

WRECKS OF THE WORLD: HIDDEN RISKS OF THE DEEP

Washington, DC Area
(Linthicum Heights, Maryland), USA
September 9, 2009

MITAGS



An international survey (Michel et al., 2005) has identified over 8,500 sunken shipwrecks in marine waters around the world, including more than 1,500 sunken tank vessels (≥ 150 gross tons) and nearly 7,000 sunken non-tank vessels (≥ 400 gross tons). These wrecks may contain as much as 20 million tons (140 million barrels) of oil and other hazardous materials. Sporadic or continuous leakages or potential sudden massive spillages from these wrecks, 75 percent of which stem from World War II, pose a continual risk across the globe.

The problem of potentially-polluting wrecks has long been discussed and recent incidents around the world have caused government agencies and responsible parties to look proactively at preventing catastrophic oil and other chemical releases from long submerged shipwrecks.

The risk of oil and other hazardous materials seeping out of sunken shipwrecks is growing yearly, and the likelihood of leakage or even a massive spill occurring increases, as do the potential costs. Taking a proactive rather than a reactive approach to mitigating this risk will save not only dollars in response costs, but also reduce the threat of environmental and socioeconomic damages.

From the viewpoint of environmental and economic impacts, there is little difference between oil spilling from a sunken vessel and oil spilling from a modern day vessel casualty, with the exception that, while there is no way to predict the location or timing of the next major oil spill, potentially-polluting wreck sites are known and the probability of an spill event is quantifiable or even inevitable. There is ample evidence that there are a large number of wrecks in U.S. coastal waters that are spills waiting to happen.

Sponsored by the American Salvage Association (ASA), the Association of Diving Contractors International (ADC), the International Salvage Union (ISU), the Marine Technology Society (MTS), North American Marine Environmental Protection Association (NAMEPA), the Spill Control Association of America (SCAA), and the World Ocean Council (WOC), this conference, "Wrecks of the World: Hidden Risks of the Deep," will aim to provide an opportunity for an objective review and discussion of the current state of potentially polluting wrecks and to offer considerations to address the problem.

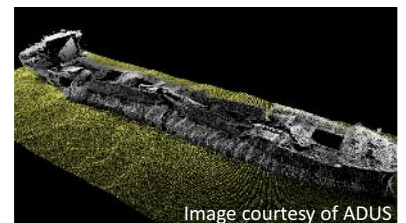


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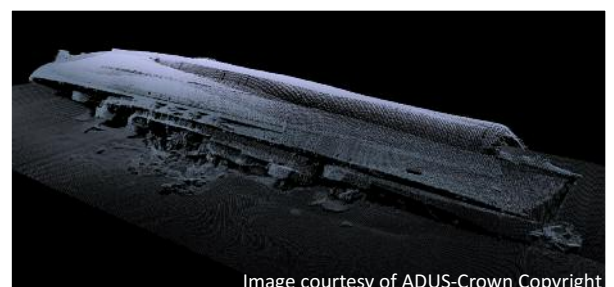


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Conference Agenda

BREAKFAST (7:00AM – 7:45AM)

KEYNOTE ADDRESS (8:00AM – 8:30AM)

- Congressman Elijah E. Cummings, Chairman, House Subcommittee on Coast Guard and Maritime Transportation (*Invited*)

MORNING SESSIONS A (8:30AM – 9:45AM)

- *Moderator:* Carleen Lyden-Kluss, NAMEPA

8:30am: Opening Remarks: Public Awareness of Oil Pollution Issues

- Clay Maitland, NAMEPA

8:45am: Magnitude of Potentially-Polluting Wreck Problem (Presentations)

- Dr. Ida-Maja Hassellöv, Chalmers Industriteknik, Sweden
- Dr. Dagmar Schmidt Etkin, Environmental Research Consulting (International Data)

9:15am: Reactive Strategy – Examples: Luckenbach, Mississinewa, etc. (Presentations)

- Capt. Hans-Werner Monsees, Central Command for Maritime Emergencies, Germany (*Invited*)
- Capt. Anthony S. Lloyd, Chief, US Coast Guard Office of Incident Management & Preparedness

COFFEE-BREAK (9:45AM – 10:15AM)

MORNING SESSIONS B (10:15AM – 12:30PM)

- *Moderator:* Carleen Lyden-Kluss, NAMEPA

10:15am: Repercussions of a Reactive Strategy and Need for Pro-Active Strategy

- Dave Westerholm, Director, NOAA Office of Response and Restoration

10:30am: Assessing Presence of Oil and Probability of Leakage (Presentation)

- Dr. Ezio Amato, Istituto Centrale per la Ricerca Scientifica e Tecnologica Applicata al Mare (ICRAM), member IMO MEPC Working Group on Technical Guidelines on Sunken Oil Assessment and Removal Techniques (*Invited*)

11:00am: Applying Spill Impact Modeling to Wreck Risk Assessment (Presentation)

- Dr. Deborah French McCay, Applied Science Associates

11:30am: Cost-Benefit Analyses of Wreck Oil Removal Projects (Presentation)

- Dr. Dagmar Schmidt Etkin, Environmental Research Consulting

12:00pm: Prioritization of Wrecks for Oil/Chemical Removal (Presentation)

- Xavier Kremer, CEDRE (DEEPP Project) (*Invited*)

LUNCHEON (12:30PM – 2:00PM)

1:00pm: Luncheon Speaker: Salvage Technological Advances and Challenges

- Hans van Rooij, Global Marine Solutions

AFTERNOON SESSIONS A (2:00PM – 4:00PM)

- *Moderator:* Clay Maitland, NAMEPA

2:00pm Panel: Legal and Insurance Liability Issues

Sample topics: Whose oil is it anyway? Whose responsibility is it to pay for the removal? What is the role of the international wreck convention? For wrecks in international waters, who is responsible? What if more than one jurisdiction is involved? Whose responsibility is it to pay for any spillage that might occur during a wreck removal operation (and who would pay for that spillage from a wreck in the absence of any removal operations)? How can industry take a stewardship role?

Panelists

- Lizabeth Burrell, Esq., Curtis, Mallet-Prevost, Colt & Mosle LLP
- Jonathan Waldron, Esq., Blank Rome LLP
- Matteo Barada, Central Inspectorate for Sea Protection (*Invited*)
- Pia Bucella, European Commission (*Invited*)

3:00pm Panel: Funding Issues

Sample topics: How will wreck removals be funded? What about World War II wrecks and other wrecks with no existing owner? How is this handled by national funding institutions? (e.g., US OSLTF). How is this handled by IOPC Fund? What role do insurers play? What is needed to get funding from spill-related sources (e.g., demonstration of “substantial threat”)? What resources should pay for preliminary risk assessment studies? How can the costs of removal operations be controlled?

Panelists

- Charles Anderson, Skuld North America, Inc. (*Invited*)
- José Maura Barandiaran, Head Claims Dept., International Oil Pollution Compensation Fund (*Invited*)
- Tim Eastman, National Pollution Fund Center/Oil Spill Liability Trust Fund (*Invited*)

COFFEE-BREAK (4:00PM – 4:30PM)

AFTERNOON SESSIONS B (4:30PM – 5:30PM)

- *Moderator:* Clay Maitland, NAMEPA

4:30pm Wrap-Up: Next Steps, How Do We Move Forward? (Panel Discussion)

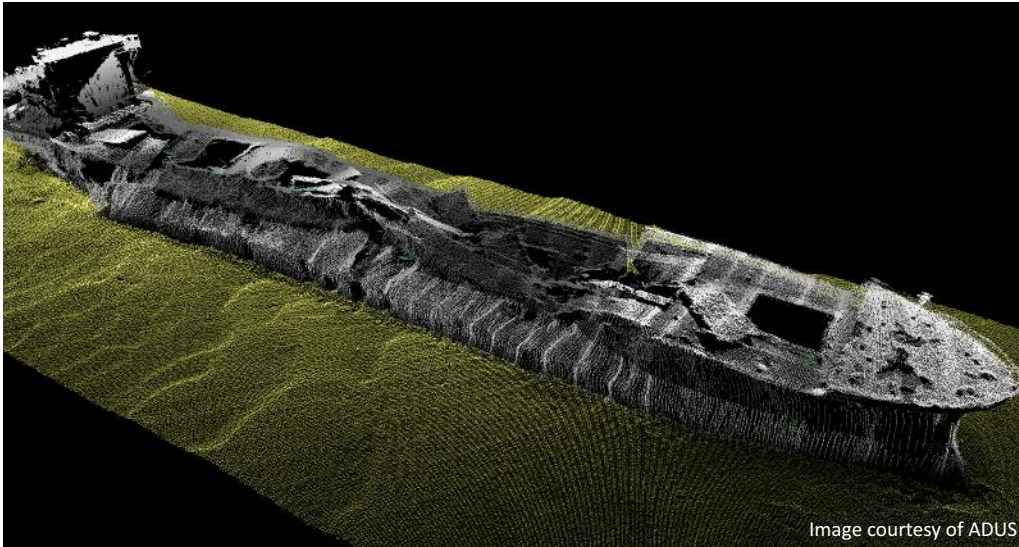
- Capt. Anthony S. Lloyd, Chief, US Coast Guard Office of Incident Management & Preparedness
- Hans Petter Mortensholm, Norwegian Central Administration (*Invited*)
- Dave Westerholm, Director, NOAA Office of Response and Restoration

COCKTAIL RECEPTION/ MITAGS TRAINING SIMULATOR DEMONSTRATION (5:30PM – 7:30PM)

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Registration Form

September 9, 2009 * 7:00 a.m. - 7:30 p.m. * Maritime Institute of Technology and Graduate Studies (MITAGS) *
Linthicum Heights, Maryland



Conference Registration

- Please register me for the WOW event on September 9, 2009, for a fee of \$300 (\$250 for government representatives and students), payable in advance.
- Check enclosed (Payable in advance to American Salvage Association)
- Please click [here](#) for online registration.

Charge my Mastercard Visa Amex

Card expires ____ / ____

Account number _____

Cardholder name _____

Signature _____

Billing address for card _____

E-mail receipt to _____

Name _____

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Address _____

City _____ State _____

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To register for the conference by mail, please send this completed form with payment to:

Patricia Welch
The American Salvage Association
801 North Quincy Street
Suite 200
Arlington, VA 22203
Tel: (703) 373-2293
e-mail: pwelch@vesselalliance.com

All cancellations must be made in writing. Cancellations made within two weeks prior to the event are subject to a fee of \$200. No refunds will be made for no-shows.

Hotel reservations, at the rate \$139.00 per room per night (including breakfast and dinner), may be made directly with the conference hotel at MITAGS by calling (410) 859-5700, extension "0" for the nights of September 8th and/or 9th, 2009. Guests are responsible for their own reservations and own payment. All reservations must be guaranteed with a valid credit card upon acceptance of the reservation. Failure to cancel prior to 6:00 p.m. 24 hours prior to the day of arrival will result in the forfeiture of advance deposits and reservations guaranteed by credit card will be charged one night's rate, plus applicable taxes.