International Group of P&I Clubs

BLG Maritime Law Seminar, Montreal
5 December 2014

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WRECK REMOVAL POST COSTA CONCORDIA – THE IG PERSPECTIVE

- An overview of the IG large casualty W-G review
- Findings and conclusions
- IG W-G recommendations
- What we will not do
- COSTA CONCORDIA – a unique case?

OVERVIEW AND FINDINGS OF THE W-G'S REVIEW

- Formation and remit of the IG W-G
- Location
- Contractual arrangements
- Performance of salvage teams and SCRs in attendance
- Bunker removal
- Problematic cargo
- Impact of government/other authority influence and/or interference

LOCATION

- Response equipment
- Weather
- Hazard to navigation
- Threat to environment
- Role of chance

“TRICOLOR” – 14 December 2002

CONTRACTUAL ARRANGEMENTS

- Bonus and penalty provisions
- Operational planning
- Wreck removal contracts

- Salvors
- Salvage masters

EXPERT COMPETENCE

- Consultants
- SCRs

BUNKER REMOVAL

- Zero tolerance
- Role of authorities
- Comment

CONTAINERS AND OTHER PROBLEMATIC CARGOES

- Container retrieval and removal: technical difficulties
- Disposal ashore – recycling issues
- Other cargoes

"BARELI" – 15 March 2012

"MSC CHITRA" – 7 October 2010

INVOLVEMENT OF STATE, LOCAL AND PORT AUTHORITIES

- **INFLUENCE?**

- **INTERFERENCE?**

IG W-G RECOMMENDATIONS

- Outreach programme
- MOU
- Current and planned engagement
- Continued data collection
- Termination of SCOPIC

WRECK REMOVAL OPERATIONS POST COSTA CONCORDIA

“OCEAN BREEZE” - 16 August 2012

“AMADEO 1” – 18 August 2014

COSTA CONCORDIA – A UNIQUE CASE?

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