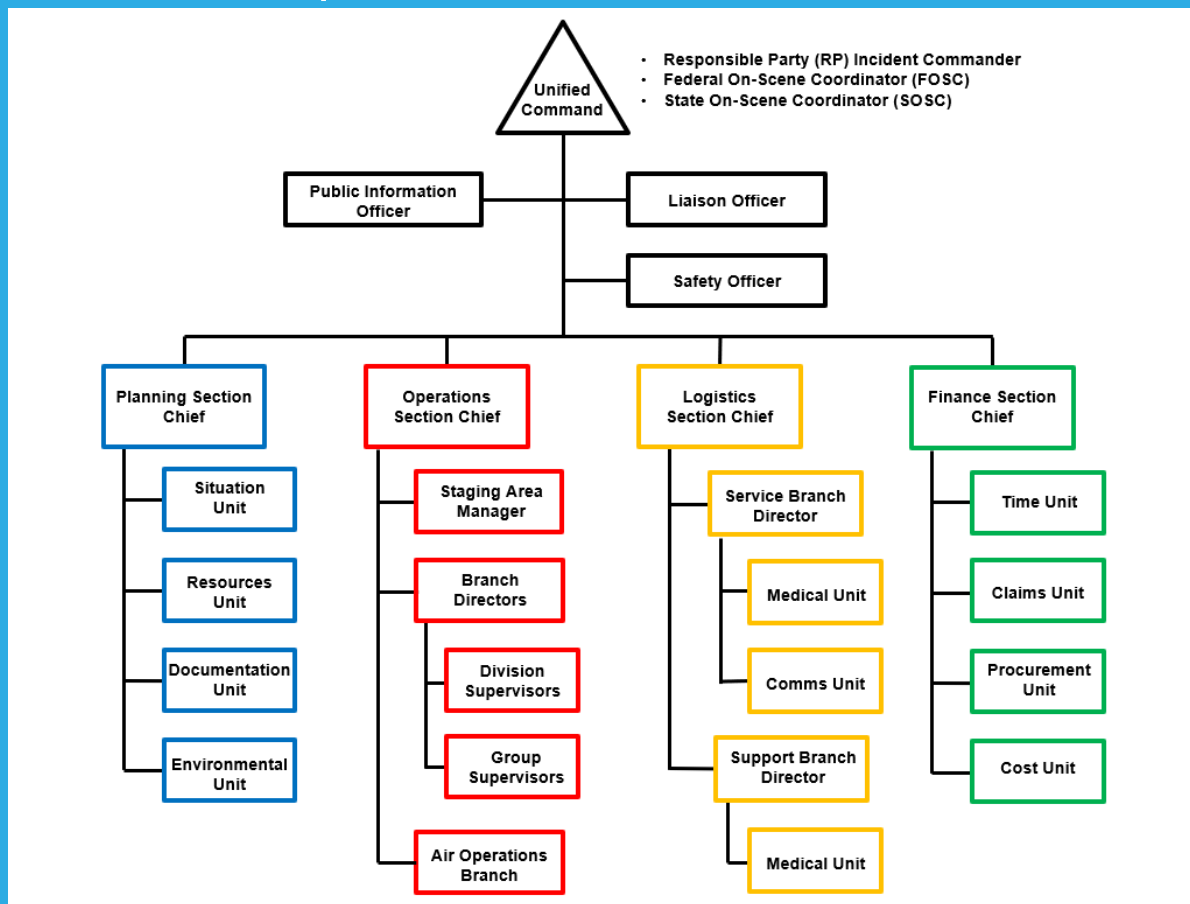
INITIAL RESPONSE OBJECTIVES:

- Ensure the safety of the vessel crew, response personnel and the public.
- Form a Unified Command organization to coordinate those response activities.
- Identify, contain, and secure spill source.
- Maximize oil recovery and aggressively respond to the spill to minimize impacts.
- Deploy GRPs & protection strategies as per the Area Contingency Plan.
- Keep stakeholders/public informed in a timely manner.

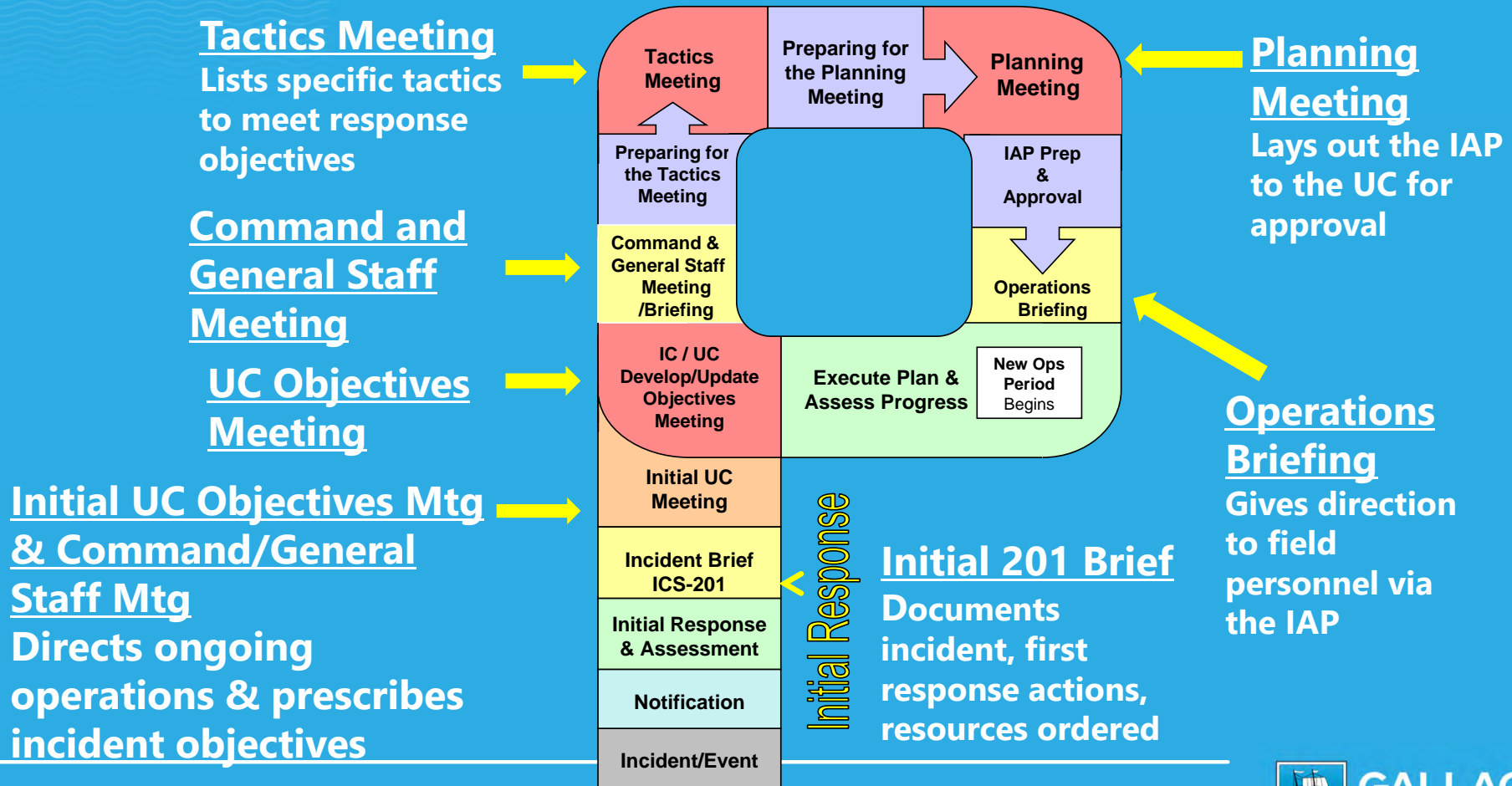


ICS ORGANIZATION CHART

Expectations of the RP IMT



OPERATIONAL PLANNING CYCLE



WHO'S WHO IN A SPILL

QI - When should I call the QI?

- Whenever you need assistance, have a question, a spill, THREAT of a spill, fire, and when you have doubts about the situation.

Agent - What can the agent assist with?

- Agent was involved in the procurement of new mooring lines for the vessel.
- Assistance with personnel access.
- Requesting assets for day of departure.

OSRO - What does an OSRO do?

- In this case the OSRO initiated clean up efforts under the direction of the USCG.
- Some tasking came from the QI via the USCG.

USCG & State Agencies - Who is really in charge:

- USCG has overall authority (51%).
 - Tampa Ports Authority was very involved and influential (a state entity).

Protection and Indemnity (P&I Club)

- Represented owners of both vessel.
- Additional assistance needed for cargo representation.
- Legal Team represented both vessels.

OSRO ROLES AND RESPONSIBILITIES

OSRO:

- What is an OSRO?
 - **Oil Spill Removal Organization**
- Who is my OSRO?
 - **National Response Corporation and/or Marine Spill Response Corporation.**
- What does an OSRO do?
 - **Under direction of the QI/IMT, they provide personnel & resources to begin/maintain a cleanup response.**
 - **In this case, USCG SHOULD be directing clean-up efforts since no RP identified.**
- Should they be allowed to perform cleanup unsupervised?
 - **No, they need to be monitored by a qualified person (QI representative).**
- Should you (shipboard personnel) document when they arrive, what equipment they have, and what they are doing?
 - **YES**



MAIN QI CONCERNS

- Not enough resources and contractors on site.
- Contractors not being managed effectively.
- Inefficiencies of initial response actions.
 - Not enough skimmers being used.
 - Type of absorbents used.
 - VERY expensive vs efficiency & cost.



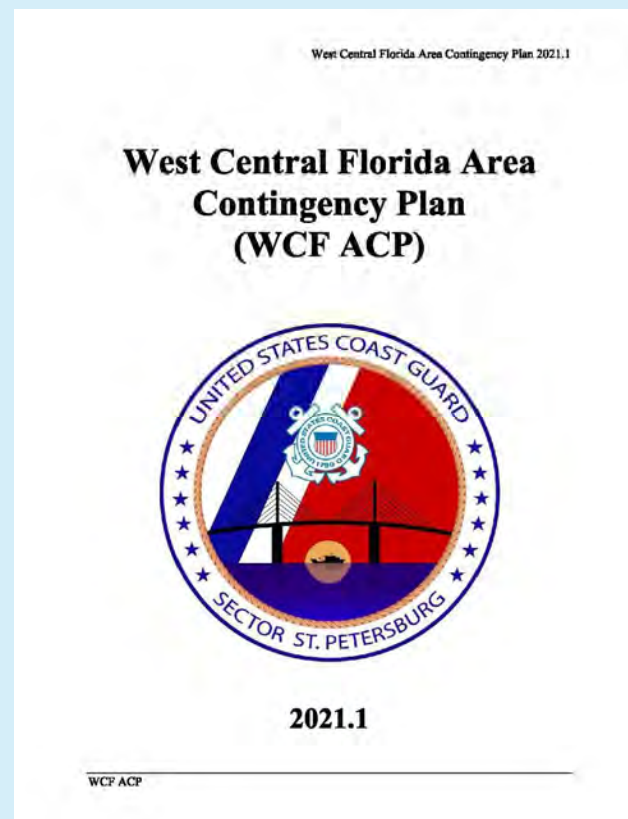
USE OF ABSORBENT BOOM

- Looks to be covered/soaked in oil.
- When cut open most of the boom is not impacted/saturated.
- Not effective solution for this type of oil which was very viscous.
- Creates more of a concern due to how much it will sheen.
- Extremely \$\$\$ + disposal = **HUGE COST.**
- More effective on light end oils.
 - Diesel, Kerosene, etc.



PROTECTION OF SENSITIVE SITES – AREA CONTINGENCY PLAN (ACP)

- West Central Florida Area Contingency Plan
 - Establishes USCG and State spill response policies and procedures.
 - Identifies geographic specific response strategies to protect environmentally sensitive sites.
 - GMS IMT utilizes this to determine response priorities.



ROLES OF PERSONNEL IN A SPILL-FEDERAL & STATE AGENCIES

USCG & State Agencies:

- Who is really in charge – State or USCG?
 - USCG has overall authority (51%).
 - States like California, Oregon, Texas, and Washington are very influential.
- What should I do when they want to interview crewmembers?
 - Request the presence of a P&I attorney or a QI representative to assist the crew in understanding the questions, etc.
- What is a Captain of the Port Order?
 - A set of requirements vessel owner/operator SHALL follow for the order to be removed.
 - This controls vessel movement and operations. Typically, provided verbal first then in writing.
- What is an Administrative Order?
 - USCG provides RP task direction and a timeline for pollution/salvage response which helps align expectations from FOSC.

CONTRACTOR ISSUES

- Due to the holiday weekend limited personnel were available.
- Response trailers not adequately stocked.
- Lack of knowledge on how to operate equipment.
- Lack of direction provided by USCG
 - GMS Incident Commander continuously providing insight in hope of a more effective response.



**PREPARE TO BE
BOARDED!!!**



GUIDANCE FOR VESSEL CREW

- GMS Qualified Individual can assist in preparing for USCG Boarding.
 - Most GMS personnel are former USCG with expert knowledge of the boarding/investigations process.
 - Will assist with USCG document review.
 - Can provide peace of mind while Master/crew focuses on the operations of the vessel.
- Determine who is in charge from USCG:
 - Have the crew ask the role of the persons onboard.
 - For example, are they Pollution Investigators, Incident Investigators, Port State, etc.
- Prepare necessary documentation related to incident such as oil transfer procedures, tank amounts prior/after, etc.
 - Take pictures and email
 - Other?



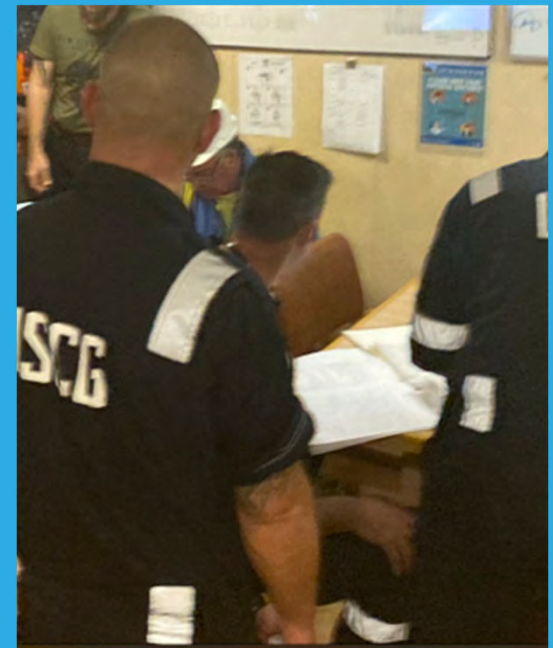
USCG BOARDING PARTY

- USCG boards vessel the day of the incident.
- QI onboard to assist and facilitate boarding and questions.
- Inspect the oil spill record book and ships log.
- USCG was onboard the vessel for 20 minutes.
- No official paperwork issued.

FACILITY INSPECTORS



POLLUTION AND PORT STATE CONTROL



CLEANING PROGRESSION

1200 LT – USCG finally arrives on scene.

- Limited OSRO personnel due to holiday weekend.
- GMS on scene rep briefs vessel master.

GMS brief with USCG.

- USCG advises contaminated water is priority.
- Vessel priority is set by ETD.

P&I representative on scene and representing another impacted vessel.

Other affected vessels have no QI on scene.



NATIONAL POLLUTION FUNDS CENTER (NPFC) – WHAT IS IT?

- Provides financial resources for quick, effective response.
 - Provides funding for USCG led response actions via the Oil Spill Liability Trust Fund.
- Activated if Responsible Party (RP) is unknown.
- Takes action to recover cleanup costs once RP is determined.



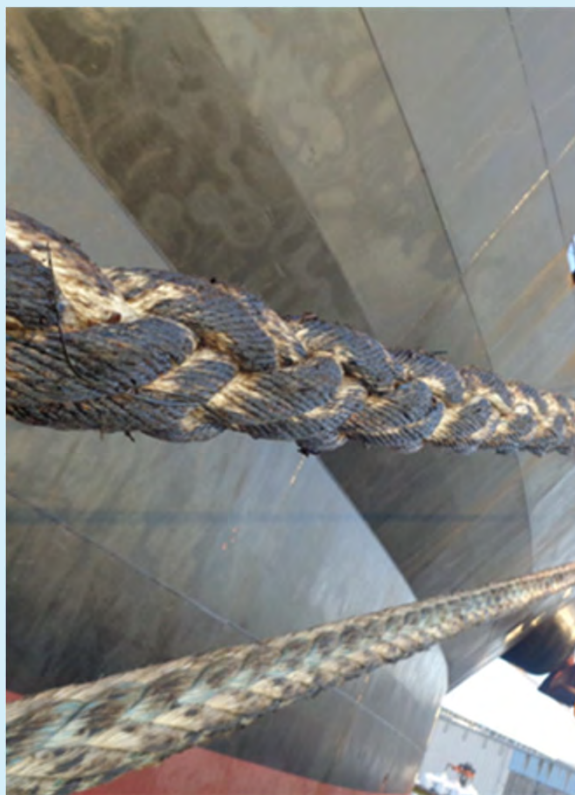
VESSEL CONCERNS – CONTAMINATED WATER

- Vessel was taking suction while entering port.
- Are engines affected?
- QI requested USCG to pay for dive survey.
- NPFC denied the request.
- Ship's crew conducted sea chest and strainer inspection.



SCENARIO UPDATE DAY 1

- USCG has opened the Oil Spill Liability Trust Fund.
- No hold is placed on the vessel.
- Cargo operations and vessel clean-up continues.
- OSRO under the direction of USCG.
- Limited USCG personnel with oil spill knowledge.



OIL SPILL LIABILITY TRUST FUND

Oil Spill Liability Trust Fund

Under the [Oil Pollution Act of 1990](#), the owner or operator of a facility from which oil is discharged (responsible party) is liable for the costs associated with the:

- containment,
- cleanup, and
- damages resulting from the spill.

EPA's first priority is to ensure that responsible parties pay to clean up their own oil releases. However, when the responsible party is unknown or refuses to pay, funds from the Oil Spill Liability Trust Fund can be used to cover the cost of removal or damages.

The primary source of revenue for the fund is a five-cents per barrel fee on imported and domestic oil. Collection of this fee began on December 31, 1994, due to a "sunset" provision in the law. Other revenue sources for the fund include:

- interest on the fund,
- cost recovery from the parties responsible for the spills, and
- any fines or civil penalties collected.

The Fund is administered by the [U.S. Coast Guard's National Pollution Funds Center](#).

The Fund can provide up to \$1 billion for any one oil pollution incident, including up to \$500 million for the initiation of natural resource damage assessments and claims in connection with any single incident. The main uses of Fund expenditures are:

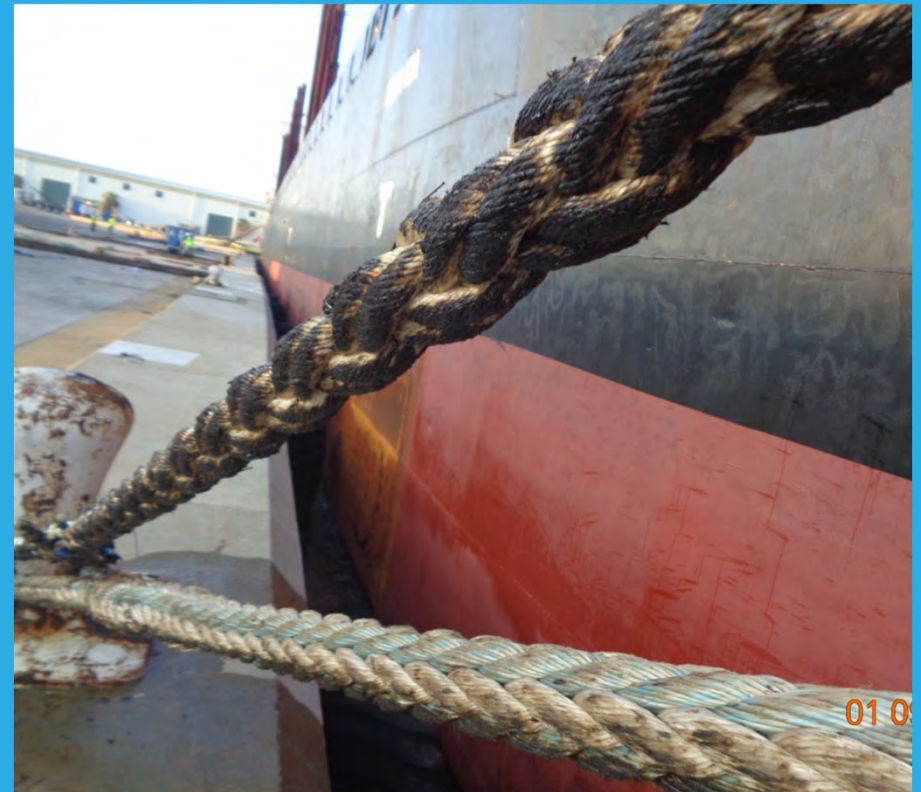
- state access for removal actions;
- payments to federal, state, and Indian tribe trustees to carry out natural resource damage assessments and restorations;
- payment of claims for uncompensated removal costs and damages; and
- research and development and other specific appropriations.

More information about this program is available from the [National Pollution Funds Center](#).



OIL SOAKED MOORING LINES

- Lines had to be replaced.
 - Cleaning not an option.
- Who pays for the new line?
 - Charterer, Owner or USCG?
- If we cut the line, do we have enough to proceed to next POC?
- Holiday weekend all supply sources closed.



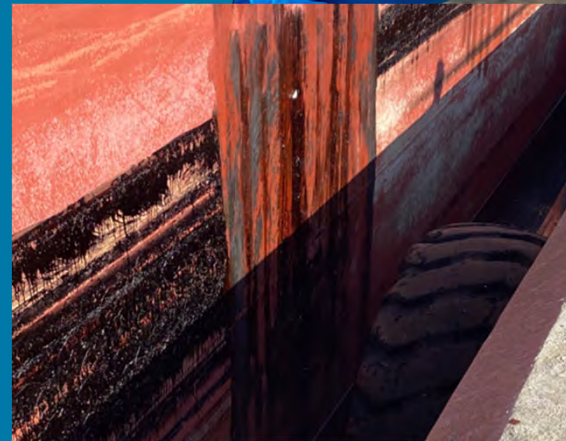
SAVE TIME AND MONEY

- QI developed a mooring line plan and submitted to the USCG for approval.
- Ship's crew cut and spliced new lines.
- Contaminated sections of line disposed of by contractors.
- Remaining lines cut as vessel departed port.



SCENARIO DEVELOPMENT

- Vessel is heavily impacted.
 - Oil has settled like tar on all sides.
- Contractors using high pressure hot water to remove oil.
 - Very slow process due to oil type.
- Anti fouling paint is becoming compromised.
- Cargo Operations still ongoing delaying some aspects of the clean up efforts.



CRISIS MEDIA & POLITICAL PRESSURE



MEDIA INTEREST

- High level of media interest within 24 hours.
- All major news stations and newspapers.
- Who's affected?
 - Pleasure craft
 - Beach goers
 - Commerce
- Wildlife affected?

Oil spill at Port Manatee causes more than 19,000 gallons of contaminated water

The Coast Guard said the cause of the spill and the responsible party are still under investigation as of Monday.

An oil spill at Port Manatee is under investigation by the U.S. Coast Guard



PRESS CONFERENCE

- Florida Governor briefed daily and pressured/directed USCG to allow free movement of fueling vessels.
- Florida Congressman held a press conference on scene.



SOCIAL MEDIA RECOMMENDATIONS

Social media from both local citizens and from crew members play an important part in the response.



Remind crew of social media policy

It is important to control the flow of information, so we are sure the proper information is going out.



A media consultant can respond to media questions and monitor what is going on in the media – including social media.

SOCIAL MEDIA RECOMMENDATIONS

Don't release/post photos or videos on any social media platforms.

- **Direct all questions from the media or public to the JIC, once it is formed.**

Don't discuss the response and/or incident on any media platform.

- **Contact your immediate supervisor or JIC if you have any questions.**



YouTube



PORT MANATEE CRUDE OIL SPILL



INCIDENT INVESTIGATION & USCG DOCUMENTS



THE INVESTIGATION

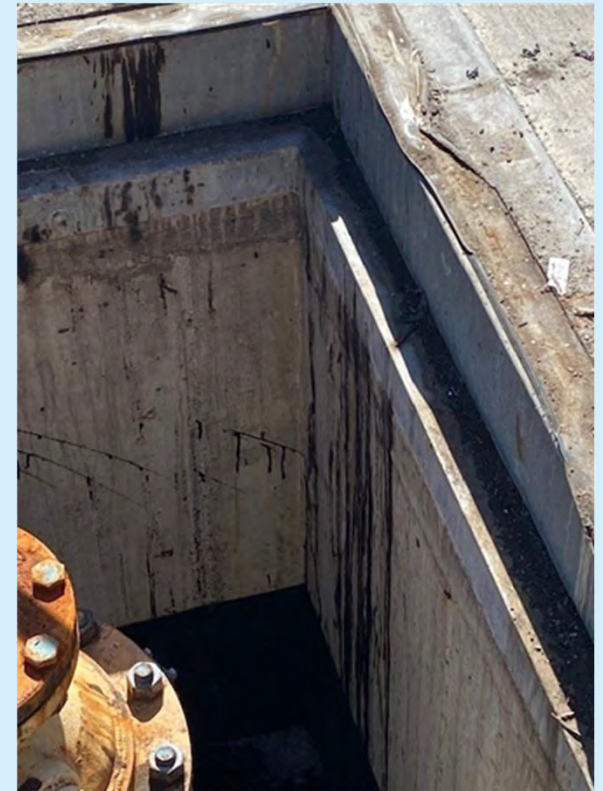
- 7 days into the cleanup USCG launches a full investigation.
- QI assists the vessel to prepare for the boarding.
- P&I representatives present for boarding.
- Notice of Federal Interest (NOFI) issued.
- Master signs NOFI under direction of P&I.



@Petty Officer Daniel Tromper, USCG

THE INVESTIGATION (CONT.)

- USCG takes samples from multiple sources for fingerprinting.
- Pipeline running under the pier is discovered and sampled.
- 4 other vessel had samples taken.
- Boarding for QI represented vessel was 30 minutes.
- All other vessels over 2 hours.



RESULTS OF USCG INVESTIGATION

- USCG takes samples, treats them as evidence, and ships them to New London, Connecticut for testing.
 - Chain of Custody process.
- Oil Spill Liability Trust funds pays all response cost.
- If test fingerprints an RP, they would then be responsible for all cost.
 - Note the language on the USCG NOFI form.
 - **USCG/state would then expect RP to take over all response activities.**
- Results could take not only days but weeks to receive.



NOTICE OF FEDERAL INTEREST (NOFI)

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard
NOTICE OF FEDERAL INTEREST

Date: _____

**This letter is to make you aware of your ongoing obligations under the law.
This is not a penalty or admission of responsibility.**

On or about 0830 01/22/2024, a pollution incident occurred or threatens to occur at:
Kinder Morgan P66 Terminal, Santa Fe Channel, CA a

United States navigable waterway. **The United States Government has identified you as a potential responsible party.** This pollution incident involves a potential or actual discharge of oil, a release of hazardous substance, and/or hazardous material, which triggers certain responsibilities under the applicable Federal Statutes, marked below:

- The Federal Water Pollution Control Act (Clean Water Act (CWA)), 33 U.S.C. § 1321.
- The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA), as amended, 42 U.S.C. § 9604-9607.

As a potential responsible party, you may be financially liable for this incident and are required to carry out immediate and effective removal and/or remediation actions.

If your removal or remediation actions are inadequate as determined by the Federal On-Scene Coordinator (FOSC) or their representative, the United States Government may issue an administrative order, assume the response, or take other actions necessary to minimize or mitigate damage to the public health or welfare. As such, you may be liable for removal costs incurred by the United States Government beyond any damages resulting from this incident.

If you are directed by the FOSC through an administrative order, and fail to comply, you may be subject to civil penalties. Under the CWA, failure to properly carry out removal or comply with an administrative order may result in a penalty of up to \$ 55,808.00 per day or up to three times the costs incurred by the Oil Spill Liability Trust Fund. Under CERCLA, failure to take removal or remedial action may result in a fine up to \$ 67,544.00 per day and punitive damages not to exceed three times the cost incurred by the Hazardous Substance Superfund.

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard
NOTICE OF FEDERAL INTEREST

Date: _____

USCG Form

Issued to potential responsible party

NOFI issued in any actual or potential pollution case

Signature not required but recommended

Owner/Operator Representative (Print)	Signature	Date mm/dd/yyyy	Time HH:MM
Witness (Print)	Signature	Date mm/dd/yyyy	Time HH:MM



WHO'S GOING TO PAY FOR THIS?



CLAIMS PROCESS

- GMS can assist with claims process.
- *Claims for Damages:* Damage claims must be made within three (3) years after the date on which the damage and its connection with the spill was reasonably discoverable with the exercise of due care. The only exception is for natural resource damage claims.
- *Claims for Removal Costs:* A removal cost claim must be made within six (6) years after the date of completion of all removal actions for the incident.



CLAIMS PROCESS (CONT.)

- Obtain NPFC case number.
- USCG assigned the vessel a point of contact specific to their case.
- P&I called in specialists to evaluate bio-fouling paint.
- USCG published the case number for any other claims.
- GMS can assist with filing a claim.

PUBLIC NOTICE

In accordance with the Oil Pollution Act of 1990 (33 USC 2714(c)), the NPFC is accepting claims in relation to any uncompensated damages and/or removal costs incurred as a result of the oil spill incident into Tampa Bay reported on September 1, 2023. This spill impacted the area of Tampa Bay near Manatee Harbor, and as no RP has yet been identified, the NPFC is accepting claims for certain uncompensated damages and/or removal costs.

Removal costs and damages which may be compensated include removal costs performed in accordance with the National Contingency Plan; damage to natural resources; damage to or loss of real or personal property; loss of subsistence use of natural resources; loss of government revenues; loss of profits and earnings capacity; and increased cost of public services.

Claims should be in writing, signed by the claimant, for a specified amount; and should include all evidence to support the damages. Claims presented may include claims for interim short-term damages representing less than the full amount to which the claimant ultimately may be entitled. It should be noted that payment of such a claim shall not preclude recovery for damages not reflected in the paid or settled partial claims. Claims should be mailed to the following address:

CG National Pollution Funds Center: Claims (CA)
US Coast Guard Stop 7605
2703 Martin Luther King Jr. Ave SE
Washington, DC 20593-7605

Office hours are from 9:00 AM to 5:00 PM EST, Monday through Friday, except holidays. Claimants may call 1-800-280-7118 or contact us by email at hqs-smb-npfc-claimsinfo@uscg.mil for more information.

Any claims which are denied, or which are not settled within 90 days after the date of submission to our claims representative may be submitted to:

Director
National Pollution Funds Center: Claims (Ca)
US COAST GUARD STOP 7605
2703 MARTIN LUTHER KING JR AVE SE
WASHINGTON, DC 20593-7605

LOCAL FALLOUT FROM SPILL RESPONSE

- Political pressure was mounting given the time frame after the storm and delayed response.



LOCAL COMMISSIONER – CHAIRMAN OF PORTS AUTHORITY

MANATEE COUNTY

Port Authority chair ousted over oil spill communication as Coast Guard reveals investigation details

—
According to investigators, the clean-up has cost \$825,000 in funds from the Oil Spill Liability Trust Fund which would be passed on to the responsible party.

FALLOUT FROM SPILL AND REVIEW OF CLAIMS PROCESS



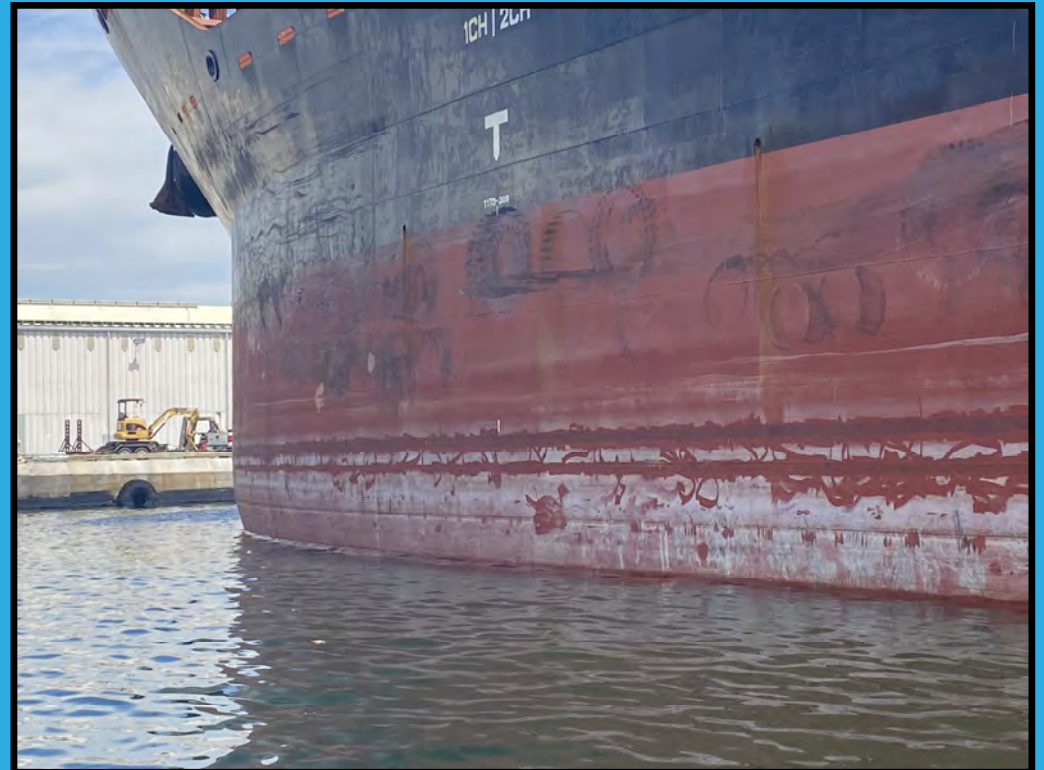
P&I CLUB INITIAL ROLES

- Ensure all notifications and required activations completed.
- Assist the vessel and crew.
- Address 3rd party claims – establish procedure.
- Conduct a thorough investigation.
- Support their clients throughout the process.



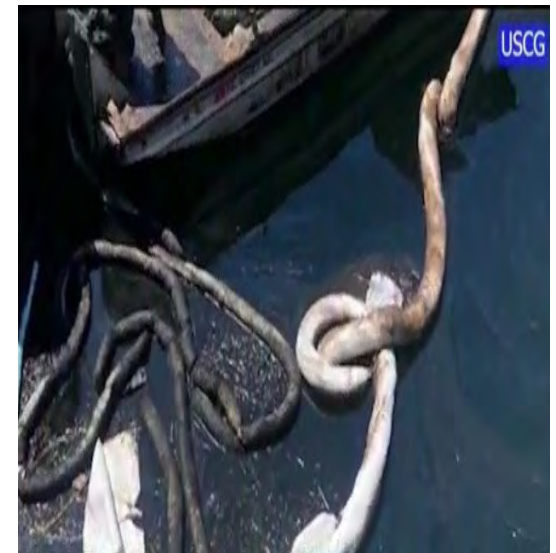
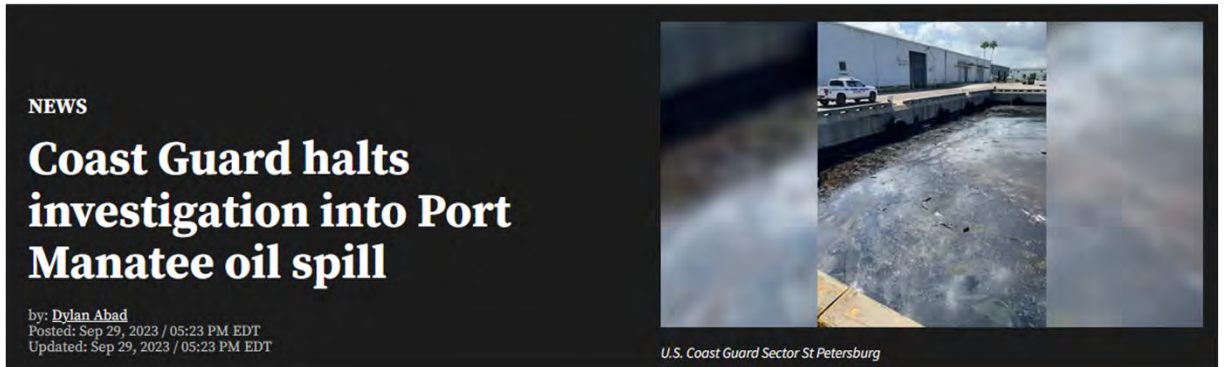
COMPLETION OF CLEANING

- 9 days to clean vessel to the master's satisfaction.
- Vessel with QI representative departed first.
- 24 hours delayed.
- Other vessels delayed 72 hours.



FINAL OUTCOME

- USCG investigated 30 potential sources.
 - Port facilities and ships – no RP identified.
- An estimated 25,000 gallons on oil/water mixture was removed.
- 6.4 tons of oily debris was removed.
- Current cost top \$1.17 million.



LESSONS LEARNED

- If in doubt call the QI.
- Whenever a sheen is sighted, investigate and inspect hull.
 - Take pictures and share.
- BE SURE to ask questions when USCG boards.
 - Inquire with office and QI for assistance.

