

Kevin Costner Testimony
Committee on Homeland Security
United States House of Representatives
311 CHOB
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Mr. Chairman, Members of the Committee, thank you for the opportunity to appear before you today to discuss lessons learned from the BP Deepwater Horizon oil spill. Unfortunately it continues to remain a critical issue for our country and in fact the world. But it also poses two giant questions.

One -- do we have the capacity today to protect our environment from oil spills large and small?

And if we do, then why didn't we perform better?

And two...If we don't, then how quickly can we put into place a credible plan for spills that we know are going to continue now and into the future, man made or otherwise. I say otherwise because I know this body has no greater task than to anticipate the nature of all attacks that could take American lives and disrupt our economic way of life.

Americans and the world need to demand that the oil industry put this ongoing problem front and center.

To demand that the same energy and the same financial resources that send this industry around the world in the pursuit of oil be brought to bare, to address the safety of America. That the same appetite

that drives them to drill in conditions in depths that boggle the mind, where no cost is too great. We need to demand that that same will, that same mindset, be brought to the defense of an ecosystem that cannot speak for itself. Americans demand that this nightmare that continues to chase us into the 21st Century be solved with real solutions. Solutions that don't depend on dispersants, burning and public relations. What we don't need is a cosmetic show of force or a 500 page report that's obsolete.

This plan was strategically and economically formed to take advantage of existing vessels that are currently working in the Gulf. The plan we propose begins on page 4 of the booklet in front of you. It

consists of three tiers, a first response, followed by an overwhelming response and backed up by a shallow water last line of defense. It consists of 190 vessels.

And it incorporates state-of-the-art booming, skimming, separation and storage capacity.

The plan is simple and easy to understand. It is backed up by logistics, science, and engineering. It is an aggressive strategy built around rapid deployment.....overwhelming response... and the mechanical recovery of oil from water.

As we examine the plan going forward, you will see a graphic on page 6....these 33 deepwater rigs that were being drilled at the time of the Macondo accident. These rigs are serviced by 40 Deep Water

Platform Vessels that operate throughout the Gulf on a 24 hour basis. Our plan takes advantage of these existing assets and will retrofit them with state-of-the-art oil spill recovery technology, giving them a dual purpose, should they be called upon. They have the storage capacity of approximately 12,000 barrels. In the event of an accident of the magnitude of the Deepwater Horizon, we would be able to deploy 6 of these vessels to the accident within 2 to 3 hours.

Page 7 shows the overwhelming response that would follow with 30 Offshore Supply Vessels making their way back to shore to predetermined Coastal Response Facilities where they will be loaded with dedicated oil recovery equipment that has been pre-

fitted for the vessels. They will have a storage capacity of 6,000 barrels and can be deployed within 48 hours. At the same time 10 Deep Water Barges with an average capacity of over 100,000 barrels will be moving simultaneously and onsite within 96 hours. If this was the Deepwater Horizon and we elected to throw this fleet of 80 ships at it. Our own kitchen sink if you will, we would have the storage and processing capacity of over 1.5M barrels.

It is also important to understand that our plan does not consider the Deepwater Horizon a worst case scenario. Given the dangerous world that we live in, we have anticipated a situation where 5 Deep Water Horizons could occur simultaneously.

On page 8 you can see that we would handle this situation, should it develop, by deploying and dividing our 70 Offshore Supply Vessels and 10 Deep Water Barges to the multiple spill sites. The storage and processing capacity would be over 300,000 barrels for each spill site.

Our last line of defense on page 9 is made up of 100 Shallow Water Skimming Vessels and 10 Shallow Water Barges. They have been designed to work in water as shallow as 2 feet and travel up to 20 knots with the ability to work in seas up to 6 feet. They range in size from 35 feet to 56 feet and are designed specifically to be transported by trucks anywhere along the Gulf. The significance of this last line of

defense is not only in it's mobility but in it's psychological impact, as Americans can finally begin to put away their rubber boots.

On page 10, you can see how Americans and the rest of the world have come to picture the Gulf. But when you turn the page you begin to see a truer picture.

These 3 graphics begin to paint the reality of what really exists... Over 5,000 platforms, over 27,000 wells.

And below it all, sitting on the ocean floor, out of site, is an infrastructure, a network if you will, of pipelines that stretch over 31,000 miles connecting oil and gas to the mainland.

This is what our end of the Gulf looks like to our neighbors. But what do we see when we reverse the picture? When we look off the coasts of Mexico....Venezuela....Brazil.

It begs the question—How good is their spill response plan? Do they even have one?

Is it possible that we think the Gulf is so big, so vast that what happens somewhere else doesn't matter?

That it is not our problem? I don't believe for a second that this committee feels that way. But if there is someone out there that does, then I would ask them to look at Cuba, and this committee to look at page 12.

For as beautiful as it is, Cuba still only sits 90 miles of the coast of Florida. Seven deep water wells have been slated for exploration in 2011 and 2012. If you turn to page 13, you will see an even more startling graphic. A grid of the 59 available leases being offered by Cuba.

29 out of the 59 have already been leased, off of Cuba's northwest shore. What will be their response if something goes wrong? Is it too big a leap to think that we could have oil on the level of a Deepwater Horizon moving uncontrollably toward Florida and up our eastern seaboard?

How could anyone think when looking at the Gulf that our plan now is too ambitious, that we don't need

that much capability, storage or capacity? I could make the case that our plan is just the opposite. That it is too light.

Our choices are clear. We can choose to enlist a fleet of 6,000 vessels that are hampered by their lack of training and preparedness or we can create a dedicated fleet of 190 state-of-the-art vessels.

We can choose to let oil come to the surface and mechanically recover it as a saleable asset, or we can burn it.

We can choose to separate oil from water at high speeds with outputs that exceed current EPA

standards and improve the efficiency of every boat on the water, or we can use dispersants and sink it to the bottom.

We can choose to recover oil or we can choose to cover it up.

The opportunity for us today is to move forward. We have a choice in all things, but what we cannot accept is a return to the status quo.

America deserves a no-nonsense approach to spills that are certain to happen now and into the future. We believe this plan strikes to the heart of the problem. It is efficient, streamlined, and robust. It is easy to

understand and implement, it simply requires a
commitment to being prepared.

It stands as a turn key operation that can be
implemented today.

The American people and the Gulf deserve nothing
less.