

*EMERGENCY SUPPORT FUNCTION (EFS) #10  
OVERVIEW*



## *USCG ESF #10 MISSION*

- Emergency Support Function (ESF) #10 Oil and Hazardous Materials Response provides Federal support in response to an actual or potential discharge and/or uncontrolled release of oil or hazardous materials when activated.
- ESF #10 does **NOT** provide for the wreck removal or disposal of the actual vessels deemed an environmental threat, but requires simultaneous implementation of EFS #3
- ESF #3 activates and develops work priorities in cooperation with State governments to further and complete the clean-up process
- Post Hurricane Florence, ESF # 10 was activated in September, 2018, and has overseen the assessment, mitigation, and removal of **ONLY** hazardous materials from North Carolina's waterways.

# U.S. COAST GUARD PRESS RELEASE

## U.S. Coast Guard

In an effort to mitigate potential threats to the environment from vessels/vehicles/tanks displaced or damaged by the hurricane, the Federal On-Scene Coordinator is working in partnership with area marinas and municipalities to identify vessel/vehicle/tank owners.

This vessel/vehicle/tank may contain oil or hazardous substances and may pose a substantial pollution threat to the environment. As such, it is vitally important that action be taken promptly to prevent damage to the environment.

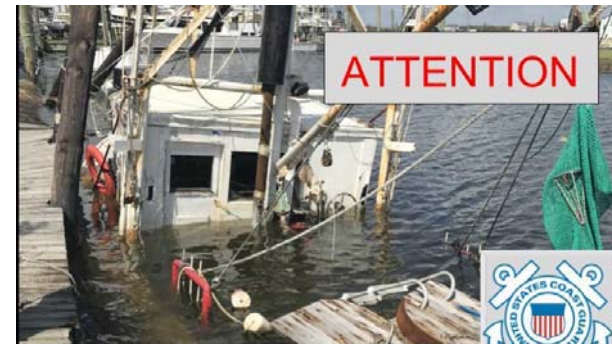
You are encouraged to contact the U.S. Coast Guard Incident Command Post upon receipt of this notice.

### Command Post Contact Information:

\_\_\_\_\_

Date: \_\_\_\_\_

Target Number: \_\_\_\_\_



The Unified Command responding to pollution from sunken or damaged vessels resulting from Hurricane Florence is hard at work coordinating clean-up efforts throughout North Carolina. Assessment teams are evaluating storm-affected vessels for pollution and the potential for pollution, with a priority placed on vessels currently leaking pollution.

Assessment teams will leave a sticker on damaged vessels requesting that the owner contact the Vessel Owner Outreach Hotline. If you own a vessel in one of these affected areas and have a sticker on your vessel, please call:

**757-355-1042**

Please leave a message with your name, phone number, vessel registration number, and the Florence reference number listed on your sticker and a member of the response team will contact you as soon as possible.

Report pollution to the National Response Center at  
**800-424-8802**



# *HURRICANE FLORENCE ASSESSMENT*

- The U.S. Coast Guard conducted a state-wide survey of “derelict” vessels containing potential hazardous materials.
- These materials included, but not limited to, petroleum fuel and lubrication products, LP Gas, cleaning solutions and solvents, batteries compiled of various acids and leads, and pyrotechnic flammable flares and signaling devices.
- During the survey **383 TOTAL TARGETS** were flagged, requiring salvage for hazmat response.



## *DERELICT VESSEL EXAMPLES*



November 13, 2018



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November 13, 2018

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November 13, 2018

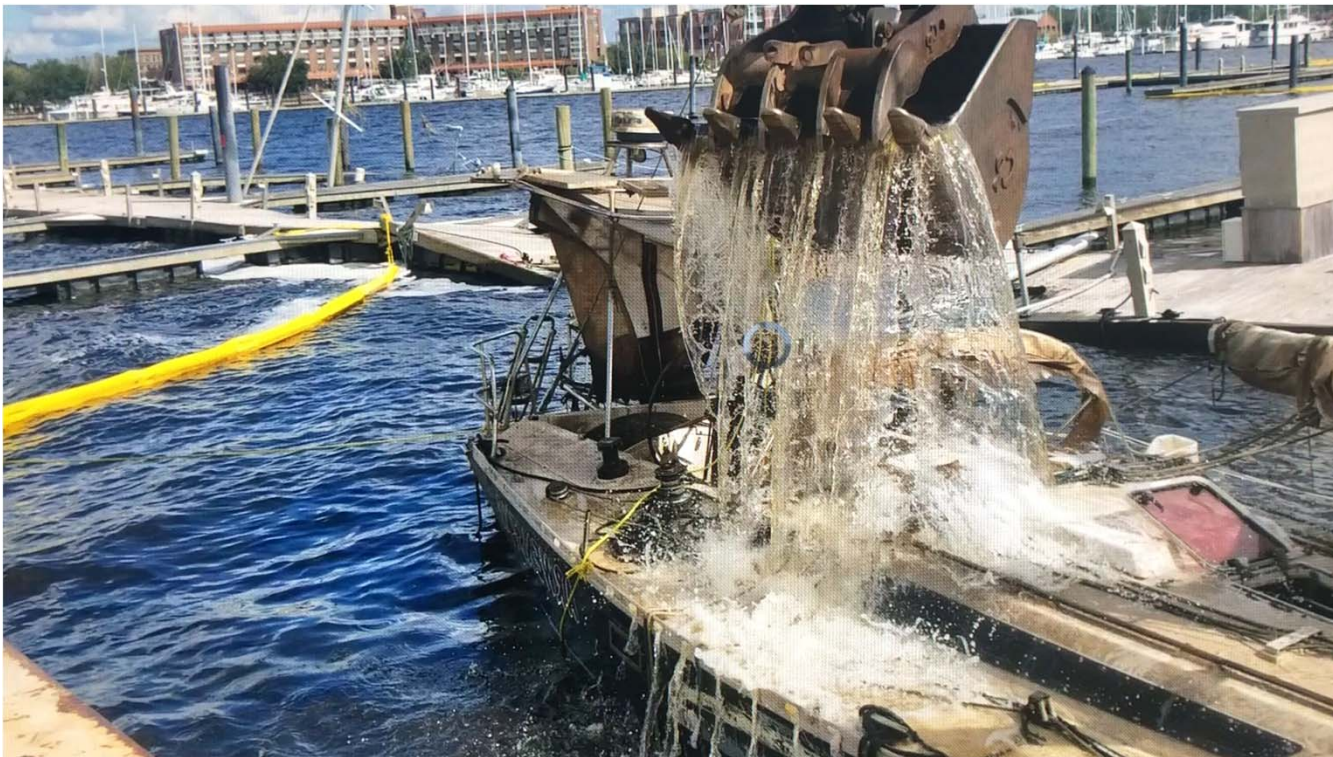
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November 13, 2018



# *DERELICT VESSEL EXAMPLES*



November 13, 2018

# *LONG TERM ENVIRONMENTAL EFFECTS*

- Fisheries
- Sea Habitat Issues
- Vessel Decomposition
- Third Party and Citizen Complaints
- Wreckage/Garbage Waste Left Behind
- Visual Impacts and Impressions on Tourism in Coastal NC

## *MOVING FORWARD*

- Recommend we provide a assessment and scope of work for removal and disposal of the remaining targets.
- Estimated cost for the assessment not to exceed \$50,000

## *MOVING FORWARD*

- Total project costs would be broken down by remaining vessels and their length
- Removal fees applied are \$395 per foot
- Example:  $\$395 \times 32' \text{ vessel} = \$12,640$

*\*A total project cost can be more defined after a completed assessment is conducted*

## *MOVING FORWARD*

It is our recommendation that legislation be enacted requiring all State registered vessels carry a **minimum** liability insurance to cover any future losses, salvage and recovery, and damages caused by storms, operator error, and vessel neglect. This would alleviate the financial burden on the State of North Carolina and its tax payers. Any response then would be paid for by private insurance carriers.



*THANK YOU AGAIN FOR YOUR TIME AND CONSIDERATION*

