

2010 WL 383367

American Maritime Cases

United States District Court for the Northern District  
of California

THE CONTINENTAL **INSURANCE** COMPANY  
v.  
JOHN JOSEPH COTA, *ET AL.*

Nos. 08-2052, 07-5800, 07-6045, 08-2268,  
08-5096, 08-5098, 09-1469. January 27, 2010

**CONSTITUTION -- 213. Supremacy -- 31. Powers of States -- INDEMNITY AND CONTRIBUTION -- 12. Contract of Indemnity -- JURISDICTION -- 1121. Applicability of Maritime Law, Common Law and State Statutes -- PILOTS -- 131. Pilot's Personal Liability -- 1331. Owner of Vessel -- STATUTES -- Federal -- 46 U.S.Code s 8501 -- OPA 90, 33 U.S.Code s 2718 -- State -- California, Harbors and Navigation Code s 1198.**

California statute requiring vessel owners to hold harmless **pilots** from liability arising from their acts or negligence, Harbors and Navigation Code s 1198, unless they agree to buy **trip insurance**, is not preempted by federal maritime law. Congress has left regulation of **pilots** only to states, 46 U.S.C. s 8501, except U.S. flag vessels sailing between U.S. ports and vessels on the Great Lakes. The statute does not conflict with the general maritime law principle that a shipowner is not liable for the acts of a compulsory **pilot**, and it is not affected by OPA 90 under the saving provisions of 33 U.S.C. s 2718(a).

Related proceeding reported at [2010 AMC 23](#).

Attorneys and Law Firms

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Scott T. Pratt, Joseph A. Walsh, II, John Cox and Elizabeth A. Kendrick (Keesal, Young & Logan) for *Regal Stone, Fleet Mgmt., and Cosco Busan*

Forrest Booth and Ryan Donlon (Severson & Werson) for

*San Francisco Bar **Pilots** Assoc.*

Opinion

Samuel Conti, D.J.:

I. INTRODUCTION

On August 20, 2009, Plaintiff and Counterdefendant Continental **Insurance** Company ("Continental") filed a Motion for Partial Summary Judgment. Docket No. 90 ("Continental's MPSJ"). On August 21, 2009, Defendant and Cross-Defendant John Joseph Cota ("Cota") filed a Motion for Partial Summary Judgment. Docket No. 93 ("Cota's MPSJ").<sup>1</sup> Defendants, Counterclaimants, Cross-Defendants, and Third-Party Plaintiffs Regal Stone Limited ("Regal Stone") and Fleet Management, Ltd., ("Fleet") filed an Opposition. Docket No. 97. Continental and Cota submitted Replies. Docket Nos. 102 ("Continental's Reply"), 104 ("Cota's Reply"). Third-Party Defendants San Francisco Bar **Pilots** and The San Francisco Benevolent and Protective Association (collectively, "Bar **Pilots**") joined in the motions for partial summary judgment. Docket No. 107 ("Joinder I"). For the following reasons, the Court grants the motions for partial summary judgment.

II. BACKGROUND

This action stems from the allision of the cargo ship M/V **Cosco Busan** with the San Francisco-Oakland Bay Bridge on November 7, 2007.<sup>2</sup> First Amended Compl. ("FAC"), Docket No. 14, ¶22. After the allision, a number of civil actions were filed against Cota, the **pilot** of the vessel on November 7, 2007. *Id.* ¶¶21, 24. Because Continental issued a policy of **insurance** to the Bar **Pilots**, it initially appointed defense counsel for Cota. *Id.* ¶¶11, 28. Continental claims to have incurred at least \$315,321.31 in legal fees and costs relating to Cota's defense before Regal Stone, Fleet, and the vessel assumed Cota's defense. *Id.* ¶¶26-31. Continental filed this lawsuit seeking reimbursement of those fees and costs. Continental relies primarily on [California Harbors and Navigation Code s 1198](#), which provides that a vessel, or its owner or operator, shall either purchase **trip \*315 insurance** from the **pilot**, or defend, indemnify and hold harmless the **pilot** if an accident occurs due to the **pilot's** negligence. [Cal. Harbors & Navigation Code s 1198\(c\)](#).

In their Answer, Regal Stone and Fleet's Second Affirmative Defense states that "s 1198(c) is invalid as it is preempted by federal maritime law." Docket No. 26 ("Answer") ¶64. In their Counterclaim, Cross-Claim and Third-Party Complaint, Regal Stone and Fleet seek a determination that federal maritime law preempts s

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1198(c), and that they are not required to defend, indemnify, and hold harmless Cota or the Bar Pilots. Docket No. 27 (“Countercl.”) ¶¶25-29.

Continental and Cota move for partial summary judgment on the question of whether s 1198 is preempted by federal maritime law. Continental’s MPSJ at 1; Cota’s MPSJ at 1. On September 21, 2009, the Court ordered supplemental briefing on the question of whether s 1198 applies to Regal Stone and Fleet because the time charterer hired the pilot. Docket No. 108 (“Order Requiring Supplemental Briefing”). Continental and Cota filed supplemental briefs. Docket Nos. 122 (“Continental’s Supplemental Br.”), 126 (“Cota’s Supplemental Br.”). The Bar Pilots joined in and adopted the supplemental briefs of Continental and Cota. Docket No. 127 (“Joinder II”). Regal Stone and Fleet filed an Opposition. Docket No. 130 (“Opp’n”). Continental and Cota submitted Replies. Docket Nos. 139 (“Continental’s Reply”), 140 (“Cota’s Reply”). On December 17, 2009, the Court found that the vessel hired the pilot, and therefore s 1198 applies to the owner and operator of the vessel, Regal Stone and Fleet. 2010 AMC 23, Docket No. 146 (“Order re: Applicability of s 1198”).

### III. LEGAL STANDARD

Partial summary judgment is appropriate when there is no genuine issue of material fact and the moving party is entitled to a determination of a legal issue as a matter of law. Fed.R.Civ.P. 56. The party moving for summary judgment bears the initial burden of identifying the absence of a genuine issue of material fact. *Celotex v. Catrett*, 477 U.S. 317, 323 (1986). If the movant meets this burden, then \*316 the burden shifts to the non-moving party to provide evidence and specific facts which establish the existence of a genuine issue. *Anderson v. Liberty Lobby*, 477 U.S. 242, 249 (1986). “The evidence of the non-movant is to be believed, and all justifiable inferences are to be drawn in his favor.” *Id.* at 255. The standards and procedures for granting partial summary judgment, also known as summary adjudication, are the same as those for summary judgment. *See California v. Campbell*, 138 F.3d 772, 780 (9 Cir. 1998). A party can move, under Rule 56, for partial summary judgment as to an affirmative defense. *See United States v. Union Pac. R.R. Co.*, 565 F.Supp.2d 1136, 1149 n. 20 (E.D.Cal.2008).

### IV. DISCUSSION

Having determined that the vessel hired Cota, the issue now before the Court is a purely legal one; namely, whether s 1198 is preempted by federal maritime law.

#### A. Section 1198

Under California law, foreign vessels in the Bay of San

Francisco must use a pilot: “Every foreign vessel .. [in] the bay[ ] of San Francisco .. shall use a pilot or inland pilot holding a license issued pursuant to this division...” Cal. Harbors & Navigation Code s 1127(d). Section 1198 is entitled “Pilotage services; rates and charges; exclusions; insurance coverage.” Section 1198(c) begins by stating that:

Every vessel, owner, operator, or demise or bareboat charterer hiring a pilot with a state license for the Bays of San Francisco, San Pablo, and Suisun shall either defend, indemnify, and hold harmless pilots pursuant to paragraph (1), or alternatively, notify pilots of an intent to pay for trip insurance pursuant to paragraph (2). If a vessel or its owner, operator, or demise or bareboat charterer does not provide written notice pursuant to paragraph of an intent to exercise the trip insurance option, then the vessel and its owner, operator, and demise or bareboat charterer will be deemed to have elected the obligation to defend, indemnify, and hold harmless pilots pursuant to paragraph (1). \*317

*Id.* s 1198(c). Paragraph 1 states, in part, that:

A vessel subject to this paragraph and its owner, operator, and demise or bareboat charterer shall defend, indemnify, and hold harmless the pilot, any organization of pilots to which the pilot belongs, and their officers and employees, with respect to liability arising from any claim, suit, or action, by whomsoever asserted, resulting in whole, or in part, from any act, omission, or negligence of the pilot, any organization of pilots to which the pilot belongs, and their officers and employees.

*Id.* s 1198(c)(1)(B). Paragraph 2 states, in part, that:

In lieu of paragraph (1), a vessel subject to this subdivision and its owner, operator, demise or bareboat charterer, and agent may elect to notify the pilot, or the organization of pilots to which the pilot belongs, of intent to pay for trip insurance, as described in subdivision (b). If notice of this election is received, in writing, by the pilot, or the organization of pilots to which the pilot belongs, at least 24 hours prior to the time pilotage services are requested, the vessel, and its owner, operator, demise or bareboat charterer, and agent are not subject to the requirements of paragraph (1).

*Id.* s 1198(c)(2).

#### B. Preemption

The Supremacy Clause of Article VI of the Constitution provides Congress with the power to preempt state law. Preemption occurs when (A) Congress, in enacting a

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federal statute, expresses a clear intent to preempt state law; (B) when there is actual conflict between federal and state law; (C) where compliance with both federal and state law is physically impossible; (D) where there is implicit in federal law a barrier to state regulation; (E) where Congress has legislated comprehensively, thus occupying an entire field of regulation and leaving no room for the states to supplement federal law; or (F) where the state law stands as an obstacle to the accomplishment and execution of the full objectives of Congress. *Louisiana Pub. Serv. Comm'n v. FCC*, 476 U.S. 355, 368-69 (1986). \*318

“[T]he purpose of Congress is the ultimate touchstone in every pre-emption case.” *Wyeth v. Levine*, 555 U.S. , , 129 S.Ct. 1187, 1194 (2009) (quoting *Medtronic, Inc. v. Lohr*, 518 U.S. 470, 485 (1996)). In “all pre-emption cases, and particularly in those in which Congress has ‘legislated .. in a field which the States have traditionally occupied,’ .. we ‘start with the assumption that the historic police powers of the States were not to be superseded by the Federal Act unless that was the clear and manifest purpose of Congress.’” *Wyeth*, 129 S.Ct. at 1194-95 (quoting *Medtronic*, 518 U.S. at 485) (ellipses in *Wyeth*); see also *Rice v. Santa Fe Elevator Corp.*, 331 U.S. 218, 230 (1947)). Federal admiralty law preempts state law only if the state law “contravene[s] any acts of Congress, .. work[s] any prejudice to the characteristic features of the maritime law, [ ] or interfere[s] with its proper harmony and uniformity in its international and interstate relations.” *In re Exxon Valdez*, 2007 AMC 932, 935, 484 F.3d 1098, 1101 (9 Cir. 2007).

### C. Congress Authorized State Regulation of Pilotage

“Pilotage is the art of navigating ships into and out of ports or along rivers, bays, harbors and other special waters.” *Interport Pilots Agency, Inc. v. Sammis*, 14 F.3d 133, 136, 1994 AMC 2704 [DRO] (2 Cir. 1994). Historically, Congress has left the regulation of pilotage in the control of the states. In its very first session, Congress passed the Lighthouse Act of 1789, which provided that “all pilots in bays, inlets, rivers, harbors, and ports of the United States shall continue to be regulated in conformity with the existing laws of the states...” *Anderson v. Pac. Coast S.S. Co.*, 225 U.S. 187, 195 (1912) (quoting from Act of Aug. 7, 1789, ch. 9, s 4).

According to the United States Supreme Court, “[t]his was a clear and authoritative declaration by the first Congress, that the nature of this subject is such that until Congress should find it necessary to exercise its power, it should be left to the legislation of the states.” *Id.* (citation and internal quotation marks omitted); see also *Kotch v. Bd. of River Port Pilot Comm’rs*, 330 U.S. 552, 559, 1947 AMC 535, 540 (1947) (“The States have had full power

to regulate pilotage of certain kinds of vessels since 1789 when the first Congress decided \*319 that then existing state pilot laws were satisfactory and made federal regulation unnecessary.”); *Soriano v. U.S.*, 1974 AMC 283, 285-6, 494 F.2d 681, 684 (9 Cir. 1974) (describing regulation of pilotage as “an area specifically reserved by Congress for 185 years for regulation by the states and acknowledged by the Supreme Court for more than 120 years to be a subject of peculiarly local concern.”).

In 1983, Congress enacted 46 U.S.C. s 8501, which provides, in part, that “pilots in the bays, rivers, harbors, and ports of the United States shall be regulated only in conformity with the laws of the States.” 46 U.S.C. s 8501(a). “Any regulation or provision violating this section is void.” *Id.* s 8501(e). The House of Representatives Report emphasized the importance of the word “only”: “Section 8501 establishes the general proposition that the states regulate pilots in the bays, rivers, harbors, and ports of the United States, unless otherwise specifically provided by law. Subsection (a) .. uses the word ‘only’ for emphasis on this point.” H.R.Rep. No. 98-338, at 184 (1983), reprinted in 1983 U.S.C.C.A.N. 924, 996.

Courts have interpreted this statute as an expression of Congress’s intent not to limit the states’ power to regulate pilotage unless otherwise provided by Congress. See *Gillis v. Louisiana*, 2002 AMC 2010, 2015, 294 F.3d 755, 761 (5 Cir. 2002). Congress has preempted state regulation of pilotage only with respect to vessels on the Great Lakes, 46 U.S.C. s 9302, and American flag vessels sailing between American ports, 46 U.S.C. s 8502. *Sammis*, 14 F.3d at 136. Thus, the states have authority over the pilotage of all American vessels engaged in foreign trade, and all foreign flag vessels.<sup>3</sup>*Id.* Pursuant to 46 U.S.C. s 8501, California has the authority to regulate pilotage in the Bay of San Francisco. The California legislature exercised that authority when it enacted s 1198.

### D. Section 1198 Is Not Preempted by Federal Maritime Law

Under federal maritime law, the owner of a vessel is not personally liable for the negligence of a compulsory pilot. \*320 *Homer Ramsdell Transp. Co. v. La Compagnie Generale Transatlantique*, 182 U.S. 406, 416-17 (1901); see also *Davenport v. M/V New Horizon*, 2003 AMC 356, 362, 2002 WL 32098289, at \*5 (N.D.Cal. 2002). The owner of a vessel is not personally liable because the element of compulsion eliminates the respondeat superior nexus which would normally serve as a basis for imputing a pilot’s negligence to the shipowner. *California v. Italian Motorship Ilice*, 1976 AMC 2290, 2297, 534 F.2d 836, 841 (9 Cir. 1976). However, the vessel is liable for the

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tort of a **pilot**, whether or not the pilotage is compulsory. *The China*, 74 U.S. (7 Wall.) 53, 61-69, 2002 AMC 1504, 1506-14 (1868).

The Court finds that this limitation on a shipowner's liability does not preempt s 1198. Generally, in an admiralty case, "[a]bsent a relevant statute, the general maritime law, as developed by the judiciary, applies." *East River S.S. Corp. v. Transamerica Delaval, Inc.*, 476 U.S. 858, 864, 1986 AMC 2027, 2032 (1986). Here, however, there is a relevant statute, which provides that **pilots** "shall be regulated *only* in conformity with the laws of the States." 46 U.S.C. s 8501(a) (emphasis added). This Court must "keep strictly within the limits imposed by Congress. Congress retains superior authority in these matters, and an admiralty court must be vigilant not to overstep the well-considered boundaries imposed by federal legislation." *Miles v. Apex Marine Corp.*, 498 U.S. 19, 27, 1991 AMC 1, 6 (1990). Since Congress requires pilotage to be regulated only in conformity with the laws of the states, this Court must not overstep that boundary.

The Court notes that there is some tension between the general maritime principle that shipowners cannot be held personally liable for the negligence of compulsory **pilots**, and s 1198, which requires shipowners who do not purchase **trip insurance** to defend, indemnify, and hold harmless compulsory **pilots**. This tension is mitigated somewhat by the fact that s 1198 provides shipowners with a choice: even though **pilots** are compulsory in the Bay of San Francisco, shipowners do not have to defend, indemnify and hold harmless **pilots** if they purchase **trip insurance**. More importantly, however, federal legislation provides that **pilots** shall be regulated only in conformity with the laws of the states. Therefore, this Court finds that the general maritime principle at issue here does not preempt s 1198. \*321

The Court's decision is consistent with the Ninth Circuit's reasoning in *Guangco v. Edward Shipping & Mercantile, S.A.*, 705 F.2d 360 (9 Cir. 1983). The Ninth Circuit took note of the general maritime principle that shipowners are not personally liable for the negligence of compulsory **pilots**. *Id.* at 362. Despite its awareness of this principle, the Ninth Circuit held that "even where pilotage is compulsory .. an exculpatory clause [requiring the shipowner to indemnify the **pilot's** employer] is not unconscionable... The clause is fair and reasonable in the light of the customary business practices of pilotage companies in Guam and elsewhere throughout the United States." *Id.* at 362-63.

This Court's decision is also supported by the Ninth Circuit's reasoning in *United States v. S.S. President Van Buren*, 1974 AMC 1844, 490 F.2d 504 (9 Cir. 1973). While that case concerned a noncompulsory **pilot**, see 1974 AMC at 1844, 490 F.2d at 507, it also concerned a situation where vessels had the option of purchasing **trip insurance**, 1974 AMC at 1849, 490 F.2d at 509. The

Ninth Circuit relied in part on the availability of **trip insurance** in determining that tariff provisions exculpating the **pilot** from liability were valid and enforceable. *Id.* Quoting from a Supreme Court decision enforcing a contractual clause exculpating tug owners from liability, the Ninth Circuit stated "[i]t would be unconscionable for petitioner upon occurrence of a mishap to repudiate the agreement upon which it obtained the service." *Id.* (quoting *Sun Oil Co. v. Dalzell Towing Co.*, 287 U.S. 291, 295, 1933 AMC 35, 38 (1932)). In *S.S. President Van Buren*, the Ninth Circuit found the exculpatory provision valid and enforceable despite its awareness of the maritime principle that shipowners are not personally liable for the negligence of a compulsory **pilot**. See 1974 AMC at 1844-45, 490 F.2d at 506.

In 1983, the District Court of Oregon rejected a challenge to Oregon's dual-rate pilotage system similar to the challenge presently before this Court. *Olympia Sauna Compania Naviera, S.A. v. United States*, No. 80-699, slip op. (D.Or.1983) ("Olympia Sauna").<sup>4</sup> In \*322 Oregon, by electing not to request **trip insurance**, vessels agree not to sue **pilots**, and they agree to defend, indemnify and hold them harmless. See *Or.Rev.Stat. s s 776.510-776.540*. District Judge Leavy took note of the maritime rule that a vessel owner is not personally liable for the negligence of compulsory **pilots**, but went on to determine that the shipowner could not assert any liability against the **pilot**. *Olympia Sauna* at 4-6. Judge Leavy relied, in part, on the Ninth Circuit's *Guangco* decision. *Id.* at 6. These decisions support this Court's determination that the maritime rule limiting a vessel owner's personal liability does not preempt s 1198.

California is not alone in limiting the liability of licensed **pilots** or providing them indemnity. As noted above, Oregon has a dual-rate tariff similar to s 1198, which requires vessels without **trip insurance** to defend, indemnify and hold **pilots** harmless. See *Or.Rev.Stat. s s 776.510-776.540*. Other states go further, by imposing strict limits on a **pilot's** liability, even though vessels are not offered **trip insurance**. In Washington, a **pilot's** liability for negligence is limited to \$5000 per incident. *Wash. Rev.Code s 88.16.118(1)(a)*. The same is true in Maine. *38 Me.Rev.Stat. Ann. s 99-A*. In Texas, a **pilot's** liability is limited to \$1000 per incident. *Tex. Transp. Code Ann. s 66.083(a)* (Houston **Pilots**), s 67.083(a) (Galveston **Pilots**), s 69.083(a) (Jefferson and Orange County **Pilots**), s 70.083(a) (Port of Corpus Christi **Pilots**). This Court is not aware of any decision finding that federal maritime law preempts these statutes.

It was Congress's intent to allow the states to regulate pilotage, and there is no danger that state regulation of pilotage interferes with federal maritime law's proper harmony and uniformity. See *Cooley v. Bd. of Wardens*, 53 U.S. (12 How.) 299, 320, 2008 AMC 2674, 2685

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(1851) (“[T]he nature of the subject [pilotage] when examined, is such as to leave no doubt of the superior fitness and propriety, not to say the absolute necessity, of different systems of regulation, drawn from local knowledge and experience, and conformed to local wants.”). Accordingly, this Court would appear \*323 to be sailing in safe waters by finding, as a matter of law, that federal maritime law does not preempt s 1198.

Finally, the Court notes that the **insurance** commonly carried by sea-going vessels covers accidents under pilotage. See *Kane v. Hawaiian Indep. Refinery, Inc.*, 1984 AMC 1323, 1326, 690 F.2d 722, 725 (9 Cir. 1982). Here, Fleet is entered with the Steamship Mutual Underwriting Association (Bermuda) Limited, for protection and indemnity risks relating to the **Cosco Busan**. Rajvanshy Decl. ¶4.5 Hence, even though the **Cosco Busan** did not have **trip insurance** at the time of the November 7, 2007 allision, the vessel still had this other form of **insurance** coverage. This coverage further lessens any tension between s 1198 and the maritime principle that vessel owners should not be held personally liable for the negligence of a compulsory **pilot**.

#### **E. Section 1198 Is Not Preempted by the Oil Pollution Act**

Regal Stone and Fleet contend that s 1198 conflicts with the Oil Pollution Act (“OPA”), 33 U.S.C. s 2701 *et seq.* Opp’n at 21-24. While OPA imposes strict liability for pollution removal costs and damages on parties responsible for vessels that discharge oil, *see id.* s 2702, it also allows those parties to bring an action for contribution against other parties who are liable or potentially liable, *see id.* s 2709. Regal Stone and Fleet imply that s 1198 is preempted by this law to the extent that it would immunize Cota and the Bar **Pilots** from a contribution claim. Opp’n at 23. However, the OPA contains a savings clause, which provides that nothing in the act shall “affect, or be construed or interpreted to

affect or modify in any way the obligations or liabilities of any person under .. State law, including common law.” 33 U.S.C. s 2718(a). Accordingly, the OPA does not affect or modify s 1198’s requirement that vessel owners and operators who fail to purchase **trip insurance** must defend, indemnify and hold harmless **pilots**. The OPA also provides that indemnification agreements are not prohibited. 33 U.S.C. s 2710. Furthermore, the OPA concerns pollution removal costs and damages, while s 1198 \*324 concerns the regulation of pilotage. The Court finds no conflict between the two such that OPA preempts s 1198.6

#### **V. CONCLUSION**

For the foregoing reasons, the Court finds that s 1198 is not preempted by federal maritime law. Based on this finding, the Court grants partial summary judgment in favor of Continental **Insurance** Company and against Regal Stone Limited and Fleet Management Limited on the Second Affirmative Defense in the Answer filed by Regal Stone Limited and Fleet Management Limited. The Court also grants partial summary judgment in favor of Continental **Insurance** Company, John Joseph Cota, the San Francisco Bar **Pilots**, and the San Francisco Bar **Pilots** Benevolent and Protective Association, and against Regal Stone Limited and Fleet Management Limited, on the first claim for relief in the Counterclaim, Cross-Claim and Third-Party Complaint filed by Regal Stone Limited and Fleet Management Limited.

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#### **Parallel Citations**

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#### **Footnotes**

- 1 Cota’s MPSJ incorporates by reference the authorities and legal arguments made on the preemption issue in his Motion to Dismiss filed in *Regal Stone, Ltd. v. Cota*, Case No. 08-5098, Docket No. 30 (“Motion to Dismiss”). That case has been related to and consolidated with this one for pre-trial purposes. *See* Case No. 08-2052, Docket No. 83 (“Order Granting Motion to Consolidate”).
- 2 The term “allision” is used in maritime cases to describe an accident involving a moving vessel and a stationary object or vessel. *Hochstetler v. Bd. of Pilot Comm’rs for the Bays of San Francisco, San Pablo and Suisun*, 1992 AMC 2367, 2368, 6 Cal.App.4th 1659, 1661 n. 1, 8 Cal.Rptr.2d 403 (Ct.App.1992).
- 3 There is no dispute that the **Cosco Busan** is a foreign-flag vessel.
- 4 Steven M. Crane, attorney for Continental, filed a Declaration in Support of Continental’s MPSJ. Docket No. 92. The District of Oregon opinion is attached as Exhibit F. Regal Stone and Fleet filed an evidentiary objection to this opinion. Docket No. 96 (“Evidentiary Objections”) at 3. Citation of an unpublished district court opinion is not improper, unless the opinion has been designated as “not for citation.” Civ. L.R. 3-4(e). The objection is overruled.
- 5 Kishore Rajvanshy, Managing Director for Fleet, filed a Declaration in Opposition to the Motions for Partial Summary Judgment.

- 6 In the section of their Opposition discussing the OPA, Regal Stone and Fleet also suggest that the Comprehensive Environmental Response, Compensation, and Liability Act (“CERCLA”), 42 U.S.C. s s 9601-9675, might preempt s 1198. Opp’n at 23. Plaintiffs have not met their burden of showing how CERCLA preempts s 1198. The Court notes that CERCLA focuses on hazardous waste disposal and the costs of cleanup, and, like OPA, CERCLA consists of a number of savings clauses. *See, e.g., Fireman’s Fund Ins. Co. v. City of Lodi, California*, 302 F.3d 928, 941 (9 Cir. 2002).

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