

HAZMAT Trends in the Gulf of Mexico

*U.S. Department of
Homeland Security*
**United States
Coast Guard**



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HAZMAT Trends → Risks

- Increasing Probability
 - Arrivals
 - Tonnage
- Decreasing Consequence
 - IMO Activities
 - MARPOL changes
- LNG
 - Land-based Facilities
 - Deepwater Ports

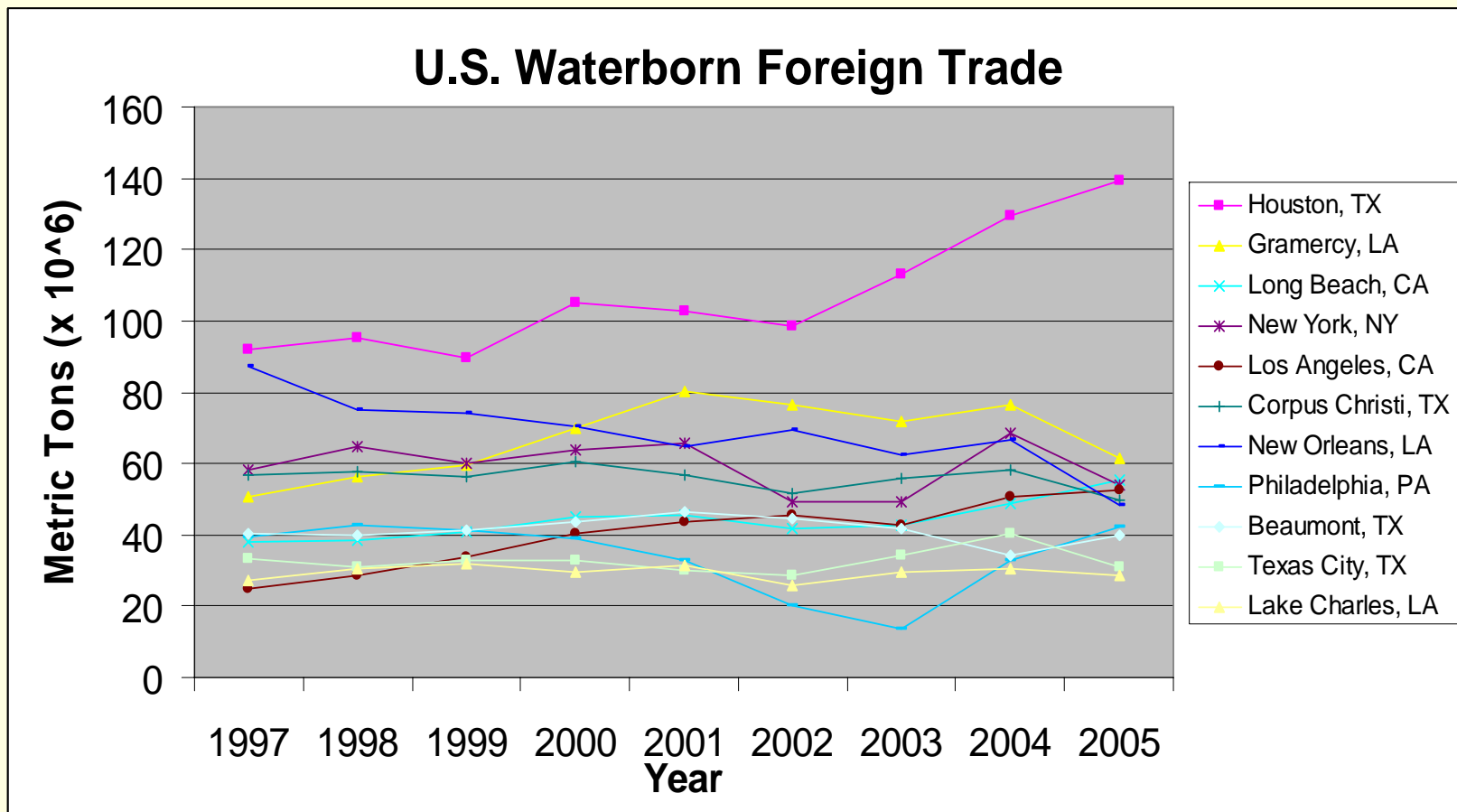


Arrivals



Vessel Type	2005 - Number Vessels Called at Gulf Coast Ports	% Change 2001-2005	2005 – Vessel Capacity calling at Gulf Coast Ports (DWT)	% Change 2001-2005
Tanker	10,474	14.4	727,065	9.7
Gas Carrier	558	13.2	20,573	28.8

Tonnage



Activities at IMO



- Amendment 34-08, International Maritime Dangerous Goods (IMDG) Code, Mandatory 2010
- Code of Safe Practice for Solid Bulk Cargoes (BC), Mandatory 2008 (Entry into force 2011)

MARPOL Revisions



- Annex II - New classification system for Carriage of NLS (Noxious Liquid Substances) in bulk. Entry into force January 2007.
- Annex I – Three new regulations and 1 proposed. Proposed regulation addresses requirements for offshore lightering.

LNG

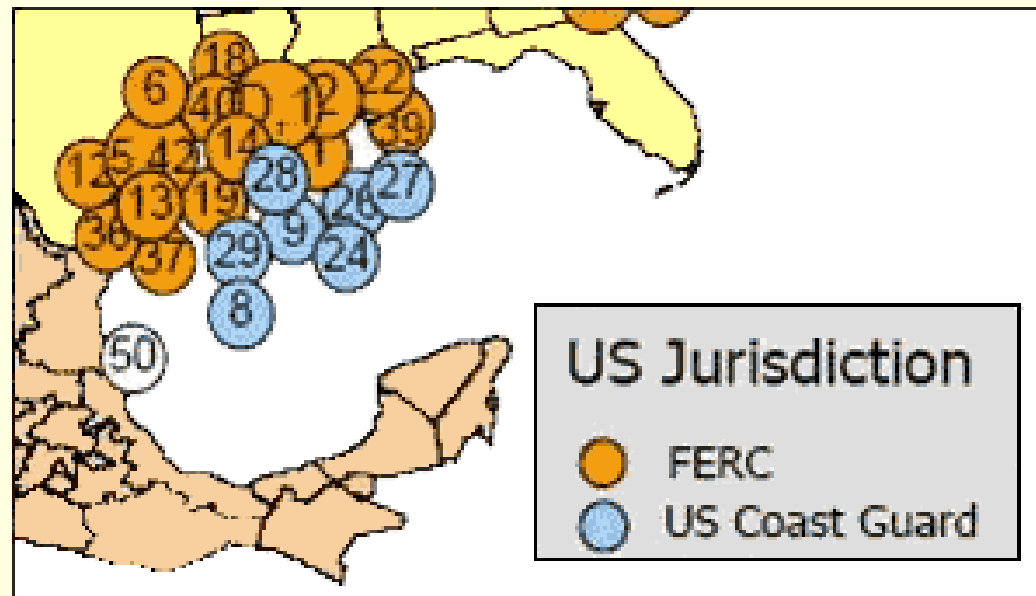
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Land-Based Facilities



- One existing, Twenty Two proposed
 - Sixteen land-based
 - Seven Deepwater



Deepwater Ports

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- Seven original applications
- Two active:
 - Excellerate Energy “Gulf Gateway Energy Bridge”
 - Freeport MacMoRan “Main Pass Energy Hub”
- Two inactive:
 - Shell “Gulf Landing”
 - Chevron Texaco “Port Pelican”
- Three cancelled.

Deepwater Production

- Thunderhorse
 - 10% of GOM Output
- Atlantis
 - 8% of GOM Output
- Independence Hub
 - 8000' Deep



Thunderhorse

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Atlantis

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Independence Hub

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Risks to the Gulf

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- Probability Increasing
 - More Vessels
 - Bigger Vessels
 - More Lightering
 - More Production
- Consequence Decreasing
 - Safety Improvements
 - Security Improvements

Questions

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