



Fisheries and Oceans
Canada

Pêches et Océans
Canada

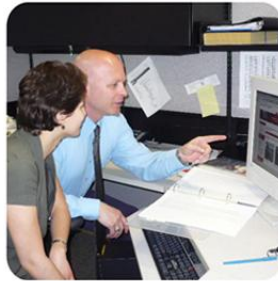
Canadian
Coast Guard

Garde côtière
canadienne

BRIGADIER GENERAL M.G. ZALINSKI Pollutant Removal Project



Safety First, Service Always



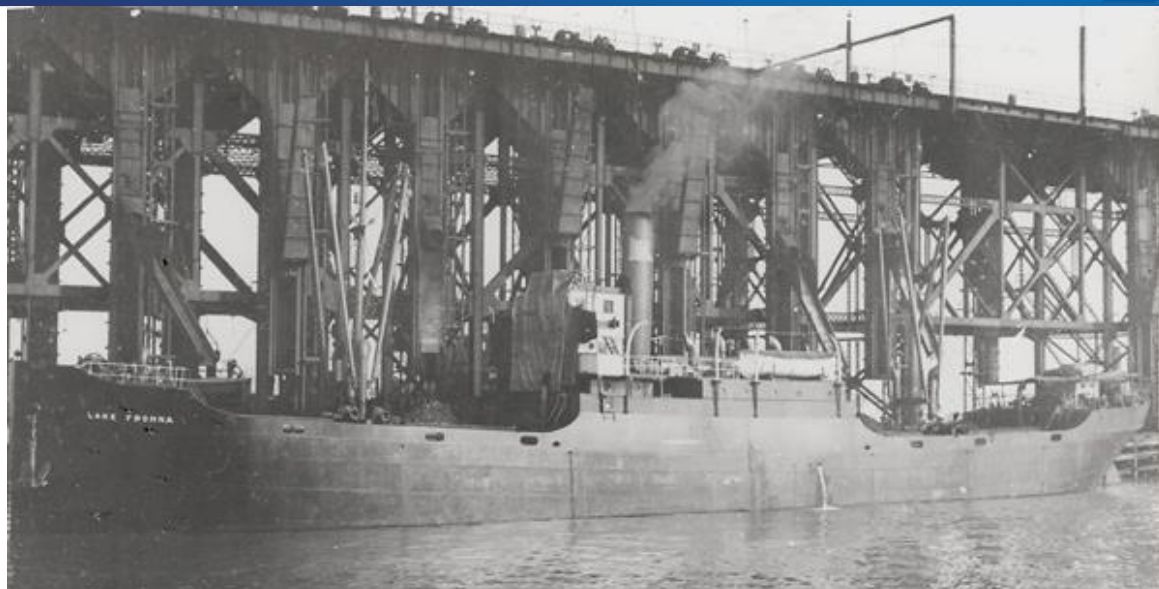
JRT Meeting
CANUSPAC 2014 – Bellingham WA
June 5th, 2014

Introduction

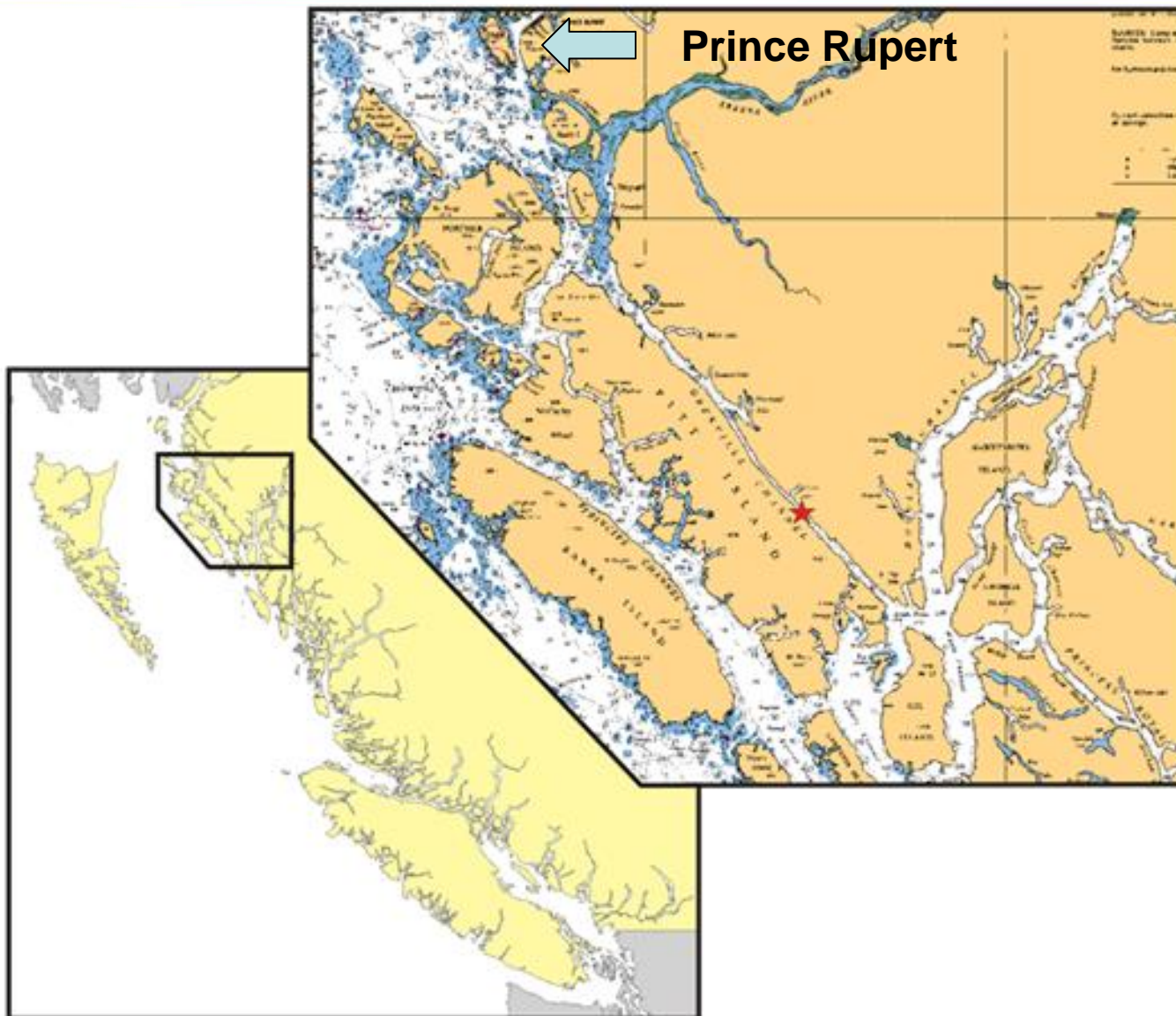


- Vessel history
- The trigger to act
- Developing the plan
- Statement of work
- Delegated authority
- Bid Evaluation Process
- The Operation
- Results

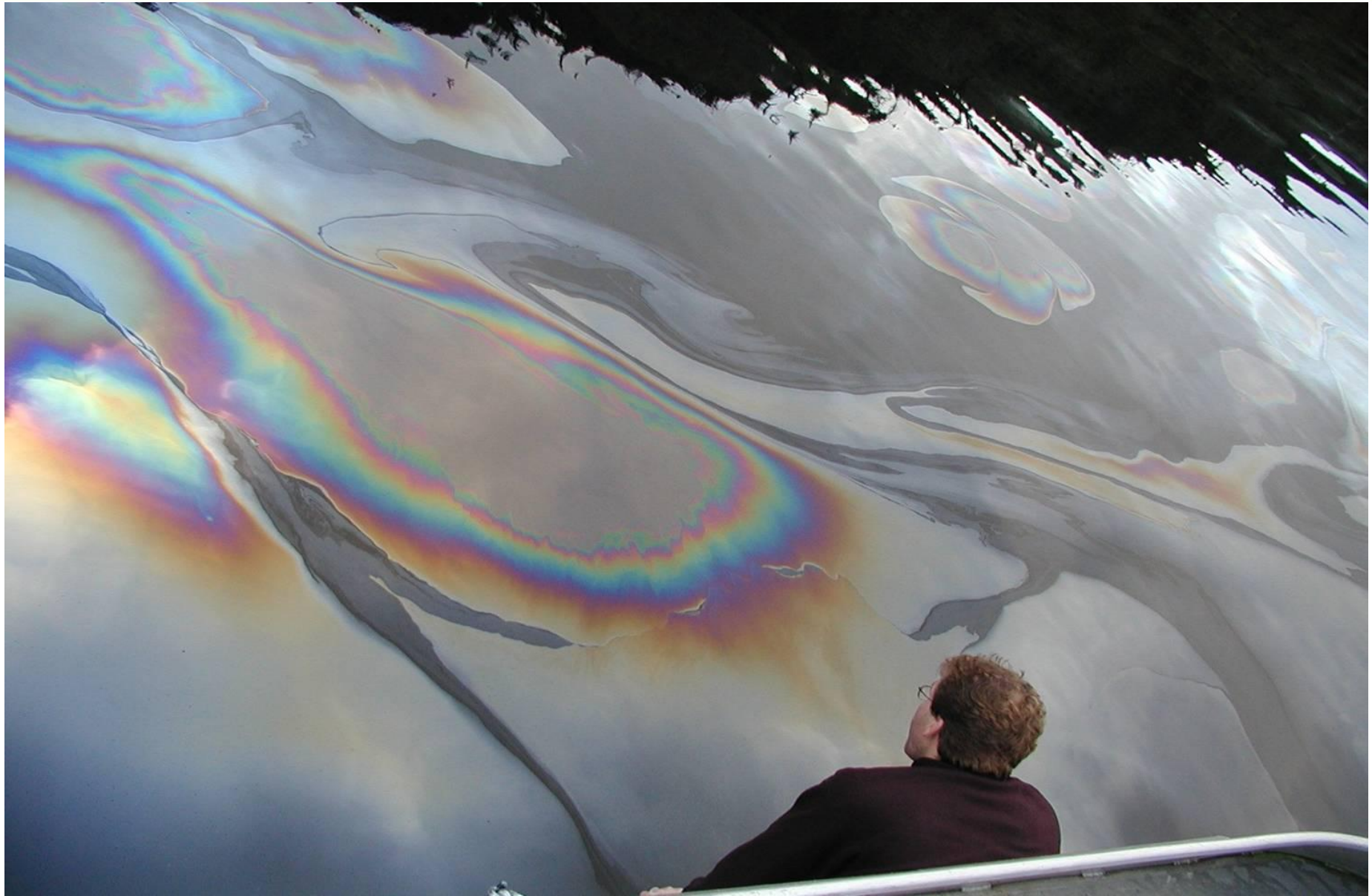
Brig. Gen. M.G. Zalinski



Operational Area



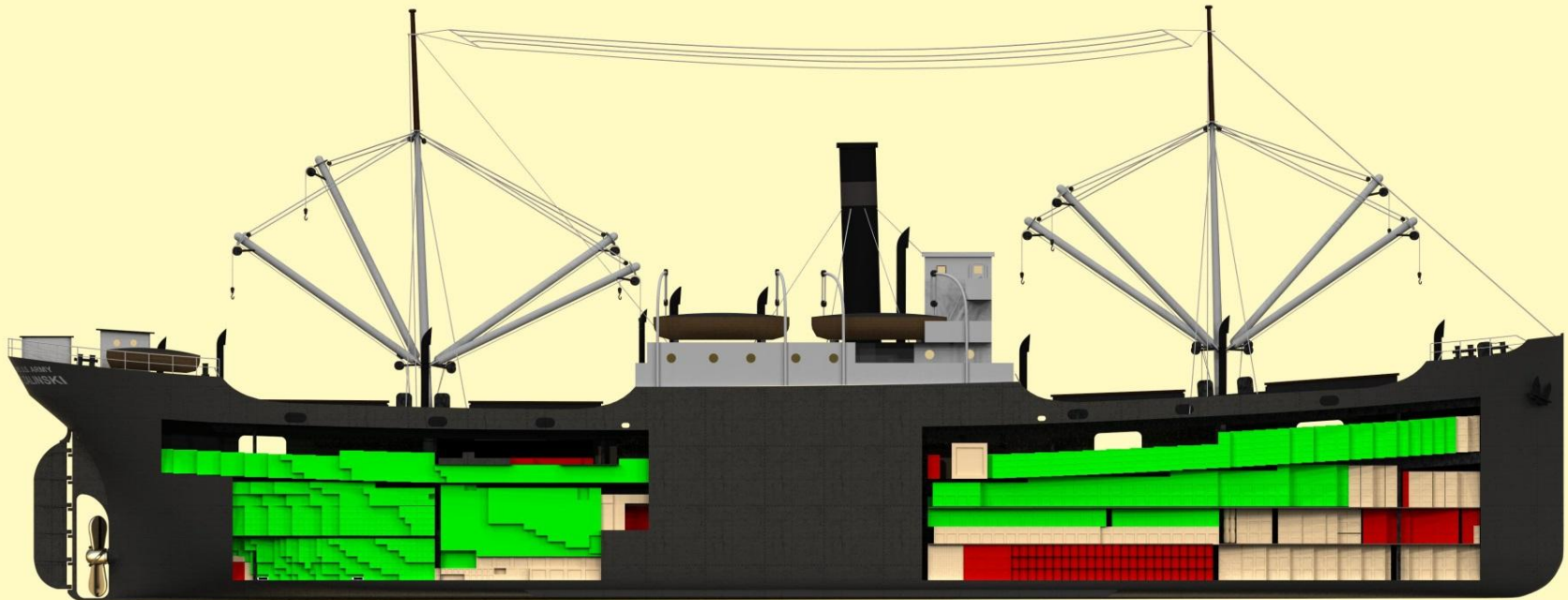
September 2003



Solid evidence



Cargo Arrangement



Registry number: U.S. 218268 - Hull number: 759 - Vessel type: Laker

Length: 251 ft. (76.50m)

Width: 43.6 ft. (13.29m)

Height: 26.2 ft. (7.99m)

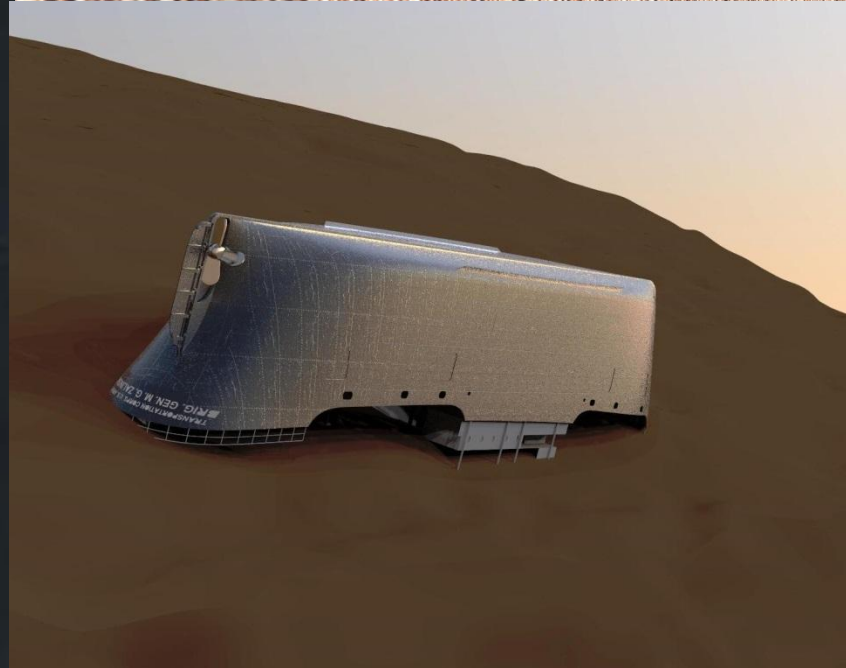
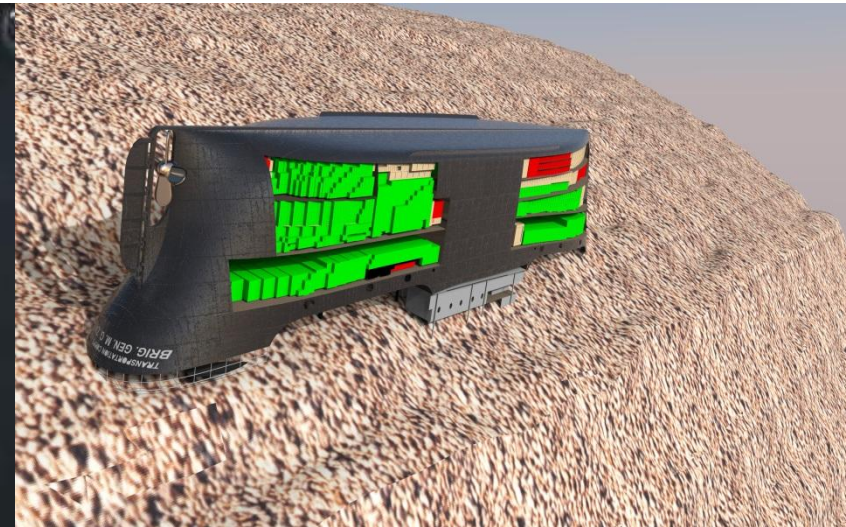
Year built: 1919

Gross tonnage: 2616t.

Net tonnage: 1611t

Builder: American Ship Building Co., Lorain, Ohio.

The Wreck



The Trigger to Act



- Monitored since September 2003
- Epoxy patches applied as spill reports received
- Between December 2012 and March 2013
 - CCG visits site 3 times to apply patches
 - Previous patches leaking
 - Lines of rivets and seams leaking
 - Hull deformation visible
- April 2013 – remove the threat decision

Operational Goal



- Remove as much of the marine pollutant from the fuel tanks and cargo holds as possible without disturbing the UXO
- CCG controls, directs, manages and leads through an Incident Commander using the Incident Command System (ICS)

CCG Planning Considerations



- Funding – similar to a project
- Environment – weather window and tides
- Communications – no cell coverage & limited satellite coverage
- Health & Safety – personnel rotations + sampling
- Lessons Learned – major project + ICS
- Munitions – understanding the risk
- Oil products – use worst case scenario

Estimating Operational Costs



- Built a proposed pollution removal plan
 - Had 2 responses to a request for information to remove oil from the Zalinski (2007)
 - Used similar calibre incidents as models
 - Made and documented assumptions where necessary
- Built a pollutant recovery plan (spill clean-up)
- Built the CCG supervision (ICS) plan
- Estimated and combined costs for all 3 plans
- Added a contingency



- **Three SOW's**
 - Oil pollution removal
 - Oil spill response
 - Environmental sampling
- **Assess first then remove?**
 - Longer operation vs. fixed funding

The Zalinski Operation



- **April 2013**
 - Operational planning starts
 - Combined Regional and HQ effort
 - Had to address; logistical, contractual, financial, operational, legal, stakeholder engagement, communication and environmental elements
- **September 19, 2013**
 - Contract issued for the oil and pollutants removal operation
 - Mobilization started (Prince Rupert & Lowe Inlet)
- **October 26, 2013**
 - All major resources on site, ICP established, wreck assessment starts, total loss assets “ramped up”
- **November 19 to December 3, 2013**
 - Oil removal operation (fuel tanks and cargo hold)
- **December 3 to December 15, 2013**
 - all assets removed from site

Incident Command Post



Spill Response Management



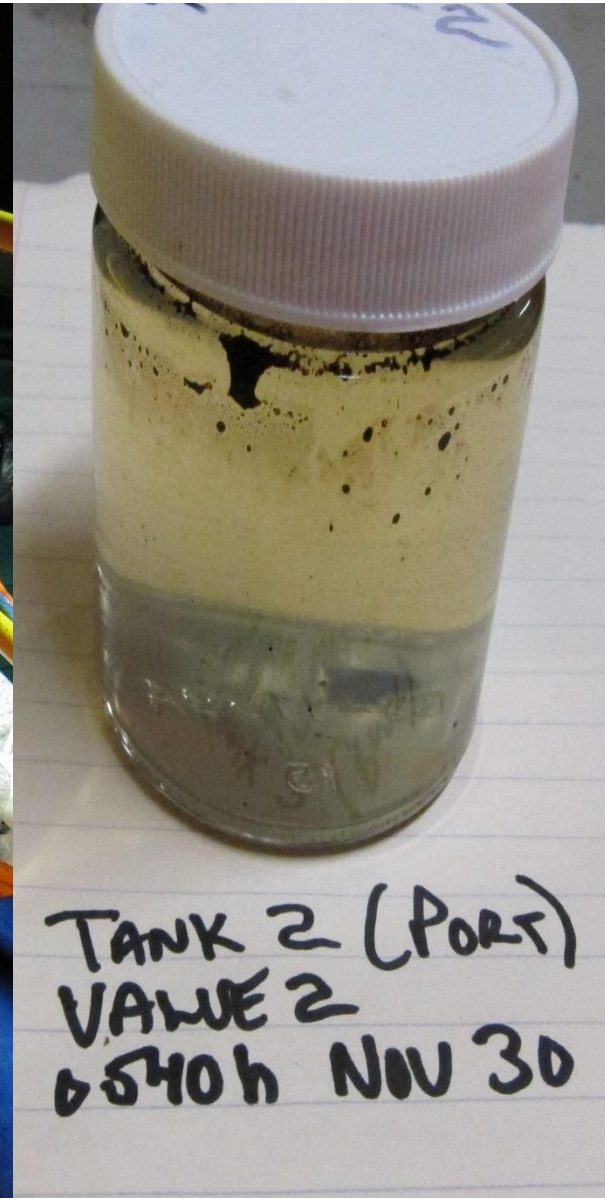
Lowe Inlet Village



Salvage Barge – Seaspan 202



Results



Lessons Learned



- **Pre-Ops Planning:**
 - Not enough time or resources spent on pre-planning phase.
 - Lack of ICS Training/Knowledge within the CCG.
 - Lack of understanding of the size and scope of the overall project.
 - Not enough lead time for proper planning (Cabinet Confidence Issues).

Lessons Learned



- **Operations Phase:**

- Logistics Issues; accommodation for staff at the ICP and at the Remote Site.
- Difficulty coordinating other Government Departments roles/participants.
- Difficulties developing/understanding FN roles/contributions/sensitivities.
- Remoteness of the site (Boat Repairs, Re-Supply, Weather, etc.
- IT Issues (Federal Government Policies on Shared Access created challenges; Limitations Placed on Federal Government Supplied Computers, etc.).
- Vessel/Personnel tracking at Remote Site provided constant challenges.
- 2-Week On, 2-Week Off rotation created logistical issues.

- **Demobilizing Phase:**

- Not well understood, and not completed effectively.

Lessons Learned



- **ICS:**
 - **Not well understood by most. More Training required.**
 - **ICS Positions/Qualifications versus the Organization's Capacities.**
 - **Forms Issues (Switching forms well into the project).**
 - **Understanding of importance of Finance and Documentation sections**

Questions?

