



USCG ISSUES SALVAGE and FIRE FIGHTING REGULATIONS

These Regs are a modification of the Original OPA 90 Regs.

New Regs Require Salvage and Marine Firefighting Resources to be Available By Contract or other Approved Means.

Continuous training in Marine Firefighting is required.

CIC works closely with Pacific Environmental Corporation which has agreements with Bisso Marine and Resolve Marine Group.



CIC's 8 Member Marine and Industrial Fire Fighting Brigade trains with the new 5,350 GPM turbine powered water cannon.

The Legal Requirements

New changes to the Vessel Response Plan requirements mandated by the Oil Pollution Act of 1990 became effective in February of 2009. The purpose of these amendments is to bring clarity to previous salvage requirements in existence since 1993. This new language defines the salvage and marine firefighting capability that is necessary to meet the planning requirements. These changes further establish how quickly these resources must be on scene, and what constitutes adequate salvage and marine firefighting resources.

Who Needs To Meet these New Requirements

Planholders of vessels that carry Group 1 through Group IV oils as cargo must comply with these planning requirements by June 1, 2010. A planholder must ensure by contract or other approved means that response resources are available to respond to a salvage or marine fire incident within defined time frames and up to 50 miles offshore when transiting within a Captain Of The Port zone. Hawaii is not part of the continental United States and is therefore considered OCONUS, and has some relief in meeting required timelines.



The Clean Islands Council Marine and Industrial Firefighting Brigade has trained in Hawaii, Florida, New Jersey and at Texas A&M University. Continuous Firefighting training is a requirement of the new regulations.

Required Salvage and Marine Firefighting Services and Response Time frames

SERVICE	LOCATION OF INCIDENT ACTIVITY AND RESPONSE TIMEFRAME - (hours)		
	AT PIER	OCONUS NEARSHORE <OR = 12 MILES	OCONUS OFFSHORE 12 TO 50 MILES
(1) Salvage Assessment & Survey:			
(i) (A) Remote assessment and consultation	1	1	1
(B) Begin assessment of structural stability	3	3	3
(C) On-site salvage assessment	6	6	6
(D) Assessment of structural stability	12	12	12
(E) Hull and bottom survey	12	12	12
(ii) Stabilization	Salvage Support must be available through Ship's Management		
(A) Emergency towing	12	12	12
(B) Salvage plan	16	16	16
(C) External emergency transfer operations	18	18	18
(D) Emergency lightering	18	18	18
(E) Other refloating methods	18	18	18
(F) Making temporary repairs	18	18	18
(G) Diving services support	18	18	18
(iii) Specialized Salvage Operations			
(A) Special salvage operations plan	18	18	18
(B) Subsurface product removal	72	72	72
(C) Heavy lift	Estimated		
(2) Marine Firefighting Marine Fire Response Support is available through CIC			
(i) (A) Remote assessment and consultation	1	1	1
(B) On-site fire assessment	2	6	12
(ii) (A) External firefighting teams	4	8	12
(B) External vessel firefighting systems	4	12	18

WILL I FLOAT WITH ALL THIS GEAR ON?!



HEY HEY... I CAN FLOAT!



TRAINING MARINE FIREFIGHTERS !!

CASCADING RESPONSE RESOURCES

Resources are PEOPLE AND THINGS. These new regulations require very specialized resources that can't be readily found in each and every port. Salvage response requires specialized equipment specially trained personnel. The Hawaii vision is to meet these regulations by establishing relationships that will

provide the required resources in a tiered approach. TIER 1 includes the CIC Fire Brigade supported by PENCO personnel in the case of a Fire Response. At the same time it is anticipated that vessel management will be communicating with contracted salvage experts on contract to begin to conduct assessment and stabilization efforts. Once those salvage and shipboard firefighting experts arrive, in Hawaii, CIC and PENCO will have the local

resources to support them. In this situation, the PENCO and CIC Fire Brigade would be available to support the national Tier 3 Salvage and Marine Firefighting resource providers in a comprehensive, integrated, community response. Essential to this support capability is not only the trained personnel but the specialized equipment needed to support them. Shown below is a custom CIC built Bauer 3 station air compressor which is necessary to refill SCBA bottles on site. This is just one piece of apparatus necessary to



Bauer 29 cfm Diesel powered Breathing Air Compressor for filling SCBA bottles on site. / Includes a 2,000 cu. ft. 6,000 lb. pressure cascade storage system.

support the emergency response personnel at the scene. CIC has invested not only in continuing training of responders but also in the tools they need to be do the job right. Everything from Turnout Gear, SCBA's, SCBA bottles, Uniforms, Boots, Hats, Gloves, 3,600 feet of various sized fire hose, nozzles, connectors valves, adaptors, tees and more. Radio, radio cross band repeater for inter-operability, and Thermal Imaging Detector. Larger apparatus includes a High Volume Turbine Powered Water Cannon, a Diesel Engine Powered Medium Volume High Pressure 2 Stage Waterous Fire Pump, and the Bauer Air Compressor.

CIC's investment in the resources necessary to meet the new regulations is a commitment by our Member Companies to the entire Hawaii Community. We have confidence that this multi Tier approach, one that mixes local and national resources, will serve the Hawaii community well.

The Clean Islands Council's Marine Firefighting Brigade fills an important niche in meeting the new Salvage and Firefighting Regulations.



CIC is a Primary Sponsor of the Hawaii Oil Spill Response Center which will insure a Strong Integrated ICS based Community Response.



Industrial Training at Night

