
**SeaRiver Maritime, Inc.
Port Everglades, FL Exercise
RRT Region IV Meeting**

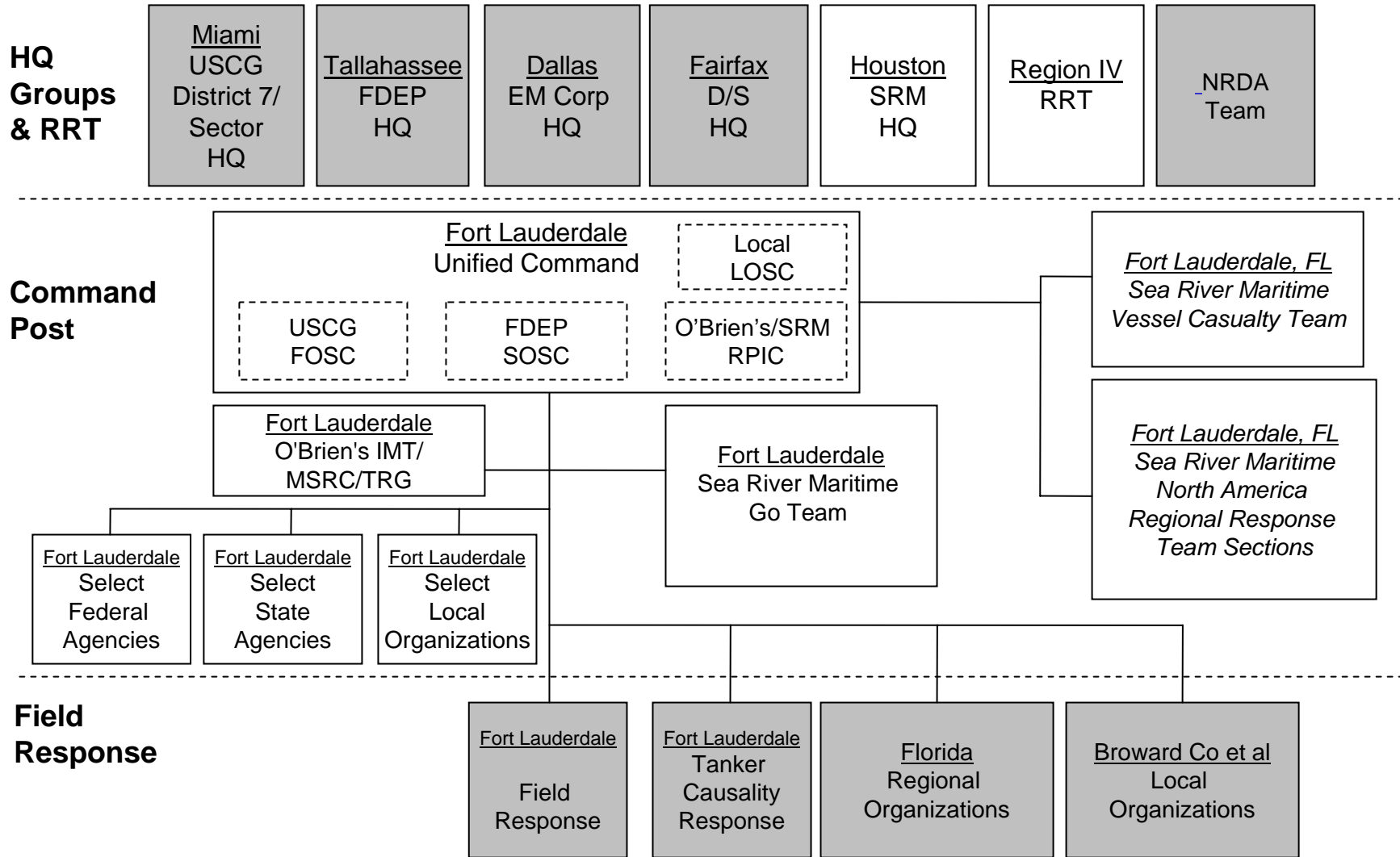
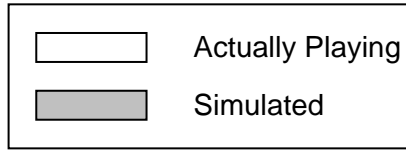
August 13, 2009

Paul A. Caruselle

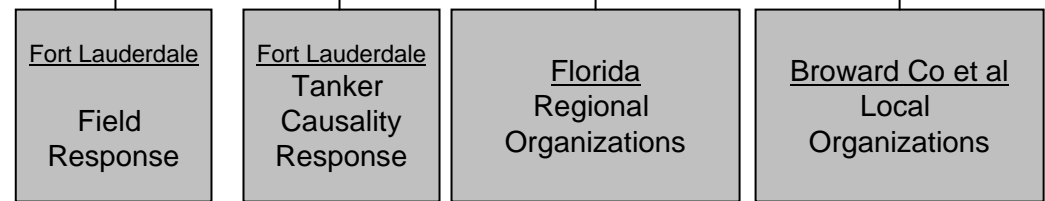
High Level Exercise Objectives

- Meet PREP Regulatory Requirements
- Conduct Florida exercise in conjunction with Sector Miami and other key area stakeholders including State and local officials
- Interact with Region IV RRT
- Execute response using Area Contingency Plan
- Validate SeaRiver Maritime (S/RM) Response Plan and Go/Casualty Team
- Validate S/RM – Spill Management Team - ExxonMobil North American Regional Response Team (NARRT) Response Processes

Exercise Participation



Field Response



Exercise “Themes”

- Marine transportation recovery Unit
- UC – Decision making
- ICS
- Volunteer program
- **RRT**
- Broward EOC – How they communicate/liaise with UC
- Enforcement of security zone
- Reporting to NRC
- Issue of getting S/RM vessel to port to offload
- Resources at risk, mangroves, manatees, other marine life
- FP&L intake
- Commercial issues (containers, petroleum products, pleasure craft)
- Port closure issues (waterways management)
- Residential exposure (IH issues)
- Evacuation issues
- Staging issues
- Waste management/decontamination
- Booming strategies (GRPs)
- Liaison Officer
- Media
- **Shoreline cleaning agents, surface washing methods and approvals**

Exercise Scenario -- RP & Spill Management Team (SMT) Processes

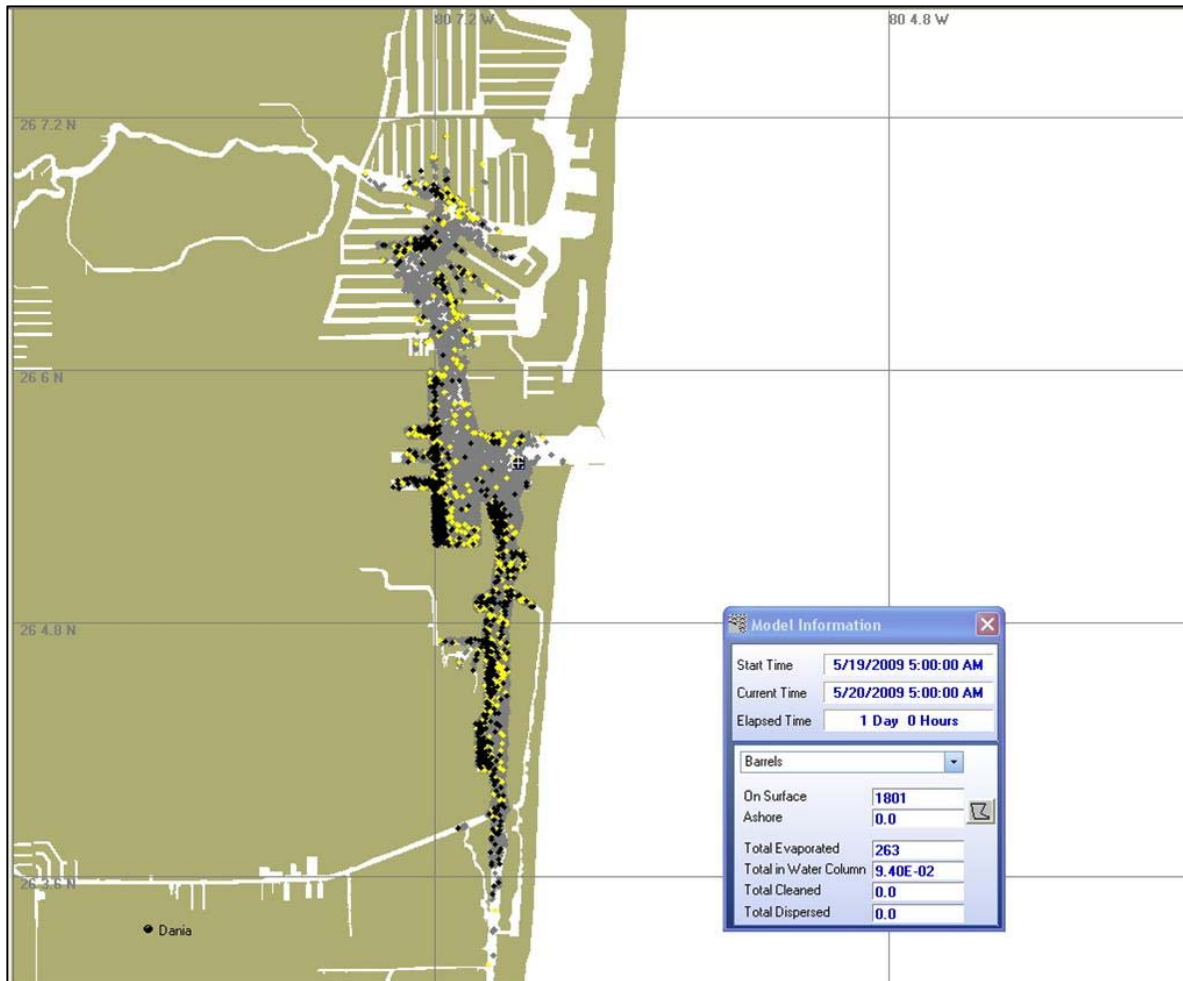
Scenario

- Collision just inside the entrance to Port Everglades Harbor results in the immediate release of ~2200B (~90k gallons) of IFO 380 bunker fuel (> Cosco Busan type event)
- Stranding of most oil in first 24 hours

RP & Spill Management Team Processes

- RP and its SMT (NARRT) has a “No Regrets” policy which enables RP/SMT to respond to potential worst case as that situation dictates and use the total tool kit (mechanical, dispersants, in-situ burning as well as other alternate technologies)
- RP and SMT use the Net Environmental Benefit Analysis process
 - Consider the advantages and disadvantages of response options in terms of their respective impacts to the environment
 - 3 step process to identify the area’s ecological, socioeconomic and cultural resources according to environmental sensitivity; evaluate feasible response options and compare them to each other as well as to the option of natural recovery and then propose/select the option or options that result in the greatest environmental benefit

24 Hour Trajectory – No Response



Exercise After Action Report Summary

- **All pertinent S/RM and NARRT response plan components and processes were validated.**
 - Transition occurred in a timely manner
 - An approved Incident Action Plan (IAP) was produced
 - The Joint Information Center (JIC) adhered to the 'planning cycle' and conducted multiple press conferences to maximize external communications and outreach
 - **An application for the use of shoreline cleaning agents was developed and approved by the UC, and discussed with and approved by the Regional Response Team (RRT).**
 - All other required plans were developed and interfaces tested. The exercise also met the exercise objectives of the North American Regional Response Team (NARRT) in several areas;
 - ❖ familiarization with S/RM operations in the Port Everglades area
 - ❖ familiarization with the associated area contingency plan & associated strategies
 - ❖ familiarization with Tier I responders; Cliff Berry, Inc., The O'Brien's Group, MSRC, etc.
 - ❖ successful transition from Tier I responders to the SeaRiver Go Team and NARRT

What Went Well and Areas for Improvement -- RRT Process for Approval For Use of Shoreline Cleaning Agent (SCA)

- **What was requested?**
 - Planning/Technical Team submitted request and received approval from the RRT IV for use of shoreline cleaning agents
- **Why the process went smoothly?**
 - The RRT IV SSC (Benggio) and SMT Planning Section Tech Advisor (PSTA-Coolbaugh) worked closely from the start of the exercise in developing the approval package for the RRT
 - Fine tuning and review of a near final version with the Safety Officer and Planning Section Chief resulted in a high-grade package for submission
 - During the RRT teleconference, the SSC reviewed the request package with support from the PSTA; Clarifying questions were handled by the SSC or PSTA and approval was granted
- **What worked well?**
 - Having the SSC and PSTA collaborate on the package preparation is a must for an effective effort
 - During the RRT call, the SSC acted as the face & voice of the team; The PSTA provided support as needed
 - The PSTA also had in hand a draft Shoreline Remediation Plan which was developed during previous RRT exercise interfaces (~70% of the package that was presented to RRT IV came from previous RRT exercise interfaces)
 - Prior collaboration with RRT Region 1 SSC resulted in a proforma package being readily available
 - Maintaining ongoing contact with NOAA's SSCs is extremely important
- **Areas for improvement?**
 - There was some confusion as to when the RRT call was going to take place; Ensure meeting schedule (ICS 230) contains this information and is accurate
 - Have the RRT attend and participate in these exercises
 - Continue to design exercises which test RRT – UC interfaces