



## NEWS RELEASE

**FOR IMMEDIATE RELEASE**

July 2, 2009

**Contact:** Paul Holthus,  
World Ocean Council, 808/277-9008,  
Paul.Holthus@oceancouncil.org

**SAVE THE DATE: WEDNESDAY, SEPTEMBER 9, 2009**  
**WORLD OCEAN COUNCIL TO CO-SPONSOR**  
**“WRECKS OF THE WORLD: HIDDEN RISKS OF THE DEEP”**  
**Conference will address 8,500+ world-wide shipwrecks that may contain up to**  
**20 million tons of oil, other hazardous materials**

Washington, DC – The World Ocean Council (WOC), in partnership with the American Salvage Association (ASA), Association of Diving Contractors International (ADCI), International Salvage Union (ISU), Marine Technology Society (MTS), North American Marine Environmental Protection Association (NAMEPA), and Spill Control Association of America (SCAA) will sponsor a conference, **“Wrecks of the World: Hidden Risks of the Deep (WOW)”** on **Wednesday, September 9, 2009** at the Maritime Institute of Technology and Graduate Studies (MITAGS) in the Washington, DC area (Linthicum Heights, MD) USA. The conference, part of the ASA-supported Wreck Oil Removal Program (WORP), will explore the myriad issues (pollution threat, impact modeling, risk assessment, oil removal and remediation, environment effects, legal, insurance and funding issues) related to the more than 8,500 sunken vessels in the world.

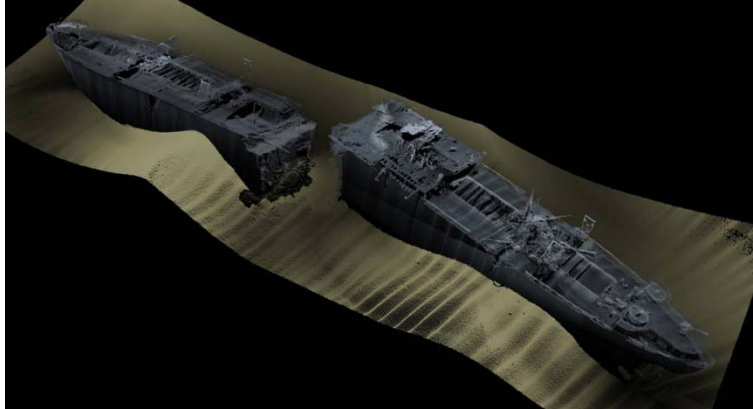
These wrecks may contain as much as 20 million tons of oil and other hazardous materials. Sporadic or continuous leakages or potential sudden massive spillages from these wrecks pose an environmental risk across the globe. The potential for polluting wrecks has long been discussed and recent incidents have caused government agencies and others to look at proactively preventing catastrophic oil and other chemical releases from shipwrecks.

The risk of oil and other hazardous materials seeping out of sunken shipwrecks is growing yearly, with the likelihood of leakage or a massive spill increasing, along with the potential costs. A proactive rather than a reactive approach to mitigating this risk will save dollars in response costs, and also reduce the threat of environmental and socioeconomic damage.

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. The exception is 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 a spill event is quantifiable. There is evidence that many wrecks in U.S. coastal waters are spills waiting to happen.

The response to continuous oil leakage episodes appearing as “mystery spills” or to a massive oil release from one or more of these wrecks will cost hundreds of millions of dollars, or more. The

costs and damages will be significantly greater when the response is reactive, compared to the costs associated with proactive planned and controlled oil removal operations. Implementing WORP will mitigate damage and costs before there is an emergency and the oil is in the water and on shorelines.



The *Richard Montgomery*, image courtesy of ADUS - Crown Copyright

*The World Ocean Council is the international cross-sectoral industry alliance for private sector leadership and collaboration in Corporate Ocean Responsibility. [www.oceancouncil.org](http://www.oceancouncil.org)*

**The following is the preliminary WOW program:**

**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*

**8:30a.m.: Opening Remarks: Public Awareness of Oil Pollution Issues, Clay Maitland, NAMEPA**

**8:45a.m.: Magnitude of Potentially-Polluting Wreck Problem (Presentations)**

*Dr. Ida-Maja Hassellöv, Chalmers University, 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*

**MORNING SESSIONS B (10:15 A.M. – 12:30 P.M.)**

*Moderator: Carleen Lyden-Kluss, NAMEPA*

**10:15 a.m.: Repercussions of a Reactive Strategy and Need for Pro-Active Strategy**

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

**10:30 a.m.: 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)*

**11:00 a.m.: Applying Spill Impact Modeling to Wreck Risk Assessment (Presentation)**

*Dr. Deborah French McCay, Applied Science Associates*

**11:30 a.m.: Cost-Benefit Analyses of Wreck Oil Removal Projects (Presentation)**

*Dr. Dagmar Schmidt Etkin, Environmental Research Consulting*

**12:00 p.m.: Prioritization of Wrecks for Oil/Chemical Removal (Presentation)**

*Xavier Kremer, CEDRE (DEEPP Project) (invited)*

**LUNCHEON (12:30 P.M. – 2:00 P.M.)**

**1:00 p.m.: Luncheon Speaker: Salvage Technological Advances and Challenges**

*Hans van Rooij, Global Marine Solutions*

**AFTERNOON SESSIONS A (2:00 P.M. – 4:00 P.M.)**

*Moderator: Clay Maitland, NAMEPA*

**2:00 p.m. 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., Cur/s, Mallet-Prevost, Colt & Mosle LLP*

*Jonathan Waldron, Esq., Blank Rome LLP*

*Matteo Barada, Director General, Italian Ministry for the Environment, Central Inspectorate for Sea Protection (Invited)*

*Pia Bucella, Director Communication, Legal Affairs & Civil Protection, European Commission (Invited)*

**3:00 p.m. 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)*

### **AFTERNOON SESSIONS B (4:30 P.M. – 5:30 P.M.)**

*Moderator: Clay Maitland, NAMEPA*

#### **4:30 p.m. 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 Peter Mortensholm, Norwegian Central Administration (invited)*

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

### **COCKTAIL RECEPTION/ MITAGS TRAINING**

Media are invited to attend at no charge, but by RSVP. Cost for other participants is \$300.00 USD (\$250.00 for government representatives and students).

**For details, visit [www.americansalvage.org](http://www.americansalvage.org) to register contact Patricia Welch, 703/373-2293, [pwelch@vesselalliance.com](mailto:pwelch@vesselalliance.com).**