

2017

Southeast Louisiana Area Contingency Plan



U.S. Coast Guard
Sector New Orleans
200 Hendee Street
New Orleans, LA 70114



16471
03 Aug 17

MEMORANDUM

From: 
W.R. Arguin, CAPT
CG SECTOR New Orleans

To: Distribution

Subj: PROMULGATION OF THE SOUTHEAST LOUISIANA AREA CONTINGENCY
PLAN

1. This memo promulgates the revised Southeast Louisiana Area Contingency Plan (ACP). This plan is effective immediately and supercedes previous editions of the ACP.
2. The ACP is designed to meet the requirements and intent of the National Oil and Hazardous Substances Pollution Contingency Plan, is aligned with the National Response Framework, and is built around the principles of the National Incident Management System. It is designed to be used in conjunction with national, regional, and state plans, and provides guidance for a coordinated response by local, state, and federal government agencies as well as nongovernment partners to respond to discharges of oil and hazardous substances.
3. This ACP is electronic, enabling users to rapidly access a wide range of supporting documents that are linked to the ACP. For the ACP to provide maximum support, responders and members of the Area Committee, along with other port partners, must continuously update and revise the ACP based on lessons learned and/or best practices through exercises and actual responses. Response personnel should make themselves familiar with this plan.
4. This ACP highlights the national importance of the Southeast Louisiana area, both environmentally and economically, and is the culmination of excellent cooperation and teamwork from the members of the Area Committee.
5. If you have any questions, please contact LT Anne Duffus, the Southeast Louisiana ACP Coordinator at (504) 365-2103 or via email at Anne.M.Duffus@uscg.mil.

#

Dist: Southeast Louisiana Area Committee Members
CGD EIGHT (dr)
CG LANTAREA (LANT-55)
CG NSFCC
CG GST
COMDT (CG-MER)



16471

MEMORANDUM

JUL - 5 2017

From: D. R. Callahan, RADM
CGD EIGHT (d)

To: CG SECTOR New Orleans

Subj: APPROVAL OF 2017 SOUTHEAST LOUISIANA AREA CONTINGENCY PLAN (ACP)

Ref: (a) CGD EIGHT New Orleans LA 072112Z Sep 16

1. Congratulations to you and your staff! Your subject plan, as updated, has been reviewed by my staff and determined to be in substantial compliance with reference (a) and all of its references. Please issue a letter of promulgation and post the approved ACP to Homeport no later than 15 Jul 2017.
2. Please also pass along my thanks to your Area Committee (AC) for the effort that went into this last update. Continuous improvement, and maintaining the current momentum, will ensure that we are always prepared to effectively respond to oil discharges and hazardous substance releases in the coastal zone. To assist with this momentum, in the course of this ACP review, my staff identified areas that warrant consideration as your AC prioritizes its work, as part of the ACP review cycle in accordance with reference (a); please see enclosures (1) and (2).
3. If you have any questions regarding this matter, please contact Ms. Dee Oos at (504) 671-2233 or the CGD 8 (drm) email address: D08-DG-District-DRM@uscg.mil.

#

Enclosures: (1) Area Contingency Plan Review Summary (see D8 SharePoint site)
(2) Area Contingency Plan Review Checklist (see D8 SharePoint site)

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
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Sector New Orleans

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16471
31 Jan 17

MEMORANDUM

From:  W.R. Arguin, CAPT
CG SECTOR New Orleans

To: CGD EIGHT (dr)

Subj: SECTOR NEW ORLEANS AREA CONTINGENCY PLAN ANNUAL REVIEW

1. The New Orleans Area Contingency Plan meets annual revision requirements for 2017.
2. The Area Contingency Plan (ACP) is designed to meet the requirements and intent of the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), is aligned with the National Response Framework (NRF), and is built around the principles of the National Incident Management System (NIMS). This revision to the New Orleans ACP is effective immediately. A complete list of changes made to the document can be found within Enclosure (1).
3. This ACP is electronic, enabling users to rapidly access a wide range of supporting documents that are linked to the ACP. For the ACP to provide maximum support, responders and members of the Area Committee, along with other port partners, must continuously update and revise the ACP based on lessons learned and/or best practices through exercises and actual responses. Response personnel should also make themselves familiar with this plan.
4. This ACP highlights the national importance of the Greater New Orleans area, both environmentally and economically, and is the culmination of excellent cooperation and teamwork from the members of the Area Committee.
5. If you have any questions, please contact Sector New Orleans at (504) 365-2103.

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Enclosure: (1) ACP Updates

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Southeast Louisiana Area Contingency Plan

This is the Southeast Louisiana Area Contingency Plan (SELACP). This plan serves as Southeast Louisiana Area Contingency Plan and is written in accordance with the Regional Response Team VI Regional Contingency Plan and the National Contingency Plan. Federal, State, Tribal Parish and Local government representatives as well as representatives from commercial, non-profit, and private concerns continue to drive this planning effort. All Federal, State, Tribal, and Local response organizations that are members of Regional Response Team VI and the Southeast Louisiana Area Committee should use this plan for responses to oil and hazardous materials spills, drill, and exercises.

This plan supersedes all previous editions. In addition, the entire document has been reviewed and updated as appropriate, to reflect the most updated information. All chapters contain changes and should be reprinted to ensure users have the most recent version of the SELACP.

Geographical Response Strategies (GRSs) have been developed for many of the coastal and inland waters of the SELACP geographical boundaries. The GRSs are considered part of the SELACP but may be distributed and revised separately.

The Southeast Louisiana Area Committee encourages active participation by all interested parties in the continuing area contingency planning process. Comments, suggestions, and corrections should be directed to the Southeast Louisiana Area Committee.

The effective date of this plan is August 3, 2017.

Southeast Louisiana Area Contingency Plan

Record of Changes

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Record of Review

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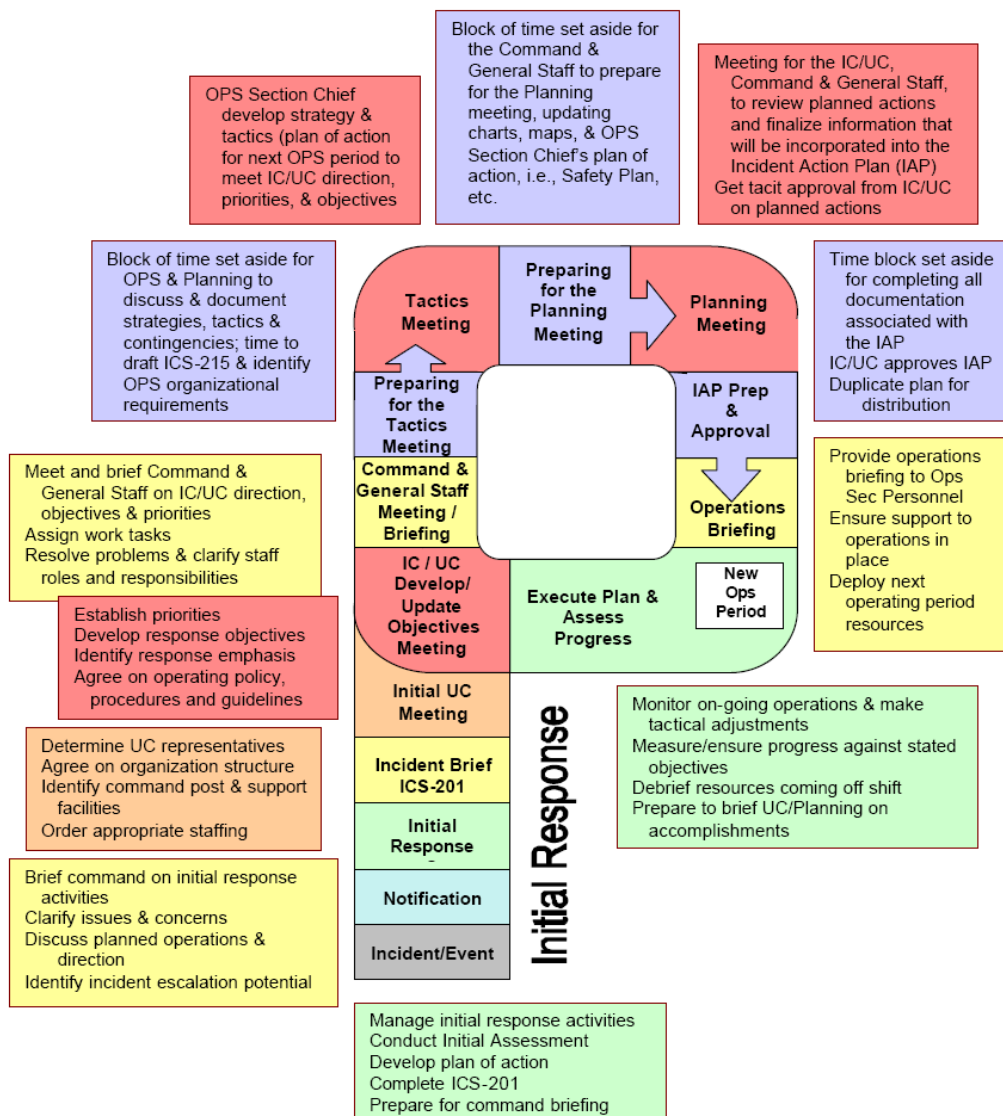
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SECTION 1000

1000 Introduction

The purpose of the Southeast Louisiana Area Contingency Plan (SELACP) is:

- To provide effective implementation of response actions to protect people, natural resources, and property of the coastal zone covered by this plan from the impacts of an oil discharge, substantial threat of discharge of oil, a release of hazardous substance, or substantial threat of a release of a hazardous substance, including Weapons of Mass Destruction (WMD), from inland and marine sources.
- To promote coordination and strategy for a unified and coordinated federal, state, tribal, local, potential responsible party, response contractor, response cooperative, and community response.
- To be consistent with the NCP and to be adopted as the Area Contingency Plan for the New Orleans Federal On-Scene Coordinator's (FOSC) Coastal Zone.
- To provide guidance to Facility and Vessel Response Plan, and Offshore Oil Spill Response Plan reviewers and Plan holders to ensure consistency with the ACP.
- To be a guidance manual for responders.

This plan is intended for use as a guideline for response actions to spill incidents and to ensure consistency in response to spills. Federal rules require that a Responsible Party (RP), or spiller, must be able to manage spills with a pre-designated response management organization that accommodates a unified command structure in recognition of federal, state, tribal, or local jurisdiction.

Southeast Louisiana Area Committee (SELAC) member agencies often have specific responsibilities during and following an incident. No one document or plan can serve as a complete response.

1010 Assumptions

Releases of hazardous substances and/or discharges of oil that occur within the boundaries of the New Orleans COTP Zone will likely require a unified response action. Response actions will be directed or monitored by a pre-designated FOSC. The U.S. Department of Energy (DOE) and the U.S. Department of Defense (DOD) will provide the FOSC for hazardous substance releases where the release is on or the sole source of the release is from a DOE or DOD facility.

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Upon notification of a spill or threat of a spill, the response procedures, protocols, coordination mechanisms, and information in the ACP necessary to implement a unified response will be used.

This plan is written to be consistent with the Clean Water Act (CWA), Oil Pollution Act of 1990 (OPA90), CERCLA, the Region VI RCP, and the NCP. Any provision of this plan found to be inconsistent with the NCP will no longer be in effect.

1100 Introduction/Authority

The Federal Water Pollution Control Act (FWPCA) (33 UCS 1321 et seq.) and the Comprehensive Environmental Response Compensation Liability Act (CERCLA) address the development of the National Planning and Response System. As part of this system, in conjunction with the NCP, area contingency plans are to address responses to worst-case discharges of oil or releases of hazardous substances, and mitigation or prevention of a substantial threat of discharge/release from a vessel, offshore facility, onshore facility, or pipeline. The Area Committee is given the responsibility for working with the response community to plan for joint response efforts, including spill containment, mechanical recovery, use of dispersants, in-situ burning, shoreline cleanup, protection of sensitive areas, and protection, rescue, and rehabilitation of fish and wildlife.

1110 Area Covered by the ACP

This Area Contingency Plan is the primary working document of the SELAC. It has been developed with the cooperation of designated Federal and State government agencies.

This plan provides an Incident/Unified Command with the strategy, direction, organization, and procedures for responding to oil discharges and releases of hazardous substances, pollutants, and contaminants; outlining the types of assistance available during response actions. The strategies, mechanisms, operations, and procedures contained in this plan are intended to conform to the provisions of the Region VI Regional Contingency Plan (RCP) and the National Contingency Plan (NCP).

This plan is applicable to and in effect for:

- Discharges/releases, or threat of a discharge/release, of oil and hazardous substances into or on the navigable waters and adjoining shorelines of the United States that lie within the geographical boundaries of the USCG Sector New Orleans Captain of the Port (COTP) zone;
- Releases or threat of release of hazardous substances, pollutants, and/or contaminants into the environment of the coastal zone which may present an imminent and substantial danger to public health or welfare; and

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- Additional resources and support requirements above those available in the boundaries/jurisdiction of the SELAC will be coordinated through the Region VI RCP, and the NCP.

1120 Federal/State/Other Government Agencies (OGA) Authority

Identification of responsibilities and jurisdictions among Federal, State, Tribal, and Local governments in response actions, methods and procedures will enable coordination and integration amongst agencies and promote effective joint spill response operations.

1120.1 Federal

Designating areas, appointing area committee members, determining information to be included in, and review of area contingency plans, has been delegated by Executive Order 12777 of 22 October 1991, to the Commandant of the U.S. Coast Guard (USCG), through the Department of Homeland Security, for the Coastal Zone, and to the Administrator of the Environmental Protection Agency (EPA) for the inland zone. The coastal zone and inland zone are defined in the NCP (40 CFR Part 300.5). The EPA has NCP response authority for incidents in all areas inland of the coastal zone. The Coast Guard has designated, as Areas, those portions of the Captain of the Port (COTP) zones that are within the coastal zone and for which area committees will prepare area contingency plans. COTP zones are described in Coast Guard regulations (33 CFR Part 3). This is the ACP for Coast Guard COTP Zone New Orleans.

1120.2 State of Louisiana

The Louisiana Oil Spill Coordinator (LOSC), in consultation with the Louisiana Department of Environmental Quality, is authorized to administer the Louisiana Oil Spill Prevention and Response Act of 1991 (OSPRA, LRS 30:2451 et seq.) and direct all state discharge response and cleanup operations resulting from unauthorized or threatened discharges of oil, affecting or potentially affecting the land, coastal waters, or any other waters of Louisiana, as directed by the Governor or upon a declaration of emergency by the Governor.

The Hazardous Material and Explosives Control Unit, under the Louisiana Department of Public Safety and Corrections, has the responsibility for response and investigation of all chemical emergencies occurring within the State of Louisiana. The Hazardous Material and Explosives Control Unit is the SOSC for Hazardous Substance releases.

1120.3 Other Federal, State, and Local Agencies

Other Federal, State, and Local agencies have varying authorities in the event of an environmental response depending on their jurisdiction and laws.

1130 Transition of OSCs

There are occasions when command responsibilities must transition from one On-Scene Coordinator (OSC) to another, from a federal or state OSC (FOSC or SOSC) to another, or from a SOSC to a FOSC. Per the Memorandum of Agreement between the USCG and the EPA, for Region VI in Louisiana, FOSC authority is inland or coastal.

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The transition in FOSCs is often necessitated by a determination of where the greatest impact of a spill is likely to take place. For example, a spill may originate in the inland zone where EPA has primary responsibility, but the majority of the impact from the spill may occur in the coastal zone where the USCG has responsibility.

At times, for inland spills the USCG will be the First Federal Official on-scene. This does not make the USCG the FOSC if the spill is in the EPA zone but they will need to communicate with the FOSC (EPA) closely on all actions and decisions and will follow the transition protocol listed below.

Regardless of the circumstances that necessitate a transition in jurisdictional agency, clear and effective communications are essential to an efficient and safe response. Every effort must be made to share all pertinent information. This exchange of information could involve multiple issues and various amounts of detail, depending on the complexity of the spill. It should include, but is not limited to:

Current Situation

- Status of the source & spill
- Review of the Incident Action Plan (IAP) & Site Safety Plan
- Review of Site Communications
- Discuss Resources En-route & On-scene
- Note territory, exposures, safety concerns, etc.
- Incident Potential

Organizational Structure

- Unified Command & RP Representation
- ICS Organizational Chart Review
- Schedule of Meetings

Objectives and Priorities

Current and Planned Actions

- Resources Assignments
- Resources En-route and/or ordered
- Facilities Established

Site Visit and Walk Through

Spill Investigation/Legal Issues

- Cause of spill
 - Investigation & Evidence

Notifications

- What notifications have been made?

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- Stakeholders? Tribes?
- Local Issues and Economics?

Wildlife and Environment

- Wildlife Impact Issues
- Endangered Species
 - Environmentally Sensitive Areas

It is preferred that both OSCs are present through one complete operational period and planning cycle. The transition from one OSC to another should not be considered complete until the on-coming OSC acknowledges they have a clear understanding of the event and the transition is documented. Further, when transition between federal agencies is necessary after the Oil Spill Liability Trust Fund is opened and a Federal Project Number (FPN/CPN) assigned, it should be documented in a Pollution Report (POLREP). Both OSCs must also submit cost documentation to account for funds expended during their tenure as the OSC.

1200 Geographical Boundaries

1210 Area Coverage

The geographical boundaries of this plan are defined as the New Orleans Captain of the Port zone described in 33 CFR Part 3.40-15. The Sector New Orleans Marine Inspection Zone and Captain of the Port Zone starts at latitude 30°10'00" N, longitude 89°10'00" W; thence west along latitude 30°10'00" N to longitude 89°31'48" W; thence north along longitude 89°31'48" W to the west bank of the Pearl River (at the mouth of the river); thence north along the west bank of the Pearl River to latitude 31°00'00" N; thence west along latitude 31°00'00" N to the east bank of the Mississippi River; thence south along the east bank of the Mississippi River to mile 303.0; thence west to the west bank at mile 303.0; thence north to the southern boundary of the Old River Lock Structure, thence west along the south bank of the Lower Old River; thence west along the south bank of the Red River to Rapides Parish, thence south along the western boundaries of Avoyelles, Evangeline, Acadia, and Vermillion Parishes to the intersection of the sea and longitude 92°37'00" W; thence south along longitude 92°37'00" W to the outermost extent of the EEZ, thence east along the outermost extent of the EEZ to longitude 88°00'00" W; thence north along longitude 88°00'00" W to latitude 29°00'00" N; thence northwest to latitude 30°10'00" N, longitude 89°10'00" W. Marine Safety Unit Morgan City will maintain a separate Area Committee and Area Contingency Plan.

The boundary of the MSU Morgan City Marine Inspection and Captain of the Port Zone starts at latitude 28°50'00" N, longitude 88°00'00" W.; thence west to latitude 28°50'00" N., longitude 89°27'06" W.; thence northwest to latitude 29°18'00" N, longitude 90°00'00" W; thence northwest along the northern boundaries of Lafourche, Assumption, Iberia, and St. Martin Parishes, Louisiana; thence northwest along the northern boundary of Lafayette and Acadia Parishes, Louisiana; thence south along the west boundary of Acadia and Vermillion Parishes, Louisiana to the Louisiana Coast at longitude 92°37'00"

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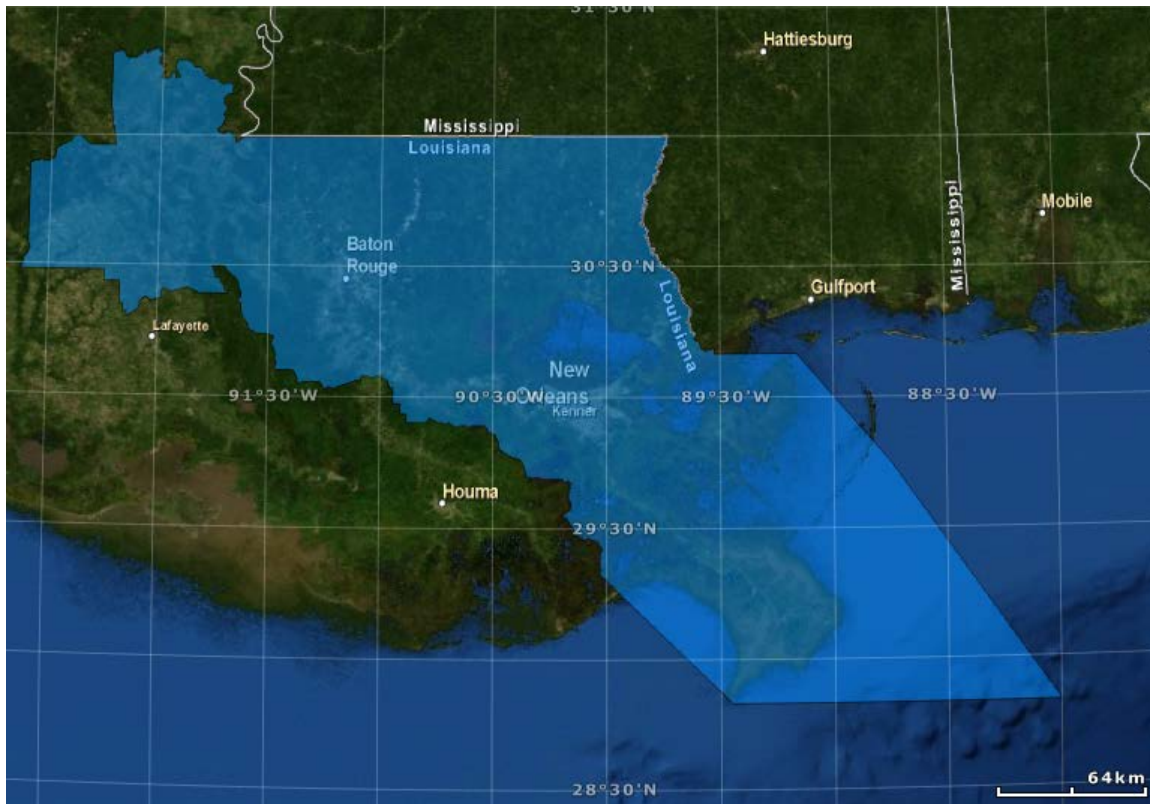
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W, thence south along longitude 92°37'00" W to the outermost extent of the EEZ to longitude 88°00'00" W.; thence north to latitude 28°50'00" N, longitude 88°00'00" W.

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New Orleans Captain of the Port Zone



New Orleans COTP Zone Boundaries Quick Reference

Lower Mississippi (LMR)	Sea Buoy (MM 20)- 303
Gulf Intracoastal Waterway	MM44.2 EHL- 20 WHL
Inner Harbor Navigational Canal (IHNC))	Entire Canal
(Industrial Canal)	
Port Allen Route	MM0-64.1
Atchafalaya River	MM0-45 and shared jurisdiction W/ Morgan City MM45.5-49.5
Mississippi River Gulf Outlet	MM10-66
Tiger Pass	Entire Pass

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Inland/Coastal Zone Delineation



The purple line in the map above marks the delineation between the USCG and EPA jurisdictions, Inland and Coastal Zones as defined in the NCP (40 CFR Part 300).

1210 Federal

The USCG Captain of the Port, New Orleans is the pre-designated OSC for pollution response in the Coastal Zone in accordance with 40 CFR Part 300.120(a)(1).

The Coastal Zone as defined for the purposes of the NCP and the SELACP means, all United States waters subject to the tide, United States waters of the Great Lakes, specified ports and harbors on inland rivers, waters of the contiguous zone, other waters of the high seas subject to the NCP, and the land surface or land substrata, ground waters, and ambient air proximal to those waters.

The EPA Region VI provides the pre-designated OSC for pollution response in the Inland Zone in the State of Louisiana. Responses conducted in the Inland zone shall be conducted in accordance with Region VI Regional Contingency Plan (RCP), and applicable Sub-Area Contingency Plans.

The Inland Zone as defined for the purposes of the NCP and the SELACP means, the environment inland of the coastal zone excluding the Great Lakes and specified ports and harbors on inland rivers. The term inland zone delineates an area of federal responsibility for response action. Precise boundaries are determined by EPA/USCG agreements and identified in federal regional contingency plans.

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Specific response boundaries are identified in the [Memorandum of Understanding between EPA and USCG Eighth District](#). This document can be found in Chapter 9000, Appendix T.

For spills originating on land impacting or threatening to impact navigable water, the determination of the appropriate federal agency (EPA or USCG) for response shall be made by considering the AOR to which the largest impact may occur.

According to Section 300.140(b) of the NCP, if a discharge or release affects more than one zone (inland/coastal/COTP), determination of the FOSC shall be based on the area vulnerable to the greatest threat. If the area vulnerable to the greatest threat cannot be determined, the Unified Command shall establish an Incident Command System that adequately accounts for effective response in both zones. If transition of FOSC from one agency to another is necessary, the transition shall follow the guidelines outlined in Section 1140 of this chapter.

1210.1 First Federal Official On-Scene

According to Section 300.135(b) of the NCP, the first federal official affiliated with a National Response Team member agency to arrive on scene of a discharge or release should coordinate activities under the NCP and is authorized to initiate, in consultation with the pre-designated FOSC and prior to his/her arrival on scene, any necessary actions normally carried out by the FOSC. Arrival of the first federal official on scene does not affect the designation of the appropriate FOSC.

1210.2 Trans-Boundary Jurisdictions

The following FOSC/COTP Zones border the New Orleans FOSC Zone.

North - U.S Coast Guard Sector Upper Mississippi River: (866) 360-3386

West - U.S. Coast Guard MSU Morgan City: (985) 380-5320

East - U.S. Coast Guard Sector Mobile: (251) 441-6211

Inland Zone - U.S. Environmental Protection Agency: 1-866-EPA-SPILL (372-7745)

1220 State

The State of Louisiana will respond within its jurisdiction and laws within the state's boundaries.

1230 Tribal

The following Federally Recognized Tribes are contained within the geographical area covered under this plan.

- Chitimacha Tribe of Louisiana

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- Coushatta Tribe of Louisiana
- Jena Band of Choctaw Indians
- Tunica-Biloxi Indian Tribe of Louisiana
- Alabama-Coushatta Tribe of Texas
- The Choctaw Nation of Oklahoma
- Quapaw Tribe of Oklahoma
- Seminole Nation of Oklahoma
- Seminole Tribe of Florida
- Mississippi Band of Choctaw Indians

1240 Local

The following Parishes are contained within the geographical area covered under this plan. Parish agencies will respond within their jurisdiction and laws within the appropriate Parish boundaries.

- Orleans Parish
- Plaquemines Parish
- St. James Parish
- St. Bernard Parish
- Jefferson Parish
- St. Charles Parish
- St. Tammany Parish
- St. John the Baptist Parish
- St. James Parish
- St. Landry Parish
- Ascension Parish

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- Iberville Parish
- Pointe Coupe Parish
- West Feliciana Parish
- East Feliciana Parish
- West Baton Rouge Parish
- East Baton Rouge Parish
- Tangipahoa Parish

1250 Memorandums of Understanding/Agreement

All Memorandums of Understanding (MOUs)/Agreement (MOAs) applicable to this plan can be found in Chapter 9000, Appendix T.

1300 Area Committee Purpose and Objectives

The SELAC is a spill preparedness and planning body made up of federal, state, and local agency, industry, and non-governmental organization representation. The SELAC, under the direction of the New Orleans COTP/FOSC, is responsible for developing an Area Contingency Plan. The SELAC is also responsible for working with state and local officials to plan for joint response efforts, including appropriate procedures for mechanical recovery, dispersant use, shoreline cleanup, protection of sensitive environmental areas, and protection, rescue, and rehabilitation of fisheries and wildlife. The SELAC is also required to work with state and local officials to expedite decisions for the use of dispersants and other mitigating substances and devices.

The Area Committee's primary objective is to plan for a safe, appropriate, and timely response to all reports of oil or hazardous substance spills.

1310 Area Committee Standing Membership

A comprehensive list of SELAC members and contact information can be found in Chapter 9000, Appendix A.

1320 Incident Specific Objectives

Incident Commanders/Unified Commands are responsible for providing direction and guidance to the Incident Management Team/Responders. The Command must analyze the overall requirements of the incident and determine the most appropriate direction for the Incident Management Team/Responders to follow during an incident. This is in part accomplished by developing response objectives. The following are example objectives applicable to this plan; they can be used as is or modified in response specific risk

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applications. Incident specific objectives may be needed that are not represented in the below examples.

1321 Safety

- Provide for the safety and welfare of citizens and response personnel
- Provide for the safety and security of responders and maximize the protection of the public health and welfare
- Identify safety and risk management factors; monitor for compliance for public and responders
- Implement practices that allow for the safety and welfare of vessel passengers and non-essential crew
- Conduct Operational Risk Assessment and ensure controls are in place to protect the responders and the public

1322 Fire/Salvage

- Conduct damage/stability assessment; develop and implement a salvage plan
- Implement the salvage and tow plan

1323 Waterways Management

- Conduct port assessment and establish priorities to facilitate commerce
- Develop/implement transit plan to include final destination/berth(s) for vessels
- Identify safe refuge/berth for effected vessels
- Re-open effected waterways as soon as is practicable

1324 Oil/Haz Substance

- Control the source and minimize the volume discharges/released
- Determine oil/haz substance fate and effect (trajectories)
- Identify sensitive areas, develop strategies for protection and conduct pre-impact shoreline debris removal
- Contain and recover spilled product(s)
- Conduct an assessment and initiate shoreline cleanup efforts

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- Remove product from effected area
- Conduct efforts to effectively contain, cleanup, recover, and dispose of spilled product

1325 Environmental

- Provide protection of environmentally sensitive areas including wildlife and historic properties
- Identify and maximize the protection of environmentally sensitive areas
- Identify threatened species and prepare to recover and rehabilitate injured wildlife
- Investigate the potential for and if feasible, utilize alternative technologies to support response effort

1326 Management

- Manage a coordinated interagency response effort (i.e. UC)
- Establish an appropriate Incident Management Team organization that can effectively meet the initial and long term challenges required to mitigate the incident
- Identify all appropriate agency/organization mandates, practices, and protocols for inclusion in the overall response effort
- Identify and minimize social, political, and economical adverse effects
- Implement a coordinated response with other response agencies
- Evaluate all planned actions to determine potential impacts to social, political, and economic entities
- Identify competing response activities (SAR and Pollution mitigation) to ensure that they are closely coordinated
- Identify and establish incident support facilities to support interagency response efforts
- Keep the public, stakeholders, and the media informed of response activities
- Ensure appropriate financial accounting practices are established and adhered to

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- Ensure internal/external resource ordering procedures are established and adhered to
- Establish an incident document system
- Establish an appropriate structure to facilitate communications with stakeholders and agency/organization coordination facilities

1400 National Response System

1410 National Response Structure

The National Response System (NRS) coordinates government agencies with responsibility for human health and environmental protection in a focused response strategy for the immediate and effective cleanup of an oil or hazardous substance spill. It is a three-tiered federal response and preparedness system that supports the pre-designated FOSC and SOSC in coordinating national, regional, state, tribal, and local government agencies, industry, and the responsible party during a response.

The three tiers are the National Response Team, Regional Response Team, and the OSC. The NRS is described in the NCP (40 CFR Part 300). The NRS does not remove the primary responsibility of initiating and completing a proper response by the responsible party. The NRS is used for all spills. When appropriate, the NRS is designed to incorporate a unified command and control support mechanism consisting of the FOSC, the SOSC, and the Responsible Party's Incident Manager and, when appropriate, tribal and local representatives.

1410.1 Spill of National Significance

A Spill of National Significance (SONS) classification provides additional support at the national level to the FOSC. Per 40 CFR 300.323 the Commandant for the Coast Guard holds the authority for declaring a SONS. Some or all of the conditions below will exist when classifying a spill a SONS:

- A spill of size, magnitude and/or complexity that presents a significant challenge(s) to the Coast Guard FOSC and the RRT.
- Local and regional resource coordination or the Unified Commands incident management capability is exceeded.
 - Unified Command resource coordination capability is exceeded
 - The pre-designated FOSC is requesting regional support from the Coast Guard District
 - The RRT is supporting the pre-designated FOSC in accordance with the Regional Contingency Plan

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- The Coast Guard LANTAREA is coordinating requests for Coast Guard resources and support through Coast Guard PACAREA
- The Coast Guard Office of Incident Management and Preparedness is coordinating with the National Response Team for interagency and international support.
- Multiple unified incident command posts (ICPs) have been established
- One or more Area Command(s) (UACs) has/have been established
 - Each UAC has established communication with regional level agencies, tribal, and territorial emergency and environmental response management personnel, and regional level non-governmental stakeholders to help establish response priorities
 - The UAC organization will already include the elements of the Coast Guard National Strike Force, RRT Co-Chairs, and the Coast Guard District Response Advisory Teams (DRATs).

The Coast Guard Commandant may choose to and has the authority to name a National Incident Commander (NIC) to assist the FOSC with interagency and governmental/public affairs coordination.

When an oil spill incident is an element of a larger response governed by a Stafford Act Presidential disaster declaration, it is unlikely that a SONS classification would be necessary. The national level response support will be coordinated by the Federal Emergency Support Function (ESF #10) within a Joint Field Office (JFO). For more information regarding a SONS please refer to Coast Guard COMDTNIST 16465.1A

1410.2 National Response Team

The National Response Team (NRT) consists of 16 federal agencies with responsibilities, interests, and expertise in various aspects of emergency response to pollution incidents. The EPA serves as chair and the Coast Guard as vice-chair of the NRT, except when activated for a specific incident, when the lead agency representative serves as chair. The NRT is primarily a national planning, policy and coordination body and does not respond directly to incidents. The NRT provides policy guidance prior to an incident and assistance usually takes the form of technical advice, access to additional resources/equipment, or coordination with other RRTs.

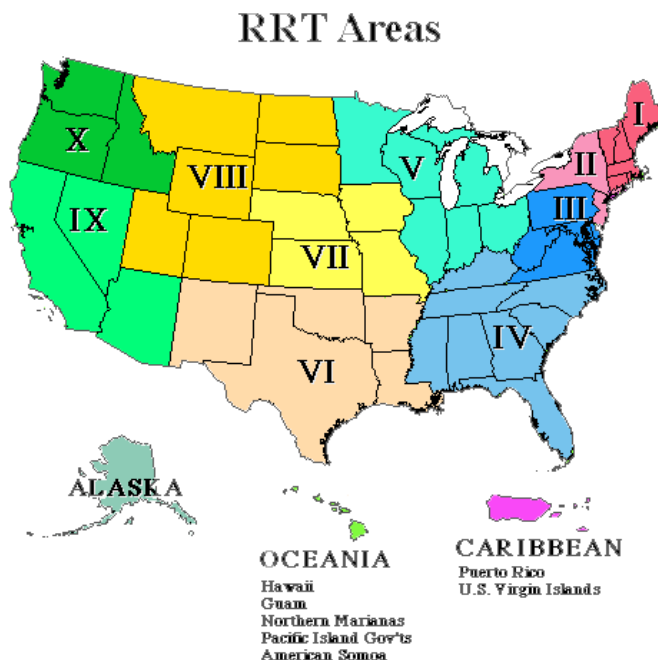
1420 Regional Response Team

There are 13 Regional Response Teams (RRTs), one for each of the ten federal regions and Alaska, the Caribbean, and Oceania. Each RRT has federal and state

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representation. EPA and the Coast Guard co-chair the RRTs. The RRTs are planning, policy, and coordinating bodies, and may be activated during a major incident to assist the FOSC with resources. The RRT also provides guidance support and approval for pursuing certain response strategies.



RRTs may be activated for specific incidents when requested by the FOSC. If the assistance requested by a FOSC exceeds a RRT's capability, the RRT may request assistance from the National Response Team (NRT). During an incident the RRT may either be alerted by telephone or convened. The applicable RRT will be consulted by the FOSC on the approval/disapproval of the use of alternative response technologies (i.e. in-situ burning, dispersants, bio-remediation, and other chemical counter-measures) when that decision has not been pre-approved. The SELACP geographical boundaries fall within the jurisdiction of RRT VI.

1430 Area Response Structure

The Southeast Louisiana Area Committee member agencies will manage spill incidents according to the following principles:

- **Incident Command System** The signatory agencies will use the National Incident Management System (NIMS) model Incident Command System (ICS);
- **Unified Incident Command** When more than one of the signatory agencies arrive on-scene to participate in managing a response action, the agencies will utilize a unified command structure to jointly manage the spill incident. In the Unified Incident Command (UC). Whenever possible, decisions with regards to the response will be made by consensus and documented through a single

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Incident Action Plan (IAP). When a consensus cannot be reached, the FOSC has the ultimate decision-making authority.

Members of the Unified Command shall have jurisdiction over the incident, capability to respond, and on-scene decision making authority.

- **Unified Area Command** For a very large single incident or multiple, simultaneous incidents involving a large number of resources and/or impacting a large geographical area, a Unified Command may be established. The Unified Area Command has the responsibility to: set overall incident-related objectives and priorities, allocate critical resources based on those priorities, ensure the incident/incidents are properly managed, and ensure that incident objectives are met and do no conflict with each other. The Unified Area Command has overall responsibility for setting response priorities and objectives, which are then carried out by field ICS/UC organization(s);
- **Tribal and Local Government On-Scene Coordinators** The Unified Command may incorporate additional tribal or local government on scene coordinator into the command structure as appropriate;
- **Responsible Party Command Structure** The person or persons responsible for a spill incident shall utilize an incident command system, which is capable of rapidly, and readily integrating into the NIMS based ICS/US organization utilized by the SELACP signatory agencies; and
- **Response Plan Approval** The National Oil and Hazardous Substance Contingency Plan (NCP, 40 CFR Part 300) requires that vessel, onshore facility, offshore facility, and pipeline response plans be compatible with the applicable Area Plan. Therefore, it is the policy of the Area Committee that vessel and facility contingency plans be consistent with the SELACP.

1430.1 Federal On-Scene Coordinator

USCG Sector New Orleans maintains and manages emergency response teams for response to discharges of oil and releases of hazardous substances in the coastal zone. These teams vary in size based on the nature of the incident. In all cases, they are tasked with assessing the discharge to determine response measures, monitor and supervise pollution countermeasures, document all phases of the response, conduct investigations to determine source, determine cause and responsible party, initiate enforcement actions, and act for the FOSC as an on-scene representative or until their arrival. Additional responsibilities include ensuring containment cleanup and disposal are carried out adequately, notification of all Natural Resource Trustees, and coordination of activities with federal, state, tribal, and local agencies.

The EPA Emergency Response Program consists of emergency response FOSCs located in the region office in Dallas, Texas; they may respond to any location

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throughout the region, or country. FOSCs are responsible for determining the source, cause, and responsible party, as well as initiating source control and enforcement actions as appropriate. Additional responsibilities include ensuring containment cleanup and disposal are carried out adequately, notification of all Natural Resource Trustees, and coordination of activities with federal, state, tribal, and local agencies. EPA also has access to technical assistance contractors who can provide technical oversight and other resources at spill and uncontrolled hazardous waste sites. In some cases, EPA's technical assistance contractor may arrive on scene prior to the FOSC. Prior to the arrival of the EPA OSC, the EPA contractor will cooperate with on-site agencies but will take direction through the EPA OSC only.

1430.2 Louisiana Response Structure

The Louisiana Oil Spill Prevention and Response Act of 1991 has pre-designated the Louisiana Oil Spill Coordinators Office (LOSCO) to act as the lead state agency/State On-Scene Coordinator (SOSC) for all oil spills or threatened oil spills affecting the land, coastal waters, or any other waters of Louisiana. The coordinator shall provide clear designation of the responsibilities and jurisdictions and avoid unnecessary duplication and expense. A complete list of the responsibilities for each state trustee agency as defined in the Louisiana State Oil Spill Contingency Plan can be found at <http://www.losco.state.la.us/>

For hazardous substance releases, the Louisiana Department of Public Safety serves as the SOSC.

1430.3 Local Response Structure

The local response structure consists of the agencies below the state level, including parishes, cities, etc. When a local jurisdiction holds interest in an incident they may be represented by the Liaison Officer, in the command staff, or may have response personnel integrate into position in the general staff. In larger incidents local jurisdictions may be incorporated as branch directors.

1430.4 Industry Response Plans/Worst Case Discharges

The Oil Pollution Act of 1990 (OPA 90) amended section 311(j) of the Federal Water Pollution Control Act (FWPCA) to require the preparation and submission of oil spill response plans by the owners or operators of certain facilities and vessels. It also requires that the vessel or facility be operated in compliance with its submitted response plan. Failure to have submitted a response plan, and to have received approval of that plan, results in the prohibition of that vessel or facility from the handling, storing, or transporting of oil.

A major feature of the OPA90 spill response plans is the requirement for vessel and facility owners and operators to identify and ensure the availability of, by contract or other approved means, personnel and equipment necessary to remove the "worst case discharge" to the "maximum extent practicable."

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Chapter 9000, Appendix B contains planning scenarios for the Worst Case Discharges within the SELAC boundaries.

1430.4.1 Offshore Facility Oil Spill Response Plan

Owners and/or Operators of an oil handling, storage, or transportation facility, located seaward of the coast line, must submit a spill response plan to BSEE for approval. The spill response plan must demonstrate that the owner/operator can respond quickly and effectively whenever oil is discharged from their facility. The requirements for Off-shore Oil Spill Response Plans can be found in 30 CFR Part 254. Coast Guard District Eight coordinates with BSEE Oil Spill Preparedness Division to conduct joint reviews of Gulf of Mexico OSRPs and to provide COTPs with WCD data semi-annually.

1430.4.2 Onshore Facility Response Plans

33 CFR Part 154 requires that the owner or operator of a “substantial harm” or “significant and substantial harm” facility, as defined in 33 CFR Part 154, submit a Facility Response Plan (FRP) to the local COTP. Section 4202(b)(4)(B) of OPA 90 precludes a facility from handling, storing, or transporting oil unless it has an USCG approved (or interim waiver) FRP as per 33 CFR Part 154.1025(b). For all marine transportation-related facilities, reviews and approvals will be done by the local COTP. FRPs are based upon national planning standards and response scenarios that articulate how a facility will carry out a response.

1430.4.3 Vessel Response Plans

Due to the transitory nature of vessel operations, all Vessel Response Plans (VRPs) are reviewed at the national level. VRPs are based upon national planning and response scenarios that articulate how a vessel will carry out a response.

UC/ICs can utilize these plans to assist with a response to a Tank or Non-tank vessel. The following information should be available in a VRP.

- Tank Diagrams
- Emergency Contacts
- Contracted Response Resources
- Salvage and Marine Firefighting Plan
- Emergency Lightering Procedures

1430.4.4 Tank Vessel Response Plans

Vessel Response Plans (VRPs) are required for all Tank Vessels that are constructed or adapted to carry oil in bulk as cargo or cargo residue except: vessels exempted in 33 CFR Part 155.1015 and fishing and fish tender vessels of not more than 750 gross tons

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when engages only in the fishing industry. The requirements for these plans can be found in 33 CFR Part 155 Subpart D.

1430.4.5 Non-Tank Vessel Response Plans

On August 9, 2004, the President signed the Coast Guard Maritime Transportation Act of 2004 (CGMTA 2004). Section 701(a) and (b) of the CGMTA amend sections 311(a) and (j) of the FWPCA to require the Coast Guard to issue regulations that require an owner or operator of a non-tank vessel to prepare and submit to the Coast Guard a plan for responding to the maximum extent practicable to a worst case discharge, of oil, and to a substantial threat of such discharge.

NVIC 01-05, Change 1 provides voluntary guidance to owners and operators of non-tank vessels for preparing and submitting plans for responding to a discharge or threat of a discharge of oil from their vessel and for receiving interim operating authorization from the Coast Guard.

1430.4.6 Shipboard Oil Pollution Emergency Plan (SOPEP)

The Act to Prevent Pollution from Ships was amended to incorporate the requirements regarding Shipboard Oil Pollution Emergency Plan (SOPEPs) of Annex I of the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978, as amended (MARPOL 73/78).

SOPEPs are required to be carried on board all oceangoing oil tankers of 150 gross tons and above and all other vessels of 400 gross tons and above. SOPEPs are required to be reviewed and approved by the vessel's flag state (country) administration. For U.S. flag vessels 33 CFR Part 151.27 requires that the Coast Guard approves the plan. To provide consistency the review of SOPEPs, all plans will be reviewed nationally by the Coast Guard.

The purpose of a SOPEP is different than that of the vessel and facility response plans mandated by OPA 90. A SOPEP provides guidance to the ship's master and officers with respect to the onboard emergency procedures followed when a pollution incident has occurred or is likely to occur. These plans will often be in a checklist type format.

1430.4.7 Response Plans for Onshore Oil Pipelines

Owners and/or Operators of onshore oil pipeline that, because of its location, could reasonably be expected to cause substantial harm to the environment by discharging oil into or on a navigable waterway of the United States or adjoining shoreline must possess a Response Plan for Onshore Oil Pipelines. The requirements for this response plan are found in 49 CFR Part 194.

1430.5 National Responsible Party Policy

Under the FWPCA as amended by OPA 90, the responsible party has primary responsibility for cleanup of a discharge. Per FWPCA Section 311 and OPA90 Section 4201, an owner or operator of a tank vessel or facility participating in removal efforts shall act in accordance with the NCP and the applicable response plan. FWPCA

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Section 311(j)(5)(C) as implemented by OPA90 Section 4202 states that these response plans **SHALL**:

- Be consistent with the requirements of the NCP and ACPs;
- Identify the qualified individual having full authority to implement removal actions, and require immediate communications between that individual and the appropriate UC official and the persons providing personnel and equipment pursuant to this clause;
- Identify, and ensure by contract or other means approved by the President, the availability of private personnel and equipment necessary to remove to the maximum extent practicable a worst-case discharge (including a discharge resulting from fire or explosion), and to mitigate or prevent a substantial threat of such a discharge;
- Describe the training, equipment testing, periodic unannounced drills, and response actions of persons on the vessel or facility, to be carried out under the plan to ensure the safety of the vessel or facility and to mitigate or prevent a substantial threat of such a discharge;
- Be updated periodically; and
- Be resubmitted for approval of each significant change.

Each owner or operator of a tank vessel or facility required by OPA90 to submit a response plan shall do so in accordance with applicable regulations. Facility and tank vessel response plan regulations, including plan requirements for the Coastal Zone, are located in 33 CFR Parts 154 and 155, respectively; 30 CFR Part 254 for Off-shore facilities, and 49 CFR Part 194 for Pipeline. Facility response plan regulations for the inland zone are located in 40 CFR Part 112.

Each responsible party for a vessel or a facility from which oil is discharged, or which poses a substantial threat of a discharge, into or upon the navigable waters, adjoining shorelines or the Exclusive Economic Zone of the United States, is liable for the removal costs and damages specified in Subsection (b) of Section 1002 of OPA90. Any removal activity undertaken by a responsible party must be consistent with the provisions of the NCP, RCP, SELACP, and the applicable response plan required by OPA90. If directed by the Unified Command at any time during removal activities, the responsible party must act accordingly.

1430.5.1 Responsible Party Compliance Guidance

Specific responsibilities of the RP include, but are not limited to:

- Assessment of discharge or release;

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- Establishment of a command post, in concurrence with the other On-Scene Coordinators (OSCs);
- Documentation/identification of type and quantity of oil or hazardous substance discharged or released;
- Containment of the oil or hazardous substance spilled or released and protection of the environment, with a particular emphasis on sensitive areas, natural resources, wildlife and areas of historic significance;
- Provisions of input relative to cleanup priorities (i.e. waste minimization);
- Timely and effective cleanup;
- Disposal of oil, oily waste, and Hazardous substances;
- Restoration of damaged environmental/natural resources;
- Communication with local, state, and federal response agencies and organizations;
- Communication with the media;
- Payment for damages;
- Steps to prevent reoccurrence of discharges or releases; and
- Wildlife collection and care in conjunction with responsible state, local, and federal agencies.

The RP has the opportunity to conduct damage assessments when required by the state/federal agencies and/or when appropriate given the RP's available resources as determined by the UC.

1430.5.2 Responsible Party Conformation with the SELACP

The NCP requires that response plan holders "prepare and submit a plan for responding, to the maximum extent practicable, to a worst case discharge, and to a substantial threat of such discharge, of oil or a hazardous substance". These response plans are required to be consistent with the SELACP.

The requirement for vessel, on-shore facility, offshore facility, and pipeline response plans to be consistent with the SELACP applies to:

- Contingency Plan: content, review, and approval;

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- The execution and evaluation of spill drills and exercises; and
- The management of spill response actions.

Failure to adequately conform to the SELACP may result in: rejection of a spill contingency/response plan; non-credit for a drill; or federal and/or state agencies assuming direct control of a spill response action. However, it is also the policy of the SELAC that the unified command will encourage the party responsible for a spill incident, to maintain the primary responsibility for managing the response action so long as they:

- Actively and cooperatively participate in the unified command structure;
- Provide an organization which is compatible with NIMS ICS;
- Provide regular communication and documentation that assures adequate response resources are being rapidly mobilized in proportion to the size of the incident as discussed in the following section; and
- Follow their approved spill contingency/response plan (if applicable) unless otherwise directed, or a deviation is agreed to, by the unified command.

1430.5.3 Requirement for a Full and Rapid Response

The SELAC shall plan for an aggressive, timely, and efficient, response to an incident to provide adequate equipment and trained personnel to effectively respond to the highest quantity of product that can be released. If it is determined that excessive response resources are ordered or mustered they may be canceled or demobilized to help control the cost of the response action to the responsible party and responding agencies.

In launching an aggressive, timely, and efficient response take the following into account:

- It is often difficult to obtain precise information on the quantity of oil or hazardous material, which has actually been released and is likely to continue to be released until the source is controlled;
- Notification may be delayed;
- There is a tendency of some responsible parties to be very conservative in estimating the quantity of oil spilled due to liability considerations;
- Miscommunication can occur as to the actual extent of personnel and equipment which has been ordered, and as to the estimated time of arrival. Similarly, estimates are sometimes overly optimistic;

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- Response contractors may experience difficulty in timely mobilization for some or all portions of their response resources for various reasons; and
- In some cases, state and federal on-scene coordinators are cautious in making sure responsible parties do not mobilize unnecessary resources, which would needlessly increase the cost of the response action.

However, adequate response resources must be rapidly mobilized if initial source control, containment, and cleanup efforts are to be successful. Spill response is more cost-effective and far less damaging to natural resources to contain a spill rather than to remove it from the water and beaches.

If the responsible party fails to respond in a manner deemed reasonably consistent with the SELACP; the FOSC or SOSC may assume the lead for a portion or of the entire spill. The agency proposing to assume lead for the cleanup will closely coordinate with other members of the unified command prior to taking such action.

There are weaknesses in the response community's ability to produce a fully effective response. These weaknesses are:

- **Coastal Response.** During certain times of the year, it can be difficult to provide effective response actions for spills in the outer coastal environment. Once equipment arrives on-scene in the coastal environment; sea state and meteorological conditions (such as fog, wind, and rain) may dramatically limit or preclude effective oil booming and on-water recovery efforts;
- **Response in Shallow Marine Embayments.** Diversions and containment booming and intertidal shoreline cleanup is challenging in many of the New Orleans' areas sensitive shallow marine estuaries. Once oil enters these intertidal areas, extensive environmental damage is likely and recovery technology has minimal effectiveness. Conventional shoreline clean-up activities themselves can cause extensive damage and are therefore seldom used; and
- **Response to Catastrophic Oil Spills** Should a catastrophic oil spill occur, it is likely that there will not be adequate response resources in the New Orleans area to manage and clean-up the spill. Therefore, the New Orleans area will rely in part on mutual aid from Gulf Coast States, and other jurisdictions to provide much of the necessary response resources in the event of a catastrophic spill.

1440 Incident Command System

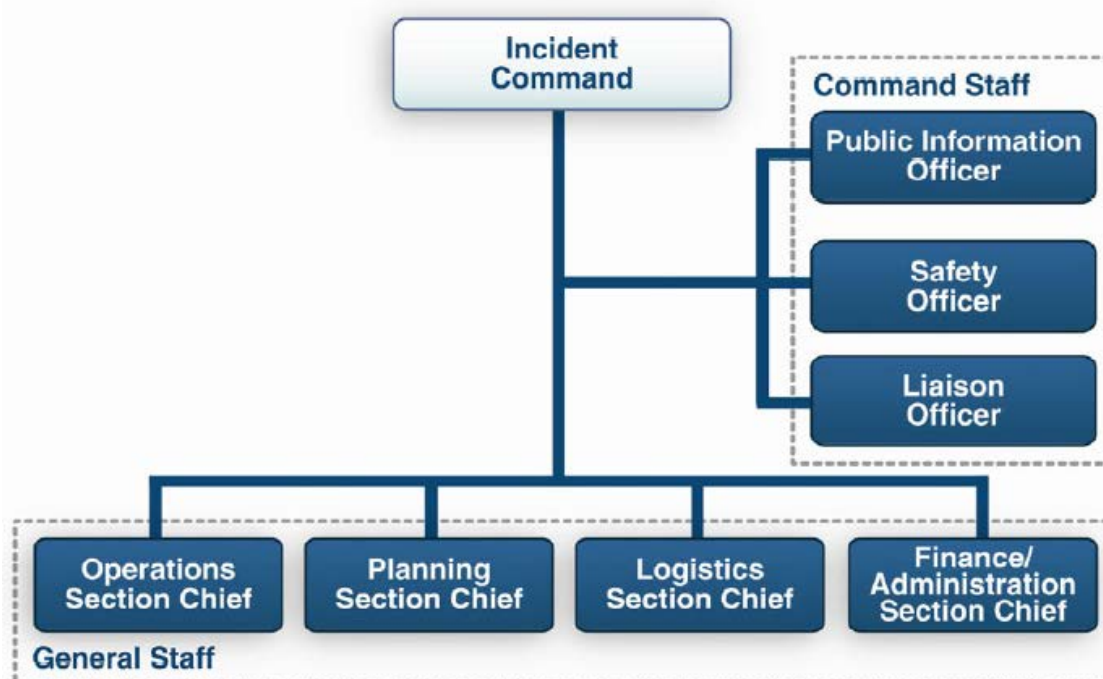
The unified incident command structure allows for a coordinated response, which takes into account the federal, state, tribal, local and responsible party concerns and interests when implementing the response strategy. The FOSC has the ultimate authority in a response operation and will only exert this authority, consistent with the NCP, if the

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other members of the unified incident command are not present or are unable to reach consensus quickly.

During responses to oil and hazardous substance spills, local agencies may be involved as part of the incident response, and may provide agency representatives who interface with the command structure through the Liaison Officer or the SOSOC, or within the incident structure itself. When a UC is used, an Incident Command Post (ICP) and Joint Information Center (JIC) shall be established. The ICP shall be as near as practicable to the spill site. All responders (federal, state, tribal, local, and private) should be incorporated into the response organization at the appropriate level.



1450 Area Exercise Mechanism

The FOSC shall periodically conduct drills of removal capability, without prior notice, in areas for which ACPs are required. This action will allow effective assessments of such plans and relevant vessel, and facility response plans. These drills may include participation by federal, state, local agencies, owners and operators of vessels and facilities in the area, and private industry. The National Strike Force Coordination Center (NSFCC) will act as a clearinghouse for exercises, participating in the development, execution, and evaluation to the fullest extent practicable, with the cognizant program managers of the USCG and EPA. The NSFCC may, in conjunction with the cognizant program managers of the USCG and EPA, impose unannounced area or multi-area exercises. [NOTE: The NSFCC is responsible for executing the National Preparedness for Response Exercise Program (PREP). All USCG participation in exercises will be coordinated with and/or through the NSFCC.]

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1450.1 National Preparedness for Response Exercise Program (NPREP)

The National Preparedness for Response Exercise Program (NPREP) was developed to establish a workable exercise program which meets the intent of Section 4204(a) of OPA 90, amending Section 311 (j) of the FWPCA, by adding a new subsection (6) and a new subsection (7) for spill response preparedness.

The NPREP was developed to provide a mechanism for compliance with the exercise requirements, while being economically feasible for the government and oil industry to adopt and sustain. The NPREP is a unified federal effort and satisfies the exercise requirements of the Coast Guard, the EPA, the Pipeline and Hazardous Materials Safety Administration (PHMSA) Office of Pipeline Safety, and the Bureau of Safety and Environmental Enforcement (BSEE). Completion of the NPREP exercise will satisfy all OPA 90 mandated federal oil pollution response exercise requirements.

NPREP addresses the exercise requirements for oil pollution response. There are additional industry planning and exercise requirements contained in other federal statutes, which are not addressed in the NPREP Guidelines. The NPREP represents the minimum guidelines for ensuring adequate response preparedness. If personnel with an organization believe additional exercises or an expansion of the scope of the NPREP exercises are warranted to ensure enhanced preparedness, they are highly encouraged to conduct these exercises.

The NPREP exercise should be viewed as an opportunity for continuous improvement of the contingency/response plans and the response system. Plan holders are responsible for addressing any issue that arises from evaluation of the exercise and for making changes to the contingency/response plans necessary to ensure the highest level of preparedness.

1450.1.2 Participation in NPREP

Industry Plan holders are required to meet the pollution response exercise requirements mandated by the federal agency with regulatory oversight for the specific type of industry involved (e.g., vessel, marine transportation-related facilities, onshore and certain off-shore non transportation-related facilities, pipelines, offshore facilities). The NPREP satisfies these requirements. The NPREP is a voluntary program. Plan holders are not required to follow the NPREP guidelines and, if they choose not to, may develop their own exercise program that complies with the regulatory exercise requirements.

The NPREP guidelines can be found online at <https://www.regulations.gov/#!documentDetail;D=USCG-2011-1178-0109>

Applicability

The NPREP is applicable to all industry response plan holders who elect to follow these guidelines.

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Industry plan holders electing not to adopt the NPREP as their exercise program will be responsible for developing and documenting an exercise program that satisfies the appropriate federal oversight agency. If an industry plan holder has developed one response plan that covers a fleet of vessels or regional operations of offshore platforms, this plan holder would only be required to conduct one “set” of exercises for the plan, with the exception of the Qualified Individual notification exercises and the emergency procedure exercises, which are required for all manned vessels and unmanned barges as specified in 33 CFR Part 155.1060.

The Eighth Coast Guard District coordinates the NPREP. For detailed information on the NPREP, the National Preparedness for Response Exercise Program (NPREP) handbook can be found online at:

<https://www.regulations.gov/#!documentDetail;D=USCG-2011-1178-0109>

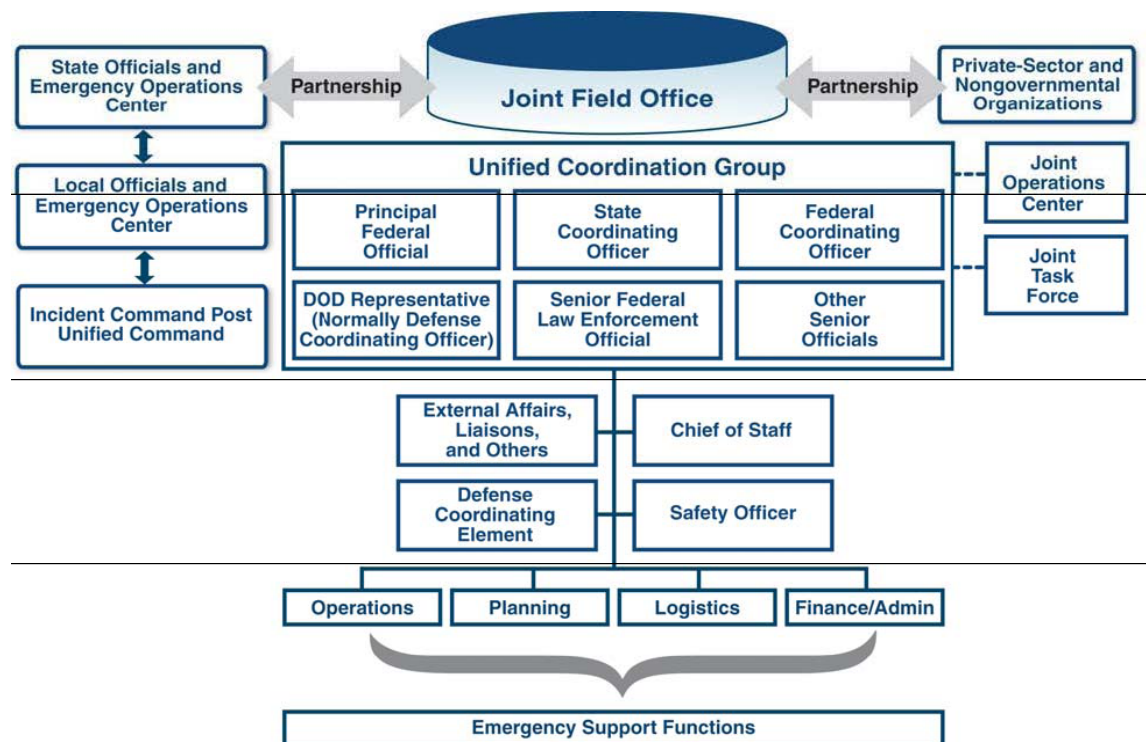
1460 National Response Framework

After close collaboration with state and local government officials and representatives from a wide range of public safety organizations, The U.S. Department of Homeland Security (DHS) issued the National Incident Management System (NIMS) which provides a consistent nationwide approach for Federal, State, tribal, and local governments and private sector and non-governmental organizations (NGOs) to work effectively and efficiently together to prepare for, prevent, response to, and recover from domestic incidents, regardless of cause, size, or complexity. The incident management system outlined in the SELACP is consistent with NIMS.

The National Response Framework (NRF) and NIMS documents may be accessed at <http://www.fema.gov/national-response-framework>

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Note: Per Notice of Change of the National Response Plan to the National Response Framework the Interagency Incident Management Group is now the Unified Coordination Group and the Homeland Security Operations Center is not the National Operations Center.

Initial response to an act of terrorism from chemical warfare agents or radiological materials may not likely differ greatly from a response to other hazardous material incidents. Terrorism response for biological agents and explosives may differ significantly from typical hazardous materials incidents. It may be unclear at the initial on-set of a response whether the cause was accidental or an act of terrorism. Local responders will be the first to arrive on scene to assess the situation and possibly take initial response measures to contain or stop the release. A terrorist incident will always be treated as a crime scene and preservation of evidence is critical. Coordination is required between law enforcement who view the incident as a crime scene, and other first responders who view the incident as a hazardous materials problem or disaster site. Although protection of life remains paramount, the protection and processing of the crime scene is imperative so that perpetrators may be identified and apprehended.

The responsibilities for response to a WMD incident lie with multiple agencies and the SELAC should be prepared to provide resources under the National Response Framework (NRF) during a response to a terrorist incident. It is possible that a major public health and environmental incident could be the result, perhaps the intent, of this type of incident. The SELACP may be needed to address critical short-term issues while a larger response infrastructure is developed under the full National Response Framework. Parallel response actions by SELAC member agencies may be on-going under the NRS prior to and during NRF activation.

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Unique information regarding hazardous substance incidents, including Radiological and WMD incidents, can be found in Chapter 7000 Hazardous Substance Unique Information.

1470 Nuclear/Radiological Incident Annex to the NRF

The Nuclear/Radiological Incident Annex (NRIA) to the NRF describes the policies, situations, concepts of operations, and responsibilities of the Federal departments and agencies governing immediate response and short-term recovery activities for incidents involving release of radioactive materials to address the consequences of the event. These incidents may occur on Federal-owned or licensed facilities, privately owned property, urban centers, or other areas and may vary in severity from the small to the catastrophic. The incidents may result from inadvertent or deliberate acts. The NRIA applies to incidents where the nature and scope of the incident requires Federal response to supplement the State, Tribal, and/or Local incident response.

There are two Nuclear Power Plants located within the New Orleans COTP Zone.

River Bend Nuclear Generating Station

The River Bend Nuclear Generating Station is a nuclear power station on a 3,300 acre site near St. Francisville, Louisiana, approximately 30 miles north of Baton Rouge, in West Feliciana Parish. River Bend is operated by Entergy Nuclear and owned by Entergy Gulf States, Inc.

Waterford Nuclear Generating Station

The Waterford Nuclear Generating Station Unit 3, also known as Waterford 3, is a nuclear power plant located on a 3000 acre site in Killona, Louisiana, in St. Charles Parish. The Station site is immediately adjacent to the Mississippi River between MM 129 and 130. Waterford 3 is operated by Entergy Nuclear and owned by Entergy Gulf States, Inc.

1500 Area Response Policy

1510 National Response Policy

The National Response Policy is to ensure that all applicable laws and regulations are carried out. Those laws and regulations are intended to ensure effective and immediate removal of a discharge/release, mitigation or prevention of a substantial threat of a discharge of oil or release of hazardous substances, and overall protection of human health and the environment.

1520 Coast Guard Policy

The Coast Guard will respond consistent with the policy outlined in the NCP and this ACP. The Coast Guard may elect not to dispatch representatives to reported discharges where representatives of another cognizant government agency are responding. However, if Federal removal is indicated within the coastal zone, the Coast Guard will

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respond. If the responsible party is conducting proper removal, the Coast Guard FOSC will use best judgment in determining the need for the presence of Coast Guard personnel on scene. In the event of a spill where there is no responsible party or their response efforts are inadequate, Coast Guard responsibilities may include assuming the response actions, partial response actions, or assuming a joint leadership in a unified command with state and local responders. General Coast Guard policy for pollution response is provided in Volume VI of the Coast Guard Marine Safety Manual.

1530 Environmental Protection Agency Policy

By statute, the EPA is the FOSC for inland spills of oil or hazardous substances. In most instances, EPA is not the first responder on scene. EPA works in cooperation with other responders, but has not delegated their responsibility as FOSC. In all spill situations, it is EPA's intent to contribute to the response by working with the local, state, tribal authorities, general public and Federal agencies to ensure the information needed to maximize the effectiveness of the response effort is easily accessible. During a response to a release, the potential responsible party (PRP), if known, available, and willing, is generally given the opportunity to adequately respond. The EPA works closely with PRPs when they are known and willing to take action to ensure that the release reaches an adequate and rapid conclusion with a minimum impact on the environment. In the event of a spill where the PRP is not identified, does not respond to contain or clean up the spill, or does an inadequate job responding, EPA responsibilities may include taking over the response or assuming a co-lead role in a unified command with state and local responders.

1540 Bureau of Safety and Environmental Enforcement

The Bureau of Safety and Environmental Enforcement (BSEE) is responsible for ensuring comprehensive oversight, safety, and environmental protection in all offshore energy activities. BSEE handles safety and environmental enforcement functions including, but not limited to, the authority to inspect, investigate, summon witnesses and produce evidence, levy penalties, cancel or suspend activities, and oversee safety, response, and removal preparedness.

1550 Department of Defense and Department of Energy Policies

In the case of the Departments of Defense (DOD) or Department of Energy (DOE), when a response to a release or threat of release of a hazardous substance, pollutant, or contamination is on DOD or DOE property, or the sole source of the release is from any facility or vessel under the jurisdiction, custody, or control of DOD or DOE, those agencies shall provide FOSCs responsible for taking all response actions. DOD will be the removal response authority with respects to incidents involving DOD military weapons or munitions or weapons and munitions under the jurisdiction, custody, or control of the DOD.

1550.1 Department of Defense Facilities

U.S. Navy

Naval Air Station, Joint Reserve Base New Orleans

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Military Sealift Command

MV CAPE KENNEDY

MV CAPE KNOX

Marine Corp

Marine Corps Support Facility New Orleans

Army Corp of Engineers

New Orleans District

Army National Guard

Camp Villere - Slidell, Louisiana

Hammond Airport - Hammond, Louisiana

Jackson Barracks - New Orleans, Louisiana

Gillis W. Long Center - Carville Louisiana

1550.2 Department of Energy Regulated Facilities

River Bend Nuclear Generating Station - St. Francisville, Louisiana

Waterford Nuclear Generating Station - Killona, Louisiana

1600 National Policy & Doctrine

1610 National Response Doctrine

The National Incident Management System (NIMS) Incident Command System is the recognized standard with which management systems must demonstrate compatibility and is the measure by which regulatory agency plan reviewers, exercise evaluators, and spill responders will gauge the adequacy of response actions. While this system allows considerable operational flexibility, it includes a collaborative planning process that delineates key management position responsibilities, common use of forms, essential Incident Action Plan elements and response personnel and equipment resource tracking methods.

Under the NIMS Guidance, Incident Resource typing, for both equipment and overhead personnel typing protocols will be forthcoming. Resource typing, which is based upon capability, will provide a basis for which resources can be requested to support response to incidents nationwide. For example, the Coast Guard Sector will provide trained and qualified Type III Command and General Staff personnel, with some key Type III Unit Leader Positions within the Sections.

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Section 4201 of OPA 90 amended Subsection I of Section 311 of the FWPCA, to require the Federal OSC to “in accordance with the National Contingency Plan and any appropriate Area Contingency Plan, ensure effective and immediate removal of a discharge, and mitigation or prevention of a substantial threat of a discharge, of oil or a hazardous substance – (i) into or on the navigable waters; (ii) on the adjoining shorelines to the navigable waters; (iii) into or on the waters of the exclusive economic zone; or (iv) that may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States.” “In carrying out these functions, the OSC may: (i) remove or arrange for the removal of a discharge, and mitigate or prevent a substantial threat of a discharge, at any time; (ii) direct or monitor all Federal, State, and private actions to remove a discharge; and (iii) recommend to the Commandant that a vessel discharging or threatening to discharge, be removed and, if necessary, destroyed.” If the discharge or substantial threat of discharge of oil or hazardous substance is of such size or character as to be a substantial threat to the public health or welfare of the United States (including but not limited to fish, shellfish, wildlife, other natural resources, and the public and private beaches and shorelines of the United States), the OSC shall direct all Federal, State, and private actions to remove the discharge or to mitigate or prevent the threat of the discharge.

1620 Regional Response Doctrine

The Regional Response Doctrine is comprised of two principle components. These are a standing team which consists of designated representatives from each participating federal agency, state government, and local governments (as agreed upon by the state) of the RRT; and incident specific teams formed from the standing team when the RRT is activated for a response. On incident-specific teams, participation by the RRT Member agencies will relate to the technical nature of the incident and its geographic location.

The [RRT VI Standard Operating Procedures](#) can be found in the Texas General Land Office’s (TGLO) Oil Spill Tool Kit at <http://www.glo.texas.gov/ost/>

1630 Area Response Doctrine

Pursuant to the National Contingency Plan (NCP; 40 CFR Part 300), area committees have been established for each area of the United States that has been designated by the President. The area committees are comprised of personnel from Federal and state agencies who coordinate response actions with tribal and local governments and with the private sector. Area committees, under the coordinated direction of Federal On-Scene Coordinators (FOSC), are responsible for developing Area Contingency Plans (ACPs). Area committees are also required to work with the response community to develop procedures to expedite decisions for the use of alternative response measures.

This plan serves as the Southeast Louisiana Area Committee Contingency Plan, and the Area Response Doctrine for oil discharges and hazardous substance releases.

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1640 Public vs. Private Resource Utilization

The Oil Pollution Act of 1990 (OPA 90) reaffirmed the basic principle that the primary source of an oil spill preparedness and response system in the U.S. should be implemented and maintained by the private sector. It is not, nor should it be, the Coast Guard's intent to compete with the commercial oil and hazardous materials pollution response industry. The utilization of government resources in lieu of commercial resources can place the government in a competitive environment. This is not the intent of OPA 90, as it defeats the incentive for commercial enterprise to maintain equipment and trained personnel in a competitive market. The Coast Guard's pre-positioned response equipment, other publicly owned response equipment, and other initiatives under the Coast Guard's oil spill response program are only intended to supplement the oil and clean-up industry's response program or be used if the commercial industry does not have readily available resources, and only until such time that the Federal On-Scene Coordinator (FOSC) or the Unified Command decides to release the resources.

The FOSC has the authority and responsibility in accordance with the National Contingency Plan to contain, control, and carry out response activities for the removal of a discharge where a substantial threat to public health or welfare, or where natural resources are endangered. At the direction and discretion of the FOSC and the Unified Command, when the responsible party executes a suitable response, any government equipment deployed should be withdrawn as commercial equipment becomes available and is placed into service.

The FOSC may consider using Coast Guard/Department of Defense (DOD) or Oil Spill Cooperative resources in such instances when the spill has been federalized and/or private sector resources cannot respond to the incident in a timely manner, or there are certain specific resources not available from the private sector.

It is the policy of the Commandant to deploy an aggressive, timely, efficient response; however, the FOSC must be mindful that the use of government-owned equipment and resources is not to compete with the use of commercial resources. Government resources should only be used under specific circumstances:

- For "first aid" spill response until contracted commercial resources arrive on-scene and are operating.
- When commercial resources are not available. This assumes that the RP, Qualified Individual, Incident Commander, or cleanup contractor has sought commercial resources but they are not available.
- Government resources can supplement commercial resources. Government resources are not to be used for the convenience of the responsible party.

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1650 Best Response Concept

Best Response depends on the best efforts of the three components of the National Response System.

- Companies – those responsible for producing, handling, storing, and transporting oil and hazardous materials, and for arranging for mitigation of an accidental discharge or release;
- Contractors – those who carry out response and cleanup in the event of a discharge or release; and
- Government – those Federal, state, and local agencies with oversight responsibility for the safe handling of oil and hazardous materials and for ensuring protection of the public and the environment in the event of a discharge or release.

Best Response protects our national interests. Each component must act responsibly, effectively, and cooperatively to accomplish the shared goal of minimizing the consequences of pollution incidents. Finally, Best Response demands that a response community builds a method to measure its own capability to achieve success. To do this kind of self-assessment the community must be able to recognize success. Key Business Drivers are the major categories within a Best Response model of things that have to be done if we are to accomplish the goal of Best Response – minimize the consequence of pollution incidents – and to be perceived as successful. Critical Success Factors are the specific things that a response must accomplish to be considered successful. There are a number of critical success factors for each Key Business Driver. An oil spill response that achieves all or most of these factors will, according to the Best Response precepts, be judged as a success.

1660 Cleanup Assessment Protocol

When spilled oil contaminates shoreline habitats, responders must survey the affected areas to determine the appropriate response. Although general approvals or decision tools for using shoreline cleanup methods can be developed during planning stages, responders' specific cleanup recommendations must utilize field data on shoreline habitats, type and degree of shoreline contamination, and spill-specific physical processes. Cleanup endpoints must be established early so that appropriate cleanup methods can be selected to meet the cleanup objectives. Shoreline surveys must be conducted systematically because they are crucial components of effective decisions. Also, repeated surveys are needed to monitor the effectiveness and effects of ongoing treatment methods (changes in shoreline oiling conditions, as well as natural recovery), so that the need for changes in methodology, additional treatment, or constraints can be evaluated.

[The Shoreline Assessment Manual](#), NOAA/HAZMAT outlines methods for conducting shoreline assessments. Shoreline assessment is a function conducted under the Planning Section of the Incident Command System (ICS).

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NOAA's Shoreline Assessment Manual outlines methods that can be used to plan and conduct shoreline assessment after an oil spill; and can then be incorporated into assessment results of the UC's decision-making process for shoreline cleanup. The Shoreline Assessment Job Aid is a supplement to the manual. It contains visual examples of many of the terms you would use during shoreline assessments.

When to terminate specific oil spill cleanup actions can be a difficult decision; When is clean, clean enough? The increasing cost of the cleanup and the damage to the environment caused by cleanup activities must be weighed against the ecological and economic effects of leaving the remaining oil in place. The decision to terminate cleanup operations is site-specific. Cleanup usually cannot be terminated while the one of the following conditions exist:

- Recoverable quantities of oil remain on water or shores.
- Contamination of shore by fresh oil continues.
- Oil remaining on shore is mobile and may be refloated to contaminate adjacent areas and near shore waters.

Cleanup may normally be terminated when the following conditions exist:

- The environmental damage caused by the cleanup efforts is greater than the damage caused by leaving the remaining oil or residue in place.
- The cost of cleanup operations significantly outweighs the environmental or economic benefits of continued cleanup.

FOSC, after consultation with the members of the Unified Command, determines that the cleanup should be terminated.

1670 Response Technologies

1670.1 Dispersant Use

The dispersant pre-approval is designed to provide for the timely use of dispersants along with mechanical techniques and in-situ burning for offshore oil spill response. No single response method is 100% effective, thereby establishing a need to consider the use of all available methods from the start of the spill response. Initially, the assumption needs to be made that all three methods (mechanical, in-situ burn, and dispersants) may be used and then adjustments are made to that assumption as information concerning the spill is received by the Federal On-Scene Coordinator (FOSC). The objective of the Regional Response Team VI (RRT VI) FOSC Dispersant Pre-approval Guidelines and Checklist is to provide for meaningful, environmentally safe, and effective dispersant operation. The programmed checklist approach allows the FOSC to quickly arrive at a logical "GO/NO GO" decision. This gives the dispersant operation the

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opportunity to begin in a timely manner that is consistent with attempting to maximize the effectiveness of dispersant use as a countermeasure to reduce the impact of oil spills. In this document the RRT VI Dispersant Pre-approval Overview, the FOSC Dispersant Use Checklist and the FOSC Dispersant Use Flowchart define the dispersant pre-approval requirements. If the dispersant pre-approval requirements are not met, the request for use of dispersant must follow the approval process as specified in the RRT VI Regional Contingency Plan Subpart H Authorization. VI (RRT VI) FOSC Dispersant Pre-approval Guidelines and Checklist is to provide for meaningful, environmentally safe, and effective dispersant operation. The programmed checklist approach allows the FOSC to quickly arrive at a logical “GO/NO GO” decision. This gives the dispersant operation the opportunity to begin in a timely manner that is consistent with attempting to maximize the effectiveness of dispersant use as a countermeasure to reduce the impact of oil spills. In this document the RRT VI Dispersant Pre-approval Overview, the FOSC Dispersant Use Checklist and the FOSC Dispersant Use Flowchart define the dispersant pre-approval requirements. If the dispersant pre-approval requirements are not met, the request for use of dispersant must follow the approval process as specified in the RRT 6 Regional Contingency Plan Subpart H Authorization. The RRT VI FOSC Dispersant Pre-Approval Guidelines and Checklist are found at <http://www.glo.texas.gov/ost/spill-response-resources/rrtvi/indexnew.html>

Specific information regarding the use of dispersants in the New Orleans COTP Zone can be found in Appendix D of this plan.

1670.2 In-situ Burn Approval/Monitoring/Decision Protocol

RRT VI In-Situ Burn Preapproval Guidelines are only available in hardcopy at this time. A checklist can be found at <http://www.glo.texas.gov/ost/spill-response-resources/rrtvi/indexnew.html>

Specific information regarding the use of In-Situ Burn can be found in Appendix C.

1670.3 Bioremediation Approval/Monitoring/Decision Protocol

RRT 6 Position Paper on Bioremediation can be found at <http://www.glo.texas.gov/ost/spill-response-resources/rrtvi/indexnew.html>

Specific information regarding the use of Bioremediation can be found in Chapter 9000, Appendix Z Bioremediation Policy.

1670.4 Special Monitoring of Applied Response Technologies (SMART)

Special Monitoring of Applied Response Technologies (SMART) is a cooperatively designed monitoring program for in situ burning and dispersants. SMART relies on small, highly mobile teams that collect real-time data using portable, rugged, and easy-to-use instruments during dispersant and in situ burning operations. Data are channeled

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to the Unified Command (UC) (representatives of the spiller and the state and federal governments who are in charge of the spill response) to address critical questions:

- Are particulate concentration trends at sensitive locations exceeding the level of concern?
- Are dispersants effective in dispersing the oil?

Having monitoring data can assist the Unified Command with decision-making for dispersant and in situ burning operations.

The SMART program is a joint project of these agencies:

- U.S. Coast Guard
- NOAA
- U.S. Environmental Protection Agency
- Centers for Disease Control and Prevention
- Bureau of Safety and Environmental Enforcement

More information regarding SMART may be found in Chapter 9000, Appendix I.

1670.5 Alternative Response Tool Evaluation System (ARTES)

During an oil spill or hazardous substance release, the OSC may consider using non-conventional alternative countermeasures (a method, device, or product that has not been typically used for spill response). To assess whether a proposed countermeasure could be a useful response tool, it is necessary to quickly collect and evaluate the available information about it.

To aid in evaluating non-conventional alternative countermeasures in particular, the Alternative Response Tool Evaluation System (ARTES) was developed. ARTES can also be used to evaluate proposed conventional countermeasures. It is designed to evaluate potential response tools on their technical merits, rather than on economic factors. ARTES is designed to work in concert with the National Contingency Plan Product Schedule and the Selection Guide for Oil Spill Applied Technologies.

For more information regarding ARTES refer to the NOAA Office of Response and Restoration Website.

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1680 Statutory Guidance Federal

1680.1 Comprehensive Environmental Response, Compensation and Liability Act, 1980

Enacted by Congress in 1980, it is also known as the Hazardous Substance Superfund as defined by 42 U.S.C. 9601 et seq. Its purpose is to provide for liability, compensation, cleanup, and emergency response for hazardous substances, pollutants, or contaminants (as defined by the statute) released into the environment and the cleanup of inactive hazardous waste disposal sites. Emergency and time critical actions for pollutants or contaminants may only be taken when these releases pose an imminent and substantial threat to human health or the environment. The NCP outlines factors which shall be considered in determining the appropriateness of an emergency or time-critical response action. These factors include:

- Actual or potential exposure to nearby human populations, animals, or the food chain from hazardous substances, pollutants, or contaminants;
- Actual or potential contamination of drinking water supplies or sensitive ecosystems;
- Hazardous substance, pollutant, or contaminants in drums, barrels, tanks, or other bulk storage containers, that may pose a threat of release;
- High levels of Hazardous substance, pollutant, or contaminants in soils largely at or near the surface, that may pose a threat of release;
- Weather conditions that may cause hazardous substance, pollutant, or contaminants to migrate or be released;
- Threat of fire or explosion;
- The availability of other appropriate federal or state response mechanisms to response to the release; and
- Other situations or factors that may pose threats to public health or welfare of the United States or the environment.

1680.2 Federal Water Pollution Control Action as amended by the Clean Water Act and the Oil Pollution Act of 1990

As listed in 33 U.S.C. 1251 et seq., the objective of the act is to restore and maintain the chemical, physical, and biological integrity of the nation's waters. The goals of the Act include:

- The elimination of pollutants discharged into navigable waters;

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- Attain water quality, which provides for the protection and propagation of fish, shellfish, and wildlife and provides for recreation in and around those waters;
- Prohibits the discharge of toxic pollutants;
- Provides Federal financial assistance to construct publicly owned waste treatment works;
- Requires States to provide waste treatment management plans;
- Conducts research to develop technology to eliminate the discharge of pollutants into the navigable waters, waters of the contiguous zone, and oceans; and
- Develop national policy for the control of non-point sources of pollution.

1680.3 National Historic Preservation Act

The National Historic Preservation Act of 1966 (Public Law 89-665) requires agencies using federal funds to identify, evaluate, and where significant, protect historic, archaeological, and traditional cultural properties. This Act also authorized the National Register of Historic Places (NRHP) and the National Historic Landmarks programs, expanding Federal recognition to historic properties of local and State significance. The National Park Service in the DOI administers both programs. Regulations for these programs are contained in 36 CFR Part 60, National Register of Historic Places, and 36 CFR Part 65, national Historic Landmarks Program. Oil can contaminate archaeological, historic, and culturally sensitive resources. Such contamination can prevent carbon dating, damage the fragile artifacts, and make restoration and preservation extremely difficult or impossible. In addition, oil spill response activities (e.g., mechanical cleanup and staging area constriction) can physically disturb or destroy artifacts and sites.

The primary contact for responders seeking information and expertise on local culturally sensitive areas is the State Archeologist in the State Historic Preservation Office for the State or the Tribal Historic Preservation Officer for the affected tribal lands. It is important that responders be aware of the types of archaeological, cultural, or historic materials that they are likely to encounter while responding to an incident and that they will immediately notify the FOSC/UC in the event that these types of materials are discovered.

The SELAC will regularly review response strategies outlined in the GRSs to identify and revise any strategies that may adversely impact archaeological, cultural, or historic resources. These resources are protected under Federal, Tribal and State laws. In order to avoid any inadvertent impacts to cultural and historic resources, the SHPO/THPO should be contacted to ascertain the presence/absence of cultural resources in an impacted area prior to initiation of cleanup activities. The SHPO/THPO can advise on appropriate cleanup strategies to avoid or minimize impacts to cultural resources;

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archaeological monitors may be required to accompany cleanup crews. In addition, responders are required to utilize existing hardened access paths and paved areas, if available, when approaching shorelines and cleanup teams are to remain on beaches.

1680.4 Endangered Species Act

Oil spills or hazardous substance release response actions may impact species listed as “endangered” or “threatened” under the Endangered Species Act (ESA), 50 CFR Part 402.02, and in accordance with Section 7 of the ESA, Federal agencies must consult with NOAA’s National Marine Fisheries Service (NOAA Fisheries) and/or the U.S. Fish and Wildlife Service (USFWS) on activities that may affect a listed species. The FOSC is responsible for initiating consultation.

In 2001, the USCG, EPA, DOI’s Office of Environmental Policy and Compliance, USFWS, NOAA Fisheries, and the National Oceans Service (NOS) signed an Interagency Memorandum of Agreement (MOA) (<http://www.nrt.org/Production/NRT/NRTWeb.nsf/PagesByLevelCat/Level2ESAMOU?OpenDocument>) regarding Oil Spill Planning and Response Activities under the Federal Water Pollution Control Act’s National Oil and Hazardous Substances Pollution Contingency Plan (NCP) and the ESA. In the MOA, NOAA Fisheries and USFWS determined that oil spill response activities qualify as an emergency action as defined by regulations implementing the ESA in 50 CFR Part 402.02. NOAA Fisheries and USFWS have developed emergency consultation procedures to allow action agencies to incorporate endangered species concerns into emergency response activities. Emergency consultation is initiated with a telephone call to NOAA Fisheries or USFWS to describe the emergency response and seek recommendations on any measures that could be implemented during the response to reduce or avoid impacts to listed species, the paperwork associated with emergency consultation under the ESA is completed after the removal actions are completed. NOAA Fisheries and USFWS are ready to assist the FOSC comply with section 7 of the ESA, and the NOAA SSC and DOI Regional Environmental Officer can help identify appropriate ESA section 7 consultation contacts for their respective Departments.

For Endangered Species Act Consultation Contacts:

- U.S. Department of the Interior
 - Regional Environmental Officer
24-Hour (505) 766-3565
- National Oceanic & Atmospheric Administration
 - Scientific Support Coordinator
24-Hour (206) 526-4911

Please refer to Appendix H for the SELAC Wildlife Response Plan.

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1680.5 Resource Conservation and Recovery Act

Also known as the Solid Waste Disposal Act, it was enacted by congress as 42 U.S.C. 6901 et seq. The Congress declared it to be the national policy of the United States that, whenever feasible, the generation of hazardous waste is to be reduced or eliminated as expeditiously as possible. Waste that is nevertheless generated should be treated, stored, or disposed of as to minimize the present and future threat to human health and the environment.

1680.6 National Environmental Policy Act

As defined in 42 U.S.C. 4321 et seq., the purposes of this act are:

- To declare a national policy which will encourage productive and enjoyable harmony between man and his environment;
- To promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man;
- To enrich the understanding of the ecological systems and natural resources important to the Nation; and
- To establish a Council on Environmental Quality.

1690 High-Seas Policy

Application of the Intervention on the High Seas Act (33 USC 1471 et seq.): Under authority of the International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969, governments party to the present convention may take such measures on the high seas as may be necessary to prevent, mitigate, or eliminate grave and imminent danger to their coastline or related interests from oil or hazardous substance pollution or threat of pollution. The pollution or threat of pollution may result from a maritime casualty or acts related to such a casualty, which may reasonably be expected to result in major harmful consequences. In the event of a ship outside U.S. Territorial waters which creates a potential threat of pollution by oil or hazardous substances, all available information shall be relayed to the Coast Guard which will determine whether or not grave and imminent danger to the U.S. coastline or related interests exists. Once that determination is made, the designated FOSC shall take measures to prevent, mitigate, or eliminate the threat.

1700 Reserved

1800 Reserved

1900 Reserved for Area/District

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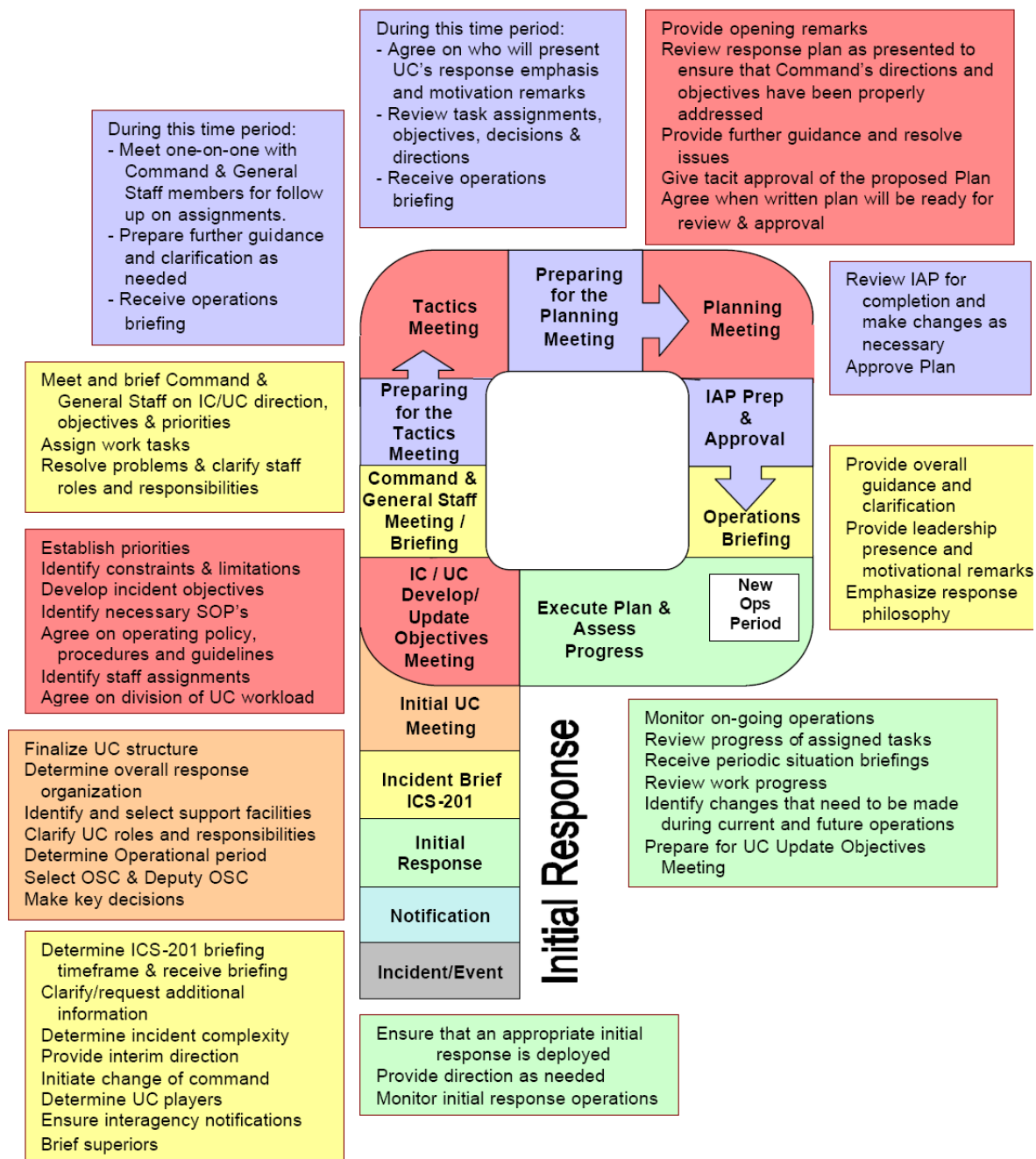
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Operational Planning “P” For Command Activities



2000 Command

2100 Unified Command

It is the policy of the Southeast Louisiana Area Committee (SELAC) to plan for spill incidents according to the following principles:

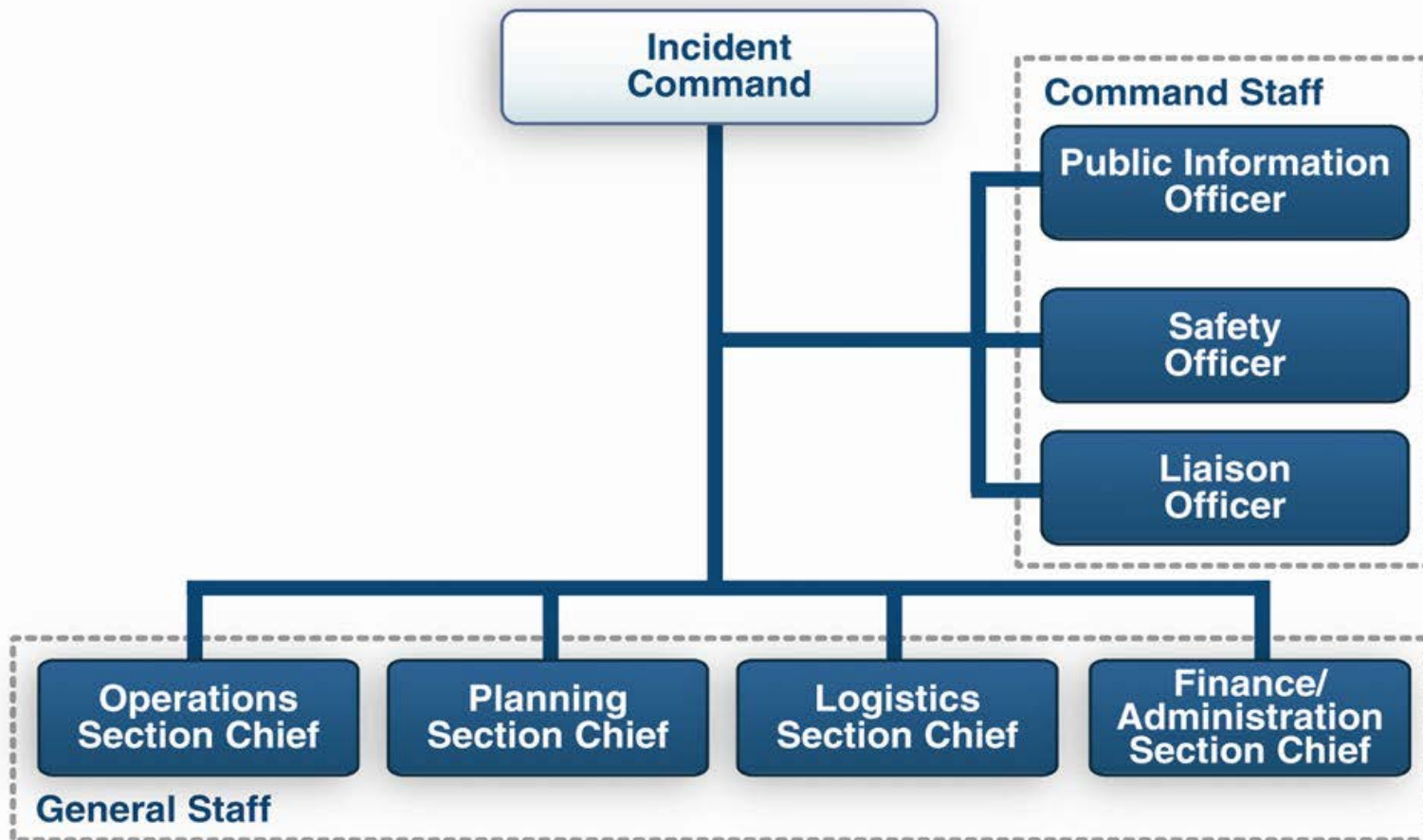
Incident Command System The signatory agencies will use the National Incident Management System (NIMS) model Incident Command System. While Vessel Response Plans, On-shore Facility Response Plans, Pipeline Response Plans, and Off-shore Facility Plans are required to have a management plan compatible with the ACP, there is no requirement for these plans to strictly follow ICS.

Unified Command When federal and/or state agencies arrive on-scene to participate in managing a response action, the agencies will utilize a unified command structure to jointly manage the spill incident. In the unified command, decisions with regard to the response will be made by consensus and documented through a single Incident Action Plan (IAP) for each operational period. When a consensus cannot be reached, the FOSC has the ultimate decision-making authority.

Tribal or Local Government On-Scene Coordinators The unified command may incorporate additional tribal or local government on-scene coordinators into the command structure as appropriate.

Organizational charts for the Unified Command Staff and subordinate units are shown in figures below. They serve as examples and are not meant to be all-inclusive. The functions of the Unified Command and Command Staff must be accomplished during an incident; however, they can be performed by one individual or can be expanded, as needed, into additional organizational units with appropriate delegation of authority.

Incident Command System: Command and General Staff



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2110 Incident Commander/Unified Command

The Area Committee has adopted the NIMS based Incident Command System (ICS) as the basic model for managing a coordinated response. Under the Unified Command Structure, the Federal government, state, and responsible party will each provide an On-Scene Coordinator (OSC) or Incident Commander (IC), who will consult each other and share decision-making authority regarding spill response and clean-up management issues depending on the circumstances of the incident, a local or tribal entity may also provide an OSC. Together, these OSCs will jointly serve as the Unified Command.

Incident Commanders for oil discharges and hazardous substance releases will, whenever possible and practical be organized under the Unified Command Structure which includes, but is not limited to:

- The pre-designated Federal On-Scene Coordinator (FOSC);
- The State On-Scene Coordinator (SOSC); and
- The representative of the Responsible Party (RP).

To be considered for inclusion as a UC member, the following criteria must be met:

- The organization must have jurisdictional authority and functional responsibility under a law or ordinance for the incident;
- The organization must be specifically charged by law or ordinance with commanding, coordinating, or managing a major aspect of the incident response;
- The incident or response operations must have an impact on the organization's Area of Responsibility (AOR); and
- The organization should have the resources to support participation in the response organization.

Agencies not meeting the above criteria, but whose geographical boundaries are impacted by an incident and/or response, may provide a representative who will interface with the command structure through the Liaison Officer, the SOSC, or who may be assigned to another position in the response organization.

Actual Unified Command makeup for a specific incident will be determined on a case-by-case basis, taking into account:

- The specifics of the incident;
- Determinations outlined in the four criteria listed above; and

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- Decisions reached during the initial meeting of the Unified Command.

The makeup of the Unified Command may change as the incident progresses, in order to account for changes in the situation.

The Unified Command is responsible for the overall management of the incident. The Unified Command directs incident activities including the development and implementation of strategic decisions, approval of the incident action plan, and approves the ordering and releasing of resources. It is expected that each Unified Command member will have the authority to make decisions and commit resources on behalf of their organization.

2110.1 Federal On-Scene Coordinator Representative

USCG Sector New Orleans maintains and manages emergency response teams for response to discharges of oil and releases of hazardous substances in the coastal zone. These teams vary in size based on the nature of the incident. In all cases, they are tasked with assessing the discharge to determine response measures, monitor and supervise pollution countermeasures, document all phases of the response, conduct investigations to determine source, cause and responsible party, initiate enforcement actions, and act for the FOSC as an on-scene representative or until their arrival.

The EPA Emergency Response Program consists of emergency response FOSCs located in the region office in Dallas, Texas, but they may respond to any location throughout the region, or throughout the country, as needed. The FOSCs are responsible for determining the source, cause, and responsible party, as well as initiating source control and enforcement actions as appropriate. Additional responsibilities include ensuring containment cleanup and disposal are carried out adequately, notification of all Natural Resource Trustees, and coordination of activities with federal, state, tribal, and local agencies. EPA also has access to technical assistance contractors who can provide technical oversight and other resources at spill and uncontrolled hazardous waste sites. In some cases, EPA's technical assistance contractor may arrive on scene prior to the FOSC. Prior to the arrival of the EPA OSC, the EPA contractor will cooperate with on-site agencies but will take direction through the EPA OSC only.

2110.2 State On-Scene Coordinator

The Louisiana Oil Spill Prevention and Response Act of 1991 has pre-designated the Louisiana Oil Spill Coordinators Office (LOSCO) of the Governor to act as the lead state agency/State On-Scene Coordinator (SOSC) for all oil spills or threatened oil spills affecting the land, coastal waters, or any other waters of Louisiana.

For hazardous substance releases, the Louisiana Department of Public Safety serves as the SOSC.

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2110.3 Local Representation to the Unified Command

When a local jurisdiction holds interest in an incident they will communicate concerns to the Unified Command via the Liaison Officer or the SOSC, or they may be assigned to another position in the response organization.

2110.4 Responsible Party

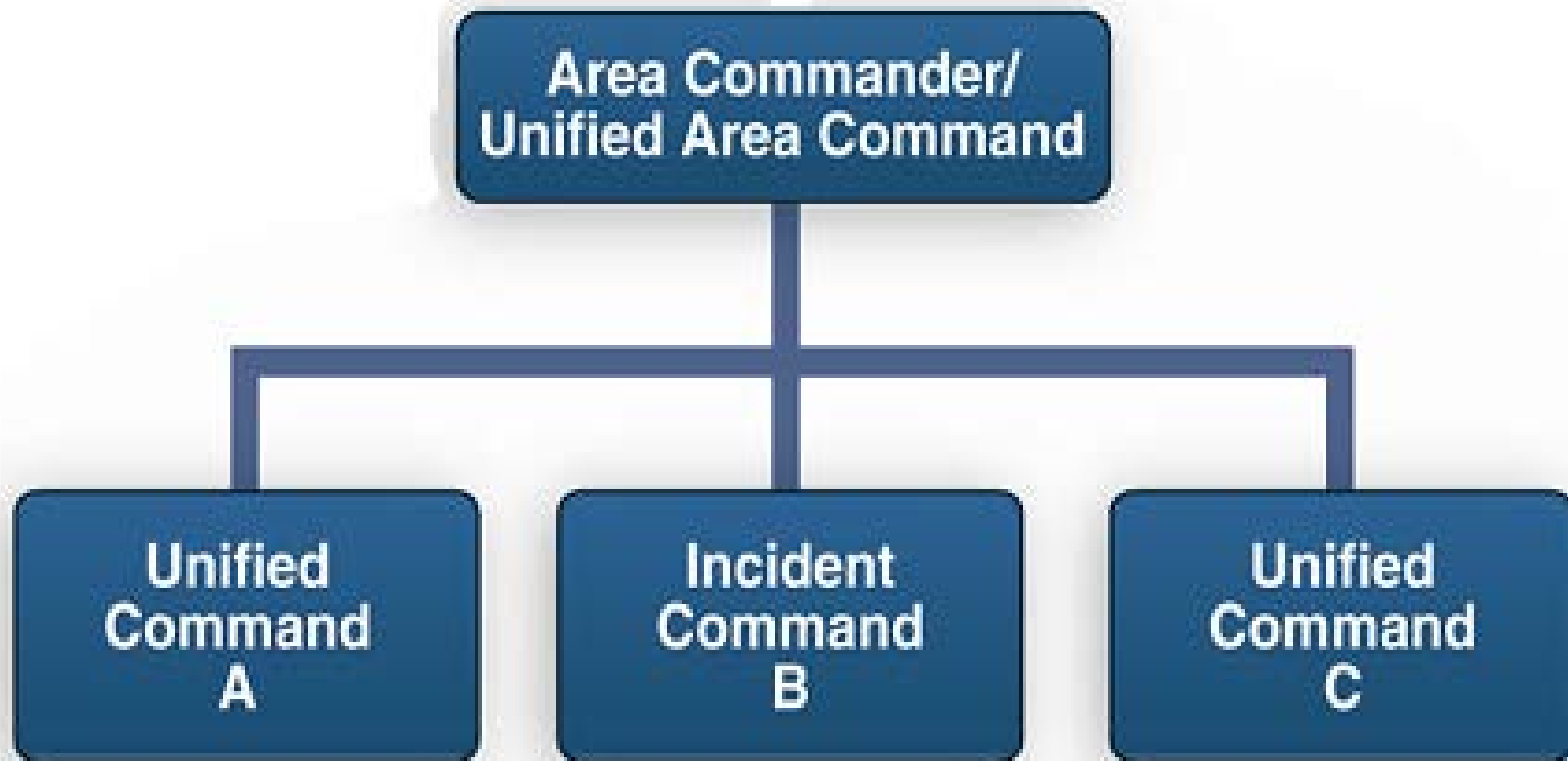
The responsible party, has the primary responsibility to conduct spill cleanup. This makes them a key member of a Unified Command.

2120 Area ICS Command

An Area Command is established when the complexity of the incident and incident management span-of-control considerations so dictate. Generally, the administrator(s) of the agency having jurisdictional responsibility for the incident makes the decision to establish an Area Command. The purpose of an Area Command is either to oversee the management of multiple incidents that are each being handled by a separate ICS organization or to oversee the management of a very large or complex incident that has multiple incident management teams engaged. This type of command is generally used when there are a number of incidents in the same area and of the same type, such as two or more oil spills. These are usually the kinds of incidents that may compete for the same resources. When incidents are of different types and/or do not have similar resource demands, they are usually handled as separate incidents or are coordinated through an EOC. If the incidents under the authority of the Area Command span multiple jurisdictions, a Unified Area Command should be established. This allows each jurisdiction involved to have appropriate representation in the Area Command.

The structure of the Area Command follows standard ICS organization except there is no operations section. An example is provided on the next page.

Area Command



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2130 General Response Priorities

The four general response priorities of the NCP (40 CFR Part 300.317), and this ACP are as follows:

- To give safety and human health top priority during every response action;
- To stabilize the situation in order to prevent the event from worsening;
- To use all necessary containment and removal tactics in a coordinated manner to ensure timely, effective response; and
- To take action to minimize further environmental impact from environmental discharges.

2140 Area Specific Response Objectives

The following are example objectives applicable to this plan; they can be used as is or modified in response specific risk applications. Objectives need to be specific, measurable, achievable, reasonable, and time-specific to be effective. Also, incident specific objectives may be needed that are not represented in the below examples.

Safety

- Provide for the safety and welfare of citizens and response personnel
- Provide for the safety and security of responders as well as maximize the protection of the public's health and welfare
- Identify safety and risk management factors and monitor for compliance for both the public and responders
- Implement practices that allow for the safety and welfare of vessel passengers and non-essential crew
- Conduct Operational Risk Assessment and ensure controls are in place to protect the responders and the public

Fire/Salvage

- Assess damage/stability; develop and implement a salvage plan
- Implement the salvage and tow plan
- Extinguish fire
- Stabilize and salvage vessel(s)

Waterways Management

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- Conduct port assessment and establish priorities to facilitate commerce
- Develop/implement transit plan to include final destination/berth(s) for vessels
- Identify safe refuge/berth for impacted vessels

Oil/Haz Substance

- Initial action to control the source and minimize the volume discharges/released
- Determine oil/haz substance fate and effect (trajectories)
- Identify sensitive areas, develop strategies for protection and conduct pre-impact shoreline debris removal
- Conduct an assessment and initiate shoreline cleanup efforts
- Remove product from impacted area
- Contain, cleanup, recover, and dispose of spilled product(s)

Environmental

- Protect environmentally sensitive areas including wildlife and non-environmental properties
- Identify threatened species and recover and rehabilitate injured wildlife
- Examine efficacy and, if appropriate, utilize alternative technologies to support response effort

Management

- Manage a coordinated interagency response effort
- Establish an appropriate Incident Management Team organization that can effectively meet the initial and long term challenges required to mitigate the incident
- Identify all appropriate agency/organization mandates, practices, and protocols for inclusion in the overall response effort
- Identify and minimize social, political, and economical adverse effects
- Implement a coordinated response with other response agencies

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- Evaluate all planned actions to determine potential impacts to social, political, and economic entities
- Identify competing response activities (SAR and Pollution mitigation) to ensure that they are closely coordinated
- Identify and establish incident support facilities to support interagency response efforts
- Keep the public, stakeholders, and the media informed of response activities
- Ensure appropriate financial accounting practices are established and adhered to
- Establish internal/external resource ordering procedures are established and adhered to
- Establish an incident document system
- Establish an appropriate structure to facilities communications with stakeholders and agency/organization coordination facilities

2150 ICS Position Specific Job Aids

Available ICS position specific job aids can be found in Chapter 9000, Appendix V.

2200 Safety Officer

All spill response activities pose varying dangers to responders. The priority of any response activity is to protect the health and safety of the responders and the public. To do this, the chemical and physical hazards associated with each operation must be assessed, and methods implemented to eliminate or reduce those hazards. The Safety Officer (SOFR) is to develop and recommend measures to ensure personnel safety and occupational health of not only response workers, but also the public, and to anticipate, recognize, assess, and control hazardous and unsafe conditions or situations.

Chapter 9000 Appendix K contains the SELAC Health and Safety Policy.

Information regarding Incident Volunteers and minimum OSHA training can be found in Chapter 9000, Appendix L SELAC Volunteer Plan.

The SOFR may have assistants, as necessary, and the assistants may also represent assisting agencies or jurisdictions. Safety assistants may have specific responsibilities, such as air operations, hazardous materials, etc.

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2300 Information Officer

The Information Officer (PIO) is responsible for developing and releasing information, with Unified Command's approval, about the incident to the news media, to incident personnel, and to other appropriate agencies and organizations in a timely manner. The PIO will obtain information from technical experts to provide to the press and other interested parties. The PIO is also responsible for controlling direct media access to staff within the Unified Command structure.

Chapter 9000, Appendix M contains the SELAC Joint Information Center Manual, including a list and contact information for area media outlets.

Keeping the public and other interested parties informed is always a primary incident objective. Staff members responsible for meeting this objective ensure the community is well informed of the status of the incident, the decisions made and actions taken by the Unified Command. The ultimate purpose of public information efforts conducted during an environmental emergency is to ensure the public is well informed by issuing timely, credible, and coordinated releases of accurate information to the news media, government officials, and the public. Information may come from flyover or other video coverage, phone calls, on-site interviews, web site posting, public meetings, or other methods.

The SELAC prefers that the responsible party not fill the PIO position. This applies to both government agency and private industry RPs. However, the SELAC recognizes that a Unified Command holds the discretion to fill the position with whomever it chooses. The Unified Command should consider credibility with the media and public, as well as previous experience in drills or actual spills and, familiarity with the New Orleans plan tools and policies with emergency support functions (ESF) #15. Upon concurrence of the Unified Command, the RP may fill the PIO position. The SELAC also encourage responsible parties to designate an Assistant Information Officer, who will participate in all the meetings attended by and briefings made by the PIO.

2310 Pre-JIC Initial Public Information Officer

When an incident occurs, there is a high demand for information. Public perception is often shaped by impressions formed in the first few hours of a response. It is critical that timely, accurate information be disseminated to media in a coordinated fashion.

When a state environmental or emergency management agency, the Coast Guard, or other applicable agency first learns about a spill, the respective public information officers should quickly collaborate with one another to share information in an effort to release a joint statement to the media. Initial media releases should be approved by the FOSC or his/her designated representative and the SOSC prior to release.

Until a Joint Information Center (JIC) is established, communication with the media and other key audiences is carried out by a lead agency's information office, either remotely or on-site. This Initial PIO carries out activities with or without assistance. The time

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needed to travel to the command post and have basic JIC operations in place will affect decisions about how and by whom communications are conducted. For example, issuing the initial press release within a couple of hours of notification may require the facts be provided over the phone or electronically to an agency PIO operating from the office or a remote location.

The initial PIO is concerned with both communications (who to communicate with, both media and public, and logistics (how to communicate), if operating from the command post or remote locations. Initial media releases should be approved by the FOSC and SOSC or their delegates prior to release. This may entail sending the information by email, fax or text.

In order to build trust with the public and among agencies that are responding to the incident, every press release should include a “cooperative response statement.” This statement should include, by name, all the primary participating agencies who are responding to the spill.

The volume of material spilled is an important piece of information that the public and media are generally interested in during the early hours of an incident. Unless responding agencies have accurate information regarding the volume spilled, (and this is rarely the case during initial response) that has been approved through the Unified Command for release, initial press releases should not release a spill volume estimate and should instead state that this information is yet to be determined. If the Unified Command agrees, the worst case discharge scenario for the spill (total tank capacity, worst case discharge flow rates, etc.) may be released with an explanation of how this was calculated. The following are U.S. Coast Guard Public Information Officers available in the New Orleans area.

- Sector New Orleans Duty PIO (504) 365-2533
- District 8 External Affairs (504) 671-2020
- Public Information Assist Team (252) 331-6000

U. S. Coast Guard PIOs shall always refer to the most recent District 8 Public Affairs Guidance for release authorities and information.

2400 Liaison Officer

Incidents that are multi-jurisdictional, or involve several agencies, may require the establishment of the Liaison Officer (LOFR position on the Command Staff. The LOFR may have assistants as necessary.

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The SELAC recognizes there is a shared responsibility among the Unified Command representatives to ensure accurate and credible information is made available. It is also the shared role of the Unified Command representatives to ensure appropriate staffing in all positions within the Incident Management System. This position is particularly important within the SELAC response AOR given the public safety authority of the Parishes and the multi-jurisdictional nature of river and coastal spills in Louisiana. Given the importance of the Liaison Officer duties, and to ensure public confidence and trust, it is the policy of the SELAC for the LOFR position to be filled by a qualified representative of a federal, state, tribal, or local agency, if available. If no such agency representative is initially available, qualified, or willing to be the LOFR, a responsible party representative may, upon the Unified Command's concurrence, fill the role. Furthermore, a transition to a responsible party designated LOFR may occur with the concurrence of the Unified Command. The SELAC also encourage responsible parties to designate an Assistant LOFR, who will participate in all the meetings attended by and briefings made by the LOFR.

A list of contacts for Federal, State, Tribal and Local Trustees can be found in Chapter 9000.

A list of areas of interest can be found in Chapter 9000, Appendix S Geographic Response Strategies.

2410 Natural Resource Damage Assessment

Natural Resource Damage Assessment (NRDA) is outside the sphere of most emergency spill response actions. NRDA activities generally do not occur within the structure, processes, and control of the Incident Command System. However, particularly in the early phase of a spill response, many NRDA activities overlap with environmental assessments performed for the sake of spill response. Spill response and NRDA activities might be performed in the same location, NRDA staff should remain coordinated with the spill response organization, and work with the LOFR to coordinate with the Unified Command, Environmental Unit, Wildlife Rescue/Rehabilitation Branch, and the Scientific Support Coordinator to resolve any problems or address areas of overlap. While NRDA resource requirements and cost fall outside the responsibility of the Logistics and Finance sections, coordination is again important.

2420 Incident Investigation

Investigators from Federal and state agencies will not normally be a part of the Unified Command. While personnel may report to individuals that are part of the Unified Command in their day-to-day chain of command, the investigators should be separate so as not to introduce polarized forces into the Unified Command system. Coordination with Unified Command may be done through the Liaison Officer.

2430 Multiagency Coordination System

Multiagency coordination is a **process** that allows all levels of government and all disciplines to work together more efficiently and effectively. Multiagency coordination

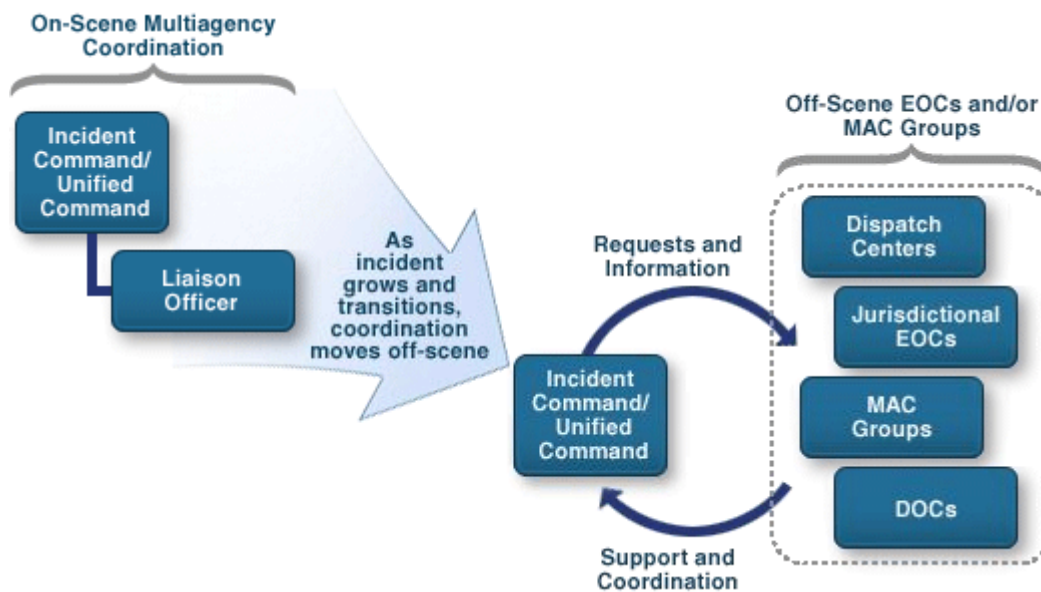
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occurs across the different disciplines involved in incident management, across jurisdictional lines, or across levels of government. Multiagency coordination can and does occur on a regular basis whenever personnel from different agencies interact in such activities as preparedness, prevention, response, recovery, and mitigation.

Often, cooperating agencies develop a Multiagency Coordination System (MACS) to better define how they will work together and to work together more efficiently; however, multiagency coordination can take place without established protocols. MACS may be put in motion regardless of the location, personnel titles, or organizational structure.

Initially the Incident Command/Unified Command and the Liaison Officer may be able to provide all needed multiagency coordination at the scene. However, as the incident grows in size and complexity, off-site support and coordination may be required.



Integral elements of MACS are dispatch procedures and protocols, the incident command structure, and the coordination and support activities taking place within an activated Emergency Operations Center. Fundamentally, MACS provide support, coordination, and assistance with policy-level decisions to the ICS structure managing an incident.

More information on [MACS](#) can be found on the FEMA NIMS website.

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2500 Agencies and Teams

2510 Federal Agencies and Teams

2510.1 EPA Environmental Response Team

The EPA has three Environmental Response Teams stationed around the country (Edison, NJ, Cincinnati, OH, and Las Vegas, NV) which provide EPA regional and Headquarters Offices, the U.S. Coast Guard, other local, State, and Federal agencies, and foreign governments with technical assistance in responding to environmental emergencies such as spills of oil and hazardous substances and in assessing and cleaning up hazardous waste sites. The ERT, mandated as one of the Special Teams under the NCP, functions in an advisory capacity to OSCs and other Federal, State, and local officials concerned with spills and hazardous waste sites.

The ERT is also utilized in recommending remedial actions for immediate and long-term activities at oil spill sites and for designing and implementing plans for monitoring air, water, and sensitive habitats. The ERT maintains an around-the-clock emergency response activation system for responding to environmental emergencies and uncontrolled oil and hazardous waste sites, consulting on water and air quality criteria, health and safety protocols, ecological risk assessment, interpretation and evaluation of analytical data, and engineering and scientific studies, and developing and implementing site specific safety programs.

The ERT also provides specialized equipment to meet specific site requirements for monitoring, analytical support, waste treatment, and containment and control, and develops technical manuals, policies and Standard Operating Procedures (SOPs) for specialized equipment, computer systems, and analytical process. The ERT assists in the development of innovative technologies for use at environmental emergencies and uncontrolled hazardous waste sites, and trains Federal, State, and local government officials and private industry representatives in the latest oil and hazardous substance response technology.

For more information visit: <http://www.ert.org/>

2510.2 EPA Radiological Emergency Response Teams

The EPA has two Radiological Emergency Response Teams (RERT); one based in Las Vegas, NV and one in Montgomery, AL. The RERT responds to emergencies involving releases of radioactive materials. Working closely with EPA's Superfund program as well as federal, state, and local agencies, the RERT responds to emergencies that can range from accidents at nuclear power plants, to transportation accidents involving shipments of radioactive materials, to deliberate acts of nuclear terrorism.

For more information visit: <https://www.epa.gov/radiation/radiological-emergency-response>.

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2510.3 U.S. Department of Health and Human Services

The U.S. Department of Health and Human Services (HHS), through the Agency for Toxic Substance and Disease Registry (ATSDR), serves the public by using the best science, taking responsive public health actions, and providing trusted health information to prevent harmful exposures and disease related to toxic substances. The ATSDR is directed by congressional mandate to perform specific functions concerning the effects on public health of hazardous substances in the environment. These functions include public health assessments waste sites, health consultations concerning specific hazardous substances, health surveillance and registries, response to emergency release of hazardous substances, applied research in support of public health assessments, information development and dissemination, and education and training concerning hazardous substances.

For more information visit: <http://www.atsdr.cdc.gov/atsdrhome.html>

2510.3.1 The National Institute for Occupational Safety and Health (NIOSH)

NIOSH provides national and world leadership to prevent work-related illness, injury, disability, and death by gathering information, conducting scientific research, and translating the knowledge gained into products and services, including scientific information products, training videos, and recommendations for improving safety and health in the workplace.

In response to requests from workers (or their representatives), employers, and other government agencies, NIOSH Health Hazard Evaluation scientists conduct workplace assessments to determine if workers are exposed to hazardous materials or harmful conditions and whether these exposures are affecting worker health. NIOSH evaluates the workplace environment and health of employees by reviewing records and conduction on-site environmental sampling, epidemiologic surveys, and medical testing.

2510.4 U.S. Department of Agriculture

The U.S Department of Agriculture (USDA) has scientific and technical capability to measure, evaluate, and monitor, either on the ground or by use of aircraft, situations where natural resources including soil, water, wildlife, and vegetation have been impacted by hazardous substances and other natural or man-made emergencies. The USDA may be contacted through the U.S. Forest Service emergency staff officers who are the designated members of the RRT. Other Agencies within the USDA that have relevant capabilities and expertise are:

- The U.S. Forest Service;
- The Agriculture Research Service (ARS);
- The Animal and Plant Health Inspection Service (APHIS); and
- The Food Safety and Inspection Service (FSIS).

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Details on the capabilities and expertise for the above agencies are outlined in the NCP (40 CFR Part 300.175(b)(6)).

2510.5 U.S. Department of Commerce

The U.S. Department of Commerce (DOC), through the National Oceanic and Atmospheric Administration (NOAA) provides scientific support for response and contingency planning in coastal and marine areas, including assessments of the hazards that may be involved, predictions of movement and dispersion of oil and hazardous substances through trajectory modeling, and information on the sensitivity of coastal environments to oil and hazardous substances. In addition, NOAA provides expertise on living marine resources and their habitats, including endangered species, marine mammals, and National Marine Sanctuaries.

2510.6 U.S. Department of Defense

The U.S. Department of Defense (DOD) has responsibility to take all action necessary with respect to releases where either the release is on, or the sole source of the release is from, any facility or vessel under DOD jurisdiction, custody, or control. The DOD may also provide, consistent with its operational requirements and upon request of the OSC, locally deployed Navy oil spill equipment and assistance to other federal agencies.

2510.6.1 U.S. Navy/SUPSALV

The U.S. Navy (USN) provides expertise in ship salvage, shipboard damage control and diving. The USN has an array of specialized equipment and personnel that can be used for collection, containment, and removal of oil and hazardous substances. Mandated as one of the special teams under the NCP, the U.S. Navy Supervisor of Salvage (SUPSALV) provides an extensive salvage/search and recovery equipment inventory as well as specialized containment, collection, and removal equipment specifically designed for salvage related and open-sea pollution incidents, with the requisite knowledge and expertise to support such operations.

2510.6.2 U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers (USACE) provide expertise in specialized equipment and personnel for managing navigation channels, removing navigation obstructions, and maintaining hydroelectric facilities. USACE oversees the permitting of moorage sites for response vessels. USACE can also provide design services, perform construction, and provide contract writing and contract administration services for other federal agencies.

2510.7 U.S. Department of Energy

The U.S. Department of Energy (DOE) has responsibility to take all action necessary with respect to releases where either the release is on, or the sole source of the release is from any facility or vessel under DOE jurisdiction. DOE also provides advice and assistance to other OSCs for emergency actions essential for the control of immediate radiological hazards. Incidents that qualify for DOE radiological advice are those believed to involve source, by-products, or specialized nuclear material or other ionizing radiation sources, including radium, and other naturally occurring radionuclides, as well

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as particle accelerators. Assistance is available through direct contact with the DOE Radiological Assistance Program regional office.

2510.8 U.S. Department of Homeland Security

2510.8.1 Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) provides advice and assistance to the OSC on coordinating civil emergency planning and mitigation efforts to other federal agencies, state, and local governments, and the private sector. FEMA's Mobile Emergency Response System (MERS) also provides extensive rapid deployment mobile communications capabilities for use in oil/ hazardous substance response on a no-to-interfere basis with other emergent situations. An MOU is being developed with FEMA's MERS to specify the level and type of support available in a response. In the event of a major disaster declaration or emergency determination by the President, FEMA will coordinate all federal disaster or emergency action with the FOSC.

2510.8.2 U.S. Coast Guard

The U. S. Coast Guard (USCG) is a military, multi-mission, maritime service and one of the nation's five Armed Services. As such, the Coast Guard protects vital interests of the United States, the personal safety and security of our population; our natural and economic resources; and the territorial integrity of our nation from both internal and external threats, natural and man-made. The USCG protects these interests in America's ports and inland waterways, along the coasts, on international waters, or in any other maritime region where U.S. interests may be at risk.

In partnership with other federal agencies, state and local governments, marine industries, and individual mariners, the USCG preserves safety at sea through a focused program of prevention, preparedness, and response. The USCG actively protects sensitive marine habitats, marine mammals, and endangered marine species, and enforces laws protecting U.S. waters from the discharge of oil and other hazardous substances. It conducts a wide range of activities, education and preventions, enforcement, response and containment, and recovery in support of our primary environmental protection mission areas: maritime pollution enforcement, offshore lightering zone enforcement, domestic fisheries enforcement, and foreign vessel inspection. The USCG also provides mission critical command and control support and usually is the first responding force to environmental disasters in the coastal maritime area. In addition the USCG is typically the lead agency for any maritime response effort. Under the NCP the USCG Captains of the Port (COTP) are the pre-designated Federal On-Scene Coordinator (FOSC) for the Coastal Zone. USCG Eighth District Officer is the RRT Co-Chair for Regions IV and VI.

2510.8.2.1 USCG National Strike Force

The National Strike Force's (NSF) mission is to provide highly trained, experienced personnel and specialized equipment to Coast Guard and other federal agencies to facilitate preparedness and response to oil and hazardous substance pollution incidents

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in order to protect public health and the environment. The NSF's area of responsibility covers all Coast Guard Districts and Federal Response Regions.

The National Strike Force -is located at various outlets across the country. These locations include the National Strike Force Coordination Center (NSFCC); the Atlantic Strike Team, Fort Dix, NJ; the Gulf Strike Team, Mobile, AL; the Pacific Strike Team, Novato, Ca; and the Public Information Assist Team (PIAT) located at the NSFCC. The NSF is one of the available Special Teams mandated under the NCP to provide assistance to OSCs.

2510.8.2.2 USCG Incident Management Assist Teams

The Incident Management Assist Teams (IMAT) were developed by the USCG to supply a ready-made team for the Incident Command System, highly trained individuals to assist the local Incident Commander in dealing with a major incident. There are four IMATs, two on the east coast and two on the west coast accessed through the two USCG Areas. They are trained for initial quick response to a regional or nationally significant event. The team consists of ICS process experts that can quickly set up and develop the incident from the initial response to the ICS proactive operational planning process. Each IMAT has a limited amount of equipment that they can bring with them to set up the initial ICS process at the Incident Command Post (ICP).

2510.9 U.S. Department of Interior

The U.S. Department of Interior (DOI) has jurisdiction over the National Park System, National Wildlife Refuges, fish hatcheries, and public lands. The Regional Environmental Officer (REO) manages the department's response programs for oil and hazardous materials spills and oversees the department's responsibilities as a trustee for natural resources. Trustee responsibilities include devising and carrying a plan for restoration, rehabilitation, or acquisition of equivalent natural resources and to carry out damage assessments. The DOI may become involved in spill response once contacted through the REOs who are designated members of the RRT. In addition, bureaus and offices of the DOI that possess relevant capabilities and/or expertise are:

- United States Fish and Wildlife Service (USFWS)
- National Biological Survey
- United States Geological Survey (USGS)
- Bureau of Land Management (BLM)
- Bureau of Safety and Environmental Enforcement (BSEE)
- Bureau of Mines
- National Park Service

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- Bureau of Reclamation
- Bureau of Indian Affairs

Details on the capabilities and expertise for the above agencies are outlined in the NCP (40 CFR Part 300.175).

2510.10 U.S. Department of Justice

The U.S. Department of Justice (DOJ) can provide expert legal advice on complicated legal questions arising from discharges or releases and federal agency responses. The DOJ represents the federal government, including its agencies, in litigation relating to discharges.

2510.11 U.S. Department of Labor

The U.S. Department of Labor, through the Occupational Safety and Health Administration (OSHA) provides advice and assistance to National Response Team (NRT)/RRT agencies as well as to the OSC regarding hazards to persons engaged in response activities. Technical assistance may include review of safety plans and work practices, and help with other compliance questions. OSHA may also take any other action necessary to ensure that employees are properly protected at response activities. Questions about occupational safety and health at these sites should be referred to the appropriate OSHA regional office.

2510.12 U.S. Department of Transportation

The U.S. Department of Transportation (DOT) provides response expertise pertaining to transportation of oil or hazardous substances by all modes of transport.

2520 State Resources/Agencies

The following information regarding the resources/agencies of the state of Louisiana has been taken from the Louisiana Oil Spill Contingency Plan. The responsibilities of the listed agencies are as stated in that plan.

2520.1 The Louisiana Oil Spill Coordinator

The Louisiana Oil Spill Coordinator (LOSC), in consultation with the Louisiana Department of Environmental Quality (LDEQ), is authorized to administer the Louisiana Oil Spill Prevention and Response Act and direct all state discharge response and cleanup operations resulting from unauthorized or threatened discharges of oil, affecting or potentially affecting the land, coastal waters, or any other waters of Louisiana, as directed by the Governor or upon a declaration of emergency by the Governor.

It is the responsibility of the LOSC to ensure that all Louisiana state agencies are carrying out their legislated mandates in a coordinated manner without duplication. It is the LOSC's responsibility to see that all agencies, local, state, and parish as well as interested parties, e.g. the responsible parties have a single point of reference with

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respect to the state's response efforts. The LOSC may appoint a state designated on-scene coordinator to act in their absence.

2520.2 Louisiana Department of Environmental Quality

The LDEQ, under the direction of the LOSC, is the lead technical agency of the state of Louisiana for response to actual or threatened discharges of oil and for cleanup of pollution from unauthorized discharges of oil. The LDEQ is the primary state agency in regards to environmental policies and regulations. The LDEQ responds to all reported unauthorized discharges, emissions, or other releases to the water, air, and soil with the intent of providing protection of these natural resources to maintain a healthful environment for the citizens of the State. Specific response activities of the LDEQ relative to the Louisiana OSPRA may vary according to the size, extent, and composition of a spill, and the degree of involvement of responsible party, local, state, and federal agencies. The LDEQ has trained all response personnel to the 40-hour Hazardous Waste Operations and Management level for activities relative to oil and hazardous substance releases. In addition to spill response duties, the LDEQ personnel review industry spill prevention and control plans, assist in oil and hazardous substance spill drills, and inspect permitted facilities for compliance with applicable rules and regulations pursuant to the Louisiana Environmental Quality Act. The following are LDEQ duties relative to this plan:

- Maintain a notification system for receipt of information on anticipated and actual unauthorized discharges;
- Activate spill response procedures as necessary, including secondary notification;
- Act as the Louisiana State On-Scene Coordinator in lieu of the LOSC;
- Determine the nature, extent, and location of the spill;
- Seek to locate the source and cause of the spill and to identify the responsible party;
- Track and predict spill movement;
- Evaluate the environmental implications of the spill and identify priority areas for protection and cleanup in consultation with other State, Federal, and local agencies;
- Provide technical assistance to local emergency responders and advise on necessary protective actions;
- Provide logistical support to other State, Federal and local agencies to the extent that resources allow;

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- Advise industry to ensure the cleanup is conducted appropriately;
- Collect and analyze air, water, soil, vegetation and/or tissue samples for assessing environmental damage and pursuing enforcement actions;
- Monitor adequacy of response;
- Document aspects of the incident and subsequent response activities of involved parties;
- Act as a State Natural Resource Trustee for the protection of the designated resources of surface waters, ground waters, air, and soil within the jurisdictional boundaries of Louisiana;
- Provide liaison with Federal, State, and local agencies, adjacent countries, the private sector, and the public as appropriate;
- Participate in the formulation of contingency plans for the preparedness of given local, State, or Federal agencies or regulated entity to abate impacts due to a spill; and
- Participate in spill drills for the purpose of assisting in the evaluation of adequacy of a given contingency plan.

2520.3 Louisiana Department of Wildlife and Fisheries

The Louisiana Department of Wildlife and Fisheries (LDWF) is responsible for the control, supervision, management, protection, and conservation of wildlife of the state, including all aquatic life; control over the beds and bottoms of certain water bodies; and control, protection, management of certain land owned or managed by LDWF. The following are LDWF duties relative to this plan:

- Serve as joint public trustee, designated by the Governor, for natural resources under the Oil Pollution Act of 1990;
- Assess damages to natural resources under LDWF's trusteeship following an oil spill;
- Work with the SOSC in response to unauthorized or threatened discharge of oil affecting or potentially affecting the land, coastal waters, or any other waters of Louisiana;
- Serve on the interagency council chaired by the LOSC;

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- Recommend provisions of the state oil spill contingency plan relative to the protection, rescue, and rehabilitation of aquatic life and wildlife and appropriate habitats on which they depend;
- Cooperate with the LOSC in establishing procedures for the oil spill contingency plan for the assessment of natural resource damages and plans for mitigation of damage to and restoration, protection, rehabilitation, or replacement of damaged natural resources;
- Prohibit, through commission action, the discharge of petroleum wastes into any waters off the coastline of Louisiana and extending there from three miles or more into the Gulf of Mexico to prevent damage to the aquatic life in the waters of the state;
- Maintain general, overall control, supervision, conservation, protection, and management authority over wildlife of the state, including all aquatic life;
- Participate in wetland conservation and coastal area management, restoration, and protection;
- Manage and protects public wildlife lands and natural areas and habitats, including water bottoms and river basins;
- Manage, regulate, and enforce the taking of wildlife resources;
- Conduct research and permit the conduct of research regarding fishery and wildlife resources;
- Advise/regulate water pollution and habitat destruction;
- Participate in the development of the State's natural resources, including operating fish hatcheries;
- Monitor collisions, accidents, or other casualties involving vessels;
- Conserve resident, threatened, and endangered species of wildlife, and prohibit the taking of any threatened or endangered species in the state; and
- Review and comment to the LDEQ regarding environmental impact statements relative to fish and wildlife resources or their habitat.

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2520.4 Louisiana Department of Natural Resources

Office of Coastal Management

The Office of Coastal Management is responsible for the maintenance and protection of the state's coastal wetlands. The main function of the Office of Coastal Management is the regulation of uses in the Louisiana coastal zone, especially those which have a direct and significant impact on coastal waters. It is the goal of the Office of Coastal Management to protect, develop, and restore or enhance the resources for the state's coastal zone. The office is comprised of two closely related divisions: the Permits/Mitigation Division and the Interagency Affairs & Field Services Division (IAFSD).

Interagency Affairs & Field Services Division (IAFSD)

The Interagency Affairs & Field Services Division of the Louisiana Department of Natural Resources is charged with implementing the Louisiana Coastal Resources Program (LCRP). The division supports coastal Parishes in implementing approved Local Coastal Programs, and serves as a State trustee for natural resource damage assessment for oil spills. The division also provides programs for the compensation of commercial fisherman, reduction of coastal non-point source pollution, acquisition of coastal and estuarine lands, and coastal community resilience.

Permits and Mitigation Division

The Permits and Mitigation Division of the Louisiana Department of Natural Resources is charged with implementing the Louisiana Coastal Resources Program (LCRP). The Permits/Mitigation Division regulated development activities and manages the resources of the Coastal Zone. A Coastal Use Permit (CUP) Program has been established as part of the LCRP to help ensure the management and reasonable use for the state's coastal wetlands. The Coastal Use Permit is the basic regulatory tool of Permits and Mitigation Division and is required for certain projects in the Coastal Zone, including but not limited to dredge and fill work, bulkhead construction, shoreline maintenance, and other development projects. The Permits and Mitigation Division is responsible for ensuring that there is "no net loss" of wetlands in the Coastal Zone of Louisiana through its regulatory programs.

The following are LDNR/OC duties relative to this plan:

- Act, in cooperation with the LOSEC, as the lead office within LDNR in recommending provisions of the State Oil Spill Contingency Plan providing for protection and rehabilitation of appropriate resources under its jurisdiction;
- Cooperate in the establishment of procedures for assessment of natural resource damages and plans for mitigation of damage to and restoration, protection, rehabilitation, or replacement of damaged natural resources;

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- Assist other responding agencies by providing expertise, knowledge, and information about critical areas; resources, and best alternative cleanup methods;
- Provide logistical assistance of equipment and personnel to support the response, damage assessment, and restoration operation and ensure the protection of resources;
- Issue and enforce state permits in the coastal area in accordance with established guidelines in connection with:
 - Levee construction,
 - Linear facilities,
 - Dredged spoil deposition,
 - Shoreline modification,
 - Surface alterations,
 - Hydrological and sediment transport modifications,
 - Disposal of waste,
 - Alterations of waters draining into coastal waters,
 - Oil, gas, and other mineral activities, and
 - Avoiding adverse impacts to the coastal area for any activity.
- Require effective environmental protection and emergency or contingency plans be developed and complied with for all mineral operations;
- Require that the use of dispersants, emulsifiers, and other similar chemical agents on oil spill be prohibited without prior approval of the FOSC;
- Provide consistency reviews for any direct federal actions or permitted licensed, or funded federal actions carried out by other persons;
- Ensure that any governmental body undertaking, conducting, to supporting activities directly affecting the Louisiana coastal area shall make certain that such activities shall be consistent with the Louisiana Coastal Management Program and any affected approved local coastal management program having geographical jurisdiction over the action;

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- Notify the appropriate representative of any parish that has an authorized local program in the event of an emergency brought about by natural or man-made causes that would result in hazard to life, loss of property, or damage to the environment if immediate actions were not taken;
- Issue emergency authorization for uses necessary to correct emergency situations brought about by natural or man-made causes that would result in hazard to life, loss of property, or damage to the environment if immediate actions were not taken;
- Receive all appropriated funds from the Wetlands Conservation and Restoration Fund and shall implement all programs and projects in the Coastal Vegetated Wetlands Conservation and Restoration Plan;
- Develop procedures to evaluate new and improved coastal restoration and preservation technologies; and
- Operate and maintain structural projects.

2520.5 Louisiana Department of Health and Hospitals

The Department of Health and Hospitals (LDHH) directs and coordinates the state's emergency medical and health services. The authority of LDHH is found in the Sanitary Code of the State of Louisiana. The following are LDHH duties relative to this plan:

- Evaluate incident implication for public health;
- Recommend public health protection methods;
- Determine status of medical services;
- Determine availability and condition of health facilities;
- Coordinate public health information;
- Issues public health news releases and advisories;
- Advise on response activities as they relate to public health;
- Collect and analyzes samples to identify human health problems in coordination with LDEQ, LDWF, LDAF, as well as other State and Federal agencies;
- Assess damages to human health;

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- Respond to disease and sanitation problems caused by overcrowding and stress on facilities and systems; and
- Provide disaster mental health systems.

2520.6 Louisiana Department of Public Safety and Corrections, Hazardous Material and Explosives Control Unit

The Hazardous Material and Explosives Control Unit has the responsibility for response and investigation of all chemical emergencies occurring within the State of Louisiana. The Hazardous Material and Explosives Control Unit is the SOSC for all Hazardous Substance releases.

2520.7 Louisiana Department of Agriculture and Forestry

The Louisiana Department of Agriculture and Forestry is responsible for administering many of the programs and enforcing the regulations that impact every aspect of Louisiana's agriculture and forestry. At the farm and forest levels, these industries contribute \$10 billion annually to the state's economy. When the many support industries are added in, agriculture and forestry touch the lives of everyone in Louisiana, making them critical to the economic growth and prosperity of the state.

2520.8 Louisiana Coastal Protection and Restoration Authority

The devastation from hurricanes Katrina and Rita, caused the Louisiana Legislature to restructure the State's Wetland Conservation and Restoration Authority to form the Louisiana Coastal Protection and Restoration Authority (CPRA).

The CPRA's mandate is to develop, implement, and enforce a comprehensive coastal protection and restoration master plan. Member agencies include Louisiana's Department of Natural Resources, Department of Transportation and Development, and other state agencies. Working with federal, state, and local subdivisions, including levee districts, the CPRA works to establish a safe and sustainable coast.

The Louisiana 2012 Coastal Master Plan can be accessed at:

<http://www.coastalmasterplan.louisiana.gov/>

2520.9 Louisiana Division of Archaeology

The Louisiana Division of Archaeology is responsible for the supervision, management, conservation and protection of prehistoric and historic archaeological properties on state lands, including submerged resources on state rivers, water bodies and territorial waters. The Division also has responsibility for all unmarked and abandoned cemeteries in Louisiana that might be impacted by a spill or response activities.

2520.10 State Historic Preservation Office

The State Historic Preservation Office, under the National Historic Preservation Act (1966, as amended, *et seq*) and 36 CFR 800, consults with federal agencies concerning

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any direct federal action, or any federally funded, permitted or licensed activity undertaken by other agencies or organizations that may affect cultural resources during the spill or response activities.

2530 Louisiana State Emergency Management

2530.1 Louisiana Governor's Office of Homeland Security and Emergency Preparedness

The Louisiana Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP) operated the state's Emergency Operations Center. The GOHSEP coordinates and provides logistical support during disaster emergencies, including communications, air, ground, and water transportation support, equipment and supplies, facilities, fuel, food, and assists with these functions for smaller spills at the request of the SOSOC. The following are GOHSEP duties relative to this plan:

- GOHSEP maintains and staffs emergency depots, including the establishment and training of a volunteer corps;
- Maintain the Louisiana Emergency Operations Plan;
- Participate and oversee the development of local and inter-jurisdictional disaster plans;
- Maintain a roster of trained personnel, skilled in disaster prevention, preparedness, response, and recovery;
- Provide direct emergency support to local communities in declared emergencies including spills; and
- Provide emergency notification and conference call capability with local Parish Emergency Operations Centers.

2530.2 Louisiana State Military Department/ National Guard

2530.2.1 62nd Civil Support Team

The 62nd Civil Support Team (CST) is a federally funded Louisiana National Guard unit established under Presidential Directive 39. This full time unit is comprised of active duty Army and Air Force personnel.

The CST organization was designed to augment local and regional terrorism response capabilities in events known or suspected to involve WMDs. WMD events are incidents involving hostile use of chemical, biological, or radiological agents. The team can be en-route within one to two hours to support civil authorities in the event of suspicion of a WMD attack. Specifically the CST is designed to deploy to an area of operations to:

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- Assess a suspected nuclear, biological, chemical, or radiological event in support of an Incident Commander;
- Advise responders regarding appropriate response actions; and
- Facilitate requests for assistance to expedite arrival of additional state and federal assets to help save lives, prevent human suffering, and mitigate great property damage.

The CST provides rapid confirmatory analysis of chemical or radiological hazards, and presumptive identification of biological agents at a WMD incident. The team uses special military and commercial detection and communications equipment and is trained for WMD response. The CST can also provide the Incident Command/Unified Command with advice on event mitigation, medical treatment, follow-on resources, and other response concerns.

2540 Tribes

Spills may affect tribes by either occurring on or near a reservation, or by threatening treaty reserved resources (including habitat) or cultural areas. There are 09 federally recognized Indian Tribes in the SELACP geographical boundary. There are additional state recognized tribes. The federally recognized tribes are listed below with their applicable areas of interest.

- Chitimacha Tribe of Louisiana
 - Jefferson, Livingston, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, and St. John the Baptist Parishes.
- Coushatta Tribe of Louisiana
 - All Parishes
- Jena Band of Choctaw Indians
 - All Parishes
- Tunica-Biloxi Indian Tribe of Louisiana
 - All Parishes
- Alabama-Coushatta Tribe of Texas
 - All Parishes
- Choctaw Nation of Oklahoma
 - All Parishes
- Quapaw Tribe of Oklahoma
 - Orleans Parish

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- Seminole Nation of Oklahoma
 - Jefferson, Livingston, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, and St. John the Baptist Parishes.
- Seminole Tribe of Florida
 - Jefferson, Livingston, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, and St. John the Baptist Parishes.
- Mississippi Band of Choctaw Indians
 - All Parishes

2550 Local Resources/Agencies

The following responsibilities are typically shared among local fire, law enforcement, emergency medical, public works, health departments, etc., for incidents involving oil or hazardous substances:

- Notification;
- Initial hazard determination and containment;
- Communications;
- Search and rescue (SAR);
- Liaison with other local officials; and
- Provide evacuation, shelter, and mutual aid.

A list of local response resources can be found in The Area Resource Response Resource Inventory, Chapter 9000, Appendix R.

2550.1 Emergency Management Agencies

Local Emergency Management Agencies may be involved with planning, training, and assisting with interagency coordination. During incidents, may activate the community Emergency Operations Center (EOC) to support on-scene operations and requests for resources assistance. Local emergency management agencies may support each other under mutual aid to augment staff or provide liaison. They also may be involved with the Local Emergency Planning Committee under Title III or SARA.

The responsibilities of local government EMDs (Emergency Management Directors) may include:

- Acting as the coordinator for the various local emergency organizations and as the local liaison to Louisiana Office of Emergency Preparedness when that agency is involved;

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- Contacting local landowners (may also be performed by local Health Department);
- Establishing a Joint Information Center (JIC);
- Coordinating and maintaining liaison with local government units (fire, medical, public works, sheriff-law enforcement); and
- Providing communications with local government and industry.

Most jurisdictions have identified an EOC from which local operations are coordinated and supported. Some are fixed facilities and are managed by the local EMD. Field Command Posts are established by Incident Command Agencies to direct operations from the field.

The size of the local government, its resources, and available personnel will greatly influence the existence and scope of local plans. Local Emergency Management Directors and staff may assist each other under mutual aid to augment local responses staff and to provide liaison with other response agencies.

2550.2 Fire Departments

Generally, a primary local response agency may have designated them the “Incident Command Agency.” As capabilities differ, this may range from fully equipped teams which do most response actions to fire command personnel providing incident management.

2550.3 HAZMAT Response Teams

Federal, State, local, and private Response Teams provide specialized technical support to the UC. Contact each team to determine its capability and qualifications.

Under the direction of the UC these teams may verify of help establish the following:

- Spill contamination;
- Hazard determination;
- Measurements of concentrations of materials;
- Contamination Control;
- Control of exposure for emergency workers and the public;
- On-scene liaison;

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- Initial decontamination (if necessary);
- Environmental protection measures; and
- Support to hospital emergency room (if possible and necessary) for contamination control.

See additional HAZMAT information in section 7000. A list of area HAZMAT Response Teams can be found in The Area Response Resource Inventory Chapter 9000, Appendix R.

2600 Reserved

2700 Reserved

2800 Reserved

2009 Reserved for Area/District

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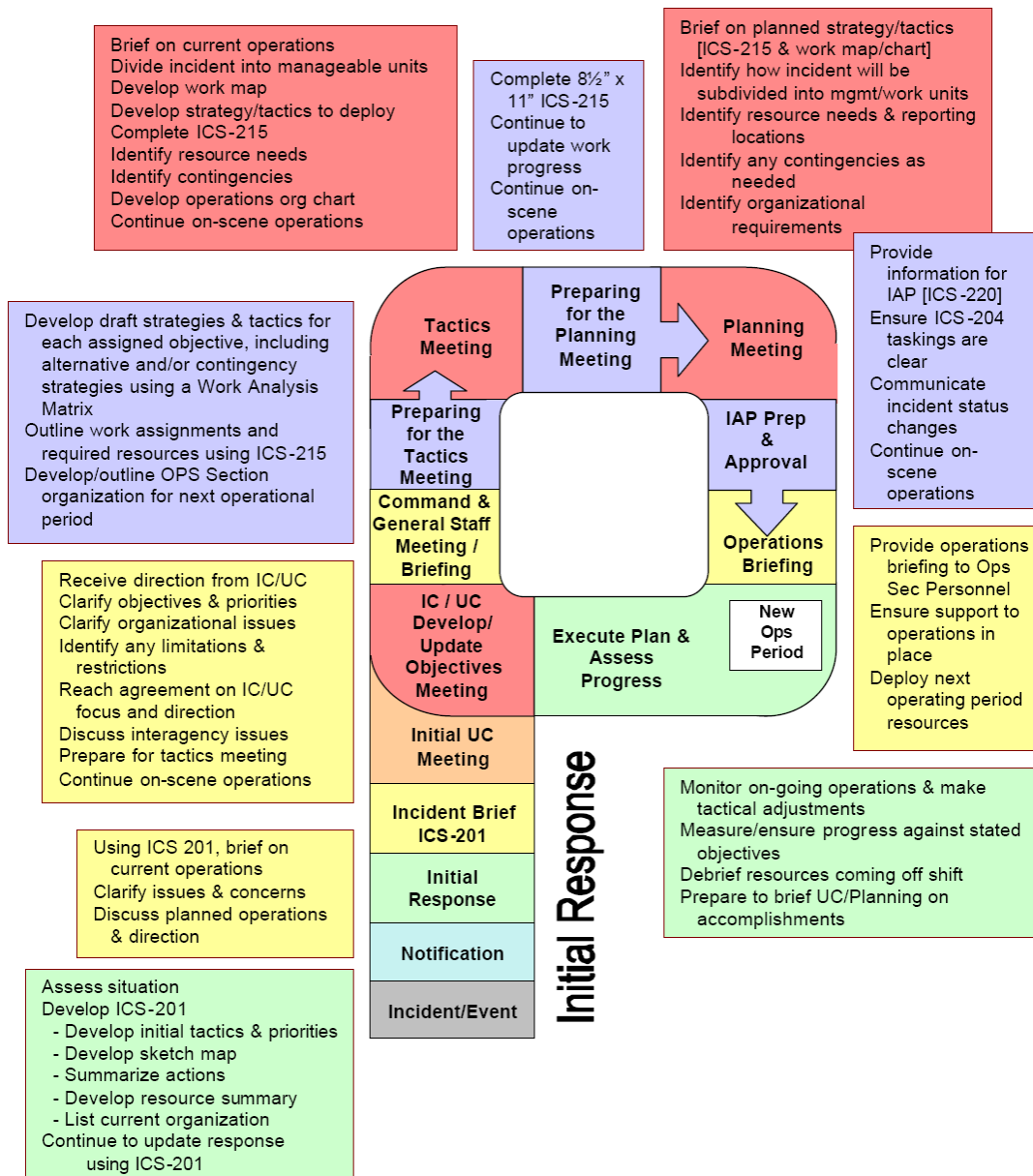
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Operational Planning “P” For Operations Section Activities



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3000 Operations

All incidents begin with operations. The Operations Section Chief (OSC) must be both tactically competent in responding to the incident and possess a thorough understanding of the Incident Command System (ICS). Some of the primary responsibilities of the OSC include:

- Manage tactical operations,
- Ensure tactical operations are conducted safely,
- Maintain close communications with the Incident Commander/Unified Command,
- Identify required tactical resources to accomplish response objectives,
- Identify staging areas,
- Assemble & disassemble strike teams and task forces, and
- Assist in the development of the Incident Action Plan (IAP).

This section of the ACP provides guidance on Operations that can apply to any type of incident. It addresses Operations from the actions of initial responders up to the activities required in supporting the ICS planning process.

The guidance in this section includes:

- The Operations Section Organization
- Considerations for building the Operations Section
 - Deputies
 - Divisions
 - Groups
 - Branches
 - Staging Areas

3100 Operations Section Organization

The operations organization is designed to be highly flexible so that it can be used during any type of emergency. Unlike other sections of ICS organization, Operations

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builds from the bottom up, only adding layers of management to maintain span of control when the size of the Operations Sections requires more focused oversight.

The below figure is a general organization chart of the Operations Section and its subordinate units. Operations Section organization information regarding the Operations Section and staff positions with the commands can be found in the National Incident Management System (NIMS) guidance and the National Response Framework. The pattern for response will follow the NIMS Incident Command System (ICS) process and position descriptions. Where NIMS ICS does not describe a process or organizational requirement the incident specific need will be addressed.

Organizational Elements of the Operations Section



3110 ICS Position Specific Job Aids

Available ICS position specific job aids can be found in Chapter 9000, Appendix V.

3120 Considerations for Building the Operations Section

To effectively manage an incident, the OSC must divide the incident into manageable work units. Some things to consider when dividing the incident are:

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- Incident priorities,
- Size of the affected area,
- Complexity of the incident and number of tasks,
- Amount of work to be accomplished,
- Span of control,
- Open water versus shoreline activities,
- Topography of the affected area,
- Logistics requirements,
- Kind of functions to be accomplished,
- Contingencies,
- Need for staging areas, and
- Jurisdiction.

Deputies

When an incident is particularly large and complex, deputies should be employed to ensure effective operations. Deputies can be assigned to augment operations in several ways:

- Provide more focused oversight of a particular aspect of operations,
- Provide relief during the evening shift,
- Provide support during the critical planning process, and
- Perform specific tasks that require their level of knowledge and expertise.

Divisions

Divisions are used to divide an incident geographically. Some considerations for creating divisions are:

- Determine the geographic area each Division will cover,
- Designate the Division(s) using letters (ex. Division A),

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- Every Division must have a supervisor, and
- In river environments, use a different letter to designate each side of the water body in order to avoid confusion.

Groups

Groups are used to divide an incident along functional lines. Operations are often divided functionally in the beginning of an incident. Some considerations for creating groups are:

- Determine the functions that will be conducted during the response (ex. Fire-fighting, on-water recovery),
- Designate each Group by their functional assignment (ex. Triage group), and
- Every Group must have a supervisor.

Branches

Branches are primarily used for span of control. Branches can designate an incident geographically or functionally. Some considerations for creating Branches are:

- If designating a Branch for geographic area, designate each Branch by Roman numerals for geographic area (ex. Branch III), or if the branch corresponds to a political jurisdiction (e.g. parish), then use the name of the jurisdiction.
- If designating a Branch for function, designate each Branch by the function that will be conducted during the response (ex. Search & Rescue Branch).
- Every Branch must have a Branch Director.

The responsibilities of a Division/Group Supervisor and Branch Director can be found in U.S. Coast Guard Incident Management Handbook, COMDTPUB P3120.17B.

Strike Teams/Task Forces

Strike Teams are specified combinations of the same kind and type of resource with common communications and a leader. Task Forces are a group of resources with common communications and a leader assembled for a specific mission. The responsibilities of a Strike Team/Task Force Leader can be found in U.S. Coast Guard Incident Management Handbook, COMDTPUB P3120.17B.

Staging Areas

Staging Areas are temporary locations to hold tactical resources for immediate deployment. Some considerations for creating a Staging Area are:

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- Determine most feasible locations to establish a Staging Area,
- Designate Staging Areas by their physical location (ex. Basin Ave. Staging), and
- Every Staging Area must have a manager.

3130 Operations Section Chief

The OSC, a member of the General Staff, is responsible for the management of all tactical operations directly applicable to the primary mission of the Incident/Unified Command. The OSC will normally be selected from the Responsible Party or the agency with the most jurisdictional responsibility for the incident.

The OSC activates and supervises organization elements in accordance with the IAP, and directs its execution. The OSC also directs the preparation of operational plans; requests or releases resources, monitors operational progress, and makes expedient changes to the IAP, as necessary, and reports to the Incident/Unified Command. Specific duties of the OSC can be found in the U.S. Coast Guard Incident Management Handbook, COMDTPUB P3120.17B

3140 Expectations of Division and Group Supervisors

Personnel assigned as a Division or Group Supervisor must carry out the tactical assignments outlined in the IAP. To be successful they must possess both the leadership qualities and expertise to ensure the operations under their control are conducted safely and efficiently. There are certain expectations that the OSC should have for Division and Group Supervisors such as providing information on work accomplished, remaining work to be done, recommendations for the next operational period, estimated completion time for primary objectives and any unusual logistical support needs.

3200 Recovery and Protection Branch

The Recovery and Protection Branch Director and the Protection Group Supervisor are responsible for the deployment of containment, diversion, collection, protection and absorbing boom in designated locations. Depending on the size of the incident, the Protection group may be further divided into teams, task forces, and single resources.

The goal of most containment and recovery strategies is to collect the spilled oil from the water and prevent it from reaching sensitive resources. Frequently, this is not possible and sensitive resources are oiled in spite of response efforts, especially during large oil spills. Often the goal will be to minimize environmental impact using a variety of booming, containment, and recovery techniques. These techniques are discussed in Section 9000, Appendix F Oil Spill Best Management Practices.

Sensitive Sites in the SELAC area of responsibility are organized by parish in Section 9000, Appendix Y, Sensitive Site Index.

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3210 General Hierarchy of Response Priorities

In general, Federal law establishes three priority levels for dedication of emergency oil spill response resources.

- First Priority- Protection of human health and safety,
- Second Priority- Protection of environmental resources, and
- Third- Protection of economic resources.

Examples of resources that will receive a first priority response (human health and safety) include:

- Drinking water intakes- other health/safety intakes,
- Power plant intakes- desalinization plants, and
- Critical public use areas at risk (e.g. hazardous vapors).

The second priority group is thoroughly identified in the area Geographic response strategies (GRSs) and the applicable Environmental Sensitivity Index.

The IC/UC should utilize the predetermined response strategies outlined in the applicable GRS. However, the UC/IC and responders should remain flexible and be receptive to additional information when implementing the booming plan or other countermeasures. Factors such as unusually high winds, strong tidal currents, equipment limitations, bottom conditions, and the type of oil can have a significant effect on the proposed strategy. Modifications to the preplanned strategies should be expected.

In addition to the seasonal variances, the protection priority of an entire area could change. For example, if the Scientific Support Coordinator (SSC) or a U.S. Fish and Wildlife Service (USFWS) biologist determined that a certain section of marshland or coastline previously categorized as a lower priority is currently a breeding ground for an endangered species, then protection of that site may be afforded the utmost priority. Sensitive locales which may be already impacted or inevitably impacted may be used to collect or retain oil so that other nearby sites can be protected.

3210.1 Response Prioritization

The initial response is focused on minimizing impacts through the strategic objectives of:

- Stopping the Source,
- Containment,

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- Recovery, and
- Protection of Sensitive Areas.

In a spill event, sensitive area protection prioritization should be determined by three considerations: which sites are at risk (how soon the oil product will get to each sensitive site?), the predefined hierarchy of protection priorities, and the time and response resources available to implement protection. Responders should not assume that sensitive locales equidistant from the source of a spill are at equal risk from the oil. For the purpose of prioritization, “risk” is defined as “the probability of spilled oil reaching the vicinity of a sensitive site of concern.” This means that the urgency to protect key resource is first determined by the likelihood that it will be impacted in the near future and mobilization time for requisite response staff and equipment (can the sites at risk be protected by available resources before oil arrives?). If the sites are too numerous to protect with the response resources available within projected times of impact, then triage of protection follows as the prescribed general hierarchy below or those identified for a specific area in the GRS.

During an actual incident, the relative likelihood of a site coming into contact with the oil is a function of the proximity of the spill to the site and whether prevailing conditions (wind, current, and tides) at the time of the incident will move the oil toward or away from it. At a minimum, first responders to a spill in the marine environment should obtain an initial forecast of oil movement speed and direction from a reliable source such as the NOAA SSC, or forecast it based on present and impinging tides, currents, winds, and rainfall runoff conditions. This requires responders to use best information (optimally, real time information) about the local weather, tides, and currents to make the best prediction possible about the movement of the oil from the discharge location. This information can be used to model the probable trajectory.

3220 Tactical Response Options

The Operations Section in coordination with the Planning Section develops the specific tactics for response strategy implementation.

Proposed containment and protection strategies are organized by parish in Section 9000, Appendix S, Geographic response strategies.

3220.1 Situation Assessment

Note: At any release where the lead agency determines that there is a threat to the public health or welfare or the environment, the lead agency may take appropriate removal actions to abate, prevent, minimize, stabilize, mitigate, or eliminate the discharge/release, or the threat resulting from that discharge/release (NCP, 40 CFR Part 300.415(b)(1)). At discharges/releases determined to pose a substantial threat to the public health or welfare, the FOSC must direct a response to the incident.

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The following checklist is intended to be used as a guideline of considerations to be referred to when developing tactical response options/strategies. This list is NOT in order of importance and may not apply to every situation. The Checklist does not limit the Operations Section from choosing response options/strategies that are not listed.

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Situations Assessment Checklist

- Evaluate if special circumstances exist requiring section action
- Health and safety issues
- Fire and/or explosions (see Gasoline and Other Flammable Liquids Response, Section 3270.7)
- Requirements for access limitations (barricades, security fences, etc.)
- Vessel collision
- Vessel grounding
- Lightering operations
- Salvage operations
- Vessel traffic blockages
- Sample collection and analysis for evaluation or source determination
- Implement support infrastructure
- Determine response structure consistent with the Incident Command System principles that will be used, and from there determine level of support needed to fill positions in the structure which include Finance/Admin, Logistics, Operations, and Planning
- Implement Geographical Response Strategy for location based on real time information and protection strategy effectiveness. (See Section 3250 of this Section and Section 9000, Appendix S)
- Determine and mobilize personnel necessary for initial response efforts
- Mobilize equipment
- Coordinate Volunteers (See Section 9000 Appendix L)
- Identify initial resources at risk using GRSs or any other source information available

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- Natural resources- fish, wildlife, habitats, and Endangered Species Act (ESA) issues (See Section 1000, Section 1680.4)
- Cultural resources- Initiate contact with a State Historic Preservation Officer (See Section 9000, Section 9220.6), NHPA: <http://www.achp.gov/>
- Socio-economic resources:
 - Critical Infrastructure
 - Drinking water
 - Energy/power generation intakes, Lock and Dams
 - Federal/State irrigation agricultural channels and water projects
 - Water dependent commercial areas
 - Industrial intakes
 - Agricultural irrigation intakes
 - Aquaculture
 - Marinas
 - Commercial fishing and shellfish harvest areas
 - Federal/State and private fish hatcheries
 - Specially designed residential, commercial, and industrial areas (ex. Floating homes and live aboard marinas)
 - Water dependent recreational areas
 - Boating
 - Public recreational areas
 - Sport fishing
 - National/State/local parks and beaches
 - National seashore recreational areas
 - National river reach designated as recreational
- Notify and coordinate with Natural Resource Trustees (See notification section for contact information)
- Coordinate with Federal, State Natural Resource Damage Assessment (NRDA) personnel (see notification section for contact information.)

3220.2 Containment and Cleanup

The priority for all countermeasures is safety of personnel and protection of the environment. A number of cleanup techniques are available for response to a pollution incident. Single or multiple techniques may be utilized in abating a spill. The determining factors in method selection usually depend on the type of product spilled, current state of product, size of the incident, location, weather, and site impact.

Some volatile materials may create hazards if a containment boom is utilized (See Gasoline and Other Flammable Liquids Response, Section 3270.7). Other defensive countermeasures may be more appropriate as conditions warrant. Each spill of a

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volatile product should be assessed individually and due consideration given to the most suitable actions for a given situation.

Weather and other circumstances permitting, every effort should be made to collect oil as close as possible to the source of the incident (e.g. in the case of a grounded tanker, lighter the vessel). Even as oil spreads across a water surface, collection on this medium is preferable to beach cleanup. If the weather conditions at the beginning of an incident response are unfavorable for certain operations, these solutions may become feasible at a later time in the response.

The following is a list intended to be used as a guideline of considerations to be referred to when developing tactical response options/strategies. This list is NOT in order of importance and may not apply to every situation. The list does not limit the Operations Section from choosing response options/strategies that are not listed.

Refer to “Characteristic Coastal Habitats: Choosing Spill Response Alternatives,” equivalent NOAA Inland waters job aids, and Section 9000 Appendix F Oil Spill Best Management Practices for detailed information on listed options/strategies.

- Natural recovery (which may include setting aside areas for research purposes and countermeasures effectiveness determination. Recognize that identifying set-aside sites involves a complex matrix of scientific, logistical, legal, and public relations issues.);
- Booming and containment (See Gasoline and Other Flammable Liquids Response, Section 3270.7);
- Skimming (See Gasoline and Other Flammable Liquids Response, Section 3270.7);
- Barriers and berms;
- Physical herding;
- Manual oil removal/cleanup;
- Mechanical oil removal;
- Sorbents;
- Vacuuming;
- Debris removal;
- Sediment reworking/tilling;

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- Vegetation cutting/removal;
- Flood/deluge;
- Dispersants (Section 3270.1 , Chapter 9000 Appendix D Dispersant Policy, and http://response.restoration.noaa.gov/disp_aid/disp_aid.html);
- In-Situ Burning (Section 3270.2 and Chapter 9000 Appendix C In-Situ Burn Policy;
- Decanting (Chapter 9000 Appendix E);
- Sub-sea containment strategies (Section 3220.4.1; Chapter 9000, Appendix U, “Spills of Nonfloating Oils: Risk and Response”); and
- NMFS Biological Opinion for oil response.

A critical element to containment and cleanup is to monitor the strategies/tactics that have been implemented for effectiveness and efficiency. It is also important to discuss and develop criteria/guidance for terminating the cleanup (e.g., how clean is clean?).

3220.3 Protection

The goal of most oil containment and recovery strategies is to collect the spilled oil from the water and prevent it from reaching sensitive resources. Frequently, this is not possible and sensitive resources are oiled in spite of response efforts, especially during large oil spills. Often the goal will be to minimize environmental impact using a variety of booming, containment, and recovery techniques.

The following are techniques that can be implemented by the Operations Section to contain spilled oil on the water or as a means to direct it away from sensitive natural resources or cultural amenities. Shoreline cleanup and treatment methods are discussed in more detail later in this Chapter. For swift current environments, the USCG publication, “Oil Spill Response in Fast Currents- A Field Guide” (Hansen & Coe, 2001) provides an excellent summary of techniques and equipment which have success in such challenging environments.

3220.3.1 Containment and Protection Options

As oil escapes containment it becomes increasingly difficult to recover. Inevitably oil does escape containment, and additional measures must be included to deal with the escaping oil. This is particularly necessary where oil booming is subjected to winds, waves, and strong currents; oil entrains or is splashed over boom. To counter oil escapement, deployments should include preplanning to anticipate and control escapement.

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Before spilled oil can be effectively recovered, the spreading of the oil must be controlled and the oil contained in an area accessible to oil recovery devices. Generally, spilled oil is contained using oil containment boom. Typical boom has a floatation section that provides a barrier on and above the water surface and a skirt section that provides a barrier below the surface. The physical dimensions of the boom to be used for a particular spill will be dependent on local conditions. In the open water it may be necessary to use a boom that is several feet tall. In a protected marsh, a boom that is only a few inches tall may be appropriate.

There are limitations on the effectiveness of any boom. Oil will be lost if the conditions are such that there is splash-over from breaking waves. Oil will also be carried under the boom skirt if it is deployed in such a way that currents cause the oil to impact the boom with a velocity perpendicular to the boom of greater than 0.7 knots. Once a boom has been deployed, it may be necessary to reposition it due to changing tides and currents. It is desirable to have personnel available to readjust the boom as required. In all cases of boom deployment, consideration must be given to protecting the safety of those involved in the activity.

Hard/Containment booming is used to prevent spreading and to concentrate the oil so it can be skimmed or vacuumed. Factors that need to be considered are: type and size of boom required for weather, winds, tides, and currents in the vicinity of potential spill areas; the type of deployment vessel needed; the amount of boom needed for effective containment and available skimming capabilities. Fixed or natural anchor points should be selected.

Sorbent booming is useful when the amount of oil is minimal, when tides and currents are light, or when shorelines require protection. Heavier oil can be recovered using absorbent (oil “sticks” to the boom) and lighter fuels generally are recovered using adsorbents (sausage, sweep, or diapers). Sorbent booming can also be used as a backup for other types of booming to recover product that may have entrained past the primary barrier.

3220.3.2 Shoreline Protection Options

Southeastern Louisiana is home to a large expanse of mud flat and marsh systems. These areas are particularly difficult to protectively boom and every effort should be made to contain and recover the oil before it approaches any of these areas. If the on-water recovery operations are not entirely effective and oil still threatens the marsh areas, intertidal barrier boom may be used to protect the mud flats.

A recommended deployment strategy is as follows: Place intertidal boom along the entire front of the mud flat, with the boom being anchored just off shore of the low –low tide line. In areas where wave entrainment of the boom at high tide is considered to be a problem, place a line of boom across the upper mud flat near enough to the marsh to be away from the threat of wave entrainment. The boom positioned on the mud flat would rest on the flat at low tide and be of the type of construction that would prohibit oil

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from passing under it on the rising tide. The boom would eventually lift up off the tidal flat surface as the tide continues to rise.

Deployment of this type of boom and its supporting arrangement is extremely manpower intensive. It should only be implemented if there is a high probability that oil will reach the marsh areas. It is envisioned that these resources would not be available until equipment began to cascade into the area sometime after the initial response. Other factors to consider in this type of booming are:

- Water body type,
- Water current velocity,
- Water depth,
- Wave height, and
- Shore type.

Generally, sediment berms, dikes and dams will most often be used to protect small coastal inlets or perhaps tidal channels serving wetlands and marshes when these channels are accessible. The object of berms, dikes and dams is to keep oil outside an inlet because there are often abundant natural resources and economically significant areas that use the sheltered waters within.

Occasionally, dikes and dams have been used across a channel to contain the oil within a portion of marsh in order to prevent widespread contamination of other resources.

Dikes and Dams are not practical when currents are great, waters are deep, and waves are large. Also, beaches with abundant sand are generally the most suitable for building dikes and dams. Berms can be built above the active beach face to prevent oil contamination of high beach during spring tides. Alternative strategies should be prepared and the necessary supplies and equipment in place should a berm, dike, or dam fail.

3220.4 On-Water Recovery

Oil removal/recovery in open water is accomplished through the use of skimming devices once the oil has been contained. Skimmers can be freestanding in which the skimmer is a separate piece of equipment which pumps the oil-water mixture from the contained surface into tanks on a vessel. These skimmers are usually driven by hydraulic units on board a vessel. Self-propelled skimmers have a skimmer as an integral part of the vessel. The skimming vessel positions itself at the head of a concentrated or contained pool of oil and recovers the oil into tanks on board the vessel. There is also a type of skimmer in which the weir or collection zone of the skimmer is an integral part of the boom which is close to the skimmer.

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Vessels of Opportunity (VOO), such as fishing vessels, may be used to deploy or tow boom and, depending on the size of the vessel, be equipped with skimming equipment. They need to have adequate deck space and lifting cranes to carry the necessary equipment. The Coast Guard's Vessel of Opportunity Skimming System (VOSS) can be deployed on a variety of vessels.

In the New Orleans area FOSC zone it is not uncommon to encounter currents in excess of three miles per hour. With appropriate skimmer operations, it is possible to recover spilled oil in these high current areas. Standard skimming techniques must be modified somewhat to optimize oil recovery.

High Current Environments

To be successful, most containment and skimming systems must encounter oil at speeds of less than one knot. Typically skimmers are operated in conjunction with containment boom. If oil encounters the boom/skimming system with a perpendicular velocity greater than 0.7 knots, the oil will carry under the boom and will not be recovered by that method. Therefore, the most important consideration for skimming in high currents is to keep the speed of the skimming system below one knot relative to the water's surface. As a basic example: A skimmer pointed upstream in a 5 knot current would actually be proceeding downstream or backwards at four knots to keep its velocity relative to the water's surface at one knot. Gauging a skimmers velocity relative to the water's surface can be somewhat difficult. Often the most reliable method is for the skimmer operator to closely monitor the skimming system. They should look for signs of oil entrainment as well as ensuring the integrity of the containment system. Generally, entrainment can be seen in the form of small or large droplets outside, essentially flowing with the current, or behind the boom used for the operation. Depending on the rate of entrainment, evidence of the entrainment may not be apparent directly at the point of recovery. Rather it could be further downstream due to currents, wave action, and the speed in which oil is being entrained. As current speeds change so must the speed of the skimmer. The skimmer monitoring can be aided by using a helicopter observer. The Observer can tell is oil is being lost by the skimmer as well as direct the skimmer to the best skimming location.

Boom is often deployed in front of the skimmers forming a V thus directing oil into the skimmer. The practice increases the area being covered by the skimmer. Ideally this V should be as wide as possible. In high currents, as the V width is increased the speed of the oil encountering the boom perpendicularly is increased.

Oil will spread more quickly in the direction of the current flow; skimmers should operate in an up and down stream orientation. The oil slick will be elongated in the direction of the currents. Skimmers will encounter the most oil as they proceed up and down stream within the slick. Operating back and forth across stream and across the slick will result in sub-optimal recovery efficiency.

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Near-Shore/Shallow Water

Oil recovery techniques and equipment are different in near-shore/shallow water locations than open water. Shallow draft vessels and smaller boom and skimmers are used in these situations. These vessels can maneuver into tight places behind and under wharfs or in sloughs and can actually skim next to shore in many near-shore locations.

Strategies for near-shore cleanup can differ depending on the depth of the water and the location. Near-shore operations, within a bay or inlet, will also require shallow draft vessels, workboats, and skimmers. However, the vessels may only be operable at high tide. At or near low tide, the operation may evolve into a shoreline cleanup operation. Any boom towing boats or skimmers must be able to withstand going aground without sustaining major damage.

Coastal shallow water or near-shore strategies will differ in certain respects. In addition to the need for small, shallow draft vessels and/or specialized vessels may also be needed.

3220.4.1 Non-floating Oils Recovery and Protection

Non-floating oil that is spilled and transported subsurface either remains suspended in the water column or is deposited on the seabed, usually after interaction with suspended sediments or sand. Different strategies for containing these oils can depend on the location of the oil.

The recovery of sunken oil has proven to be very difficult and expensive because the oil is usually widely dispersed. Several of the most widely used recovery methods are manual removal, pump and vacuum systems, nets and trawls, dredging, and onshore recovery.

For specific containment and recovery methods refer to Chapter 3 of the National Academy of Sciences (NAS) "Spills of Nonfloating Oils: Risk and Response" contained in Chapter 9000 Appendix U.

3220.4.2 Shore-Side Recovery

There are predictable locales where recovery efforts can be optimized at shorelines. There are two situations where oil collection should be vigorously attempted at the shoreline:

- Places where oil naturally collects at the shoreline because of winds and currents
- Diversion and capture of oil as it flows past or along the shoreline and points with low environmental sensitivity

Oil is a substance that spreads primarily in two dimensions on the water surface while water moves in three dimensions; oil will spread thin, but it will also accumulate at

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predictable locales; it will accumulate wherever water has downward currents: such as tide rips along mud flats, and at windward coves.

3220.4.2.1 Natural Collection Points

A list of pre-identified natural collection points are listed in the following table. Information not contained in the following table includes Barge Staging Areas which create natural collection areas for a spill on the Mississippi River. Responders are encouraged to also consider barge staging areas in the vicinity of a response for collection/pocketing of oil.

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Natural Collection Points

ID	LOCATION	LAT DEG	LAT MIN	LONG DEG	LONG MIN	BANK	RIVER MILE	CHARACTERIZATION
1	Port of B.R. Dock 1	30	26.13	91	1 2.03	RDB	229	
2	Port of B.R. Dock 2	30	26.67	91	1 1.99	RDB	229.9	
3	Dow Chemical Dock	30	24.73	91	1 4.45	RDB	223	Missouri Bend
4	Dow Chemical Dock	30	24.41	91	1 4.65	RDB	213	
5	Not Named	30	12.46	91	4 .16	RDB	188	Across river from Rhone-Poulenc
6	Not named	30	9.33	91	0 .2	RDB	182	Across river from Shell Refinery
7	CF Industries	30	6.22	90	5 7.52	RDB	195	
8	Not named	30	8.57	90	5 9.97	LDB	180	
9	BCP	30	12.9	91	3 .16	LDB	185	
10	ENRON	30	12.99	91	4 .29	LDB	188.6	
11	Willow Glenn	30	16.25	91	7 .24	LDB	201.6	
ID	LOCATION	LAT DEG	LAT MIN	LONG DEG	LONG MIN	BANK	RIVER MILE	CHARACTERIZATION

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12	Belle of Baton Rouge	30	26.555	91	1 1.561	LDB	229.5	
13	Casino Royal/Capitol	30	27.545	91	1 1.556	LDB	230.5	
14	Baton Rouge Harbor	30	31.539	91	1 2.474	LDB	235.3	
15	National Marine Tiger	30	30.592	91	1 5.272	LDB	239.1	
16	Springfield Bend	30	33.989	91	1 4.808	LDB	245.6	Springfield Light
17	Port Hudson Light	30	34.444	91	1 8.531	LDB	254.9	Upriver of Amoco Pipeline Co., Mangroves
18	Hermitage Light	30	38.674	91	1 7.574	RDB	257.6	
19	False River Light	30	35.365	91	1 9.047	RDB	251	
20	Devall Light	30	30.719	91	1 7.259	RDB	240.3	Mangroves, Inlet to mangroves
21	Greenville Johnny	30	30.59	91	1 4.394	RDB	237.3	Fleeting Area/ Shipyard
22	College Town Light	30	24.259	91	1 2.206	LDB	226.6	Slow Bend Low Probability
23	Longwood Plantation	30	20.177	91	8 .553	LDB	216.2	Horseshoe Bend
24	Plaquemine	30	17.62	91	1 3.648	LDB	208.5	
ID	LOCATION	LAT DEG	LAT MIN	LONG DEG	LONG MIN	BANK	RIVER MILE	CHARACTERIZATION
25	Belle Point	30	02.13	90	37.66	LDB	142.1	

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26	Davis Crevasse	29	55.97	90	18.8	RDB	118.1	
27	Little Farms	29	58.0	90	14.51	LDB	112.2	
28	Governor Nichols	29	57.08	90	3.47	LDB	94.3	Wharf
29	Poydras Light	29	52.25	89	54.49	LDB	81.6	
30	Bayou Lamoque Light	29	25.85	89	35.9	LDB	33.0	
31	Fort Jackson Rev.	29	20.30	89	29.11	RDB	21.5	Revetment
32	Fort St. Phillips	29	21.81	89	26.80	LDB	20.3	Slow bend
33	North side Cubits Gap entrance	29	12	89	116	LBD	3.9	Sensitive Delta Area
34	Octave Pass Area	29	11	89	15	LDB	3.1	Sensitive Delta Area

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3220.4.2.2 Diversion to Shore

Diversions to shores with low environmental sensitivities are a desirable alternative to the unmitigated spread of oil. As described above, oil spreads rapidly on open water and effectual on-water skimming is difficult in a high current environment. Diversion can shunt oil out of high current and into quiet water capture point at shore. It can be an effective addition to on-water skimming recovery.

The following are the operational considerations when establishing a shoreline collection site when oil is moving along or near shore. Boom should be positioned at an acute angle to the current to move oil toward the shore collection. Cascading boom arrangements may be necessary. Once oil is at the shoreline, it may be necessary to deploy additional boom to trap the accumulated oil at the shore collection site when the tide reverses. Good land accessibility is an important part of selecting capture sites since it permits site support and easy removal of collected oil. Though some natural collection sites may have poor land access, they may be important accumulation points which can be exploited effectively via water.

Deployments of this type should only be made with the recommendation of a Resource at Risk Specialist and the direction of the IC/UC.

3220.4.2.3 Pre-Beach Cleanup

While it is generally not possible to avoid the generation of oily debris resulting from the contact of floating oil with waterborne solids, it is possible to avoid the generation of oily debris in the coastal inter-tidal zone if the anticipated area of oil impact can be cleaned prior to stranding of the spilled oil. Personnel can be deployed to remove debris from beach intertidal areas to above the high tide line in order to prevent oiling of stranded debris/trash. It is important to note that such crews are not likely to be certified as required for oiled debris recovery under OSHA, 29 CFR Part 1910.120 and can only perform this task prior to the stranding of spilled oil. A safety/industrial hygiene specialist should be consulted regarding limitations of these crews and the effective establishment of exclusion zones in the area of beach impact.

3230 Monitoring Oil Movement/Forecasting Oil Trajectories

Oil trajectories may be effectively forecast by several means and should always be done by skilled staff. Usually trajectories are created and assessed by the Environmental Unit (See Chapter 4000 Section 4600). Each method can be limited by conditions or unforeseen patterns, and no method is guaranteed to accurately predict the future distribution of oil. Because success or failure of response to near-shore spills is usually determined by actions in the early timeframes, the IC/UC and on-scene responders must take immediate action using simple predictive methods rather than delaying action until more precise information becomes available. **Spill responders must act on the best information available at the moment.** If time and resources permit, as many means as possible should be engaged to maximize the probability of accurately identifying slick movement and likely impacts, but this should never slow response. Regardless of the trajectory method used, it should always be recognized

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that such trajectories are helpful guidance but do not substitute for using on-scene information about currents and winds which determine slick movement.

If the Environmental Unit or other skilled trajectory analysis is not available, initial response may need to proceed based on simple mathematical calculations of oil movement commonly called “back-of-the-envelope” or “envelope” trajectories. “Envelope” trajectories provide a quick yet fairly accurate estimate of the trajectory using best available information (which may not be accurate enough for more sophisticated modeling). It can quickly be recalculated using improved information. (After initial response, trajectories will be developed by the Planning Section/Environmental Unit as part of the IAP.)

Envelope Trajectories

Envelope Trajectories are simple pencil and paper computations based on currents, tides, and winds. Although an envelope trajectory is only gross approximation which does not take into consideration spreading or local turbulence, it will often be used as the first estimate of oil trajectory until better information is available from computer modeling or aerial perspective. This method is quick as well as effective and is not restricted by visibility. It has wide effectiveness and provides gross projections. This method is based on the premise that oil moves at 100% of current velocity and 3% of wind velocity. In areas with strong tidal currents the location of the leading edge of the oil slick can be quite accurately predicted using current estimates or information available in many tide books. If real time measurements of currents and winds are available from internet sources, then such real time wind and current information can be used to significantly improve the predicted oil distribution. However, in bays and estuaries time is critical and an initial trajectory estimate should not be delayed to perfect winds and currents. There are several methods of estimating trajectories; the following is one method used to execute envelope trajectory calculations:

- Determine as nearly as possible the time and location of the incident
- Get best available prevailing tides and currents at the location from tide & current tables. (In bays and rivers, data may be affected by high runoff or rainy seasons.)
- Calculate the movement of oil. Movement of oil = max current velocity X time from spill to next slack water. Using **max current** provided a projections of **least regret** since it will maximize the oil trajectory.
- Using a nautical chart or similarly geographically accurate map, draw a vector on the map from the point of origin for the distance that the current moves for the elapsed time. This may be subdivided by hours to estimate the hourly incremental advance of the oil.
- Winds influence oil movement slightly: wind movement = 0.03 X wind velocity. So, in open ocean and at slack tides estuaries, wind adjustments become

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important (although some along coast currents can reach 2 knots.) From the end point of an interval of interest, draw a vector expressing the computer value in the direction of the wind.

- The resulting location is an approximation of the leading edge of the slick.
- Sites of concern which are proximal to (in or near) the projected slick should be added to the list of sites to be protected. This method can be used to forecast the time by which a site is likely to be threatened and draft a timetable for protection of sites at risk.
- When the tide phase shifts, this process is best started again from the point of origin, based on the presumption that oil is still discharging or escaping containment at that location, but remember that there is now an elongated smear of oil from the slick's initial path which must also be accounted for.

Once a trajectory has been developed, the threat to significant resources must be assessed. The trajectory should be used to determine the probable sequence of impacts to shorelines and probable times of impacts. These calculations can be computed even if the person is not on-scene and information can be transmitted by email, text, fax, or phone to the command post. This would best be done by the SSC. If not available, responders should refer to the applicable GRS(s) for the projected impacted area.

3240 Remote Sensing During Oil Spill Response

To be most effective, oil spill recovery equipment must be directed to the location of the thickest oil accumulation. Observers on vessels at water level are unable to see a vast area and are unable to recognize the most optimum skimming locations. Skimming activities are best directed by trained observers aloft in helicopters. One observer may be able to direct several skimming units to optimum skimming locations. During hours of darkness or poor visibility, tracking devices that emit a radio location signal can be placed in the spilled oil to trace the oil movement. Remote sensing systems have been developed which can track oil movement even in darkness and poor visibility.

Many factors must be considered when contemplating the use of remote-sensing technology during an oil spill response. There are three basic arenas in which the sensors can operate.

Terrestrial platforms (land or water-based)

These platforms can support observers using visual means of detection, cameras (single frame, television, infrared, etc.), and/or radar.

Aircraft (manned helicopters, manned fixed wing, or drones)

These platforms can support visual observers, cameras (same as terrestrial), radar (of various types), infrared, lasers (of various types), microwave, and/or ultraviolet.

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Satellites

These platforms typically use electronic detection means, mostly types of radar. All sensor/platform packages provide different spatial resolutions, dwell times, on scene (“*delivery*”) times, planning requirements for use, swath widths, detection thresholds, analysis times and difficulty of data interpretation, false detection rates, weather limitations, and cost. Additionally, there are dramatic differences in each sensor’s capabilities to accomplish specific tasks. Of interest to the response effort are such things as plume size, description, and movement; relative oil thickness; location of the thickest oil; type of oil being observed; etc. Also, various environmental conditions have a bearing on the sensor. For example, darkness, fog, rain/snow, sun location, and cloud coverage, etc., are important considerations.

The geometry of the situation also plays an important role. A sensor at high altitude is able to “see” a larger area, but typically at a lower resolution than would be obtainable by a platform operating at a lower altitude. Also, many sensors, including visual, lose detection capability at certain acute angles.

In general, increased capability comes with increased cost. At the high end, these costs can be extraordinary. Also, no single sensor package will give all the information desired at a given spill under all conditions. At the high end, the very sophisticated laser based sensor packages MAY be able to give more information; however, most of the information is merely “nice to know” and is of little value to the actual response. For instance, absolute oil thickness is of little value added if a much less expensive sensor will provide a sufficiently reliable estimate of relative thickness for the purpose of guiding response actions. Also, classification of the oil type and characteristics would likely be of little value when such information can be easily obtained from the spiller or from the first responders on scene.

The New Orleans Area currently has access to the following remote sensing tools:

Terrestrial

In addition to visual observation (mostly from a vessel), USCG Sector New Orleans has the capability to view various camera feeds in limited areas throughout the marine waters applicable to this plan.

Aircraft

Resources available for visual observation from helicopters and fixed wing aircraft, including drones are listed in the Area Response Resource Inventory Chapter 9000, Section 9240.9.

Satellite

Both commercial and military platforms exist.

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A literature search reveals the following sensor technologies, each with its own set of capabilities and limitations that could potentially be useful for oil spill response. These sensors will be studied in greater depth for inclusion in future updates to the SELACP.

- Next generation infrared,
- Ultraviolet,
- Microwave,
- Laser,
- Laser-acoustic, and
- Various satellite platforms.

3250 Geographic Response Strategies

Geographic response strategies (GRSs) are an annex to the SELAC and a key element of both facility and vessel contingency plans. GRSs have two main functions:

- From a planning perspective, the GRSs provide a description of sensitive biological, cultural, and economic resources that must be addressed to be in compliance with:
 - The National Oil and Hazardous Substance Pollution Contingency Plan (NCP, 40 CFR Part 300.210(3)(i)). Area Contingency Plans are required to describe areas of special economic and environmental importance that could be impacted during an oil spill.
 - The National Historic Preservation Act of 1966 contains applicable, relevant and appropriate requirements. The GRSs also address sensitive historic and prehistoric resources
- From an operational perspective, the GRSs guide responders in the first 24-48 hours of an oil spill by:
 - Providing a prioritized list of tactical response strategies to be implemented during the early hours of an oil spill (usually before the formation of the Unified Command);
 - Providing detailed information for booming strategies that could be utilized to minimize impacts to predetermined sensitive resources.

Once the Unified Command is formed, additional operational strategies and tactics will be relayed to the field in the form of the ICS-204 work assignment sheets.

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GRSs are the primary tool used during an initial phase of the response and fairly broad in their scope; they are not intended to minimize impacts to all possible sensitive areas that could be affected by an oil spill. Likewise, the GRSs are not intended to be an exhaustive list of all the tactical strategies that could, or should, be implemented during a spill.

3250.1 Guiding Principles for GRSs

Safety and health of the responders always takes precedence over the protection of sensitive environmental resources.

Source control and containment are always a **HIGHER** priority over GRS deployments.

The protection strategies in the GRSs have been designed for the use with persistent oils and may not be suitable for other petroleum or hazardous substances. (See Section 3270.4 for Gasoline Policy).

Environmental conditions (winds, currents, and tides), together with the physical limitations of existing spill response technology, may preclude the effective protection of some areas.

Once a coordinated response has been established during an oil spill incident, booming strategy selection and prioritization are refined and supplemented based on real-time assessments. The UC has the authority to supersede the strategies proposed in the GRSs.

Response personnel may find it necessary to deviate from the exact details provided for deploying a particular strategy. An onsite evaluation of actual conditions is often needed to determine whether a strategy is safe to deploy, whether it will be effective under existing environmental conditions, or effective for the particular type of oil involved. Therefore, field personnel should use their best judgment to modify existing strategies based on real-time conditions and notify command accordingly. Field personnel are also encouraged to notify the command post regarding opportunities for deployment additional strategies that might be used to take advantage of incident-specific conditions.

The GRSs Include the Following Types of Response Strategies

Collection Booming with On-Water Recovery: Deploying various types of boom to collect oil for mechanical removal using sorbent materials, vacuum trucks, or near shore skimming devices;

Exclusion Booming: Deploying various types of boom to reduce oiling in sensitive areas;

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Deflection Booming: Deploying various types of boom to divert oil away from a sensitive area and/or divert oil toward a collection point.

GRSs Do Not Include

In-Situ Burning: Burning oil on the water; usually requires containment by fire-resistant boom. Chapter 9000, Appendix C for additional SELAC policy on in-situ burning use;

Dispersants: Applying chemical agents, usually by aircraft, to aid in breaking up surface slicks and dispersing oil within the water column. See Chapter 9000, Appendix D for SELAC policy on dispersant use;

Shoreline Cleanup: Physical removal or chemical treatment of stranded oil. See Chapter 9000, Appendix G for the NOAA Shoreline Countermeasures Manual for Tropical Coastal Environments and Appendix F Oil Spill Best Management Practices for guidance on shoreline cleanup;

Open-Water Mechanical Recovery: Physical removal of oil using boats and/or vessels specifically outfitted with collection and separation equipment.

No Action: Appropriate when weather, sea, or other conditions make deployments unsafe and/or infeasible and when response actions or site access will cause further environmental damage (e.g., wetlands);

3250.1.1 Sensitive Resources Addressed by GRSs

The NCP, 40 CFR Part 300.120(3)(i) requires that Area Committees identify and prioritize sensitive areas requiring protection. In the SELACP, sensitive areas are broken into three main categories described below.

Environmentally Sensitive Resources

Key natural resource areas are identified using a wide of range data provided by resource trustees, tribes, plan holders, spill response organizations, contingency plan holders, and other interested stakeholders during the process of GRS development and review. The Environmental Sensitivity Index (ESI) maps developed by NOAA are one example of the type of natural resource information available (<http://response.restoration.noaa.gov>). When appropriate, tactical response strategies are designed for implementation during the early hours of an oil spill to reduce impacts to those areas, and trajectory models or other assessment techniques are used to establish initial response priorities.

Historically or Culturally Sensitive Resources

Information on sensitive historic and cultural sites is coordinated through contact with the various tribal governments, State Historic Preservation Office (SHPO), and the United States Department of the Interior may assist as needed. Due to the sensitive nature of this information, the specifics regarding the location and nature of such sites are not included in the GRS documents. However, in order to ensure that tactical response strategies do not inadvertently harm historical and culturally sensitive sites,

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historic preservation specialists are consulted to review the GRS documents prior to finalization. The Louisiana SHPO can be contacted at:

Physical Address: State Historic Preservation Office

Division of Archaeology

Capital Annex Building

1051 North Third Street

Baton Rouge, Louisiana 70804

Mailing Address: P.O. Box 44247

Baton Rouge LA, 70804

Phone: (225) 342-8160 (general office)

(225) 342-8165 (Division of Archaeology office)

Fax: (225) 342-4480

Socio-Economically Sensitive Resources

Economically sensitive areas are facilities or locations that rely on a body of water to be economically viable and that could be severely impacted by an oil spill. Economically sensitive areas are broken down into three separate categories: Critical infrastructure, water dependent commercial and recreational areas. Information on economic resources will be gathered for inclusion as an appendix to the GRSs.

3250.1.2 Geographic Scope of the GRSs

GRSs are for all coastal waters within the New Orleans Captain of the Port Zone, including the Mississippi River. The GRSs are divided by Parish. See Chapter 9000, Appendix S for Completed GRSs.

3250.2 Evaluation Criteria for Geographic Response Strategies

Specific strategies for response to spills in the sensitive areas are detailed in the GRSs. Below is a list of some of the biological, cultural, and booming criteria used to determine whether it is appropriate to develop and maintain GRS strategies at specific locations. These criteria are not intended to be exhaustive, or ranked in order of priority, they are meant to help frame the evaluation of GRS strategies.

Key Criteria for Biological Sites, Species, and Habitats of Concern

- *Temporal considerations-*
 - What is the expected recovery time for habitats or fish and wildlife resources?
 - What is the residence time of the oil?
- *Substrate-*
 - What is the exposure risk? What is the likelihood that a habitat or species will be exposed to direct contact with surface oil or to dispersed/dissolved oil in the water column?
 - Given the substrate, is clean-up feasible?
- *Habitat quantity, quality, and pattern-*

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- Is the impacted habitat considered scarce at local, regional, or statewide scales?
- Is the size of the impacted habitat significant compared to other sites in the region?
- Is the species diversity or endemism high? Is this true year-round or is it seasonal?
- Is abundance of fish and/or wildlife high? Is this true year-round or is it seasonal?
- What life stages of organisms are present?
- Is the habitat important to threatened or endangered species?
- What is the status of the habitat's integrity (i.e., is the area undeveloped or highly altered?)
- Does the habitat have a special designation or status (i.e., Marine Protected Area, biological research area, restoration site, etc.)?
- Are the habitat and/or its associated fish and wildlife resources especially susceptible to injury by oil?

Key Criteria for Archeological and Cultural Sites of Concern

Deployment- Does the act of deploying the GRS strategy threaten the archeological site (anchoring the boom, parking vehicles, etc.)

Purpose- Will implementing the GRS strategy type (collection, diversion, deflection) negatively impact the site?

Review- If either of the above is possible, then a review of the site records is necessary to determine the exact location and sensitivity of the site. If the site records are old or insufficient, then a field visit is necessary.

Significant developments- Are there significant developments that may make any concern about the impacts irrelevant (housing developments etc.)?

Additional criteria for archaeological sites without existing GRS strategies-

- Impacts- Does the site extend below the high tide line?
- Vulnerability- Will it be damaged or destroyed if oil were to hit the area (or by the placement of response equipment in the area, e.g., vacuum trucks, etc.)?
- Integrity- Has the site be disturbed yet, or is it still intact?
- Historic Importance- Is the site nominated for, or already on, the National Register of Historic Places or the State equivalent?
- Tribal Importance- Does the site hold special tribal importance?
- Parish Importance- Does the site hold special Parish importance?
- Feasibility- Is booming the site feasible?

Key Criteria for Socio-Economic Sites of Concern

Strictly economic resources are designated as the third priority for dedication of oil spill response resources, following human health and safety and environmental resources.

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The designation of economic resources is highly dependent upon the priorities of the local government. Each GRS contains detailed information of economic sites in each Parish or Geographical Response Area. This information includes geographic locations of resources, a brief description of the resource at risk, contact names and numbers, and the priority response ranking.

Key Criteria for the Use of Boom

Effectiveness- Is booming the most effective strategy for reducing oil spill impacts? Would other alternatives such as a phone call to an operator, shutting off a water intake, or closing a tidal gate be as effective?

Safety- Determine if safety of human responder will be put at risk for limited likelihood of strategy success.

Strategy- Determine what type of booming strategy would be the most effective at reducing oil impacts to the resource under prevailing conditions (collection, deflection, or exclusion).

Evaluation- Evaluate the site for advantageous characteristics based on:

- Anchoring substrate. Does the substrate allow responders to easily anchor the boom?
- Accessibility. Can the site be easily accessed by vessel or vehicles?
- Time to arrive on scene. How long will it take to get to the site?
- Potential for oiling. Is the site located near shipping activity or fueling operations?
- Beach substrate. Used Environmental Sensitivity Index (ESI) or Shore-Zone classification to determine vulnerability to oiling and likely oil longevity based on the shoreline type.
- Type and quantity of boom. How many sections of boom and what size anchors will be required for deployment? What is the anchoring depth? What type of boom tending will be required? Will this tending be complicated by the amount of time it takes to arrive at the site or the difficulty of access? Is the amount of boom required reasonable (< 1000 ft)?
- Prevailing weather- especially wind and waves. Is a booming strategy realistic for prevailing conditions?
- Tidal influence. At extreme lows will there be nothing but mud flats (very difficult to tend boom when it is stuck in the mud) or at extreme highs will the entire face of a coastal marsh be underwater (thus exposing the entire perimeter to oil)?

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- Influence of currents. What velocities can be expected?
- Feasibility. Depends on: Boom size, boom length, the number and size of anchors, the capability of the recruited workboats (to tow boom, set and recover anchors, shelter boat crews, carry boom and associated equipment), the experience of the boat crew, and the effectiveness of the anchoring system (both on shore and in water).

3250.3 Sensitive Area Prioritization

The following prioritization should guide initial response efforts during the first 24-48 hours of an incident. Considerations include human health and safety, environmental sensitivity and economic and cultural importance. The Area Committee works with federal, state and local agencies and stakeholders to ensure that sensitive areas receive appropriate prioritization.

3250.3.1 Prioritization

Through the evaluation process, an area is broken down by type (human health and safety, environmental, economic and cultural) and sensitivity (high, medium, low). This evaluation process focuses on the sensitivities of areas and not jurisdictional boundaries. Once all areas have been evaluated and broken down, three levels of priority are generally all that is needed for pre-spill planning:

A – Protect First

B – Protect After A Areas

C – Protect After B Areas

These levels of priority can be applied to an area to determine the protection strategy during the initial response effort.

3250.3.2 Questions for Evaluating an Area

The following questions have been collected to help Area Committee and stakeholders evaluate the priority of an area.

- Is the area protectable?
- Are clean-up efforts for this area feasible?
- How persistent would oil be in this area or on this substrate?
- How vulnerable are the individual species in this area?
- What is the expected recovery time for habitats, fish or wildlife in this area?
- How would the oiling of this area affect human health and safety?

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- Are there seasonal considerations (i.e. nesting, spawning, hibernation, etc.)?
- What parts of a protected areas are the most important to preserve?

The following prioritizations were determined by the Geographic response strategy subcommittee:

PRIORITY A

- Public drinking water intakes;
- Industrial water intakes with public health and safety impacts (e.g. public utility intake, supported by state managed early warning network on MISS RIVER);
- Tidal Inlets – Primary Tidal Inlets that are protectable;
- Secondary inlets inside bays that connect to extensive sensitive areas;;
- Breaches, wash-overs, and other low areas where oil can enter sensitive habitats;
- Exceptional/Highly sensitive wetlands with high biodiversity site (e.g. NWR, State refuges); and
- Important Bird Areas,
 - Bird nesting islands (e.g. Raccoon Island, Queen Bess Island, Brush Island),
 - Other bird nesting concentrations including T&E species, and
 - Seasonal bird concentration areas onshore (e.g. South Pass).
- Freshwater Diversion (Man-made and Natural)

PRIORITY B

- Exceptional Oyster beds in the intertidal;
- Seagrass Beds in less than 1m water;
- High use recreational sites;
- Important Industrial Areas (e.g. fishing ports, marinas, industrial corridors);
- Other water intakes not specified in Priority A; and

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- Cultural/Historical sites of concern (e.g. contact SHPO/Tribes).

PRIORITY C

- Small tidal channels and canal openings;
- Sheltered tidal flats;
- Seagrass beds in greater than 1m water;
- Aquaculture sites and oyster lease areas;
- Wetland restoration areas;
- Other industrial areas; and
- Areas identified by local authorities not previously noted in Priority A or B.

The following areas were not included due to the initial protection difficulty:

- Open gulf beaches,
- Exposed wetland shorelines (exposed to waves and currents) (as described in Appendix G), and
- Exposed rip-rap.

3260 Decontamination/Disposal

3261 Decontamination Group

Personnel, vehicles, vessels, etc. responding to hazardous substance incidents may become contaminated in a number of ways. This includes contact vapors, gases, or particulates in the air; being splashed by materials while sampling, walking through puddles of liquid or contaminated soil; or through using/handling contaminated equipment. Decontamination consists of physically removing contaminants or changing their chemical nature to innocuous substances. How extensive decontamination must be depends on a number of factors, the most important being the type of contaminated (i.e. personnel, equipment, etc.) involved.

The Decontamination Group is responsible for decontamination of personnel and equipment. Contaminated personnel entering contaminated areas shall be decontaminated in accordance with the Site Safety Plan. The following “minimum” actions shall be performed:

- Direct and coordinate decontamination activities,
- Determine resource needs, and

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- Brief SOFR on conditions.

A personnel decontamination plan should be developed as part of the Site Safety Plan. The initial decontamination plan is based on a worst-case situation or assumes no information is available about this incident. Specific conditions (e.g., type of contaminant, amount of contamination, levels of protection required, type of protective clothing worn) are then evaluated, and the initial decontamination plan is modified to adapt as new information about site conditions becomes available. All materials and equipment used for decontamination must be disposed of properly (i.e., as waste).

In addition to routine decontamination procedures, emergency decontamination procedures must be established. In an emergency, the primary concern is to prevent loss of life and severe injury to site personnel. If immediate medical treatment is required to save a life, decontamination should be delayed until the victim is stabilized. If decontamination can be performed without interfering with essential life-saving techniques or first aid, or if a worker has been contaminated with an extremely toxic or corrosive material that could cause severe injury or loss of life, decontamination must be performed immediately. During an emergency, provisions must also be made for protecting medical personnel and disposing of contaminated clothing and equipment.

Refer to Form G of the Site Safety Plan in Chapter 9000 Appendix K, Safety and Health Policy for personnel decontamination.

A sample decontamination plan for commercial vessels that may have been affected and/or transited through oil slicks follows.

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Sample Commercial Deep Draft Vessel Evaluation and Cleaning Plan

Purpose

This plan serves to identify general guidance procedures to be followed by commercial vessels that may have transited through oil slicks en route to Sector New Orleans, LA. It will be used for all commercial vessels, either contaminated or suspected of being contaminated with oil, to confirm they are non-oiled or return them to a non-oiled state.

Concept Overview

In view of the potential for vessels to be affected by oil from this incident, the Unified Command has approved a procedure for the pollution evaluation of deep draft commercial vessels and a method for decontamination. The Unified Command has established the Fairway Anchorage centered at location **xx-xx.xN xxx-xx.xW** as the decontamination site for any oiled vessels requesting entry into the Mississippi River.

The primary focus of the decontamination operation will be to expedite the cleanup of contaminated commercial vessels in a safe, organized, and efficient manner which will minimize environmental impact, damage and waste generation. Team leaders on scene conducting decontamination operations will be responsible for the coordination of operations with the Incident Command Post. Vessels are required to undergo decontamination if sheen emanates from the hull or if oil is visibly attached.

Safety

All required Personal Protective Equipment (PPE) shall be utilized at all times during decontamination operations. In addition to the normal safe work practices used on scene, when using water jet washing systems, full face shields and eye protection should be used. HAZCOM procedures will be followed while handling any chemicals per the MSDS. The Unified Command's Safety Officer will ensure that all site safety instructions are followed.

The Unified Command's on-scene representative (a qualified USCG member with input from the Site Safety Officer) will make a final "go / no-go" decision to include but not limited to safety of the personnel on-scene, weather concerns, sea state (generally operations will not take place in seas greater than 3 feet) and effects on wildlife (dolphins, whales, birds, etc).

Vessel Safety Concerns

In the event the vessel being decontaminated is not able to anchor and machinery is running the decontamination team leader shall use their discretion concerning the distance from the stern the crews can safely operate. The team leader shall contact the operations section chief to receive further guidance on a case by case basis.

Monitoring, Documentation, and Reporting

The Unified Command's on-scene representative should monitor for efficacy of cleaning, presence of marine species and/or birds in the operation area, and operational

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success of containment and recovery. The results of all monitoring elements should be documented by report using the Monitoring, Documentation, Reporting Form. That report and photos, if appropriate, should be submitted from the FOSC to the RRT-VI Co-Chairs upon conclusion of the cleaning activities within three working days.

Procedures

Prior to entering port, Deep Draft Commercial Vessels will undergo necessary decontamination screening procedures.

1. Deep Draft Commercial Vessels departing from any port from Houston, TX to Panama City, FL, should submit a self-evaluation form to the Sector New Orleans Notice of Arrivals Desk (504-365-2361/2362) no less than 24 hours prior to entering the New Orleans COTP Zone. Vessels that do not may encounter administrative delays in the processing of their Notice of Arrival.
2. Following the self inspection, the vessel master or agent will determine if the designated “clean” standard (vessel not/no longer sheening) established by the Unified Command is met.
3. If the vessel completes the self-examination and deems itself “clean”, further verification will be made by the Louisiana River Pilots’ Association. Pilots will conduct a brief sweep around the vessel to ensure the vessel does not pose a pollution risk.
4. If the vessel is deemed unclean by either the self-assessment or the pilot inspection an attempt will be made to decontaminate the vessel utilizing high volume saltwater from an offshore vessel platform fire monitor system. If unsuccessful a second method using a lift and float type product (XXXX) will be mixed on-scene and used via the same method. A boom will be used along with absorbent pads to capture, to the maximum extent possible, all products of the decontamination process when feasible given weather, sea conditions, and safety factors.
5. Once a vessel is deemed “unclean”, either by the master or pilot, a report will be made to New Orleans’s VTS and Sector New Orleans’s Command Center. The Command Center will pass the information to the Ops Section Chief who will notify XXXXXXXX, the contracted Oil Spill Response Organization (OSRO).
6. XXXX will dispatch the necessary assets, along with a USCG representative to conduct the cleaning. The USCG representative on scene will determine when the vessel is “clean” and clear for entry.
7. Upon completion of decontamination, XXXX’s team will allow final inspection by vessel representatives and the on-site verifying USCG representative. This does not preclude representatives from monitoring the cleaning of the vessel as it occurs.

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8. A fixed or portable fire monitor will systematically clean contaminated surfaces of the vessel using water and dispersant.

9. Any solid oil on the hull will be pressure washed and recovered by response personnel using sorbent material and nets.

10. Where permissible, decontamination will be completed on all solid surfaces by jet washing. Non permissible areas are locations where safety could potentially be endangered, such as the stern of the vessel while engaged, or if environmental conditions exist that do not allow for safe operations.

11. Decon team leaders, safety observer, the USCG verifying representative, or any other involved parties are required to report any of the above conditions, or others, that do not allow for safe operations. Once unsafe operations are reported to a Site Safety Officer, cleaning operations shall be suspended until conditions change, or if alternate operations are approved by the Unified Command.

Surface Washing Agents

The only surface washing agent approved for vessel decontamination per this plan will be the lift and float agent XXXX. It, along with water, will be the only washing agents used during offshore decontamination operations.

Vessel Decontamination Equipment

The following identifies the minimum necessary equipment to be used while conducting hull decontamination of marine vessels.

Decontamination Task Forces are to be utilized with additional systems as needed. Each task force will consist of the following:

- Work boat(s)
- Fixed or portable fire monitor
- XXXX
- Cleaning personnel
- Sorbent Boom and pads
- Sorbent nets
- Site Safety Officer
- USCG representative who will determine when the vessel is clean and cleared for entry.

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Vessel Assessment Reporting Form

Date and Time of Report: _____

1) Name of vessel: _____

2) IMO or Official No. : _____

3) Type of vessel: _____

4) Cargo: _____

5) Tonnage: _____

6) Draft: _____

7) Origin: _____

8) Destination (Facility): _____

9) Vessel contact number (If available): _____

10) Agent contact number: _____

11) Was any oil or sheen sighted during the vessel's transit into port? ____
If so, where did your vessel sight this oil slick, sheen, or residue?

12) Did your vessel transit through any of the slick or sheen at any time?

13) Was there or is there now any evidence of oil on your vessel's
hull/structure? _____

a) Estimate how much and what percentage of the vessel's
hull/structure is oiled? _____

b) Estimate distance from hull that silver sheen extends?
Less or greater than 5 meters out? Less or greater than 15 meters
aft? If so, estimate how much and what percentage of the vessel's
hull is covered by oil? _____

14) What procedure was taken to determine if oil was present on your
vessel's hull? _____

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Monitoring, Documentation, Reporting Form

For use of surface washing agents offshore COTP New Orleans COTP Zone for DECON of vessels.

Date: _____ Time: Start: _____ Finish: _____

Vessel Name: _____ Vessel Length: _____

Total area to be cleaned (square feet): _____

Surface Washing Agent: _____

LAT/LONG of cleaning location: _____

On-scene weather and seas: _____

Lift & Float product? _____ Yes _____ No

If "NO", reason(s) for selection of a dispersing product:

Presence/description of any observed wildlife in operating area: (Note: Operations not to affect species of birds, marine mammals, or sea turtles. Operations should cease, and presence of species in the area should be reported to the Wildlife Group of the Operations Section at phone: _____)

Cleaning:

_____ Effective

_____ Partially Effective Estimated Percent Effectiveness: _____ %

_____ Not Effective

Containment & Recovery:

_____ Effective

_____ Partially Effective Estimated Percent Effectiveness: _____ %

_____ Not Effective

Estimated amount of oil and rinse water recovered: _____ gallons

Photos taken?

_____ Yes

_____ No

Comments: _____

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Wildlife affected?

_____ Yes

_____ No

Comments: _____

Sheen or oil visible after operations complete?

_____ Yes

_____ No

Comments: _____

Additional Comments/Observations:

SAMPLE

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3262 Disposal Guidelines

It is critical for the OSC in an immediate removal operation to recognize that contaminated soils, dredge spoils, drums, tanks, refuse, water or other associated materials are to be considered hazardous wastes and must be disposed of as such in accordance with the Resource Conservation and Recovery Act (RCRA), as well as local and state regulations controlling the disposal of hazardous wastes. Many of the removal actions employed by the OSC will in fact create a situation in which the OSC has assumed the responsibility as a generator of hazardous wastes. These wastes then become subject to the “cradle to grave” manifesting procedures currently in effect under the governing RCRA regulations.

Recovered petroleum products that are not accepted by a refinery or that cannot be recycled must be managed as a waste. Waste classified as hazardous under either the Resource Conservation Recovery Act (RCRA) or state regulations must be transported to a permitted or interim status hazardous waste facility. Hauling of the waste must be done by a state hazardous materials hauler. The licensed hauler must have a U.S. EPA I.D. number. Prior to removal of the hazardous waste from on-site/temporary storage, a uniform hazardous waste manifest (DHS- 8022A) must be prepared by the generator (e.g. RP) for recovered petroleum and other contaminated materials.

The OSC must ensure that the hazardous wastes generated from his/her removal actions are transported by an approved hazardous waste hauler to an approved hazardous waste facility. All materials shipped off-site must be transported in compliance with applicable regulations. These include RCRA, 40 CFR Part 262-263, DOT Hazardous Materials Regulations, 49 CFR Part 171-178, and any applicable state regulations. The OSC should consider the possibility of employing on-site treatment (e.g. incineration, biological treatments, chemical treatments, waste stream treatment methods, etc.). Approved and effective on-site treatment will often eliminate the dilemma affiliated with hauling hazardous waste to a hazardous waste facility.

Depending upon climatic conditions and material compatibilities of personal protective equipment (PPE), waste can be minimized through the selection of reusable equipment, when possible. For instance, heavy gloves and boots which can be effectively decontaminated and reused can minimize the generation of oil-contaminated disposable gloves and boots as long as such equipment use is approved by the SOFR. Reusable rain gear may also be used instead of disposable suits, if approved. Such decisions should be made early in the response process in order to minimize generating contaminated PPE.

Both oil and oily water recovered from skimmer operations should be offloaded to facilities where it can be effectively recycled/managed with established process and treatment streams. Such facilities would include terminals, refineries, and commercial re-refiners/re-claimers/recyclers. These facilities can often provide temporary tank

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storage, when necessary. Oily debris which is recovered with skimmed oil should be maintained in secure, temporary storage until it is sufficiently characterized for disposal (also see Decanting Policy Chapter 9000, Appendix E).

Synthetic sorbents (i.e. pads, sweeps, and booms) have become standard response materials in the mechanical recovery of spilled oil. Their oleophilic, hydrophobic character makes them efficient at separating oil and water and they are routinely used to recover oil from solid surfaces as well (e.g.; rubble, cobble and boulder shorelines; equipment/gear, vessels etc.) Since oiled sorbent material often constitutes a substantial percentage of the oily solid waste generated during spill response and cleanup, opportunities for minimizing this waste volume should be considered.

Some sorbents are designed to be reusable (i.e. mechanized rope-mop skimmers) or can be recycled on-site with inexpensive gear (e.g., appropriate barrel-mounted wringers). Sorbent manufacturers' instructions should be followed regarding the limits of effective reuse for their individual products. It is also possible to replace sorbent sweep and booms with recyclable boom and other appropriate gear in circumstances where floating oil can be efficiently recovered without generating oiled sorbents. For example, in good-access, low energy shoreline areas, it may be possible to use containment boom and recover the trapped oil with vacuum trucks instead of contaminating large volumes of sorbent.

Louisiana State Disposal Guidelines can be found in Chapter 9000, Appendix P. Disposal practices shall be in accordance with state disposal guidelines.

3270 Response Technologies for Oil Spills

Though mechanical cleanup and recovery is always the initial and primary response tool, other response technologies are considered by the SELAC to be integral components of effective spill response that should be available for use, as appropriate, in a timely and efficient manner. The use of response technologies such as in-situ burning, dispersants, and other oil spill cleanup agents should be considered when the environmental benefit of their use is expected to outweigh adverse effects.

It is imperative that all response technologies are employed as soon as practicable following an oil spill. However, it is particularly important that materials are strategically stockpiled and decisions regarding the use of dispersants and in-situ burning be made as quickly as possible to increase their effectiveness on marine oil spills. Accordingly, Region VI RRT and the SELAC have established pre-approval zones, case-by-case zones, and no use zones for the use of dispersants. A policy has also been established to define the conditions under which in-situ burning may be conducted on a pre-approved or case-by-case basis and conditions under which burning will not be allowed. The FOSC, with the assistance of the UC, will determine if use of these response technologies meet the pre-approval criteria established by the Region VI RRT for the SELAC area of responsibility.

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Our understanding of dispersant and in-situ burning efficacy and toxicity are evolving and the appropriateness of their application is subject to change based on field and laboratory testing. As new information becomes available, these policies will be revisited, modified, and enhanced as appropriate.

The NCP, 40 CFR Part 300.910 (Subpart J) outlines the circumstances under which chemical agents or other additives may be used to remove or control oil discharges. Part 300.910(a) allows RRTs and Area Committees, as part of their planning process, to address procedures for the use of these agents. This may include pre-authorization plans. This gives the Natural Resource Trustees representatives to the RRT the ability to approve, disapprove, or approve with modifications and pre-authorize plans developed by the RRTs and Area Committees for the use of chemicals and additives to remove and control oil discharges. Part 300.910(b) authorizes the FOSC, with the concurrence of the Unified Command and the RRT, to authorize the use of dispersing, surface-washing, surface-collection, bioremediation, or burning agents on a case-by-case basis.

It is the policy of the SELAC to also consult appropriate tribal governments with off reservation treaty rights in navigable waters threatened by a discharge of oil, when practicable. Part 300.910(d) further authorizes the FOSC to use any agent listed above without requesting permission if its use is necessary to prevent or substantially reduce a hazard to human life.

The Commandant of the USCG has pre-designated the USCG Captain of the Port under his/her jurisdiction as FOSC for oil spills, and has delegated authority and responsibility for compliance with Section 311 of the Federal Water Pollution Control Act (Clean Water Act) to them. The Administrator of the EPA has designated EPA On-Scene Coordinators as FOSCs for the inland zone and had delegated authority and responsibility for compliance with Section 311 of the Federal Water Pollution Control Act (Clean Water Act) to them.

As required by the NCP, 40 CFR Part 300.905, in order for a FOSC to authorize the use of a dispersing, surface washing, surface collection, or bioremediation agent, it must be listed on the NCP Product Schedule. Burning agents are not listed on the NCP Product Schedule. The U.S. EPA maintains the NCP Product Schedule and it can be found at <https://www.epa.gov/emergency-response/alphabetical-list-ncp-product-schedule-products-available-use-during-oil-spill>. The Product Schedule does not authorize or pre-approve use of any of the listed products. However, the FOSC may not authorize use of a product that is not listed on the Product Schedule unless its use, in the judgment of the FOSC, is necessary to prevent or substantially reduce a hazard to human life.

3270.1 Dispersant Use

Areas within the Southeast Louisiana Area Committee Area of Responsibility fall into three different zones with respect to dispersant use: a pre-approval zone, case-by-case approval zones, or no dispersant use zones. The FOSC will determine whether to authorize the use of dispersants through the information gathering and decision-making

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process outlined in the SELAC Dispersant Use Policy found in Chapter 9000, Appendix D.

During the Deepwater Horizon Oil Spill in 2010, dispersants were used in unprecedented volumes and applications for any spill occurring within the waters of the United States. Due to the perceived uncertainties that surrounded using dispersant in such a manner, media visibility and scrutiny on the subject was greater than ever; and certain misinformation was ultimately circulated regarding the impacts. As a result of the scrutiny and ongoing litigation, it is unlikely that the FOSC, without the assistance of the RP, will be able to acquire the necessary permission to access and use a dispersant stockpile, absent relief from a dispersant manufacturer, on a federalized response. Therefore, the FOSC should plan for complications that are likely to preclude the usage of dispersants on spill where there is no viable RP.

Should the FOSC be approached by any Oil Spill Response Organization (OSRO) requesting certain language in any response documentation in order to bolster a derivative immunity defense, the FOSC should immediately seek assistance from the Coast Guard District Eight legal office and notify the Office of Maritime and International Law (CG-0941), Prevention Law Division duty attorney, through the National Command Center at (202) 372-2100. Access to the District Eight legal is available via the District Eight command center at (504) 589-6225. Additionally, the FOSC is requested to contact their servicing legal staffs and CG-0941, Prevention Law Division duty attorney as soon as it is contemplated that dispersants will be used on ANY oil spill.

3270.2 In-Situ Burning

In-situ is the Latin term for “in-place”. In-situ burning as it relates to oil spills is the controlled burning of oil on water at the spill site. While the focus of the policy is on open-water areas in the marine environment, it also applies to in-situ burning in inland areas. The SELAC In-Situ Burning Policy is found in Chapter 9000, Appendix C.

3270.3 Bioremediation

Bioremediation is a treatment technology that enhances existing biological processes to accelerate the decomposition of petroleum hydrocarbons and some hazardous wastes. Bioremediation has been used extensively in waste water treatment of spilled oil. The most extensive field research efforts have been the shoreline treatment studies in Alaska following the Exxon Valdez incident. This research suggested that shoreline treatment by nutrient enhancement significantly increased degradation rates of oil when compared to untreated shoreline areas. The benefits of bioremediation; however, have not been adequately demonstrated through field applications. Consequently, this technology should be considered more experimental than an accepted standard for clean-up of oil spills. The SELAC Bioremediation Policy is found in Chapter 9000, Appendix Z.

3270.4 Surface Washing Agents

Surface washing agents may be considered when conventional flushing techniques are inadequate in removing oil residues to the required cleanup standard or when cleanup

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times can be reduced such that a significant positive impact on overall cleanup goal is achieved. The RRT VI Surface Washing Pre-Approval Guidelines can be found at: <http://www.glo.texas.gov/ost/spill-response-resources/rrtvi/indexnew.html>.

3270.5 Surface Collection Equipment

Collection and containment equipment/tactics can be found in Chapter 9000, Appendix F, Best Management Practices.

3270.6 Special Monitoring of Applied Response Technologies (SMART)

Special Monitoring of Applied Response Technologies (SMART) is a cooperatively designed monitoring program for in-situ burning and dispersants. SMART relies on small, highly mobile teams that collect real-time data using portable, rugged, and easy-to-use instruments during dispersant and in-situ burning operations. Data is channeled to the Unified Command (UC) (representatives of the spiller and the state and federal governments who are in charge of the spill response) to address critical questions:

- Are particulates concentration trends at sensitive locations exceeding the level of concern?
- Are dispersants effective in dispersing the oil?

Having monitoring data can assist the Unified Command with decision-making for dispersant and in-situ burning operations.

The SMART program is a joint project of these agencies:

- U.S. Coast Guard
- NOAA
- U.S. Environmental Protection Agency
- Centers for Disease Control and Prevention
- Bureau of Safety and Environmental Enforcement

More information regarding SMART may be found in Chapter 9000, Appendix I.

3270.7 Gasoline and Other Flammable Liquids Response

Spills of gasoline and other flammable liquids, including many crude oils, pose significant response challenges as well as serious health and safety concerns for responders and communities downstream and downwind from the discharge/release. Gasoline range products are finished gasolines and volatile hydrocarbon fractions used for blending into finished gasoline, including straight-run naphtha, alkylate, reformate,

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benzene, toluene, xylene, and other refined petroleum products with a flash point below 100 degrees F (37.8 deg. C). When these types of products are spilled into the environment, it is imperative to take immediate steps to control the source of the release (where safe), to eliminate all possible ignition sources, to quickly establish isolation distances, to notify regulatory and local response agencies, and to initiate a preliminary site safety plan prior to any response activities. However, it is essential that no personnel enter a potentially unsafe environment prior to an initial safety assessment, including vapor monitoring for flammable, reduced oxygen, and toxic levels.

In many cases, highly flammable liquids should not be contained during spill response. Containing gasoline and other highly flammable liquids increases the risk of fire by delaying dispersion of vapors into the atmosphere. The risks posed by response techniques such as booming and applying foam to spilled gasoline and other flammable liquids are warranted only under very limited circumstances. However, in some cases and as judged by the FOSC, Incident Command, or Unified Command, containment and the use of foam may be appropriate and necessary in response to an imminent threat to the public health and safety, and the environment. Deflection and protection booming can be used to move flammable liquids away from sensitive areas but must be conducted in a safe manner, within safe atmospheric levels. In unaffected downstream or down current areas at risk, boom should be deployed prior to arrival of the product. Though mechanical recovery of flammable liquids on water can be an effective practice under some circumstances, often the more prudent response option is to allow flammable liquids to evaporate and dissipate.

Given the inherent danger of booming flammable liquids on water, as well as the products' rapid rates of evaporation and dissipation, the SELAC adopts the following guidelines for responding to gasoline and other flammable liquid discharge/releases on water. ***Note that these are only guidelines. Each release must be evaluated based on its particular circumstances. Safe work practices and professional judgment should always prevail:***

- Control the source of flammable liquids as quickly as possible, when safe to do so;
- Ensure that proper safety precautions are taken to prevent accidental ignition and risk to responding personnel and the general public. An evacuation may be warranted under some circumstances. In many cases, the best response option may be to allow the spilled product to spread and evaporate;
- Notify emergency and regulatory response agencies. Involve local fire jurisdictions ***immediately***;
- Ensure proper site hazard analysis and risk assessment are conducted to determine the scope of the discharge/release and initiate the development of a Site Safety Plan;

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- Establish control zones as soon as possible. Track and predict movements of both liquid and vapors and re-establish control zones as appropriate;
- Eliminate all potential ignition sources within appropriate control zones;
- Prevent entry of the spilled product into waterways, sewers, or confined areas;
- Conduct air monitoring throughout the response;

Note: Air monitoring must be conducted with the greatest of care. Air monitoring both increases the exposure danger to responders and introduces possible accidental ignition sources. Nearby population centers should be monitored, as should the leading edge of the vapor cloud. However, in open water areas it MAY make more sense for responders to stay away from the concentrated area around the spilled material. In any area that is being monitored, the monitoring should be conducted continuously, if possible. Also, only direct reading, intrinsically-safe, continuously monitoring instruments should be used. Lower Explosive Limits (LEL), oxygen, H₂S, and benzene levels should all be monitored. In addition, readings should be captured for record keeping in a database such as the EPA's Scribe program.

- Coordinate response efforts with all agencies- work within a Unified Command;
- Identify and prioritize environmental concerns. Conduct exclusion, deflection, and protective booming downstream or down current as appropriate, outside of hazardous atmospheres and prior to the arrival of the released product;
- Workers should avoid touching, walking, or boating through the spilled product;
- Avoid prolonged inhalation exposure to fumes. Consult appropriate reference guides for exposure limits;
- Allow the product to evaporate and dissipate unless there is an imminent threat to public health and safety;
- When appropriate, use fire monitors/water fog spray to move product out from under docks and other collection areas where the product concentrates;
- Stage firefighting foam (appropriate to the type of flammable liquid discharged/released) and application equipment, if appropriate; and
- All equipment used when handling the product must be grounded.

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3280 Decanting

When oil is spilled on the water, mechanical recovery of the oil is the principle approved method of responding. However, the mechanical recovery process and associated systems necessarily involve placing vessels and machinery in a floating oil environment. Incidental returns of oil into the response area, such as oil that falls back into the recovery area from vessels and machinery that are immersed and working in the oil, is an inevitable part of the mechanical recovery process. Similarly, separation or “decanting” of water from recovered oil and return of excess water into the response area can be vital to the efficient mechanical recovery of spilled oil because it allows maximum use of limited storage capacity, thereby increasing recovery operations.

This practice is currently recognized as a necessary and routine part of response operations. In addition, some activities, such as those associated with oil recovery vessels, small boats, and equipment cleaning operations may result in incidental discharges. These activities may be necessary to facilitate response operations on a continuing basis, and all of these activities are considered to be “incidental discharges”. The SELAC Decanting Policy is found in Chapter 9000, Appendix E.

3290 Natural Resource Damage Assessment

Natural Resource Damage Assessment (NRDA) are outside the sphere of most emergency spill response actions, NRDA, activities generally do not occur within the structure, processes, and control of the Incident Command System. However, particularly in the early phase of a spill response, many NRDA activities overlap with environmental assessments performed for the sake of spill response. NRDA is carried out by natural resource trustee agencies and/or their contractors; personnel limitations may require staff to perform NRDA and response activities simultaneously. Therefore, NRDA staff should remain coordinated with the spill response organization, and should work with the LNO to coordinate with the Unified Command, Environmental Unit, Wildlife Rescue/Rehabilitation Branch, and the Scientific Support Coordinator to resolve any problems or address areas of overlap. While NRDA resource requirements and cost may fall outside the responsibility of the Logistics and Finance sections, coordination is again important.

3290.1 Natural Resource Trustee Notification Guidelines

Response agencies shall also ensure that all appropriate notifications are made. The OSC shall promptly notify Natural Resource Trustees of discharges or release according to the following Notification Guidelines under their jurisdiction. The OCSs shall coordinate all response activities with the Natural Resource Trustees.

Trustees are defined in the National Contingency Plan as Federal, State, or tribal officials who are to act on behalf of the public to manage and control natural resources. In addition to the operational notifications described above, trustees must be notified of oil spills and hazardous substance incidents that may impact or threaten natural resources under their care. When it is unclear if an incident meets a given trustee’s notification threshold, the trustee should be notified.

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3290.2 Tribes

Tribes with reservations and/or usual and accustomed hunting or fishing grounds within the state of Louisiana applicable to this plan, must be notified by the Federal On-Scene Coordinator in the event a spill may impact or threaten to impact any of their resources. Since boundaries for usual and accustomed hunting and fishing grounds may be complicated, it is recommended that the Department of the Interior and/or the Bureau of Indian Affairs (BIA) be consulted to ensure proper notifications are made. Tribes must also be notified if there may be potential impact from a spill or spill response operations to any tribal cultural resources. Again, DOI and BIA may assist in identification of tribes for notification; however, it remains the FOSC's responsibility to make all proper notifications to tribes.

For Tribal Lands/Usual and Accustomed Areas in Louisiana, the protocol is to first contact the Louisiana State Historic Preservation Office (SHPO). The SHPO will then provide a list of contacts for Tribes to be contacted based upon the geographic area of response activities. Thereafter, direct contact will be made with involved Tribes.

The following is a list of Tribes with areas of interest within the scope of this plan:

- Chitimacha Tribe of Louisiana
 - Jefferson, Livingston, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, and St. John the Baptist Parishes.
- Coushatta Tribe of Louisiana
 - All Parishes
- Jena Band of Choctaw Indians
 - All Parishes
- Tunica-Biloxi Indian Tribe of Louisiana
 - All Parishes
- Alabama-Coushatta Tribe of Texas
 - All Parishes
- Choctaw Nation of Oklahoma
 - All Parishes
- Quapaw Tribe of Oklahoma
 - Orleans Parish
- Seminole Nation of Oklahoma
 - Jefferson, Livingston, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, and St. John the Baptist Parishes.

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- Seminole Tribe of Florida
 - Jefferson, Livingston, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, and St. John the Baptist Parishes.
- Mississippi Band of Choctaw Indians
 - All Parishes

3300 Emergency Response

3310 Salvage

Before, during and/or after an incident, or potential incident, salvage assistance may be required. A salvage plan may be developed within the response organization for, but not limited to, vessel stranding, vessel sinking, and rescues (towing). The IC/UC will review and approve or disapprove the salvage plan based on the resulting risk to human life, port security, and the environment. Area specific information regarding salvage is located in Section 8000.

Initial rescue efforts will have priority over pollution response efforts, to the extent that they may interfere. Subsequent to any rescue efforts, the pollution response effort and salvage efforts may be conducted concurrently. The OSC will prioritize actions when conflict between salvage and pollution response efforts cannot be eliminated.

The Sector New Orleans COTP has jurisdiction over vessel salvage; this does not preclude the involvement of any other agencies with respect to spill prevention or response.

For general guidelines to follow in responding to an incident that requires salvage operations refer to US Navy Salvage Manual Volume 1 – 6
http://www.supsalv.org/00c2_publications.asp?destPage=00c2&pageId=2.6 and Chapter 8000, Salvage and Marine Firefighting Plan.

Many numerous salvors in the New Orleans area, many of which retain a Basic Ordering Agreement (BOA) with the Coast Guard. For more information regarding local salvors see Section 8000, Salvage and Marine Firefighting Plan.

Contacts for Salvage References and Support:

- U.S. Coast Guard Marine Safety Center Salvage Engineering Response Team (SERT)
 - During business hours: (202) 327-3985
 - Duty email: SERT.Duty@uscg.mil
 - After hours contact the USCG Headquarter Command Center: (202) 267-2100

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The Marine Safety Center Salvage Engineering Response Team (SERT) is comprised of 8-10 staff engineers who are on call 24 hours a day, 7 days a week to provide immediate salvage engineering support to the Coast Guard Captains of the Port (COTP) and Federal On-Scene Coordinators (FOSC) in response to a variety of vessel casualties. Specifically, SERT can assist the COTP and FOSC manage and minimize the risk to people, the environment, and property when responding to vessels that have experienced a grounding, allision, collision, capsizing, or structural damage. SERT provides this assistance by performing numerous technical evaluations including: assessment and analysis of intact and damaged stability, hull stress and strength, grounding and freeing forces, prediction of oil/hazardous substance outflow, and expertise on passenger vessel construction, fire protection, and safety.

- Navy Supervisor of Salvage:
 - Supervisor of Salvage Operations (202) 781-2736
 - After hours and weekends (NAVSEA Duty Officer) (202) 781-3889
 - Switchboard (202) 781-1731
 - <http://www.supsalv.org>

SUPSALV can provide the services of naval architects, may provide the services of naval salvage vessels, and has access to contracts, which will provide the services of commercial salvors and equipment. SUPSALV developed and has available software for rapid analysis of longitudinal strength and intact/damaged stability; the software is known as Program of Ship Salvage Engineering (POSSE).

3400 Air Operations Branch

The Air Operations Branch Director is responsible for all aspects of incident aircraft from supporting tactical operations to logistical support of the aircraft. The primary responsibilities of the Air Operations Branch Director include:

- Request declaration or cancellation of restricted air space,
- Establish air traffic control procedures between helibases & helispots, and
- Coordinate all over flight needs associated with the incident.

A list of Aviation resources located in the New Orleans Area can be found in Chapter 9000 Section 9240.9.

3410 Temporary Flight Restriction Zones:

A temporary Flight Restriction (TFR) Zone is similar in nature to a COTP safety zone in the maritime environment, and is normally used only when absolutely necessary. There are three situations in which it may be authorized:

- To protect persons and property in the air and on the surface hazards,

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- To provide a safe environment for disaster relief aircraft, and
- To prevent an unsafe congestion of sightseeing and other aircraft above an incident or event that may generate a high degree of public interest.

To obtain a TFR, call the Area Manager at Houston Air Route Traffic Control Center; which supervises all FAA facilities in southern Texas, Louisiana, southern Mississippi, southwestern Alabama, and areas in the Gulf of Mexico.

The following information is required when requesting a TFR:

- Name and organization of person recommending or requesting TFR,
- Brief description of the situation,
- Location, size, and altitudes of the restricted area requested,
- Estimated duration of restrictions, and
- Name of agency responsible for on-scene emergency activities and telephone of other communication contact.

3500 Staging Areas

The following table is a list of previously identified staging areas. The identification of potential staging areas is constantly on-going and updates will be added during the annual review process.

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Staging Areas

ID	LOCATION	LAT DEG	LAT MIN	LON DEG	LON MIN	RIVER MILE	CHARACTERIZATION
1	ST. Francisville	30	45.827	91	23.745	266 LDB	Undeveloped paved road, sand & gravel bank
2	DT BR I-10 Bridge	30	26.318	91	11.465	229 LDB	Undeveloped paved road, mud bank
3	McKinney Towing	30	25.424	91	11.651	228LDB	Developed, barge fleeting co. Boat Crane
4	Old Hall-Buck Marine	30	23.256	91	12.878	226.5LD B	Undeveloped paved road, mud & rock bank, BR high w only
5	Kirby Fleet	30	22.525	91	13.626	225.5 LDB	Undeveloped, limited parking, boat ramp pending 7/98
6	Richfield Riversilt	30	20.614	91	13.604	221 LDB	Undeveloped, good staging, soft road, BR high water only
7	Plaquemine Point Shipyard	30	17.581	91	13.453	209 LDB	Developed, barge fleeting co. Boat Crane
8	Plaquemine Ferry	30	17.265	91	12.59	206.5 LDB	Ferry landing passable staging limited parking
9	Carline Fleet	30	16.988	91	8.8	203 LDB	Small fleeting area, limited parking, gravel road
10	Scurlock Oil Co.	30	15.36	91	6.349	200.5 LDB	Undeveloped, limited parking,
ID	LOCATION	LAT DEG	LAT MIN	LON DEG	LON MIN	RIVER MILE	CHARACTERIZATION

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11	Novartis	30	14.732	91	6.396	199 LDB	Good staging area both sides of levee
12	ICOM	30	13.698	91	7.898	198 LDB	Undeveloped, good staging, low to mid river
13	Volks River Plant	30	12.885	91	2.715	197 LDB	Undeveloped, good staging, low to mid river
14	Trans Canada	30	12.625	91	2.249	186.1 LDB	Undeveloped, good staging, low to mid river
15	BASF	30	11.375	91	0.877	183.9 LDB	Developed, plant river frontage, limestone road
16	Hall Buck Gravel	30	10.514	91	0.137	182.8 LDB	Undeveloped, good staging, low to mid river
17	Carline Fleet Plant	30	10.281	91	0.066	182 LDB	Undeveloped, good staging, low to mid river
18	Cooper T. Smith	30	8.046	91	0.352	181.6 LDB	Undeveloped, good for low to mid river level,
19	Elmwood Marine Service	30	6.968	90	58.871	175.4 LDB	Undeveloped, good staging, low to mid river
20	Tim Babin /sand pit	30	7.035	90	57.024	173.0 LDB	Undeveloped, good staging, low to mid river, soft road
21	Weber Marine	30	7.646	90	57.188	172 LDB	Undeveloped, good staging, low to mid river, gravel road
ID	LOCATION	LAT DEG	LAT MIN	LON DEG	LON MIN	RIVER MILE	CHARACTERIZATION

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22	Burnside Terminal	30	8.069	90	55.284	170 LDB	Undeveloped, good staging, low to mid river, gravel road
23	New Roads (ferry)	30	45.02	91	23.89	266.1 RDB	Undeveloped, good staging road side of levee
24	Big Cajun Power Plant	30	43.82	91	21.6	262.5 RDB	Undeveloped, good road, good staging, good collection point
25	Big Cajun 1	30	40.4	91	21.06	258.8 RDB	Good road, Good staging, Ideal location
26	Tiger Shipyard	30	30.73	91	13.62	238 RDB	Undeveloped, good staging crane to handle equipment
27	Tiger Shipyard	30	30.99	91	12.98	236.7 RDB	Undeveloped, small staging good small boat launch
28	Free Negro Point	30	30.63	91	12.22	234.6 RDB	Undeveloped, small staging good small boat launch
29	Cargo Carriers	30	25.49	91	12.4	227.4 RDB	Undeveloped, good staging, good small boat launch
30	Port of Baton Rouge	30	25.99	91	12.15	229 RDB	Developed area, good Staging, good small to med. Boat launch
31	Court St. Port Allen	30	27.15	91	12.08	230 RDB	Developed area, good Staging, good small to med. Boat launch
ID	LOCATION	LAT DEG	LAT MIN	LON DEG	LON MIN	RIVER MILE	CHARACTERIZATION
32	Placid Refining	30	28.48	91	12.08	231.8 RDB	Undeveloped, small staging good small boat launch

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33	Brusly	30	22.84	91	14.33	224.5 RDB	Undeveloped, small staging good small boat launch
34	North Dow	30	20.36	91	14.45	221.8 RDB	Undeveloped, small staging good small boat launch
35	Georgia Gulf	30	16.41	91	11.09	205.3 RDB	Undeveloped, large staging good small boat launch
36	White Castle Ferry	30	11.24	91	7.26	191.5 RDB	Ferry Landing, possible staging and collection point
37	TT Barge Service	30	10.34	91	0.84	183 RDB	Barge fleeting service, crane for equipment deployment
38	Donaldsonville	30	6.43	91	59.21	175 RDB	Undeveloped, large staging good small boat launch
39	Triad Chem.	30	6.08	91	57.44	173.5 RDB	Undeveloped, large staging good small boat launch
40	End of Irene Rd.	30	35.93	91	16.78	252 LDB	Undeveloped good boat ramp
41	Delta Bulk Terminal	30	0.895	90	49.756	158.9 LDB	Boat crane, boat ramp, large open space for storage
ID	LOCATION	LAT DEG	LAT MIN	LON DEG	LON MIN	RIVER MILE	CHARACTERIZATION
42	Marathon Ashland Petroleum	30	2.98	90	35.915	140.5 LDB	large space for storage
43	Bonnet Carre Spillway	29	59.504	90	25.813	127.3 LDB	Boat ramp, forklift, large open space, parking

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44	ASCO	29	57.59	90	13.58	112.2 LDB	Boat crane, dock facilities, environmental cleanup company
45	TOSCO	29	40.8	89	58.069	62.5 RDB	Very large open space, concrete slab for decon area
46	Fort Jackson	29	20.30	89	29.11	20.5 RDB	Boat ramp, large open space
47	USCG Station Venice	29	15.30	89	21.15	10.5 RDB	Cyprus Cove Boat Ramp

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3600 Wildlife Branch Director

The primary purpose of the Wildlife Branch Director is to provide the best achievable care for impacted wildlife and to minimize wildlife losses, which includes preventing injury to wildlife or habitats from both a pollutant and from the implementation of response countermeasures. It is the Southeast Louisiana Area Committee policy that representatives of the U.S. Fish and Wildlife Service Regional Office (USFWS) or the Louisiana Department of Wildlife and Fisheries (LDWF) will assume the position of Director and Deputy Director of the Wildlife Branch. This position can be deferred to NOAA's National Marine Fisheries Service (NMFS) if USFWS or LDWF is unavailable, or USFWS and LDWF chooses to do so if NMFS will provide a more experienced Branch Director given the circumstances of the incident. The Wildlife Branch director position will be delegated to the LDWF for spills that occur within Louisiana state waters and/or in sensitive areas such as state refuges or wildlife management areas. Appointment of other parties, including the Responsible Parties representatives, to one or both of these positions may be made by a USFWS or LDWF representative, or their designee, at any time during an incident, and for such periods of time as may be deemed appropriate. Unless otherwise indicated by USFWS and LDWF, the Wildlife Branch Director position will be delegated to the Louisiana Department of Wildlife and Fisheries.

The Wildlife Branch is responsible for the implementation of the Wildlife Response Plan for the New Orleans area found in Section 9000, Appendix H of this plan. The Wildlife Response Plan describes the roles, responsibilities, and duties of the Wildlife Branch and associated personnel in detail. The Wildlife Branch is responsible for ensuring compliance with applicable Federal and State wildlife laws and mandates. Trustee agencies provide input into the selection of response methods used so that wildlife operations comply with each trustee's governing laws and their obligations to preserve and protect wildlife and habitat. During a spill response, the wildlife trustee agencies will advise the Wildlife Branch about local wildlife resources, sensitive species or habitat, logistical considerations, and other issues that arise. Indian Tribes retain sovereign authority to manage wildlife resource issues within reservation boundaries. Consultation and coordination is necessary with Tribal governments whose lands may be impacted by an oil spill.

The Wildlife Branch will be activated when either a Federal or State trustee agency, responsible party, or the Unified Command determines that an oil spill is in the vicinity of wildlife resources (mammals or birds), or has a trajectory that puts wildlife resources at risk. Activities associated with the activation of the branch will be appropriate to the size of the spill. Activation of personnel and equipment is based primarily to the size of the spill. Activation of personnel and equipment is based primarily on anticipated adverse effects on wildlife. On every spill response, the first action of the Wildlife Branch must be to deploy trained observers to the spill site to determine the extent of the initial and anticipated wildlife impacts in a timely manner. The ability to effectively determine the size and scale of the wildlife response is highly dependent on getting trained observers on-scene quickly. The Wildlife Response Plan describes specific response strategies for

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oiled Birds, Sea Turtles as well as hazing and monitoring options for larger Marine Mammals.

Depending on the size of the incident, the Wildlife Branch may range in size from just the Branch Director position to full activation of the organization described in the Wildlife Plan, including the associated equipment and personnel resources. Within the Wildlife Branch there are three groups: the Wildlife Reconnaissance Group, the Bird Recovery & Rehabilitation Group, and the Marine Mammal Recovery & Rehabilitation Group. The Wildlife Branch coordinates and manages the activities of all personnel in the Wildlife Branch who are under the authority of the Unified Command during a spill response. These include Federal, State, and local agencies, along with commercial and non-profit organizations responsible for wildlife.

The Wildlife Branch, working for the OSC, will develop operational strategies, tactics, and resource needs for operational activities for the Wildlife Branch in the Incident Action Plan. Wildlife Branch activities affect and interact with numerous other sections of the Incident Command and it is important that good communications are established and maintained between the Wildlife Branch and the Environmental Unit, a part of the Planning Section. The Wildlife Branch is responsible for providing information to the Incident/Unified Command, the Planning Section, and the Public Information Officer/Joint Information Center relative to the daily numbers of live and dead animals and their status.

Worker safety must be considered before any wildlife response effort is conducted. Therefore, all Wildlife Branch activities must conform to the Site Safety Plan for the response. Additional safety requirements may be included in an incident specific Wildlife Branch Safety Plan. Appropriate bio-safety measures will be utilized to reduce the risk of transmission of infectious disease between wildlife and personnel during an oiled wildlife response.

Upon conclusion of Wildlife Branch operations, its activities are demobilized following the standard checkout procedures identified through the ICS and the Unified Command. Demobilization of the Wildlife Branch often lags behind that of other response operations for several reasons, such as animals remaining in rehabilitative care, the presence of residual oil, and the presence of visibly oiled marine mammals and free-flying birds.

More detailed information concerning the responsibilities of the Wildlife Branch can be found in Section 9000 Appendix H: New Orleans Wildlife Response Plan.

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Section 3000 Operations

3700 Reserved

3800 Reserved

3900 Reserved for Area/District

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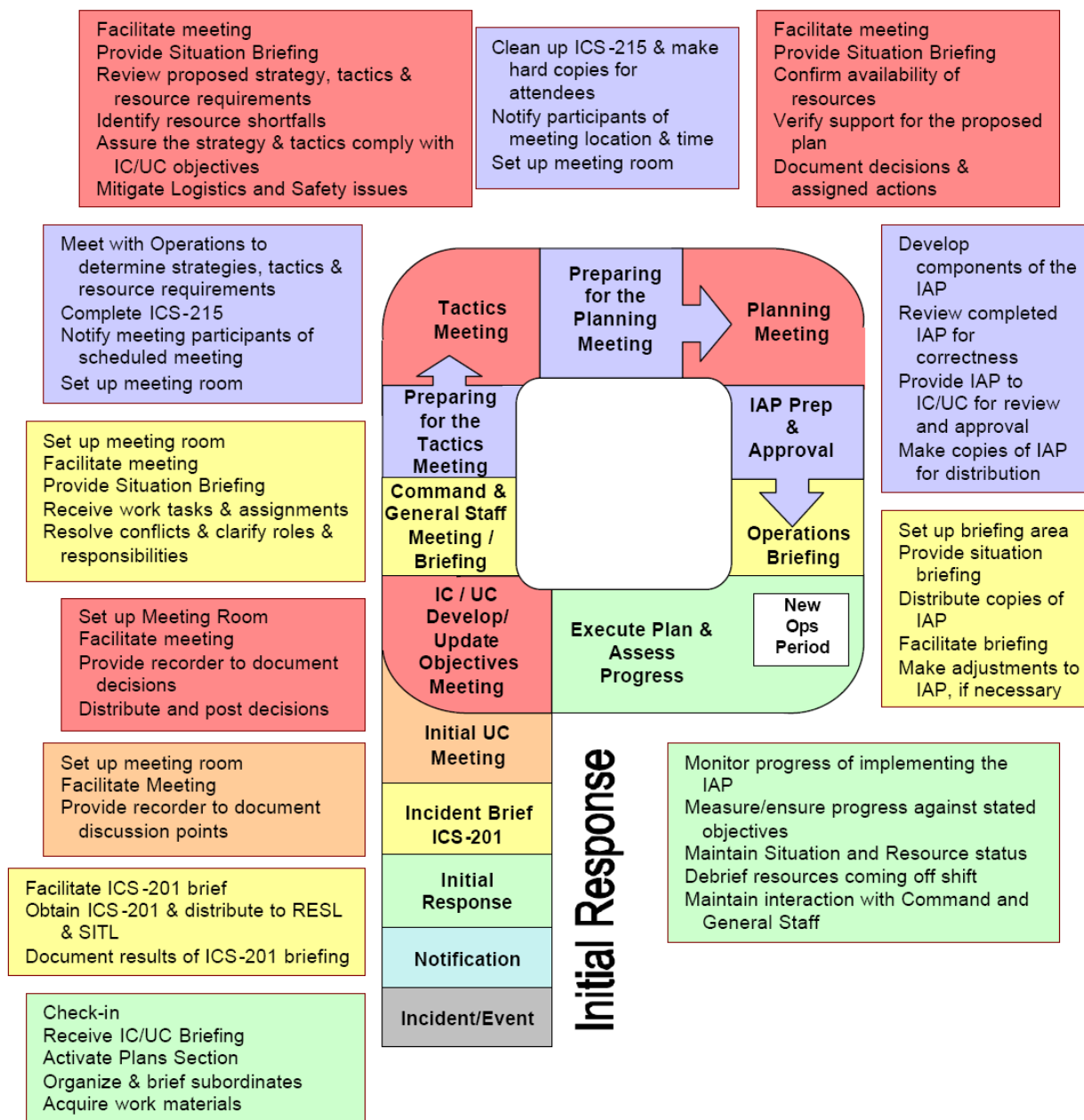
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Operational Planning “P” For Planning Section Activities



4000 Planning

4100 Planning Section Organization

The following is an organizational chart of the Planning Section and its subordinate units. It serves as an example and is not meant to be all-inclusive. The functions of the Planning Section must be accomplished during an incident; however, they can be performed by one individual or can be expanded as needed into additional organizational units with appropriate delegation of responsibility.

Planning Section organization and staffing information within the command can be found in the National Incident Management System (NIMS) Guidance and the National Response Framework. The management of the response will follow NIMS Incident Command System (ICS) processes and position descriptions. Where NIMS/ICS does not describe a process or organization requirement, the incident specific need will be addressed by the Incident Management Team (IMT).

4110 ICS Position Specific Job Aids

Available ICS position specific job aids can be found in Chapter 9000, Appendix V.

4120 Roles and Responsibilities

The Planning Section is responsible for the collection and evaluation of incident situation information, preparing situation status reports, displaying situation developments, maintaining the status of resources, developing an Incident Action Plan, and preparing required incident related documentation. This is done under the direction of the Planning Section Chief. All functions not assigned by the Section Chief remain the responsibility of the Section Chief.

4130 Planning Section Chief Responsibilities

The Planning Section Chief (PSC), a member of the General Staff, is responsible for the collection, evaluation, dissemination, and use of information about the development of the incident and status of resources. Information is needed to: 1) understand the current situation, 2) predict the probable course of incident events, 3) prepare alternative strategies for the incident, and 4) submit required incident status reports.

Planning Section Organization



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4200 Situation

The Situation Unit (SITU) is responsible for collecting, maintaining, and evaluating information about the current/possible future status of the spill or release and the spill response operations as well as the maintenance of the command post displays. This responsibility includes the compilation of information regarding the type and amount of oil or hazardous substance discharged or released the amount of oil or hazardous substance recovered the oil or hazardous substances' current location and anticipated trajectory, and impacts on natural resources. This responsibility includes providing information to the GIS specialist(s) for the creation of maps to depict the current and possible future situation and the preparation of reports for the Planning Section Chief.

4210 Functions of the Situation Unit Leader (SITL)

- Provide Briefings
- Best Briefing Practices
 - Division of briefing duties between the following:
 - Operations Section Chief (OSC), Intelligence Officer (INTL), Situation Unit Leader (SITL), Technical Specialist (THSP)
- Provide Maps/Charts/Building Plans
- Submit Reports
 - ICS-209
 - Situation Reports

4210.1 Best Briefing Practices

The following practices should be of assistance for preparing and/or presenting a brief.

As the briefer:

- Plan ahead by arranging sources and display material in a logical sequence. Use the agenda specified for the type of meeting or brief in the Incident Management Handbook.
- A briefing should include
 - Current situation (note: territory, exposures, safety concerns, etc.)
 - Objectives and priorities.
 - Current and planned actions.
 - Current on-scene organization.
 - Number of injured and fatalities.

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- Resource assignments.
 - Resources en-route and/or ordered.
 - Facilities established.
 - Incident potential.
 - Map/Chart with all pertinent information (base/staging areas, divisions, etc.)
- Understand the target audience for the briefing and tailor the briefing to meet the information required.
 - If audience is mixed agency/organizations avoid acronyms.
- Anticipate potential questions in advance and have the answer ready.
- Check the presentation area for lighting, display area, seating, and size for the anticipated audience.
- Review preparations with the PSC for advice and guidance.
- Contact key presenters (e.g., OSC, INTL) informally prior to the briefing to ensure there is a clear understanding of who will be briefing what material so that the briefing is coordinated.
- Determine in advance if material is of a sensitive nature to be discussed, and if so, limit attendance according to presenter's direction
- Know how the PSC wants to work questions and answers. Will Q and A be allowed during the briefing or following?
- Use presentation technology (e.g., PowerPoint) as appropriate.
- At the conclusion of the brief, summarize key points as necessary.

4220 Guidelines for Setting up the Situation Unit

The SITU is located in the Planning Section of the ICP. When locating the SITU, remember that SITU will need to interact with the Environmental Unit, the Resources Unit, and the Operations Section, among others. The SITU may need the most space of any function in the ICP due to the amount of wall area needed to create and maintain all maps, charts, and other incident display information. The SITL will need to plan for expansion of the Unit if the incident escalates or additional requests are placed on the

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SITU. Also, the space must be conducive to managing and displaying information. Wall space should be clear of light fixtures, mirrors, and pictures.

4220.1 Specialized Personnel

The following is a list of specialized positions that can assist the SITU.

Technical Specialists

Technical Specialists (THSP) can be valuable to the SITU in providing and briefing specialized information, truth checking information, interpreting data, and other information relevant to the incident. The SITL should consider requesting THSPs when they feel they need technical expertise not otherwise available on the incident. Specialist that could be of value include environmental experts (if not Environmental Unit), Geographic Information System (GIS) Specialists, situation report/briefing specialists, weather observers, scientific advisors, structural engineers, etc.

Field Observers

Field Observers (FOBS) work for the SITL and collect situational information from personal observation at the incident site and report this information back to the SITL. The SITL should consider requesting FOBS when verification is necessary for information such as location of trouble spots, weather conditions, hazards, Resources Unit information needs, and the progress of operations.

4230 Situation Reports/Information

The SITU is responsible for generating numerous incident reports including ICS-209 and U.S. Coast Guard Message Traffic (SITREP-POL/POLREP). An example of a SITREP-POL/POLREP can be found in Marine Safety Manual Vol 6, Chapter 7, and COMDTINST 16000.11.

4230.1 Weather/Tides/Current Information:

For the purposes of the SELACP, all weather, tide, and current information shall be obtained from the NOAA Scientific Support Coordinator.

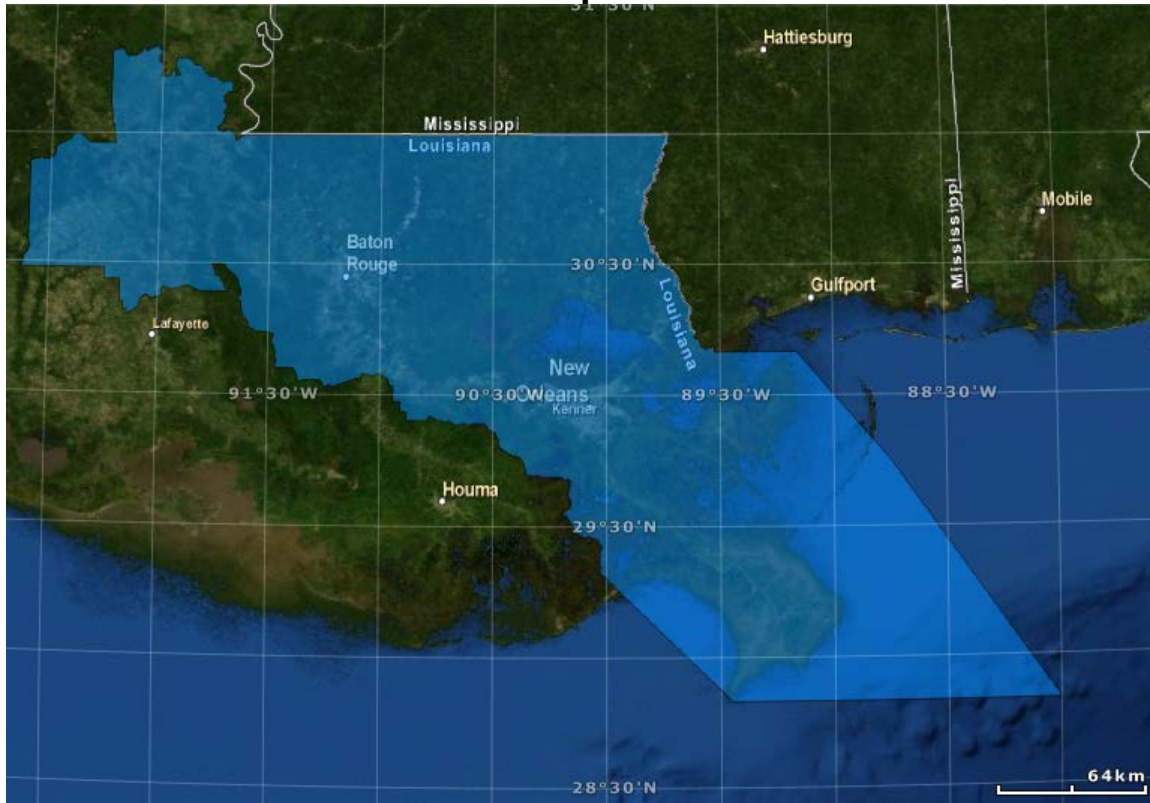
- National Oceanic & Atmospheric Administration
 - Scientific Support Coordinator
24-Hour (206) 526-4911

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4240 Area of Responsibility

New Orleans Captain of the Port Zone



New Orleans COTP Zone Boundaries Quick Reference

Waterway	New Orleans
Lower Mississippi (LMR)	Sea Buoy (MM 20)- 303
Gulf Intracoastal Waterway	MM44.2 EHL- 20 WHL
Inner Harbor Navigational Canal (IHNC))	Entire Canal
(Industrial Canal)	
Port Allen Route	MM0-64.1
Atchafalaya River	MM0-45 and shared jurisdiction W/ Morgan City MM45.5-49.5
Mississippi River Gulf Outlet	MM10-66
Tiger Pass	Entire Pass

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Inland/Coastal Zone Delineation



The purple line in the map above marks the delineation between the USCG and EPA jurisdictions, Inland and Coastal Zones as defined in the NCP (40 CFR Part 300).

4300 Resources

The Resource Unit (RESU) is responsible for maintaining the status of all resources (primary and support) at an incident. This is achieved through the tracking of all tactical resources, including check-in, status, current location, etc; enabling the RESU to assign available resources. The RESU is also responsible for the completion of ICS forms 203, 204, & 207; and the compiling of the Incident Action Plan.

4310 Setting up the Resource Unit

The Resources Unit work area in the ICP is the space for the management and tracking of all tactical resources and personnel. Therefore, the space must be conducive to tracking resources during current operations as well as supporting operational planning. It needs to be functional, and free of interruptions and distractions that detract from the RESL's ability to lead the Resources Unit.

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4310.1 Personnel

Personnel that provide assistance to the Resources Unit Leader are Status/Check-in recorders (SCKN). There are actually two distinct jobs that are embedded within the SCKN position, they include:

- Checking in and out resources
- Tracking resources during the incident

There are many different factors that determine the number of SCKN's that will be required but they include:

- Number of check-in locations established on the incident
- Number of Resources expected to be assigned to the incident
- Number of Division or Groups within the Operations organization
- Whether the incident is a 24-hour operation
- Expected duration of the incident
- Number of Incident Action Plans to be developed during each 24-hour period

4310.2 Check-in Locations

Resources may be checked in to an incident at a variety of locations including:

- Incident Command Post
- Incident Base or Camp(s)
- Helibase, boat ramp, marina
- Staging area
- Security Check Point

4400 Documentation Unit

The Documentation Unit (DOC) is responsible for the maintenance of accurate, up-to-date incident files. Examples of incident documentation include: Incident Action Plans, incident reports, communication logs, injury claims, situation status reports, etc. Thorough documentation is critical to post-incident analysis and litigation. Some of these documents may originate in other sections. This unit shall ensure each section is maintaining and providing appropriate documents. Incident files will be stored for legal, analytical, and historical purposes. DOC also provides duplication and copying services.

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4500 Demobilization

The Demobilization Unit (DMOB) is responsible for developing the Incident Demobilization Plan, and assisting Sections/Units in ensuring an orderly, safe, and cost effective demobilization of personnel and equipment.

Resources should be demobilized in the same manner as they checked into the incident organization: as individuals, single resources, crews or teams. Demobilization planning needs to start early to establish procedures for the rotation of personnel and for emergency demobilizations.

The Operations Section sets the pace of demobilization. As operations begin to downsize, the rest of the organization should follow.

The following is a sample Demobilization Plan.

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Sample Demobilization Plan

23 February 20XX
For the XXXX Incident

I. General Information

The response is rapidly transitioning from the emergency response phase to a planned recovery effort. The demobilization of incident resources must be conducted in a manner that is safe and efficient, and should not interfere with ongoing operations. Every Staff Officer and Section Chief shall ensure they maintain the appropriate level of staff to support the planned recovery phase. The following will be incorporated into the demobilization effort:

- A. Responders that were operating within the XXXX will be offered the opportunity to undergo critical incident stress management.
- B. Decontamination of personnel, personnel clothing and equipment will be undertaken under the direction of the safety officer.
- C. All responders that are traveling by vehicle for more than 2 hours must have a minimum of 6 hours rest, unless exempted by the Unified Command.
- D. Driving between the hours of 2200-0600 will be limited to airport transport to facilitate demobilization. Point to point driving for returning responders will be limited to 12 hours with sufficient breaks outside of 2200-0600 rest hours.
- E. All supervisors, leaders and chiefs will be thoroughly briefed prior to leaving the incident.

II. Responsibilities

- A. The Planning Section Chief shall:
 - a. Ensure that the demobilization process and expectations receive wide distribution and that there is an orderly release of resources.
 - b. Ensure that all agency/industry specific requirements regarding the demobilization of the agency's/industry's resources are followed. Any deviations must have the approval of the agency/industry Incident Commander.
 - c. Review the demobilization plan prepared by the Demobilization Unit Leader. Review Command and General Staff comments and make changes as appropriate prior to presenting the Plan to the Unified Command.
- B. The Operations Section Chief shall:
 - a. Identify any excess personnel and equipment available for demobilization and provide a list to the Planning Section Chief.

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- b. Identify and decontaminate all tactical resources that require decontamination. Coordinate the decontamination effort with the Safety Officer and Logistics Section Chief.
 - c. Where possible, release resources that have pre-established shared transportation together to facilitate demobilization.
- C. The Logistics Section Chief shall:
 - a. Coordinate all personnel and equipment transportation needs to designated locations to meet travel needs.
 - b. Ensure that the Supply and Communications Units are prepared to accept and document the return of all equipment that was checked out through them.
 - c. Provide courtesy vehicle safety inspections for all non-contracted vehicles.
 - d. Coordinate all vehicle inspections with the Finance/Administration Section Chief.
- D. The Finance/Administration Section Chief shall:
 - a. Ensure that all personnel and equipment time reports are complete and accurate.
 - b. Ensure that any injury and/or equipment claims are well documented and complete.
 - c. Adjust Equipment and Time Recorder's schedules to meet demobilization needs.

III. Release Priorities

The following are the release priorities:

- A. Federal Government response resources
- B. State Government response resources
- C. Local Government response resources
- D. Industry resources
- E. Release priorities may be adjusted to better serve the changing incident situation. Ensure that concurrence is obtained from the agency that provided the resource.

IV. Release Procedures

- A. Sections Chiefs and Command Staff:
 - a. Have the authority to approve the tentative release list of resources to the Demobilization Unit Leader.
 - b. Submit tentative release list of supply resources to the Demobilization Unit Leader a minimum of **24 HOURS** prior to the resource's anticipated departure.
- B. Demobilization Unit Leader:

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- a. Prepare the Demobilization Checkout Form, ICS-221, when the tentative release list is approved by the Unified Command.
 - b. Ensure that it is noted on the ICS-221 that the resources requiring decontamination were decontaminated.
 - c. Ensure that a resource requiring critical incident stress debriefing is noted on the ICS-221.
 - d. Effectively communicate with all staff members in order to identify any changes in the transportation needs of personnel. Ensure timely notification of anyone that will be impacted by changes in established transportation times.
 - e. Note on the ICS-221 any travel checking and arrival notification procedures that were established between the resource provider and the resource.
- C. Excess resources being demobilized are to follow the directions outlined on their respective Demobilization Checkout Form to ensure that all required signatures are obtained. Signatures include the following units:
- a. SPUL
 - b. COML
 - c. GSUL
 - d. TIME
 - e. DOCL

V. Phone Directory

Any time there is a concern over the status of a released resource contact the Demobilization Unit Leader at XXX-XXX-XXXX. Other points of contacts include:

- **XXXX Parish Emergency Operations Center: XXX-XXX-XXXX**
- Coast Guard Sector New Orleans: 504-365-2200
- **XXXX**

VI. Approval

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Prepared by: _____
Demobilization Unit Leader Date _____

Reviewed by: _____
Planning Section Chief Date _____

Reviewed by: _____
Logistics Section Chief Date _____

Reviewed by: _____
Fin/Admin Section Chief Date _____

Reviewed by: _____
Operations Section Chief Date _____

SAMPLE

Approved by: _____
Unified Command Date _____

Approved by: _____
Unified Command Date _____

Approved by: _____
Unified Command Date _____

Approved by: _____
Unified Command Date _____

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4600 Environmental

After protecting human life and safety, the next highest priority in spill response is reducing impacts to public, natural, and cultural resources.

The Environmental Unit (ENV) is the central point within the Planning Section for determining how to best protect those resources. Specifically, the ENV is responsible for:

- Spill/plume trajectories;
- Identifying all natural, cultural, and economic resources and historic properties likely to be affected by a discharge or release, and making recommendations for priorities to protect these resources;
- Providing guidance for the implementation of Geographical Response Strategies (GRSs);
- Working with the Operations Section to establish any additional environmental protection strategies not identified in GRSs;
- Establishing Shoreline Cleanup Assessment Teams (SCAT);
- Using SCAT information to recommend shoreline cleanup recommendations, priorities, and restrictions;
- Providing guidance regarding “how clean is clean” decisions;
- Providing technical review and recommendations regarding the use of alternative technologies;
- Developing a disposal plan (Note: Louisiana State Disposal Guidelines found in Chapter 9000, Appendix P);
- Providing information to JIC and IC/UC regarding natural resource concerns/impacts;
- Coordinating with NRDA activities; and
- Coordinating with Wildlife Branch and Air Operations Branch on issues involving wildlife hazing.

The NOAC recognizes that there is shared responsibility between the Unified Command Representatives. Plus, it is broadly recognized that the critical phase of any response,

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regardless of size, is the initial hours after the spill or release. Given the importance of the ENV's duties, and because the responsibility and knowledge base for public resources lies with trustee agencies, it is in everyone's best interests to ensure early critical response decisions are made by the most knowledgeable individuals. Therefore, it is the policy of the NOAC that the Environmental Unit Leader (ENVL) shall be a representative of a government natural resource trustee or environmental agency, if available. If no such agency representative is initially available or willing to lead the ENV, a responsible party representative may fill the role of ENVL. Furthermore, as the response action matures, a transition to a responsible party designated ENVL may occur with the concurrence of the UC. The NOAC also encourage spill response plan holders and responsible parties to designate a Deputy ENVL, who will participate in all meetings attended by and briefings made by the ENVL. These meetings and briefings include, but are not limited to, the following pre-identified ICS scheduled events:

- Initial ICS 201 Briefing;
- Tactics Meetings;
- Planning Meetings;
- Operations Meetings;
- Unified Command Briefings; and
- Press Conferences.

All trustee resource agency staff with environmental information/expertise should initially report to the ENVL. This included technical specialists (e.g. Scientific Support Coordinator) identified elsewhere within the ICS organization. However, the SSC is an independent advisor to the FOSC.

The Resources at Risk (RAR) Summary provides information about locations in the incident area which are sensitive due to environmental, archaeo-cultural, or socio-economic resources at risk. Typically this process is conducted within the Environmental Unit. The ICS 232 form identifies and prioritizes incident-specific issues. This checklist is designed to aid in the process. There may be additional incident specific steps required. The steps in this process may vary by incident or operational period.

Getting Started

[] Environmental Unit Leader (ENVL) assigns the workgroup to complete the ICS 232 Form. RP should consider having representation on this workgroup

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[] Participating agencies and organizations contribute expertise and data.

[] Are threatened and endangered species (ESA) present? If so, ESA consultation will be required.

Prioritize Resources and Finalize ICS 232 Form

[] Review and apply the prioritization policy in the SELACP

[] ENVL or designees guides consensus on final prioritization of RARs

Preparing For Tactics Meetings

[] ENVL or designee, coordinating through the PSC, works with Operations to discuss the ICS 232 Form and design appropriate tactics to protect or mitigate listed resources on the 232. Permits may be required for certain tactics or areas.

4700 Technical Specialists

Technical Specialists are advisors with special skills needed to support the incident. They may be assigned anywhere in the ICS organization. If necessary, Technical Specialists may be formed into a separate unit. The Planning Section will maintain a list of available specialists and will assign them where needed.

A list of available Technical Specialists in the New Orleans area is located in Chapter 9000 Section 9250.

4800 Permits and Consultation

More information regarding permits and consultation is located in Chapter 9000, Appendix Q, New Orleans Area Permit and Consultation Guide.

4810 Permit requirements

No Federal, State, or local permits are required for on-site response actions conducted pursuant to CERCLA responses. The term on-site means the extent of contamination and all suitable areas in very close proximity to the contamination necessary for implementation of the response activities. Permits, if required, shall be obtained for all response activities conducted off-site.

4820 Section 7 of the Endangered Species Act (ESA)

As soon as practicable after a response is under control, which may occur when the case is closed, the FOSC initiates consultation (either formal or informal, as appropriate) with the National Marine Fisheries and the U.S. Fish and Wildlife Service (the Services) ESA listed species and/or critical habitat have been affected. The FOSC should ensure that the following information is completed before the case is closed.

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After the case is closed, the information and a cover letter requesting consultation will be sent to the Services.

- Provide a description of the emergency.
- Provide an evaluation of the emergency response actions and their impacts on listed species and their habitats, including documentation of how the Services' recommendations were implemented, and the result of implementation in minimizing take.
- Provide a comparison of the emergency response actions as describes above with the pre-planned countermeasures and information in this ACP.

More guidance regarding Section 7 consultation can be found in the Inter-agency Memorandum of Agreement Regarding Oil Spill Planning and Response Activities under the Federal Water Pollution Control Act's National Oil and Hazardous Substance Pollution Contingency Plan and the Endangered Species Act in Chapter 9000, Appendix T, MOUs/MOAs. 4820.1 RRT Spill Response Emergency Endangered Species Consultation

4830 State Historic Preservation Office (SHPO) Consultation

In order to ensure that response actions do not inadvertently harm historical and culturally sensitive sites, the SHPO shall be consulted. The SHPO will evaluate areas where response actions are to be conducted for potential impact to historic and culturally sensitive sites.

The SHPO can be contacted via the State Historic Preservation Office, Division of Archaeology, at 225-219-4598.

4840 Applicable or Relevant and Appropriate Requirements (ARARs)

The lead and support agencies shall identify requirements applicable to the release based upon an objective determination of whether the requirements specifically address a hazardous substance, pollutant, contaminant, location, or other circumstance found at a CERCLA site.

4900 Reserved for Area/District

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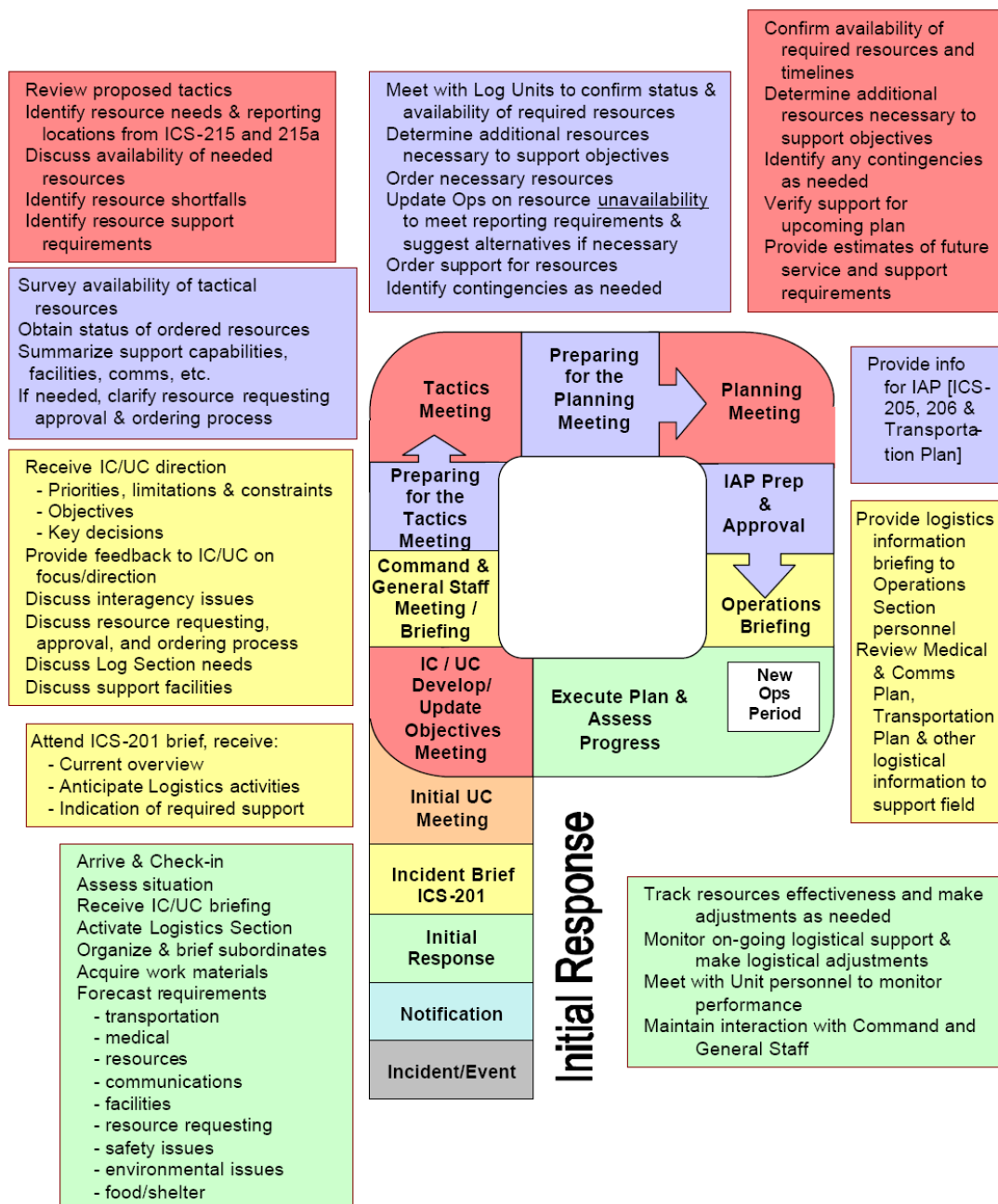
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Operational Planning “P” For Logistics Section Activities

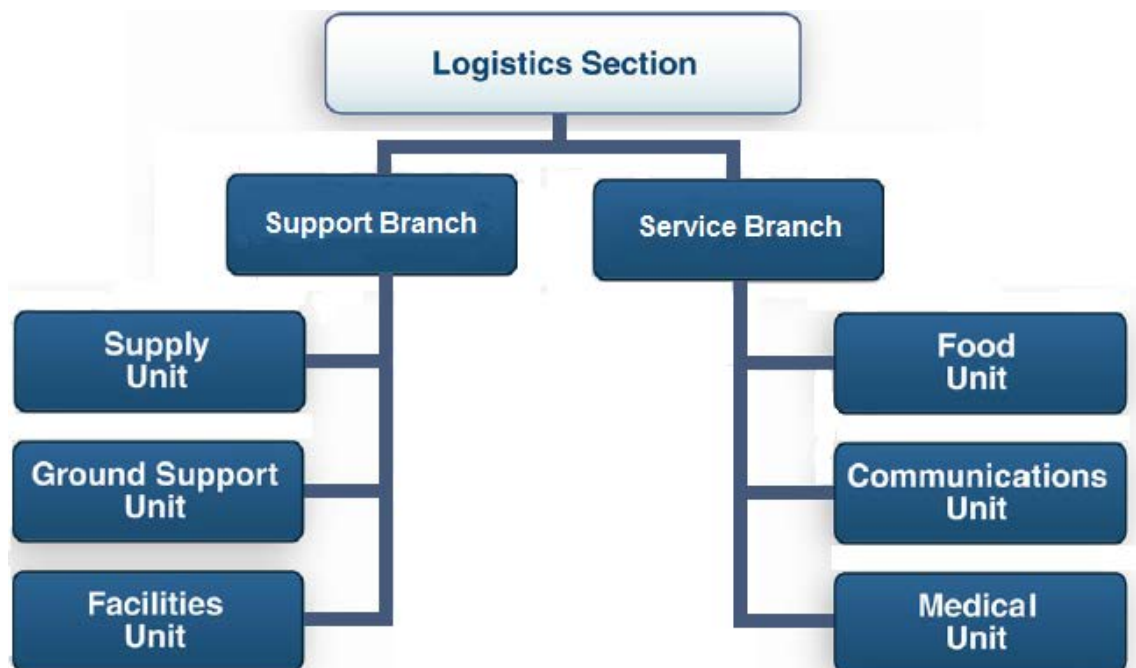


5000 Logistics

5100 Logistics Section Organization

The following is an organizational chart of the Logistics Section and its subordinate units. It serves as an example and is not meant to be all-inclusive. The functions of the Logistics Section must be accomplished during an incident; however, they can be performed by one individual or can be expanded, as needed, into additional organizational units with appropriate delegation of authority.

Information regarding the Logistics Section and Staff position within the command can US Coast Guard Incident Management Handbook 2014 Edition, (COMDTPUB P 3120.17B May 2014).



5110 Roles and Responsibilities

The Logistics Section is responsible for providing services and support to meet all incident or event needs. This is accomplished under the direction of the Logistics Section Chief. Logistics service and support to an incident or event are important functions. Early recognition of the need for a separate logistics function and section can reduce time and money spent on an incident. All functions not assigned by the Section Chief remain the responsibility of the Section Chief.

5120 Logistics Section Chief Responsibilities

The Logistics Section Chief, a member of the General Staff, is responsible for providing facilities, services, and material in support of the of the incident. The Logistics Section

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Chief participates in development and implementation of the Incident Action Plan and activates and supervises branches and units within the Logistics Section.

5130 ICS Position Specific Job Aids

Available ICS position specific job aids can be found in Section 9000, Appendix V.

5200 Support Branch

The Support Branch Director, when activated, is under the direction of the Logistics Section Chief. The Support Branch Director is responsible for development and implementation of logistics plans in support of the Incident Action Plan to include providing personnel, equipment, facilities, and supplies to support incident operations. The Support Branch Director supervises the operations of the Supply, Facilities, Ground Support, and Vessel Support Units.

A Personnel and Service Directory can be found in Section 9000, Section 9200.

5210 Command Post Establishment Procedures

Several basic features must be considered when selecting incident command post (ICP) sites. These considerations include:

- **Location** - The incident command post should be in the general area of the incident. It does not need to be at the incident site and for many reasons should be located away from the incident, including preventing the administrative activities surrounding a spill from interfering with operations.
- **Size** - The command post must be capable of accommodating the number of people anticipated. An estimated need of 50-sq. ft./person will provide adequate workspace within the ICP. Additional support area for food service, etc. should be considered.
- **Layout** - The command post should be compatible with the NIMS organization. Individual spaces for the following are desirable:
 - Unified Commander Private Rooms
 - Unified Command Center
 - Planning Section
 - Logistics Section
 - Operations Section
 - Finance Section

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- Public Affairs (should be separated from the above)
- Meeting Room (should be separated from the above)
- **Parking** - Parking for personnel plus visitors and command vehicles should be present.
- **Electricity** - Power demands at command posts are heavy. Computers, cell phones, and radios are becoming standard equipment for responders. Each person in the command post will likely have need for at least one outlet. Power strips can decrease the required number of building outlets provided the electrical supply is adequate for the load.
- **Telephones** - Telephones are critical. For planning purposes one phone line for every two people in the command post is used. Some of these phones should be designated "incoming only".
- **Air Operations** - Air over-flights will be a normal part of the incident response daily routine. Heliport/bases should be in close proximity to the command post. This will reduce staff and unified commanders' travel time to and from over-flights.
- **Security** - A security control station will be needed, along with sufficient security personnel to control access to the command center and associated peripheral equipment/facilities.
- **Sanitary Facilities** - Provisions should be made to accommodate large numbers of people on site around the clock.

5220 Staging Areas

A list of pre-identified staging areas can be found in Section 3000, Section 3500.

5230 Area Resources

Area Resource information can be found in the Area Response Resource Inventory in Section 9000, Appendix R.

5240 Supply Unit

The Supply Unit Leader is primarily responsible for ordering personnel, equipment and supplies; receiving and storing all supplies for the incident; maintaining an inventory of supplies; and servicing non-expendable supplies and equipment.

5250 Facilities Unit

The Facilities Unit Leader is primarily responsible for the layout and activation of incident facilities (e.g., Base, Camp(s), and ICP(s)). The Facilities Unit Provides sleeping and sanitation facilities for incident personnel and manages base and camp

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operations. Each facility (base or camp) is assigned a manager who reports to the Facilities Unit Leader and is responsible for managing the operations of the facility. The basic functions or activities of the Base or Camp Manager are to oversee all of the primary services and support activities that take place at the Base, including security services and general maintenance. The Facility Unit Leader reports to the Support Branch Director.

5260 Ground Support Unit Leader

The Ground Support Unit Leader is primarily responsible for 1) support out of service resources, 2) coordination of transportation of personnel, supplies, food, and equipment, 3) fueling, services, maintenance, and repair of vehicles and other ground support equipment, and 4) implementing the Traffic Plan for the incident.

5300 Service Branch

The Service Branch Director, when activated, is under the supervision of the Logistics Section Chief, and is responsible for the management of all service activities at the incident. The Branch Director supervises the operation of the Communication, Medical, and Food Units.

5310 Medical Unit Leader

The Medical Unit Leader, under the direction of the Service Branch Director or Logistics Section Chief, is primarily responsible for the development of the Medical Emergency Plan, obtaining medical aid and transportation for injured and ill incident personnel, and preparation of reports and records. The Medical Unit may also assist Operations in supplying medical care and assistance to civilian casualties at the incident, but is not intended to provide medical services to the public.

5320 Food Unit Leader

The Food Unit Leader, under the direction of the Service Branch Director or the Logistics Section Chief, is responsible for determining feeding requirements at all incident facilities, menu planning, determining cooking facilities required, food preparation, serving, providing potable water, and general maintenance of the food service areas.

5400 Communications Unit Leader

The Communications Unit Leader, under the direction of the Service Branch Director or Logistics Section Chief is responsible for developing plans for the effective use of incident communications equipment and facilities, installing and testing of communications equipment, supervision of the incident Communications Center, distribution of communications equipment to incident personnel, and the maintenance and repair of communications equipment. The NOAC Communication Manual can be found in Section 9000, Appendix O (Under development ETA 2015).

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Section 5000 Logistics

5500 Reserved

5600 Reserved

5700 Reserved

5800 Reserved

5900 Reserved for Area/District

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Section 6000 Finance and Administration

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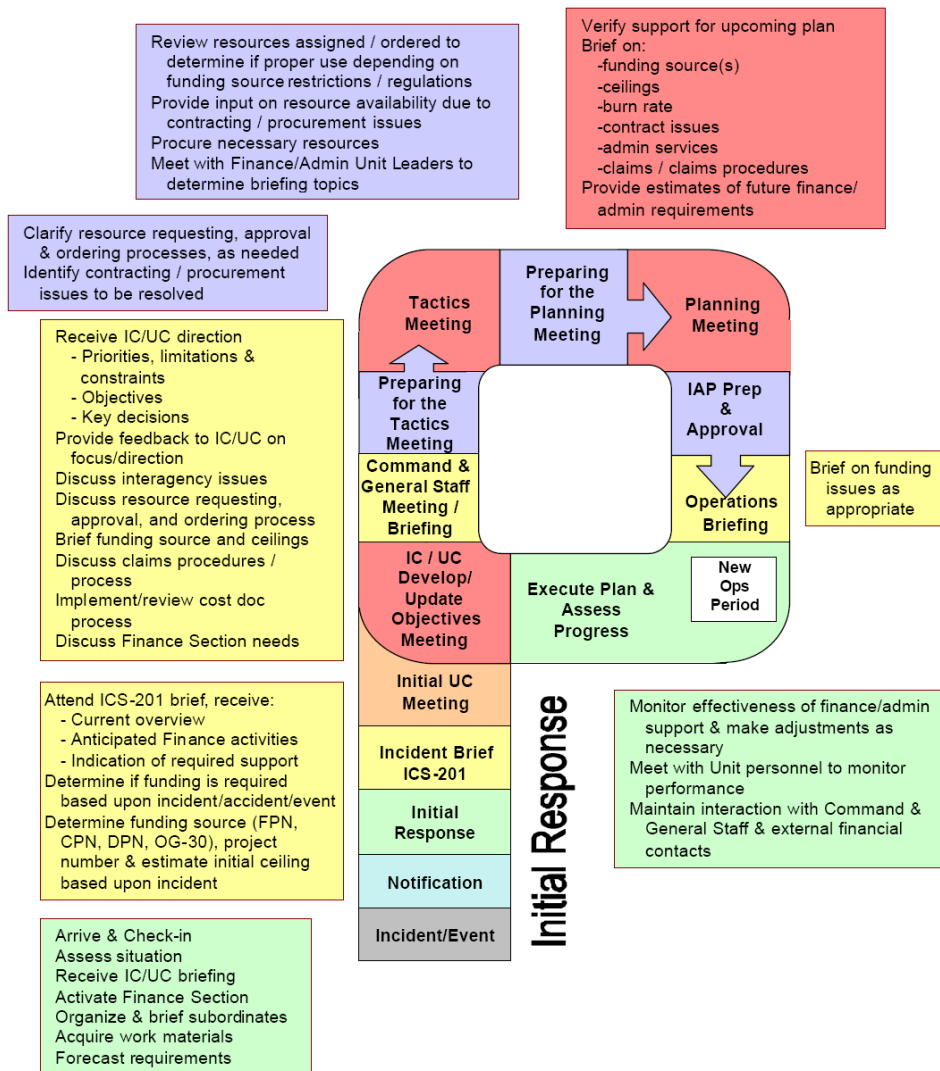
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Operational Planning “P” for Finance/Administration Section Activities



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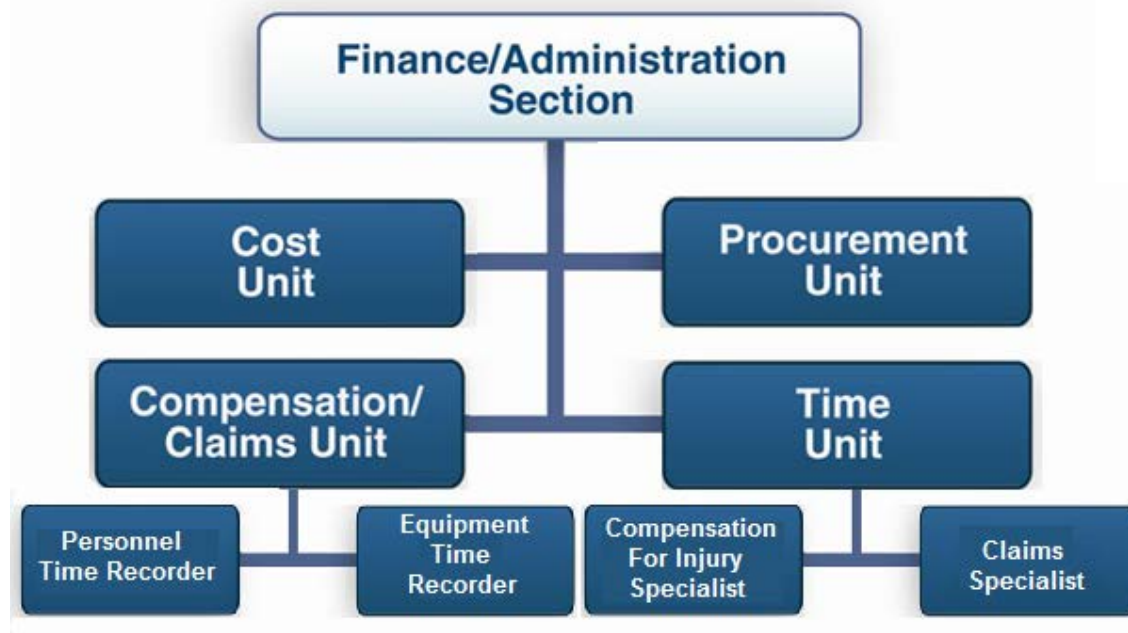
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6000 Finance/Administration

6100 Finance/Administration Section Organization

The Finance/Administration Section Chief is a member of the General Staff, whose responsibilities include all financial, administrative, cost analysis, and supervising members of the Finance/Administrative Section.

The following is an organizational chart of the Finance/Administrative Section and its subordinate units. It serves as an example and is not meant to be all-inclusive. The functions of the Finance/Administrative Section must be accomplished during an incident; however, they can be performed by one individual or be expanded, as needed, into additional organization units with appropriate delegation of authority.



6110 Roles and Responsibilities

The Finance/Administration Section is usually staffed in large-scale or complex incidents. Since most of the activities of the Finance/Administration Section do not require face-to-face communication, these operations may be located remotely from the incident site. A description of the Finance/Administration Section with organizational chart and responsibilities of the Section and subordinate Units can be found in the U.S. Coast Guard Incident Management Handbook, COMDTPUB P3120.17B May 2014, Chapter 11.

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6110. 1 Finance Section Chief Responsibilities

The Finance Section Chief (FSC) must provide documentation of all incident costs and guidance to the UC/IC on financial issues that may have an impact on incident operations. These responsibilities include:

- Manage all financial aspects of an incident,
- Future Payments,
- Future budgeting,
- Payment and personnel costs,
- Cost recovery,
- Provide financial aspects of an incident,
- Gather pertinent information from briefings with response agencies,
- Develop an operating plan for the Finance/Administration Section,
- Fill supply and support needs,
- Determine the need to set up and operate an incident commissary,
- Meet with Assisting and Cooperating Agency Representatives as needed,
- Maintain daily contact with agency(s) administrative headquarters on Finance/Administrative matters,
- Ensure that all personnel time records are accurately completed and transmitted to home agencies according to policy,
- Provide financial input to demobilization planning,
- Ensure that all obligation documents initiated at the incident are properly prepared and completed,
- Brief agency administrative personnel on all incident-related financial issues needing attention or follow-up prior to leaving incident,
- Develop recommended list of Section resources to be demobilized and initial recommendation for release when appropriate,

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- Receive and implement applicable portions of the Incident Demobilization Plan,
- Maintain status of response costs and “burn rate” of expenditures,
- Maintain awareness of Responsible Party’s limit of liability.

The FSC is responsible for all finance functions needed for an incident. This individual should establish functional units when needed to maintain an acceptable workload and span of control. Subordinate Finance functions may be combined when workload permits.

The FSC should be assigned before implementation of subordinate units to prevent an excessive span of control or information overload for the ICS.

The FSC may have deputy FSCs, who may be from the same agency or from an assisting agency. The Deputy FSC must have the same qualifications as the person for whom they work, as they must be ready to take over that position at any time.

6110.2 Time Unit

The primary function of the Time Unit is to manage time for personnel working at an incident. To do this effectively each agency, responsible party, and all contractors will need to address this function to the degree where it is integrated into a similar format/procedure and the entire system will work more smoothly. To ensure this happens, each agency, responsible party, contractor, etc., should have some formalized method of checking in and out for all personnel. The Time Unit Leader responsibilities include:

- Equipment and personnel time records;
- Establish contact with appropriate company/agency personnel/representatives;
- Establish Time Unit Objectives;
- Ensure daily personnel and equipment time recording documents are prepared in compliance with time policies;
- Submit cost estimate data forms to Cost Unit, as required;
- Provide for records security; and
- Ensure all records are current or complete prior to demobilization.

The accurate reporting of time for personnel and equipment shall be conducted in the following manner:

Personnel

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- Establish and maintain a file for personnel time reports within the first operational period. Initiate, gather, or update a time report from all applicable personnel assigned to the incident for each operational period. Maintain a log of excessive hours worked and give to the Time Unit Leader daily;
- Ensure that all personnel identification information is verified to be corrected on the time report;
- Post personnel travel and work hours, transfers, promotions, specific pay provisions and terminations to personnel time documents; and
- Ensure that time reports are signed. Close out time documents prior to personnel leaving the incident. Distribute all time documents according to agency policy.

Equipment

- Advise Ground Support Unit, Facilities, and Air Support Group of the requirement to establish and maintain a file of daily records for equipment time reports. Assist units in establishing a system for collection these equipment time reports;
- Post all equipment time tickets within four hours after the end of each operational period;
- Prepare a use and summary invoice for equipment (as required) within 12 hours after equipment arrival at the incident;
- Submit data to Time Unit Leader for cost effectiveness analysis;
- Maintain current posting on all charges or credits for fuel, parts, services, and commissary;
- Verify all time data and deductions with owner/operator of equipment; and
- Complete all forms according to agency specifications. Close out forms prior to demobilization. Distribute copies per agency and incident policy.

The Logistics Section of the ICS can arrange to have meals purchased from local establishments (e.g., supermarket deli box lunch) and charge to the fund. All USCG that are TAD at the spill site must have these meals annotated on their orders.

6110.3 Procurement Unit

When incident operations require procurement of goods or services from vendors, the Procurement Unit manages the following functions:

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- Administer all financial matters pertaining to vendor contracts;
- Coordinate with local jurisdictions on plans and supply sources;
- Prepare and sign contracts and land use agreements, as needed;
- Draft memorandums of understanding;
- Establish contracts with supply vendors, as required;
- Interpret contracts/agreements and resolve claims or disputes within delegated authority;
- Coordinate with Compensation/Claims Unit on procedures for handling claims;
- Finalize all agreements and contracts;
- Coordinate use of incident funds, as required;
- Complete final processing and send documents for payment; and
- Coordinate cost data in contracts with Cost Unit Leader.

6110.4 Compensation/Claims Unit

The function of the Compensation/Claims Unit involves record-keeping and financial claims related to damages created by an incident. The Compensation/Claims Unit Leader responsibilities include:

- Overall management and direction of all administrative matters pertaining to compensation-for-injury and claims-related activity for an incident;
- Establish contact with Safety Officer, Liaison Officer, and company/agency representatives;
- Advertise contact numbers and email address for entities to submit claims.
- Determine the need for compensation for injury and claims specialists and order personnel, as needed;
- If possible, co-locate compensation-for-injury work area with the Medical Unit;
- Coordinate with Procurement Unit on procedures for handling claims; and

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- Ensure all compensation-for-injury and claims documents are up to date and routed to the proper company/agency.

6110. 5 Cost Unit

The principal functions of the Cost Unit are tracking costs, analyzing cost data, making cost estimates, contracts, and recommending cost-saving measures.

Note: It is critical that all parties in the Unified Command adopt consistent cost documentation for later cost recovery from the Responsible Party, Federal, and/or State funds.

The Cost Unit Leader responsibilities include:

- Collection of all cost data, performing cost-effectiveness analyses, and providing cost estimates/cost-saving recommendations for the incident;
- Coordinate with company/agency headquarters on cost-reporting procedures;
- Obtain and record all cost data;
- Prepare incident cost summaries;
- Prepare resource-use cost estimates for Planning;
- Make recommendations for cost-saving to Finance/Administration Section Chief;
- Maintain cumulative incident cost records;
- Ensure all cost documents are accurately prepared; and
- Complete all records prior to demobilization.

6200 Fund Access

6210 FOSC Access to the Federal Fund

Federal removal actions are authorized by the FWPCA and CERCLA as the required elements of jurisdiction exist. In the event of a discharge or release, if the responsible party is not acting promptly or is not known, the Federal On-Scene Coordinator (FOSC) may initiate federal removal under the authority of Section 311(o)(1) of the FWPCA or section 104(a) of the CERCLA. The responsible party is liable for government removal costs in accordance with Section 311(f) of the FWPCA and Section 107 of the CERCLA. The NCP, 40 CFR Part 300.58, outlines the types of funds which may be available to remove certain oil discharges and hazardous substance releases.

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6210.1 National Pollution Fund Center

The National Pollution Fund Center (NPFC) manages the Oil Spill Liability Trust Fund (OSLTF), a source for payment of removal costs and damages resulting for oil spills or incidents that threaten to spill oil into navigable waters of the United States, adjoining shorelines, or the Exclusive Economic Zone (EEZ). The NPFC:

- Acts as the fiduciary agency for the OSLTF and administers the Coast Guard portion of CERCLA;
- Provides 24-hour funding to FOSCs for immediate removal actions to an incident, to monitor Responsible Party's actions, or to initiate an assessment of damages to natural resources; and
- Issues Federal Project Numbers (FPN/CPN) as requested by the FOSC.

The NPFC operates within a case team concept. There are four case teams: Southeast, Gulf Coast, West Coast, and Northeast. Each case team includes legal, financial, natural resource damage claims, and OSLTF claims specialists.

6210.2 Accessing the Oil Spill Liability Trust Fund

The OSLTF was established by Section 311(k) of the FWPCA and is administered by the Coast Guard. Title 33 CFR Subchapter M provides regulatory information on state access to the OSLTF, claims procedures, financial responsibility for vessels, and other topics. Additional information on the OSLTF can be found in the "NPFC User Reference Guide" and in Chapter 13 of the Coast Guard Marine Environmental Response and Preparedness Manual (COMDTINST M16000.14). The NPFC Users Reference Guide can be found at:

<http://www.uscg.mil/npfc/URG/default.asp>.

In the event of an oil spill, the FOSC, states, claimants, and trustees can obtain access to federal funds. The FOSC can obtain immediate access to a funding account and ceiling for incident response by accessing the Ceiling and Number Assignment Processing System (CANAPS) on the internet:

<http://www.uscg.mil/npfc/Response/CANAPS/default.asp>.

The following funding limitations exist in accessing the OSLTF:

The maximum, per case is \$1 billion, or the balance in the OSLTF, whichever is less;

Removal funding (including response to a substantial threat) are limited to the funds available in the OSLTF Emergency Fund. However, the NPFC may transfer funds into the Emergency Fund to continue removal actions.

There is a maximum of \$500 million per case to satisfy NRD claims and assessments;

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Initiation of NRDA costs may be paid out of the Emergency Fund, subject to its availability and the process through which funding was requested.

The discharge (or substantial threat of discharge) must impact navigable waters of the United States (including the EEZ).

6210.3 Hazardous Substance Response Trust Fund

An MOU between the USCG and EPA allows the USCG to access the Hazardous Substance Trust Fund (Superfund) when the USCG undertakes response activities pursuant to CERCLA, Executive Order 12316, and the provisions of Subpart E of the NCP. When EPA provides the FOSC, the FOSC has the authority to spend up to \$200,000 in emergency situations. The EPA Regional Administrator has authority to approve Trust Fund expenditures not to exceed \$6,000,000. Expenditures exceeding \$6,000,000 must be approved by EPA Headquarters.

When the USCG provides the FOSC, the FOSC has the authority to approve Trust Fund expenditures not to exceed \$50,000. USCG FOSCs can receive approval for CERCLA Trust Fund expenditures up to \$250,000 through the Commander, Eight Coast Guard District. For additional expenditures, approval from the EPA Office of Emergency and Remedial Response (OERR) is necessary. To access the fund, an account number must be obtained from EPA Headquarters.

Other Federal agencies have authority to expend Trust Fund money in accordance with Interagency Agreements (IAG) and MOUs with EPA. Reimbursement of agency expenditures will be in accordance with the procedures specified in these IAGs and MOUs. The CERCLA statute allows state access to Superfund funds only through a Cooperative Agreement between EPA and the State.

In accordance with 40 CFR Part 300.415(b)(2), Trust Funds may be used to undertake immediate removal actions when the agency providing the FOSC determines that such action will prevent or mitigate immediate and significant harm to human life or health or to the environment from such situations as:

- Human, animal, or food chain exposure to acutely toxic substances;
- Contamination of a drinking water supply;
- Fire and/or explosion; and
- Similar acute situations.

In the event of a hazardous substance release or imminent threat of a release, the FOSC can obtain access to federal funds through CERCLA.

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- The FOSC determined if federal funds are required and requests a spending ceiling and CERCLA Project Number (CPN) for the NPFC Case Officer/Region Manager. The FOSC can fund USCG resources contractors, OGAs, and contractor costs through the CPN, (NPFC User's Guide Chapter 2).

CERCLA Access Criteria and Limitations:

- The release or substantial threat of a release of a hazardous substance, pollutant, or contaminant must impact the environment. "Environment" is defined in CERCLA as waters of the U.S., other surface waters, ground water, drinking water supply, land surface or subsurface, or ambient air;
- Removal funding is limited to no more than \$2,000,000 or 12 month duration. EPA may grant incident specific waivers to this requirement;
- FOSCs may only obligate less than \$250,000 for an incident without an approved Action memorandum. (See NPFC User Guide, Chapter 2, section entitled "CERCLA Removal Cost TOPs");
- There is no provision for state access;
- There are no provisions for funding pre-assessment phase activities of NRDA;
- Compensation to claimants damaged by hazardous substances is not available; and
- The substance must not be oil as defined by 33 USC Section 2701(23). The Oil Spill Liability Trust Fund should be utilized for applicable oil spills.

6220 Other Access to Funds

6220.1 Access through Pollution Removal Funding Authorizations

Federal, state, local, and tribal governments assisting the FOSC may receive reimbursable funding authority through a Pollution Removal Funding Authorization (PRFA). The NPFC can be consulted regarding PRFAs, but authorization to establish and use this funding source is provided by the FOSC. PRFAs must be approved by the FOSC.

6220.2 Military Interdepartmental Purchase Request

When the responsible party is a federal agency owning/operating a public vessel or federal facility is capable of funding cleanup but lacks the resources to properly conduct the cleanup, the FOSC should attempt to establish a Military Interdepartmental Purchase Request (MIPR) or similar reimbursable agreement, to establish direct upfront funding of the removal activities.

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MIPRS are also used in lieu of PRFAs when using a DOD agency to assist the FOSC (i.e. SUPSALV)

6220.3 State Access to the OSLTF

OPA 90 allows state Governors to request payment of up to \$250,000 from the OSLTF for removal costs required for the immediate removal of a discharge, or the mitigation or prevention of a substantial threat of a discharge of oil. Requests are made directly to the FOSC who will determine eligibility. If a state anticipates the need to access the Fund, they must submit a request which shall include the person's name, title, address, telephone number, and the capacity in which they are employed. FOSCs will provide initial coordination of the request and subsequent coordination and oversight.

6220.3.1 State Access to the CERCLA Fund

Expenditures of Superfund money by a State must be in accordance with a contract or cooperative agreement between the EPA and that State.

6220.3.1.1 Cost Recovery

The EPA will make all decisions regarding recovery of expenditures from the Superfund. All agencies expending Superfund money must submit an itemized account of all funds expended in accordance with provisions of contracts, Interagency Agreements (IAG), or Cooperative Agreements with EPA. These agreements must be in place prior to the expenditure of funds.

6220.3.2 Eligibility for State Access to the OSLTF

The following eligibility consideration will be evaluated by the FOSC when contacted by the State requesting OSLTF monies:

- Is the incident eligible for immediate removal under the CWA, as amended by OPA90?
- If the substance discharged/threatening discharge oil;
- Is the aggregate amount of the request equal to or less than \$250,000?
- Are the proposed actions consistent with the NCP (including the requirement in 40 CFR Part 300.305(c) that a reasonable effort was voluntarily made by the discharger to promptly perform removal actions);
- Are the proposed level of response, proposed actions, and amounts requested appropriate for the circumstances; and
- Does the State have the means to complete immediate removal?

The FOSC will then notify the NPFC Director and the State of his/her decision.

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More information regarding State access to the OSLTF is contained in the NPFC Instruction 16451.1, Technical Operating Procedures for State Access under Section 1012(d)(1) of the Oil Pollution Act of 1990

(<http://www.uscg.mil/npfc/docs/PDFs/urg/Ch4/NPFCTOPState.pdf>)

6220.3.3 Required Record Keeping

The State shall maintain records of expenditures for fund reimbursement including:

- Daily expenditures for each individual worker, giving the individual's name, title or position, activity performed, time on task, salary or hourly rate, travel costs, per diem, out-of-pocket or extraordinary expenses, and whether the individual is normally available for oil spill removal;
- Equipment purchased or rented each day, with the daily or hourly rate;
- Miscellaneous materials and expendables purchased each day; and
- Daily contractor or consultant fees, including costs for their personnel and contractor-owned or rented equipment, as well as that of any subcontractor.

The state shall submit a copy of these records and a summary document stating the total of all expenditures made to the NPFC within 30 days after completion of the removal actions. A copy of these documents shall also be submitted to the FOSC.

6220.3.4 Reimbursement Procedures

Reimbursement of agency expenditures will be in accordance with procedures specified in contracts, IAGs, or Cooperative Agreements with EPA.

Local governments may request reimbursement of costs to carry out temporary measures without a contract or cooperative agreement. All costs for which local governments are seeking reimbursement must be consistent with the NCP and Federal cost principles outlined by the Office of Management and Budget.

6220.4 Lead Administrative Trustee Access to the OSLTF

Section 6002(b) of OPA90 provides that the OSLTF Emergency Fund is available "to initiate the assessment of natural resource damages". For the purpose of this agreement, initiate activities have been defined as those pre-assessment activities as outline in 15 CFR Part 990, Subpart D.

Executive Order 12777 limits funding for initiation to the Federal Trustees, who are as follows:

- Department of the Interior;
- Department of Commerce;

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- Department of Agriculture;
- Department of Defense; and
- Department of Energy.

Executive Order 12777 introduced the Federal Lead Administrative Trustee (FLAT) concept to provide a focal point for addressing natural resource issues associated with a specific incident. The NPFC will only accept requests for initiation from, and normally work directly with the FLAT. State and Tribal Trustees must work through a FLAT. Those State and Tribal Trustees acting in the event of a spill may join with the designated Federal Trustees to name a FLAT.

Criteria for Initiation

Threshold initiation of a natural resource damage assessment (NRDA) must be in response to an OPA incident, i.e., a discharge or substantial threat of a discharge of oil into or upon the navigable waters or the adjoining shorelines or the exclusive economic zone of the United States.

6230 Local and Tribal Government Access to the Superfund

Local and federally recognized tribal governments may request reimbursement of cost to carry out temporary measures to protect human health and the environment without a contract or cooperative agreement. All costs for which local governments are seeking reimbursement must be consistent with the NCP and Federal cost principles outlined by the Office of Management and Budget. Reimbursements are limited to \$25,000 per hazardous substance response. In addition, reimbursement must not supplement local government funds normally provided for emergency response. States are not eligible for reimbursement and no state may request reimbursement on behalf of political subdivisions within the state.

More information on the Local Government Reimbursement (LGR) program may be found at: <https://www.epa.gov/emergency-response/local-governments-reimbursement-program>.

6240 Louisiana State Oil Spill Contingency Fund

Pursuant to Section 2448(A) of the Louisiana Oil Spill Prevention and Response Act (OSPRA), and with respect to clean-up and response specifically, funds in the Louisiana State Oil Spill Contingency Fund may be disbursed for the following purposes and no other:

- Removal costs related to abatement and containment of actual or threatened discharges of oil incidental to unauthorized discharges of hazardous substances;
- Removal costs and damages related to actual or threatened unauthorized discharges of oil as provided in the OSPRA;

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- Protection, assessment, restoration, rehabilitation, or replacement of or mitigation of damage to natural resource damaged by an unauthorized discharge of oil as provided in the OSPRA;
- Operating costs and contracts for response and prevention as provided in the OSPRA not to exceed \$600,000 in any fiscal year; and
- Other costs and damages authorized in the OSPRA.

The Louisiana Oil Spill Coordinator (LOSC) has set forth the procedures by which an entity eligible to receive funds from, or be reimbursed for expenditures made, is able to gain access to the state oil spill contingency fund. Any state trustee or local governing authority seeking funds from the state oil spill contingency fund must submit all claims to the LOSC on Louisiana Oil Spill Coordinator's Office (LOSCO) approved forms. Copies of these forms may be obtained from LOSCO.

Expenditures from the state oil spill contingency fund will not be authorized unless and until all Federal remedies have been exhausted. Access may only be used to pay for removal costs that are directly related to a specific incident. The Louisiana Department of Environmental Quality (LDEQ), which is the LOSC's lead technical advisor, will advise the LOSC of the standards/efforts necessary to complete clean-up. The Louisiana Department of Natural Resources/Office of Conservation will be the LOSC's lead technical advisor with respect to appropriate steps to abate the threat of a discharge or halt an ongoing release. Costs must generally be incurred at the site or in support of on-site activities. Access to the state oil spill contingency fund is for immediate removal costs only and will not be utilized for long-term removal or remediation costs.

6240.1 Documentation and Cost Recovery Procedures

In the event that an entity, entitled to reimbursement from the state oil spill contingency fund discovers or is notified of an actual/threat of an incident, they shall notify the U.S. Coast Guard/National Response Center and LOSCO. This entity must submit all appropriate necessary information for LOSCO to make determination on eligibility for funding. In order to make such a determination the following information must be provided:

- Evidence of notification;
- Evidence of federal unwillingness or inability to respond;
- Evidence of unwillingness or inability of the responsible party to respond;
- Evidence that costs are not reimbursable from the Fisherman's Gear compensation fund;

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- A response plan is approved by the USCG and/or EPA, and/or LDEQ;
- Estimate of costs to be incurred;
- Proposed cleanup contactor(s). These organizations must all have appropriate certifications from the USCG unless the certifications are superseded by a process developed by the LOSC; and
- Estimate of costs necessary to complete response/cleanup.

Upon receipt of the above information, the LOSC will notify the entity seeking funds of the eligibility of its request for funding. This determination will consist of the LOSC's determination of eligibility, the limits of funds that can be expended, and any special conditions attached to the expenditures. The entity receiving the determination of eligibility will be responsible for the following:

- Contracting for all services needed according to all appropriate laws, rules, and regulations.
- Oversight of all contract deliverables and certification that all tasks are accomplished as set out in contract; and
- An administrative record which includes all documents relevant to the response.

In addition to performing contractual acquisition services, the entity receiving the determination of eligibility will provide all of the following documentation items. These will be due to the LOSC within 60 days of completion of the response actions which were included within the LOSC's determination of eligibility.

- Copies of all invoices received from the contactor, as well as a statement certifying all expenditures as necessary and within the constraints of the determination of eligibility;
- Reports detailing the progress of the response effort; and
- Any changes in the scope of the response effort that may be necessitated due to unforeseen or unpredicted events (before any funds are committed for these changes they must be, at a minimum, verbally approved by the LOSC).

6300 Cost Unit

6310 Federal Fund Documentation and Cost Recovery Procedures

Through Executive Orders the President has delegated certain functions and responsibilities vested to him by the FWPCA and CERCLA to the EPA and the USCG.

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Under CERCLA the Superfund has been set up to fund federal responses to hazardous substances, pollutants, or contaminants as defined by CERCLA, that may present an imminent or substantial threat to public health or the environment. Responses to discharges of petroleum products are specifically excluded from CERCLA. Section 311 of the CWA, as amended by OPA90, established the OSLTF for response to discharges of petroleum products. Response includes conducting Natural Resource Damage Assessments and paying claims for removal costs or damages. The EPA and USCG both have access to both funds through MOU/MOAs established between both agencies. Only costs incurred during containment, countermeasures, clean-up, and disposal during a Federal Response to an oil pollution incident are recoverable from the OSLTF and must be certified by the FOSC. The NCP contains information and procedures with regards to both the FWPCA and CERCLA, and contains sections regarding documentation and cost recovery for both acts.

6320 Reimbursable Expenses

OPA authorizes payment of removal costs, including the costs of monitoring removal actions consistent with the National Contingency Plan. This allows payment of incident-specific costs authorized by an FOSC, including costs of monitoring a responsible Party's cleanup, as well as actual Federal cleanup activities. The fund may reimburse:

- Costs of containment and removal of oil from water and shorelines;
- Costs to prevent, minimize, or mitigate oil pollution where there is a substantial threat of discharge of oil; and
- Costs of taking other related actions necessary to minimize or mitigate damage to the public health or welfare including, but not limited to, damage to fish, shellfish, wildlife, public and private property, shorelines, and beaches.

6320.1 Procedures for Reimbursement

To seek reimbursement from the Federal Fund, Federal agencies must submit their reimbursable expenses on Form SF 1080 "Voucher for Transfer between Appropriations and/or Funds," to the FOSC for certification. The FOSC will submit certified requests for reimbursements to NPFC within 60 days after completion of the cleanup action (33 CFR Part 153.417). The USCG will effect transfer of funds to the agency requesting reimbursements, and prepare billing for the discharger from information on recoverable expenditures on the USCG Form "Personnel Vehicle and Miscellaneous Cost Accounting Sheet" (available from the USCG).

State agencies that do not have a formal agreement must submit a letter to the FOSC requesting reimbursement. This letter must include a detailed itemized statement of reimbursable expenditures. Contact the cognizant NPFC Case officer for additional information.

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6320.2 Recoverable Costs

The discharger incurs liability up to the discharger's legal limit of liability for all actual costs associated with Federal removal following Federal assumption of response activities. Recoverable costs include:

- Direct expenditures from the fund (i.e. payment of contractors or vendors);
- All reimbursable agency expenses;
- All personnel costs, including salaries of response personnel;
- Equipment costs, including depreciation and maintenance;
- Administrative overhead; and
- Pollution removal damage claims.

6320.3 Liability Limits

OPA sets limits of liability which apply to all removal costs and damages sought under the act. The limits may be adjusted for inflation every 3 years, based upon the consumer price index. The OPA sets the following (approximate) limits:

- Single-hulled tank vessels: the greater of \$3,500 per gross ton or: \$25.8 million if greater than 3,000 gross tons; \$7 million if less than or equal to 3,000 gross tons;
- Tank vessels (other than single-hulled tank vessels): the greater of \$2,200 per gross ton or: \$18.8 million if greater than 3,000 gross tons; \$4.7 million if less than or equal to 3,000 gross tons;
- Any other vessel: the greater of \$1,000 per gross ton or \$940,000;
- Offshore facility except Deep Water Ports: \$134,000,000; and
- Onshore facility and Deep Water Ports: \$634,000,000.

There are certain exceptions to these liability limits. These limits do not apply to the following situations:

- If the incident was caused by gross negligence or willful misconduct;
If the incident was a result of a violation of applicable Federal safety, construction, or operating regulations; and

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If the responsible party fails to report the incident, provide all reasonable cooperation and assistance required by a response official, or comply with an order issued by the Federal OSC.

Current limits of liability under OPA are found at 33 C.F.R. §138.230.

In addition, OPA does not preempt State laws regarding liability; therefore areas where State law places a higher limit, compensation for damages up to the liability limit established by the State law may be pursued. Responsible Parties who exceed their limits of liability are highly encouraged to continue funding all removal actions.

6330 Letters

6330.1 Notice of Federal Interest for an Oil Pollution Incident (Form CG-5549)

The FOSC shall present a Notice of Federal Interest for an Oil Pollution Incident (NOFI) to every suspected discharger (note: this requirement is internal direction only. The failure of an FOSC to present a NOFI in any given case does not affect any liability of any person which may arise in that case.) This informs the suspected discharger of a potential violation of the FWPCA, as amended and of his/her possible liability to a civil penalty per day per violation or up to three times the cost incurred by the OSLTF. Notice should also be made in potential incidents when the actions of the potential discharger to abate the threat are considered insufficient, and Federal action is contemplated. The FOSC shall retain a copy of the NOFI that is signed and dated by the suspected discharger. If the discharger refuses to sign, the NOFI will still be served. The circumstances will be noted on the NOFI and signed and dated by the FOSC (or representative). If the suspected discharger is unavailable, the NOFI shall be sent via certified mail, return receipt requested. As sample NOFI can be found in Marine Safety Manual Vol VI Chapter 7.B.3.a. COMDTINST 16000.11.

6330.2 Administrative Order

Administrative Orders are issued to protect public health and welfare under Section 106(a) of CERCLA or Section 311(e)(1)(B) of the FWPCA to a vessel (note: CERCLA Administrative Orders cannot be issued to a vessel) or facility requiring corrective measures when there is a discharge/release or threat of discharge/release involving oil, hazardous substance, pollutant, or contaminant.

Any person directly affected by an Administrative Order may request reconsideration by the FOSC. If not satisfied with the decision of the FOSC, that person may appeal in writing to the Eighth Coast Guard District Commander. The District Commander's decision is final.

6330.3 Notice of Federal Assumption

Under FWPCA Section 311 (c) (1), the FOSC may assume total or partial control of response activities whenever a polluter is unknown or not acting responsibly, when

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removal efforts are insufficient, or to prevent the substantial threat of a discharge. The FOSC must inform the polluter, if known, of this action by issuing a Notice of Federal Assumption, even if the polluter has not initiated any action. This notice references the NOFI and indicates the date and time the Federal response was initiated. The same procedures used for issuing and obtaining signatures for the NOFI apply. (Note: this requirement is for CG internal direction only. The failure of an FOSC to present a Notice of Federal Assumption in a given case does not affect any liability of any person which may arise in that case.) In some instances, the FOSC may determine that the polluter's response efforts should continue, but that some Federal assistance is necessary to augment the clean-up (e.g. clean-up resources that the polluter cannot or will not provide). Whenever it is necessary for the operation, for the purposes other than monitoring, the FOSC should declare a Federal spill for the area(s) for which he/she is assuming control, activate the OSLTF to cover expenses and take whatever actions deemed necessary to ensure a proper cleanup. In these cases, the Notice of Federal Assumption shall clearly delineate those actions or areas for which the FOSC is assuming control or providing other resources. (Note: the term "declare a Federal spill" as used in this section means: in the case where a suspected polluter has been identified, the presentation of the Notice of Federal Assumption; or in other cases, the initiation of Federal Removal operations.)

6330.4 Letter of Designation of Source

The NPFC is responsible for the designation of source and notification of associated responsible parties and guarantors for an oil pollution incident. The USCG FOSC has also been delegated this authority for use in rare circumstances as outlined in the NPFC Instruction M5890.3, Technical Operating Procedures (TOPs) for Designation of Source under the Oil Pollution Act of 1990

(<http://www.uscg.mil/npfc/docs/PDFs/urg/Ch3/NPFCTOPS.pdf>).

6330.5 Reports

FOSC reports will be submitted as determined necessary by the RRT for a particular incident. Pollution Reports (SITREP-POLs) shall be submitted for the coastal zone in accordance with the requirements outlined in Appendix L of the Marine Environmental Response and Preparedness Manual. For the inland zone, SITREP-POL messages shall follow the format outlines in EPA's Superfund Removal Procedures: Removal Response Reporting guidance.

6400 Time

The accurate reporting of time for personnel and equipment shall be conducted in the following manner:

Personnel

- Establish and maintain a file for personnel time reports within the first operational period. Initiate, gather, or update a time report from all applicable personnel assigned to the incident for each operational period. Maintain a log of excessive hours worked and give to the Time Unit Leader daily;

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- Ensure that all personnel identification information is verified to be corrected on the time report;
- Post personnel travel and work hours, transfers, promotions, specific pay provisions and terminations to personnel time documents; and
- Ensure that time reports are signed. Close out time documents prior to personnel leaving the incident. Distribute all time documents according to agency policy.

Equipment

- Advise Ground Support Unit, Facilities, and Air Support Group of the requirement to establish and maintain a file of daily records for equipment time reports. Assist units in establishing a system for collection these equipment time reports;
- Post all equipment time tickets within four hours after the end of each operational period;
- Prepare a use and summary invoice for equipment (as required) within 12 hours after equipment arrival at the incident;
- Submit data to Time Unit Leader for cost effectiveness analysis;
- Maintain current posting on all charges or credits for fuel, parts, services, and commissary;
- Verify all time data and deductions with owner/operator of equipment; and
- Complete all forms according to agency specifications. Close out forms prior to demobilization. Distribute copies per agency and incident policy.

The Logistics Section of the ICS can arrange to have meals purchased from local establishments (e.g. supermarket deli box lunch) and charge to the fund. All USCG personnel that are TAD at the spill site must have these meals annotated on their orders.

6500 Compensation/Claims

6510 Claims Against the OSLTF

Claimants (individuals, corporations, and government entities) can submit claims for uncompensated removal costs or certain damages (natural resources, real/personal property, loss of profits, loss of subsistence use of natural resources, loss of government revenues, and increased cost of government services) caused by an oil spill to the NPFC if the Responsible Party for the Discharge does not satisfy their claim.

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This is in addition to the response cost recovery procedures covered in sections 6200 and 6300. The NPFC adjudicates claims and pays those with merit.

The Responsible Party can submit claims to the NPFC provided that:

- The total of all response costs and damage claims exceed the Responsible Party's statutory limit of liability; or
- The spill was solely caused by a third party, an Act of God, or an Act of War.

The categories of uncompensated losses covered by the OSLTF are:

- Removal costs,
- Real or personal property damages,
- Loss of profits or earning capacity,
- Loss of subsistence,
- Loss of government revenues,
- Cost of increases public services, and
- Damages to natural resources.

Generally, claims for all costs and damages resulting from an oil pollution incident must be presented first to the Responsible Party or its guarantor. The guarantor is typically the Responsible Party's insurer.

Reimbursements are limited to \$250,000 per hazardous substance response. In addition, reimbursement must not supplant local government funds normally provided for emergency response. States are not eligible for reimbursement and no state may request reimbursement on its own behalf or on behalf of political subdivisions within the state.

The NPFC Claimant's Guide can be found at
<http://www.uscg.mil/npfc/docs/PDFs/urg/Ch6/NPFCClaimantGuide.pdf>.

6520 Damage Assessment Procedures

The National Oceanic and Atmospheric Administration (NOAA) published a final rule to guide trustees in assessing damages to natural resources from discharges of oil. The rule provides a blueprint that enables natural resource trustees to focus on significant environmental injuries, to plan and implement efficient and effective restoration of the

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injured natural resources and services, and to encourage public and responsible party involvement in the restoration process.

Under the rule, the natural resource damage assessment (NRDA) process is divided into three phases:

- Pre-assessment: The trustees evaluate injury and determine whether they have the authority to pursue restoration and if it is appropriate to do so;
- Restoration Planning: The trustees evaluate and quantify potential injuries and use that information to determine the appropriate type and scale of restoration actions; and
- Restoration Implementation: The trustees and/or responsible parties implement restoration, including monitoring and corrective actions.

This process is designed to rapidly restore injured natural resources and services to the condition that would have existed had the spill not occurred and to compensate the public for the losses experienced from the date of the spill until the affected natural resources and services have been recovered.

6600 Procurement

6610 Contracting Officer Authority

When the USCG is accessing the OSLTF/Superfund, a BOA contractor must be selected over a non-BOA Contractor, if available. BOA contractors are initially hired by verbal order followed by a written contract (Authorization to Proceed) for each incident, which will include the specific number of personnel and equipment needed, estimated cost, and the FPN.

Unless the contractor cannot provide a timely and adequate response, selection of a non-BOA contractor by an FOSC is not authorized. A Shore Infrastructure Logistics Center (SILC) contracting officer is generally the only person authorized to hire a non-BOA contractor. If the contracting officer cannot be reached in a timely manner, the FOSC is authorized to issue non-BOA purchase orders, on an emergency basis only, with an initial limit not to exceed \$5000, and a total limit not to exceed \$25,000 per incident. The FOSC must contact the contracting officer within 24 hours after exercising this emergency authority. If the FOSC determines that another agency can assist in a removal effort, the FOSC may authorize that agency to perform removal actions, before executing a Pollution Removal Funding Authorization.

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6700 Reserved

6800 Reserved

6900 Reserved for Area/District

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7000 Hazardous Substance (Including Weapons of Mass Destruction) Unique Information

7100 Introduction/Purpose

While the basic Incident Command System/Unified Command (ICS/UC) is unchanged whether the response is to an oil discharge or hazardous substance release, including a Weapons of Mass Destruction (WMD) incident, there are a number of factors that are unique to hazardous substance releases. The purpose of this chapter is to provide SELACP users with information specific to responses to hazardous substance releases, including WMD incidents.

Many SELAC committee member agencies have specific responsibilities during and following a hazardous substance incident, including a WMD or other terrorist act (chemical, biological, or radiological). The SELACP is a good general guide for interagency coordination and resources during a response to any type of oil or hazardous substance incident. When an incident is large enough in scope to trigger a response structure governed by the National Response Framework, hazardous substance responses will be conducted under Emergency Support Function (ESF) 10, and may use this plan as a guide. For more information on Federal disaster and Homeland Security planning, please see the Introduction, Section 1000.

7110 Scope

This Chapter will focus on hazardous substance incidents with the following characteristics:

- Multi-agency and/or multi-jurisdictional response,
- Exceeds localized (city/parish/state) response capacity,
- Response exceeds one operational period,
- Release or imminent release of hazardous substances, and
- Response phase of the incident, through stabilization.

7120 Definitions of Hazardous Substances

Before the process of planning for a hazardous substance incident response can begin, there has to be a clear understanding of the types of materials that are to be covered

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under this plan. The Comprehensive Response, Compensation, and Liability Act (CERCLA), as amended by the Superfund Amendment and Reauthorization Act (SARA) of 1986 defines hazardous substances as “hazardous waste” under the Resource Conservation and Recovery Act (RCRA), as well as hazardous substances regulated under the Clean Air Act, Clean Water Act, and the Toxic Substance Control Act. In addition, any element, compound, mixture, solution, or substance may also be specifically designated as a “hazardous substance” under CERCLA. This definition includes numerous hazardous chemicals as well as chemical warfare agents and radionuclides. CERCLA hazardous substances and associated Reportable Quantities (RQs) are listed in 40 CFR Part 302.4. CERCLA also applies to “pollutants or contaminant” that may present an imminent or substantial danger to public health or welfare. An imminent or substantial danger to public health or welfare is caused when the pollutant or contaminant will or may reasonably be anticipated to cause illness, death, or deformation in any organism. Most biological warfare agents have been determined to be pollutants or contaminants under CERCLA.

Petroleum products are specifically excluded from CERCLA and are not considered to be “hazardous substances” under Federal statute. State environmental statutes may, however, consider these materials hazardous substances. This chapter does not specifically deal with issues related to response to petroleum products.

7130 Authorities

7130.1 Federal

Federal authorities for response to hazardous substance, pollutant, or contaminant; including biological, chemical, and radiological warfare agent releases are outlined in CERCLA (42 U.S.C. 9604) and the NCP, 40 CFR Part 300. FOSCs are the federal officials pre-designated by EPA and the USCG to coordinate response activities. The FOSC directs response efforts and coordinate all other response efforts at the scene of a release. As the state and local responder’s gateway to the resources of the National Response System, it is the FOSC’s responsibility to provide access to resources and technical assistance that may not be otherwise available to a community.

Similar to oil spills, federal response authorities are shared by the EPA and the USCG, with the EPA maintaining jurisdiction of hazardous substance releases in the inland zone and the USCG in the coastal zone. Please see Section 1000, Section 1510 for jurisdictional boundary details. The EPA also has the lead for longer-term hazardous substance and pollutant or contaminant cleanups in the coastal zone. Responsibility for radiological responses are more complex and are dependent on the source of the release. Roles and responsibilities are outlined in the Nuclear/Radiological Annex to the National Response Framework.

7130.2 Louisiana State

The Hazardous Material and Explosives Control Unit, under the Louisiana Department of Public Safety and Corrections, has the responsibility for response and investigation of all chemical emergencies occurring within the State of Louisiana. The Hazardous

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Material and Explosives Control Unit is the SOSC for all Hazardous Substance releases.

7200 Command

The complexity and jurisdictional characteristics of the incident will determine the level of involvement of Federal, state, local, and tribal agencies, the Responsible Party, and other responders. It is expected that the UC participants will be determined based on each incident. Table 7000-1 below outlines the State and Federal lead agency for specific incident types. Please note that this chart only shows the agency with primary authority, it does not reflect the fact that multiple agencies typically coordinate on each incident.

	Oil	HazMat	Biological	Radiological	Disaster
Louisiana	LOSC/ LDEQ	LA HAZMAT/ LDEQ	LA HAZMAT	LA HAZMAT	LA HAZMAT
Federal	EPA/USCG	EPA/ USCG/ DOD	EPA/ USCG	EPA/USCG/ DOE/DOD/NRC /NASA	FEMA

The USCG has developed an All-Hazards Incident Management Handbook which provides some guidance as to organizational set-up and roles/responsibilities for hazardous substances as well as mass-casualty incidents. These are found in Chapter 15 (Multiagency Coordination under the NRF), Chapter 19 (Mass Casualty/Mass Rescue), Chapter 20 (Oil Spill), and Chapter 21 (Hazardous Substance) of the Incident Management Handbook (IMH). It can be downloaded from:

[http://www.uscg.mil/hq/cg5/cg534/nsarc/2014%20USCG%20Incident%20Management%20Handbook%20\(English\).pdf](http://www.uscg.mil/hq/cg5/cg534/nsarc/2014%20USCG%20Incident%20Management%20Handbook%20(English).pdf).

7210 Hazardous Substance Incident/Unified Command Objectives

Primary Unified Command objectives:

- Identify the hazards;
- Isolate the hazard area, and secure the source;
- Protect the safety of the public and responders;
- Mitigate impact(s) to the environment;
- Remove contamination; and
- Activate response plans.

Other possible Unified Command objectives:

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- Assess the threat of release;
- Environmental monitoring;
- Sample and forensic evidence collection/analysis.

7220 Criminal Incident Management

It may be unclear at the initial onset of a response whether the cause of a release was accidental or criminal. Local responders will likely be the first to arrive on scene to assess the situation and possibly take initial response measures to contain or stop the release.

In instances where criminal activity is suspected, coordination is required between law enforcement, who view the incident as a crime scene, and other first responders who view the incident as a hazardous substance release or a disaster site. Although protection of life remains paramount, the protection and processing of the crime scene is imperative so perpetrators can be identified and apprehended. These dynamic objectives will be accounted for by forming a Unified Command with the applicable law enforcement agencies.

Since 9/11/01, much attention has been given to terrorist incidents. A nuclear, biological, or chemical WMD type terrorist incident is inherently a hazardous substance release with a criminal investigation component. As such, it should be responded to under the National Response Framework (NRF). The Terrorism Incident Law Enforcement and Investigation Annex to the NRF also provides guidance on response to criminal incidents with significant impacts. A terrorist incident will always be treated as a federal crime scene, thus giving the Federal Bureau of Investigation (FBI) and local/state law enforcement agencies the initial lead in each response. Be aware that the FBI can activate federal resources to assist in the response activities.

The UC responding to an incident where terrorism is involved must be acutely aware of the unique nature of the Federal Government's response mechanisms for these types of incidents. HSPD-5 gave DHS the lead federal role for coordinating federal support to a state and local response; however, nothing in the NRF changes legal authorities or responsibilities outlined in other federal, state, or local laws and regulations. The UC may find themselves working with DHS, FBI, FEMA, or a number of other federal agencies under the NRF.

Terrorism Credible Threat Determination

If a responder suspects terrorism, the FBI and local/state law enforcement must be notified as soon as possible. Given available evidence, statements, scenario, and intelligence; the FBI/Law Enforcement agencies will make the determination on whether the incident is credible. The FOSC may be approached by the law enforcement agencies to assist in obtaining initial investigative samples to confirm their "credible threat" determination if local sampling resources are not identified or available.

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The FOSC should share all available and applicable information with the law enforcement agencies to assist them in making these determinations.

7230 Notification Requirements

7230.1 Federal

See pages iii - iv of the SELACP Preface for notification phone numbers.

Releases of CERCLA hazardous substances, in quantities equal to or greater than their reportable quantity (RQ), are subject to reporting to the National Response Center under CERCLA, 40 CFR Part 300.125(c). Such releases are also subject to state and local reporting under Section 304 of SARA Title III (Emergency Planning and Community Right to Know Act (EPCRA)). CERCLA hazardous substances, and their RQs, are listed in 40 CFR Part 302.4. CERCLA and EPCRA RQs may also be found in the EPA's "List of Lists" at

<http://nepis.epa.gov/Exe/ZyNET.exe/P100FGTU.TXT?ZyActionD=ZyDocument&Client=EPA&Index=2011+Thru+2015&Docs=&Query=&Time=&EndTime=&SearchMethod=1&TocRestrict=n&Toc=&TocEntry=&QField=&QFieldYear=&QFieldMonth=&QFieldDay=&IntQFieldOp=0&ExtQFieldOp=0&XmlQuery=&F>. Radionuclides listed under CERCLA are provided in a separate list, with RQs in Curies.

While there are no statutory reporting requirements for releases of pollutants or contaminants for terrorist-related threats; the National Response Center will accept all reports of potential terrorist incidents and pass the report along to the appropriate agencies. All emergencies should also be immediately reported to 911 to activate local law enforcement and response resources.

7230.2 Louisiana State

To report incidents involving hazardous materials, call the Louisiana HazMat Hotline at (877) 925- 6595.

7230.2.1 Hazardous Material and Explosives Control Unit

The Hazardous Material and Explosives Control Unit, under the Louisiana Department of Public Safety and Corrections, has the responsibility for response and investigation of all chemical emergencies occurring within the State of Louisiana. The Hazardous Material and Explosives Control Unit is the SOSC for all Hazardous Substance releases.

7230.2.2 Louisiana Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP)

The Louisiana Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP) operates the state's Emergency Operations Center. The GOHSEP serves as the state's Multi Agency Coordination Center and has the responsibility of activating the appropriate Emergency Support Functions (ESF) to support the incident. The State Emergency Operations Plan (SEOP) is an all hazards plan and establishes roles and

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responsibilities for state partners ESF in disaster response. The following are GOHSEP duties relative to this plan:

- GOHSEP maintains and staffs emergency depots, including the establishment and training of a volunteer corps;
- Maintain the SEOP;
- Assist and provide guidance (when requested) for the development and maintenance of local and inter jurisdictional disaster plans;
- Maintain a roster of trained personnel, skilled in disaster prevention, preparedness, response, and recovery;
- Provide direct emergency support to local communities in declared emergencies including spills; and
- Provide emergency notification and conference call capability with local Parish Emergency Operations Centers.

7230.3 Public Information

Follow protocols laid out in JIC Manual (Section 9000, Appendix M)

7230.4 Health and Safety

Follow requirements of 29 CFR Part 1910.120. For hazardous substance specific information please see Section 7700 of this chapter for Reference materials to learn where you can find information specific to health and safety during hazardous substance incidents.

7230.5 Liaison

The following is a list of potential stakeholders who may be involved in addition to the agencies who are typically involved in an oil spill.

- Local/State hazmat and health departments;
- Local/State Emergency Management Agencies;
- Bomb squads or DOD Explosive Ordinance Detachments;
- Department of Health and Human Services (HHS), Center for Disease Control (CDC), or Agency for Toxic Substance and Disease Registry (ATSDR);
- Nuclear Regulatory Commission (NRC) or DOE;
- Department of Agriculture (USDA);

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- National Guard Civil Support Teams;
- Private Sector Clean-up Companies;
- Laboratories/Transportable Laboratories; and/or
- Other stakeholders identified in this plan or other local plans.

7300 Operations

Operational activities for hazardous substance, pollutant, or contaminant releases are dependent upon the manner in which they are released (i.e., explosion, train derailment, fire, etc.) and the environment (air, water, soil) and/or structures impacted by the release. However, operational activities can be grouped into the following general steps:

- Determine threat to human health and the environment;
- Notification;
- Evacuate/shelter-in-place;
- Communicate the hazard warning to others;
- Removal of victims to safe area;
- Observe signs and symptoms of casualties;
- Determine extent of contamination;
- Establishment of exclusion, contamination reduction, and support zones;
- Control access to the area;
- Determine the contaminant/hazards involved;
- Control/stop further releases;
- Initiate decontamination procedures for response personnel/equipment;
- Sample water/soil/air/product;
- Contain material already released; and
- Implement countermeasures.

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7310 Sampling Assistance and Resources

The following agencies can provide onsite sampling followed by laboratory analysis of hazardous substances. For each entity, we have identified their capabilities with these abbreviations: Toxic Industrial Chemicals (TIC), Chemical or Biological Warfare Agents (WMD), and Radiation (RAD).

Entity	Location	Phone Number	Capabilities
Federal			
US EPA- Region VI	Dallas, TX	(800) 887-6063	TIC, WMD, RAD
CG Gulf Strike Team	Mobile, AL	(251) 441-6601	TIC, WMD, RAD
FBI Hazardous Materials Response Unit	Washington, D.C.	(202) 324-3000	TIC, WMD, RAD
Louisiana State			
National Guard 62nd Civil Support Team	Carville, LA	(255) 319-4726	TIC, WMD, RAD

For a complete listing, see the following link to the: Hazardous Materials Response Special Teams Capabilities and Contact Handbook.

<http://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=15552>

7320 Laboratory Assistance and Resources

The following laboratory resources and networks can be used to identify appropriate sampling techniques, analytical methods, and available laboratories for the analysis of samples from various matrices:

Laboratory Source	Description	Contact/Info
Center for Disease Control	Laboratory Response Network (LRN) - A collaborative effort of federal, state, military, and private labs to aid in response efforts of a TIC, WMD, or RAD event.	800-232-4636 http://www.bt.cdc.gov/lrn
EPA Environment Response Laboratory Network (ERLN)	A network of agency, State environmental, commercial and other Federal laboratories who will provide integrated, rapid analysis using standardized diagnostic protocols, and procedures.	https://www.epa.gov/emergency-response/environmental-response-laboratory-network
EPA Laboratory Compendium	Network of EPA national labs, state public health, and private labs to aid in a water security event, in addition to TIC, WMD, and RAD events.	703-818-4200 https://www.epa.gov/emergency-response/erln-lab-

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		compendium-fact-sheet
Association of Public Health Laboratories (APHL)	State Public Health Laboratories-Emergency Contact Directory.	http://www.aphl.org/AboutAPHL/contactus/Pages/default.aspx
National Environmental Laboratory Accreditation Program (NELAP)	Current listing of accredited environmental labs and their primary accreditation body, in addition to types of sample media the labs can analyze.	http://www.nelac-institute.org/accred-labs.php http://www.nelac-institute.org/content/NELAP/accred-bodies.php
National Environmental Method Index (NEMI)	Search all chemical, biological, microbial, toxicity, and physical methods in NEMI.	https://www.nemi.gov/home/
EPA Method Collection	Standard Analytical Methods (SAMs) for environmental measurement and regional EPA laboratory contact information.	http://www.epa.gov/fem/methcollectns.hrm

7400 Planning

7410 Coordination with other Hazardous Materials Planning

Planning for hazardous substance response happens at a number of levels throughout the Southeast Louisiana Area Committee's area of responsibility. As a result of the SARA Title III requirements, State Emergency Response Commissions (SERCs), Local Emergency Planning Committees (LEPCs), and Tribal Emergency Response Commissions

(TERCs) were formed. Within Louisiana State, absent a formal TERC, the senior tribal representative is responsible for implementation of all SARA Title III provisions. The purpose of these groups is to develop local emergency response plans, participate in exercises to ensure preparedness at the local level, and arrange for training for local responders. In addition, local departments of emergency management (or similar groups) may assist with these functions as well as notification of hazardous substance incidents. The federal government provides very limited funding to SERCs, LEPCs, and TERCs through the Hazardous Materials Emergency Preparedness grant program. The level of SERC, TERC, and LEPC activity varies widely from across the region. The

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emergency management positions vary and may be a Department of Emergency Management, Emergency Services, Civil Defense, or Disaster Services.

The SELACP serves as the primary response planning document for the federal and state response agencies in the SELAC boundaries.

7420 Natural Resource Trustees

The following list outlines the Trustees for natural resources designated in Subpart G of the NCP, and provides a brief description of the resources that may be potentially impacted as a result of an oil spill or hazardous material release. Natural resources include land, fish, wildlife, biota, water, ground water, drinking water supplies, and other such resources. This list is provided for informational purposes and is not intended to be all-inclusive.

7420.1 Federal Trustees

Department of the Interior (through the Bureau of Indian Affairs, Bureau of Land Management, Bureau of Reclamation, Fish and Wildlife Service, National Park Service, Bureau of Ocean Energy Management, Bureau of Safety and Environmental Enforcement.)

- Migratory birds and certain anadromous fish, endangered species, and marine mammals and their supporting ecosystems;
- Federally owned minerals;
- Federally managed water resources;
- Natural and cultural resources located on, over, or under land administered by DOI through its component bureaus;
- National Parks, National Wildlife Refuges, National Landscape Conservation Areas, etc; and
- Those natural resources for which an Indian tribe would otherwise act as trustee in those cases where the United States acts on behalf of the Indian tribe.

Department of Commerce (through the National Oceanic and Atmospheric Administration)

- Marine fishery resources and certain anadromous fish, endangered species, and marine mammals and their supporting ecosystem;
- National Marine Sanctuaries; and
- National Estuarine Reserves.

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Department of Agriculture (through the U.S. Forest Service)

- Natural and cultural resources located on, over, or under land administered by USFS.

Department of Defense

- Natural and cultural resources located on, over, and under land administered by DOD.

Department of Energy

Natural and cultural resources located on, over, and under land administered by DOE.

7420.2 State Trustees

All unauthorized discharges of pollutants into Louisiana State water must be immediately reported to the Louisiana Emergency Hazardous Materials Hotline, 1-877-925-6595. The SOSOC is responsible for notification to State Natural Resource Trustees. A complete list of the State Natural Resource Trustees can be found in the Louisiana State Oil Spill Contingency Plan.

7420.3 Tribes

Tribes with reservations and/or usual and accustomed hunting or fishing grounds within the state of Louisiana applicable to this plan, must be notified by the Federal On-Scene Coordinator in the event an incident may impact or threaten to impact any of their resources. Since boundaries for usual and accustomed hunting and fishing grounds may be complicated, it is recommended that the Department of the Interior and/or the Bureau of Indian Affairs (BIA) be consulted to ensure proper notifications are made. Tribes must also be notified if there may be potential impact from a spill or spill response operations to any tribal cultural resources. Again, DOI and BIA may assist in identification of tribes for notification; however, it remains the FOSC's responsibility to make all proper notifications to tribes.

7430 Air Plume Modeling

The National Response Framework designated the Interagency Modeling and Atmospheric Assessment Center (IMAAC) as the single Federal source of airborne hazards predictions during incidents that involve multiple federal agencies. IMAAC is responsible for producing and disseminating predictions of the effects from hazardous chemical, biological, and radiological releases. IMAAC is not intended to replace or supplant dispersion modeling capabilities that Federal agencies currently have in place to meet agency-specific mission requirements. Rather, it provides interagency coordination to use the most appropriate model for a particular incident and for delivery of a single Federal prediction to all responders. An IMAAC fact sheet can be downloaded here: <https://narac.llnl.gov/>.

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Emergency IMAAC assistance can be requested through IMAAC Operations at 925-424-6465 or through the DHS National Operations Center at 202-282-8101.

CAMEO (For direct air plume modeling):

The CAMEO Suite of applications (CAMEO - Computer-Aided Management of Emergency Operations, ALOHA - Aerial Locations of Hazardous Atmospheres, and MARPLOT - Mapping Application for Response, Planning, and Local Operational Tasks) is designed to allow the user to plan for and respond to hazardous substance incident.

The CAMEO Chemical Database has identification information and response recommendations for thousands of chemicals commonly transported in the United States. CAMEO also includes blank database templates that state and local organizations can enter information for facilities that store hazardous substances. The CAMEO software suite can be downloaded for free from: <https://www.epa.gov/cameo>.

ALOHA can predict the movement of hazardous substances in the atmosphere and display this on a digital map via MARPLOT. ALOHA has almost a thousand chemicals in its database. MARPLOT uses electronic maps created by the Bureau of Census that cover the entire country and can be downloaded for free as part of the CAMEO software suite mentioned above. Local HazMat Teams are often proficient with ALOHA modeling.

7440 Transition to Long-Term Cleanup

At some point after the peak of the initial response phase, the nature of site activities may evolve into a long-term clean-up/remedial phase. Depending upon the scope of activities and the ability of the local responders, post-initial response and mitigation phase efforts may necessitate mobilization of additional resources. Also, it is possible that additional federal and/or state agency representatives may need to be involved with the long-term phase to ensure that regulatory mandates are followed. It is critical that the initial responders debrief the incoming clean-up staff prior to demobilizing. Standard long-term/remedial clean-up actions are:

- Evaluate clean-up/decontamination options;
- Implement cleanup alternatives; and
- Long-term monitoring or remediation of impacted area, if necessary.

7450 Disposal

A number of different hazardous wastes may be generated as a result of an incident. The Responsible Party or lead agency must address proper disposal of the wastes in accordance with the Resource Conservation and Recovery Act (RCRA), the NCP, and the SELACP, state, and local regulations. See Section 9000, Appendix P for Louisiana State Disposal Guidelines. Options for disposal of material connected to the emergency

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response action will be addressed by the State with support by the federal agencies for those agents, substances, or radioactive materials that need special care.

7450.1 Biological Waste (WMD)

The need to dispose of material contaminated with biological agents is rare, and therefore standard protocols do not exist. Often it is possible to neutralize the biological agent, after which the material may be treated as non-hazardous garbage. The appropriate disposal method for biological waste will be dependent on the specific situation, and will be influenced by politics. It will require consultation between local, state, and federal partners as well as agreement from the disposal site operator.

7500 Logistics

7510 Emergency Response Teams

Information regarding Hazardous Materials Response Teams can be found in Chapter 9000, Appendix R in the Area Response Resource Inventory.

7520 Contractor Support

There are a number of contractors in the New Orleans Area with expertise in responding to hazardous substance releases. It is essential that any contractor retained have the appropriate training to meet the OSHA 29 CFR Part 1910.120 health and safety requirements and be capable of responding in the appropriate level of protection.

7600 Finance/Administration

As outlined in Chapter 6000 of this Plan, there are a number of federal and state funding sources that may be accessed to pay for costs incurred at an incident. These sources are set up as funding mechanisms in the event that the responsible party is unable/unwilling to provide funding of response actions. Access to these funding sources is possible through the federal or state agency that is responsible for administering the fund.

Under CERCLA, the Hazardous Substance Response Trust Fund (Superfund) was established to pay for cleanup of releases of hazardous substances and uncontrolled hazardous waste sites. The EPA manages and administers this fund. In order for a response/clean-up to be initiated using the Superfund, there must be a release or the threat of release of a CERCLA hazardous substance, pollutant, or contaminant. The release must cause a threat to public health or welfare or the environment based on the criteria outlined in the NCP, 40 CFR Part 300.415(b)(2). Pollutants or contaminants must meet a higher threshold of posing an “imminent and substantial endangerment” to human health or the environment. The FOSC makes these determinations.

The NCP 40 CFR Part 300.415(b)(2) criteria for accessing the Superfund:

- Actual or potential exposure to nearby human populations, animals, or the food chain from hazardous substances or pollutants or contaminants;

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- Actual or potential contamination of drinking water supplies or sensitive ecosystems;
- Hazardous substance or pollutants or contaminants in drums, barrels, tanks, or other bulk storage containers, that may pose a threat of a release;
- High levels of hazardous substances or pollutants or contaminants in soils largely at or near the surface, that may migrate;
- Weather conditions that may cause hazardous substances or pollutants or contaminants to or be released;
- Threat of fire or explosion;
- The availability of other appropriate federal or state response mechanisms to respond to the release; and
- Other situations or factors that may pose threats to public health or welfare of the United States or the environment.

7610 Local Government Reimbursement

Local authorities (county, parish, city, municipality, township, or tribe) may apply for reimbursement of costs incurred in response to an incident through the EPA, which administers the Superfund. States are specifically excluded from seeking reimbursement from the Superfund. Local governments are eligible for reimbursement up to \$25,000 per incident for costs such as overtime charges, response contractors, equipment purchased for the response, and replacement of damaged equipment. The EPA may accept only one request for reimbursement for each hazardous substance release incident. EPA cannot reimburse for costs previously budgeted for by the local government. More information for the Local Government Reimbursement (LGR) program may be obtained by calling EPA's LGR Helpline at: (800) 431-9209 or <https://www.epa.gov/emergency-response/local-governments-reimbursement-program>

7620 Cost Documentation

All entities and agencies should document the full range of costs in responding to an incident. It may not be clear at the onset of an incident how costs might be recovered; it is important that records are accurate and complete.

Upon completion of all site activities and/or completion of each phase of an incident, the FOSC may be responsible for submitting letters and/or reports to other agencies. The NCP and SELACP require that an FOSC Report be submitted, if requested, to the National Response Team or the Regional Response Team. Also, those responders and agencies that accessed fund sources, or which to access fund sources for reimbursement, must provide written documentation and information to support the cost

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incurred. Costs must be fully and accurately documented throughout a response. Cost documentation should provide the source and circumstance of the release, the identity of the Responsible Parties, the response actions taken, accurate accounting of federal, state, or private party costs incurred for response actions, impacts, and potential impacts to the public health and welfare and the environment.

7700 Additional Reference Material

Information Source	Description	Web Link
Code of Federal Regulations	29 CFR - Labor	Titles can be found online at the following web address: https://www.gpo.gov/fdsys/browse/collectionCfr.action?collectionCode=CFR
	33 CFR - Navigation and Navigable Waters	
Safety	40CFR - Protection of the Environment	http://www.cdc.gov/niosh/docs/2003-154
	40CFR300 - NCP	
	49CFR - Transportation	
Chemical Properties	NIOSH Manual of Analytical Methods	http://www.osha.gov/Publications/complinks/OSHG-HazWaste/4agency.html
	OSHA Guidance Manual for Hazardous Waste Site Activities	http://www.atsdr.cdc.gov/MMG/index.asp
	Agency for Toxic Substances & Disease Registry (ATSDR), Medical Management Guidelines for Acute Chemical Exposures: includes information on physical properties, symptoms of exposure, standards and guidelines, personal protection, decontamination, and care for first responders, pre-hospital, and hospital providers.	http://emergency.cdc.gov
	Center for Disease Control and	

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First Responder References

Prevention (CDC) Chemical Specific Information	gov/agent/agentlistchem.asp
ATSDR Chemical Specific 2-Page Info Sheet	http://www.atsdr.cdc.gov/toxfaqs/index.asp
NIOSH Pocket Guide to Chemical Hazards	http://www.cdc.gov/niosh/npg/
ACGIH TLVs and BEIs	http://www.acgih.org/tlv-bei-guidelines/policies-procedures-presentations/overview
The Merck Index	https://www.rsc.org/merck-index?e=1
EPA OCS Blue Book- A collection of field related resources	http://www.epaosc.org/bluebook/bluebook.asp
CSX Transportation Emergency Response to Railroad Incidents	http://csxhazmat.kortx.com/
DOT Emergency Response Guidebook (Note: This is generally updated every 4 years).	http://www.phmsa.dot.gov/hazmat/library/erg
ASTDR - HazMat Emergency Preparedness Training and Tools for Responders	http://www.atsdr.cdc.gov/hazmat-emergency-preparedness.html

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Military References

USAMRIID Medical Management of Chemical Casualties Handbook	http://www.usamriid.army.mil/education/instruct.htm
USAMRIID Medical Management of Biological Casualties	
Textbook of Military Medicine (TMM)	
Defense against Toxin Weapons Manual	

7800 Reserved

7900 Reserved

2017

New Orleans Salvage and Marine Fire Fighting Plan



U.S. Coast Guard
Sector New Orleans
200 Hendee Street
New Orleans, LA 70114

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References:

- (a) Assessment of the U.S. Marine Transportation System: A Report to Congress, U.S. Department of Transportation (Sep, 1999)
- (b) Navy Salvage Manual, Volume I, Section 8-2.6
- (c) Security and Accountability for Every Port Act of 2006 (SAFE Port Act)
- (d) 33 Code of Federal Regulations §165, Regulated navigation Areas and Limited Access Areas
- (e) 40 Code of Federal Regulations §300, National Oil and Hazardous Substances Pollution Contingency Plan
- (f) Sector New Orleans Area Maritime Security Plan (AMS PLAN)
- (g) National Response Framework, May 2013
- (h) Strategy to Enhance International Supply Chain Security, Department of Homeland Security (DHS), July 2007
- (i) Memorandum of Agreement (MOA) between the Department of the Army and U.S. Coast Guard, October 1985
- (j) Title 42 U.S.C. §5121 et. seq. as amended, the Robert T. Stafford Disaster Relief Act
- (k) Recovery of Marine Transportation System for Resumption of Commerce, COMDTINST 16000.28
- (l) USCG Incident Management Handbook (IMH), COMDTPUB P3120.17(series)
- (m) Abandoned Vessels, COMDTINST M16465.43
- (n) 33 Code of Federal Regulations §245, United States Army Corps of Engineers (USACE), Removal of Wrecks and Other Obstructions
- (o) 33 Code of Federal Regulations §64, USCG Marking of Obstructions
- (p) 33 Code of Federal Regulations §2.63, USCG Jurisdiction (Navigable waters)
- (q) Interagency Agreement (IAA) between the United States Navy and the United States Coast Guard for Cooperation in Oil Spill Clean-up Operations and Salvage Operations dated 15 SEP 1980
- (r) OPNAV Instruction 4740.2 (series), Salvage and Recovery Program.
- (s) U.S. Coast Guard Marine Safety Center
<http://www.uscg.mil/hq/msc/salvage.htm>
- (t) Naval Sea Systems Command letter dated October 28, 2004. Emergency Response Resources Available to Navy and Other Federal Agencies through the Navy Supervisor of Salvage. <http://www.supsalv.org/>.
- (u) 46 Code of Federal Regulations §4, Marine Casualties and Investigations
- (v) 33 Code of Federal Regulations §160.215, Ports and Waterways (Notice of Hazardous Conditions)
- (w) The Federal Water Pollution Prevention and Control Act, 33 U.S.C. §1321, as amended by the Oil Pollution Act of 1990 (Public Law 101-380).
- (x) U.S. Coast Guard Marine Environmental Response and Preparedness Manual COMDTINST M16000.14A
- (y) Title 42 U.S.C. §1856, Definitions

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- (z) 33 Code of Federal Regulations §155, Subpart I, Salvage and Marine Firefighting
- (aa) NFPA 1405, Land-Based Fire Fighters Who Respond to Marine Vessel Fires
- (bb) 33 Code of Federal Regulations §3.40.15, Coast Guard Captain of the Port Zones
- (cc) United States Coast Guard Places of Refuge Policy, COMDTINST 16451.9
- (dd) 40 Code of Federal Regulations §229.3, Transportation and Disposal of Vessels
- (ee) 33 Code of Federal Regulations §155, Subpart D, Response Plans
- (ff) National Incident Management System, December 2008
- (gg) Title 33 U.S.C. §81221, et. seq, Ports and Waterways Safety Act

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8000 Introduction

This plan provides a planning and coordination framework for salvage and firefighting response activities needed to facilitate the recovery of the United States (U.S.) Marine Transportation System (MTS) following a Transportation Security Incident or Marine Casualty. The plan further supports the clearing of the port navigation system in waterways to enable the resumption of maritime commerce in the Coast Guard Captain of the Port (COTP) New Orleans Zone in compliance with references (b) through (d).

This plan identifies and relies upon existing authorities, procedures, policies, funding mechanisms, sources of technical expertise, and salvage and firefighting resources for incident management activities and operations needed to facilitate resumption of maritime commerce following a TSI, threat of a TSI, or marine casualty. This plan does not create new policy or change existing salvage response policy, nor does it in any way substitute for the laws, regulations, maritime salvage precedents, and funding mechanisms that apply in any given situation.

This plan anticipates the establishment of a Unified Command (UC) under the National Incident Management System (NIMS) protocols and the use of a common salvage and firefighting response coordination framework as described in reference (l) and reference (ff).

This plan consolidates policies, responsibilities, and procedures for effective coordination of Federal, State, and local responders and should be used in conjunction with existing state, local, and commercial contingency and resource mobilization plans. This plan is not intended to supersede any existing mutual aid agreements. Incident scenarios are provided only to present possible courses of action during incident response and are not designed to limit an Incident Commander (IC) or UC setting its own specific objectives to address the unique challenges of an incident.

8000.1 Procedures for Reviewing, Updating, and Exercising

This plan is a living document and will continue to evolve, reflecting lessons learned from application, training and exercises. The Coast Guard COTP New Orleans is responsible for maintaining this plan by either consecutively numbering plan amendments or by issuing full plan revisions. Stakeholders should review and make recommendations to update this plan after each tabletop, full scale exercise, marine firefighting or salvage incident. After an exercise or real world event occurs, all involved parties should conduct a joint “hot wash” and forward any lessons learned to the Salvage and Marine Firefighting Subcommittee of the Southeast Louisiana Area Committee.

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8000.1.1 Exercises and Training

Proper training and exercises are necessary to ensure smooth coordination and good working relationships in the event of an actual fire or incident. Realistic exercises also demonstrate the capabilities of the various organizations involved and reveal possible conflicts or weaknesses in the plan. This plan should be exercised triennially.

8010 Scope

This plan is incorporated as Section 8000 of the Southeast Louisiana Area Contingency Plan (ACP) and provides a framework for salvage response planning, coordination and support following a Transportation Security Incident (TSI) or marine casualty. This plan applies to vessels, wrecks, obstructions, and marine debris that are a physical impediment to the port navigation system within the waterway and are thereby preventing, interrupting, or otherwise impeding the flow of maritime commerce.

8020 Assumptions

The following provides the foundation for the all-hazards approach to response missions and successful implementation of this plan:

- Protection of human life and health are the most important considerations in plan development and execution.
- Maintaining continuity of operations and facilitating commerce in the port area are critical considerations.
- It is in the best interest of all to increase safety by establishing and improving communications among all response agencies including port stakeholders.
- The National Oil and Hazardous Material Contingency Plan, National Response Framework, and other response plans may be activated for the purpose of response and crisis management.
- Although local USCG units are not equipped to fight fires, the COTP is mandated with protecting and mitigating damage to vessels, ports and waterways within the COTP zone.
- There will be competing demands for security, response and recovery resources during incidents as they increase in scope, scale and complexity.

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- The Alert Warning System (AWS) and HOMEPORT will be used as the primary means of communication with stakeholders.
- ESF positions at the Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP) and at local Emergency Operation Center's (EOC's) will be staffed with USCG Liaison Officers (i.e. ESF-10, ESF-9) during an incident(s).

8100 Notifications

8110 Notifications of Marine Casualties

Regulations contained in reference (u) requires owners, agents, masters, operators, or persons in charge, immediately after addressing resultant safety concerns, to notify the nearest USCG Sector, Marine Safety Unit, Marine Inspection Office, whenever a vessel is involved in a marine casualty. The casualties include:

- An unintended grounding or an unintended strike of (allision with) a bridge;
- An intended grounding, or an intended strike of a bridge, that creates a hazard to navigation, the environment, or the safety of the vessel;
- A loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel;
- An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing systems, lifesaving equipment, auxiliary power-generating equipment, or bilge-pumping systems;
- A loss of life;
- An injury that requires professional medical treatment (beyond first aid) and, if the person is engage or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties;

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- Any occurrence causing property damage in excess of \$25,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, dry docking, or demurrage;
- An occurrence involving significant harm to the environment.

Reference (v) requires owners, agents, masters, operators, or persons in charge of a vessel carrying hazardous materials to notify the nearest USCG Sector or Marine Safety Unit whenever a hazardous condition exists, either aboard a vessel or caused by a vessel or its operation.

8120 Incident Specific, Critical Information

Following a report of an incident, certain initial information must be gained to deploy successful response and salvage operation. This list is not all-inclusive, but may be used to ensure certain critical information is gathered from on-scene personnel as well as from response resources. Many of the ship design particulars may be retrieved from the vessel's Shipboard Oil Pollution Emergency Plan (SOPEP) and the Vessel Response Plan (VRP). Coordination with vessel responders as identified in the VRP is crucial to obtaining this information promptly.

All Incidents

- Safety status of the crew
- Proximity to navigation hazard
- On-scene weather conditions
- Forecasted weather conditions
- Contracted resources
- Potential damage/breaches in hull
- Potential for spill or plume
- Status of ground tackle
- Communications nature and schedule
- Quantity/nature of cargo/fuel/ballast
- Status of propulsion and steering

Grounding

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- Pre-casualty drafts
- Post-casualty drafts
- Tide height at grounding
- Location
- Depths of soundings
- Time/height of next high tide
- Liquid level of all tanks
- Availability of salvage resources
- Bottom type

Fire

- Status of shipboard fire pumps
- Status of fixed firefighting systems
- Risk of further damage to vessel
- Status of emergency electrical systems
- Availability of fire fighting resources

Collision/Allision/Flooding

- Relative stability of each vessel
- Status of ships dewatering systems
- Department of Transportation/United States Coast Guard/United States Army Corps of Engineers/State notified

8200 Authority and Responsibilities

Roles and responsibilities for marine firefighting and salvage response will depend upon the circumstances of the incident.

8210 Responsible Party

Under normal circumstances the primary responsibility for taking or arranging action to resolve an obstruction or other impediment to navigation is the identified owner, operator, or lessee of the vessel or wreck; or, the owner, operator or lessee of other obstructions in the waterway such as structures, trains, cars, and other vehicles. Where a discharge of oil,

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hazardous substance release or threat thereof is involved, primary responsibility belongs to the Responsible Party (RP) as defined by reference (w).

The identified owner, operator, or lessee of a sunken or grounded vessel or wreck bears lead responsibility in the event that the U.S. Army Corps of Engineers (USACE) and the USCG jointly determine that such a vessel or wreck is a hazard to navigation and must be removed expeditiously.

In the case of an incident, the RP must take adequate measures to mitigate and/or remove damage, or risk of damage, caused by the vessel or the release of any material from the vessel. The RP will pay for all legitimate response measures up to their limit of liability as stated on their Certificate of Financial Liability. If an RP cannot be identified, or the acting RP fails to adequately respond, the Federal On-scene Coordinator may take control of a particular aspect of, or the entire response. In this case funding will be provided by the federal government until an RP is identified and charged for the response.

8220 Federal

8220.1 Coast Guard Policy

The USCG cannot delegate its statutory authorities and shall not delegate mission responsibilities to state and local agencies. Sector New Orleans shall not be party to any agreement that relinquishes USCG authority, evades USCG responsibility, or places Sector military personnel under the command of any persons not part of the Federal military establishment. USCG forces and personnel will only be subject to the authority of their superiors in the within the chain of command or the COTP may delegate authorities as necessary.

8220.1.1 Fire Fighting

The USCG's fire fighting policy is set forth in reference (x). The USCG has no specific statutory responsibility to fight marine fires; but the COTP New Orleans is charged by reference (gg) with the responsibility for navigation and vessel safety, safety of waterfront facilities, and protection of the marine environment within the COTP's area of jurisdiction. This authority allows the COTP to:

- Direct the anchoring, mooring, or movement of a vessel;
- Specify times of vessel entry, movement, or departure to, from, or through ports, harbors, or other waters;

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- Restrict vessel operations in hazardous areas; and
- Direct the handling, loading, discharge, storage, and movement; including emergency removal, control, and disposition of explosives or other dangerous cargo or substances, on any bridge or other structure on or in the navigable waters of the United States or any land structure immediately adjacent to those waters.

Reference (y) allows an agency charged with providing fire protection for any property of the United States to enter into reciprocal agreements with state and local firefighting organizations to provide for mutual aid. This statute further provides that emergency assistance may be rendered in the absence of reciprocal agreements, when it is determined by the head of that agency to be in the best interest of the United States.

The USCG has traditionally provided firefighting equipment and training to protect its vessels and property. Occasionally, Coast Guard units are called upon to provide assistance at fires on board vessels and at waterfront facilities.

For more detailed information regarding the USCG's policy and firefighting capabilities, see the U.S. Coast Guard Addendum to the U.S. Search and Rescue Supplement (NSS) to the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR) at the following link:

http://www.uscg.mil/directives/cim/16000-16999/CIM_16130_2F.pdf

8220.1.2 Wreck Removal

The USCG works closely with the U.S. Army Corps of Engineers (USACE) to ensure a coordinated approach to maintaining safety and the functionality of the port navigation system in U.S. ports and waterways. The USCG serves as the Federal Government's primary agency for responding to threatened or actual pollution incidents in the coastal zone. The USCG is one of two primary agencies for Emergency Support Function (ESF) #10 (Oil & Hazardous Materials Response), which includes mission-specific salvage response. The Coast Guard, upon the request of FEMA, may provide management and contract administration for certain Mission Assignments MAs under the authority and funding of reference (j). The COTP, as FOSC, is responsible for maintaining and implementing this wreck removal plan. Immediately upon discovery of an obstructing vessel or object, the USCG has responsibilities for marking and for making notifications as required by references (o).

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8220.1.3 New Orleans Federal On-Scene Coordinator/Captain of the Port

The FOSC/COTP will provide on-scene representatives that are familiar with shipboard construction, layout, common firefighting systems, and vessel stability. FOSC/COTP authority can be exercised as necessary to maintain safety of the port, associated waterways, and maritime related facilities. The degree to which that authority will be exercised will depend on a number of factors, but will generally be based on the nature of the incident, the degree of danger posed to the port and the information provided through the establishment of a Unified Command.

The COTP authority extends over the land-side areas of all waterfront facilities such as shipyards, terminals, piers, and wharves. Their responsibilities include:

- Coordinate firefighting and salvage activities under a Unified Command;
- Coordinate all Coast Guard forces and equipment responding to the incident;
- Coordinate port safety and vessel traffic management with maritime industry representatives;
- Control vessel traffic as necessary in the incident are to minimize the adverse impact of the incident on marine traffic and to facilitate firefighting and/or salvage operations;
- Establish safety or security zones as necessary;
- Provide information on the involved waterfront facilities;
- Provide information on the location of hazardous materials on the vessel or at the facility, if available;
- Provide technical data on ship's construction and stability;
- Respond to oil discharges or hazardous substance releases. Actual removal may be delayed until firefighting and/or salvage operations are complete; however containment and protective measures should be implemented immediately;

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- Evaluate relocating moored and anchored vessels in vicinity of salvage operation; and
- Alert owner/operators of terminals and/or vessels at risk.

The COTP/FOSC's primary concern in responding to a vessel or facility fire is to ensure the safety of life and protection of the environment. Secondary concerns include vessel traffic and preserving property.

Paramount in preparing for vessel or waterfront fires is the need to integrate Coast Guard planning and training efforts with those of other responsible agencies, particularly local fire departments and port authorities. COTPs shall work closely with other Coast Guards units, municipal fire departments, vessel and facility owners, and operators, mutual aid groups and other interest organizations to ensure planning in each port's Area Contingency Plan for the COTP zone in accordance with federal law and Coast Guard regulations.

8220.1.4 Marine Safety Center Salvage Emergency Response Team

The U.S. Coast Guard's Marine Safety Center Salvage Emergency Response Team (SERT) is on call to provide immediate salvage engineering support to the COTP/FOSC in response to a variety of vessel casualties. Specifically, SERT can assist the COTP/FOSC manage and minimize the risk to people, the environment, and property when responding to vessels that have experienced a casualty. Refer to the USCG Marine Safety Center website listed in reference(s).

8220.1.5 National Strike Force

The National Strike Force (NSF) provides highly trained, experienced personnel and specialized equipment to the Coast Guard and other federal agencies to facilitate preparedness and response to oil and hazardous substance pollution incidents in order to protect public health and the environment.

8220.2 Other Federal Agencies

8220.2.1 U.S. Army Corp of Engineers

The U.S. Army Corp of Engineers (USACE) serves as the Federal Government's primary agency for maintaining the navigability of federal channels in domestic ports and waterways. The USACE arranges for and conducts hydrographic surveys, assessments of navigation conditions, and dredging. The USACE also has authority that may be applicable for removing wrecks from federal navigable channels, and more limited authority to address obstructions that pose hazards to navigation as discussed in references (i) and (m) through (p).

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8220.2.2 Navy Supervisor or Salvage

The Navy Supervisor of Salvage (SUPSALV) is the Department of Defense's principal source of salvage expertise. SUPSALV, upon request, may provide federal-to-federal support for salvage response. SUPSALV and the USCG cooperate in oil spill clean-up and salvage operations in accordance with the provisions of reference (p).

8220.2.3 National Oceanic Atmospheric Administration

The National Oceanic and Atmospheric Administration (NOAA) provides scientific support for response and contingency planning in coastal and marine areas; including assessments of the hazards that may be involved, predictions of movement and dispersion of oil and hazardous substances through trajectory modeling, and information on the sensitivity of coastal environments to oil and hazardous substances. In addition, NOAA provides expertise on living marine resources and their habitats, including endangered species, marine mammals, and National Marine Sanctuaries.

NOAA also provides aerial and hydrographic survey support and expertise. NOAA administers the Abandoned Vessel Program (AVP). The main objective of this program is to investigate problems posed by abandoned and derelict vessels in U.S. waters. The program maintains various information resources.

8220.2.4 Bureau of Safety and Environmental Enforcement

The Bureau of Safety and Environmental Enforcement (BSEE) is responsible for ensuring comprehensive oversight, safety, and environmental protection in all offshore energy activities. BSEE handles safety and environmental enforcement functions including, but not limited to, the authority to inspect, investigate, summon witnesses and produce evidence, levy penalties, cancel or suspend activities, and oversee safety, response, and removal preparedness.

8220.2.5 Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) provides advice and assistance to the FOSC on coordinating civil emergency planning and mitigation efforts with other federal agencies, state and local governments, and the private sector. FEMA's Mobile Emergency Response System (MERS) also provides extensive rapid deployment mobile communications capabilities for use in oil/ hazardous substance response on a not-to-interfere basis with other emergent situations. A MOU is being developed with FEMA's MERS to specify the level and type of support available in a response. In the event of a major disaster declaration or emergency determination by the President, FEMA will coordinate all federal disaster or emergency action with the FOSC.

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8220.2.6 U.S. Department of Transportation

The U.S. Department of Transportation (DOT) provides response expertise pertaining to transportation of oil or hazardous substances by all modes of transport.

8220.2.7 National Transportation Safety Board

The National Transportation Safety Board (NTSB) has authority and responsibility for investigation of major transportation incidents and may engage in preservation of evidence and safety investigation in conjunction with salvage operations that have not been determined to be as a result of an act of terrorism.

8220.2.8 Federal Bureau of Investigation

The Federal Bureau of Investigation (FBI) has law enforcement investigation responsibility for acts of terrorism and may engage in preservation of evidence and law enforcement investigation in conjunction with salvage operations that are in response to acts of terrorism.

8230 State and Local Governments

8230.1 Louisiana Office of Coastal Management

The Office of Coastal Management is responsible for the maintenance and protection of the state's coastal wetlands. The main function of the Office of Coastal Management is the regulation of uses in the Louisiana coastal zone, especially those which have a direct and significant impact on coastal waters. It is the goal of the Office of Coastal Management to protect, develop, and restore or enhance the resources for the state's coastal zone.

8240 Vessels

In the case of a vessel fire or salvage operation, the Responsible Party is the vessel's Owner, Operator, Master, or Designees. The vessel's Master or Designee will maintain control over the vessel, crew, and passengers unless otherwise directed by the COTP. The presence of any Federal, State, and/or Local agencies does not relieve the vessel's Master of command or responsibility for overall safety on the vessel.

However, the Master of a vessel should not normally countermand any orders given by fire fighters in the performance of firefighting activities, unless the action taken or planned clearly endangers the safety of the vessel or crew. The Master, Officers, and Crew of the vessel shall assist in firefighting and salvage operations in accordance with the VRP and salvage company point of contact. The Master shall be the liaison between the Incident Commander/Unified Command and the Crew. The Master shall furnish, if possible, the Incident Commander/Unified Command with any information

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requested. The Master should provide the Incident Commander/Unified Command with members of the crew to act as guides. The Master shall control the actions of the crew. In the absence of the Master, the Chief Mate or Chief Engineer is expected to represent the vessel.

8240.1 Primary Resource Provider

The Primary Resource Provider as identified in the VRP will be the point of contact for the Responsible Party, the FOSC, and the Unified Command, in matters related to specific salvage and firefighting resources and services listed in the Vessel Response Plan.

8250 Waterfront Facilities

In the case of a Waterfront Facility, the Responsible Party is the Owner or Operator of the involved Waterfront Facility. The Responsible Party will normally be represented in a Unified Command through a facility designated “incident commander”. The waterfront facility owner or operator will maintain control over facility operations and access control. The presence of federal, state, and local agencies does not relieve the facility Owner or Operator of responsibility for the overall safety of the facility or its personnel.

8260 New Orleans Salvage and Marine Fire Fighting Subcommittee

The COTP/FOSC, under the Southeast Louisiana Area Committee, has established and convened a Salvage and Marine Firefighting Subcommittee to advise on maritime matters pursuant to reference (z) and in support of reference (e).

The Subcommittee brings together appropriately experienced representatives within the New Orleans FOSC/COTP zone to continually assess risks to the ports, document the variety of resources available to respond to an incident, determine appropriate risk mitigation strategies, and develop, revise, and implement the appropriate local plans. The Subcommittee will also serve as a mechanism by which threats are communicated to port stakeholders and other Committees (i.e. Area Maritime Security Committee, Southeast Louisiana Area Committee, Local Emergency Planning Committees, and Port Safety Council).

The objectives of the Subcommittee include:

- Assisting in the development, review, and update of the Salvage and Marine Firefighting Plan Annex, aimed at maintaining acceptable risk levels during normal operations and during incidents.
- Assisting with a comprehensive Risk Assessment. These assessments must detail the threats, vulnerabilities, and consequences associated with each port area within a COTP/FOSC zone.

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- Soliciting stakeholder recommendations for continuing improvements of response measures.
- Developing and maintaining a Training & Exercise Program (i.e. consolidated list of training resources).
- Promoting effective incident response measures that maintain or enhance operational efficiencies and minimize impact to legitimate trade.

8260.1 Committee Interaction

The following is a description of other New Orleans Committees that the Subcommittee may interact with.

8260.1.1 Southeast Louisiana Area Committee

The Southeast Louisiana Area Committee (SELAC) is a spill preparedness and planning body made up of Federal, State, and Local agency representatives. Under the direction of the New Orleans FOSC, the SELAC responsible for developing The Southeast Louisiana Area Contingency Plan (SELACP) that, when implemented in conjunction with the National Contingency Plan (NCP), will be adequate to remove a worst case discharge of oil or release of a hazardous substance. The SELACP must also mitigate or prevent a substantial threat of such a discharge from a vessel, offshore facility, or onshore facility operating in or near the geographic area. The SELAC is chaired by the USCG FOSC New Orleans. The Area Committee is co-chaired by the Louisiana Oil Spill Coordinator.

8270 American Salvage Association

Leading U.S. salvage operators have formed the American Salvage Association (ASA). Created in response to the need for providing an identity and assisting in the professionalizing of the U.S. marine salvage and firefighting response. The intention of the ASA is to professionalize and improve marine casualty response in U.S. coastal and inland waters. The ASA meets with various federal and state agencies to exchange views on the improvement of salvage and firefighting response in the U.S.

8300 Situation

The complexity, scope, and potential consequences of an incident require that there be a coordinated effort between all MTS users and local state and federal agencies. This effort requires open communication, enhanced awareness of potential threats and coordinated procedures for preparedness, prevention, protection, response and recovery.

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8310 Vessel Traffic Service

Vessel Traffic Service (VTS) Lower Mississippi (LMR) is a component of the Waterway Division of USCG Sector New Orleans. VTS LMR area of responsibility spans from twenty miles above the Port of Baton Rouge (Mile 255 above the Head of the Passes) to twelve miles offshore of Southwest Pass Light in the Gulf of Mexico. Within this VTS service area the VTS monitors the Eighty One Mile Point Regulated Navigation Area (Mile 187.9 to Mile 167 Ahead of Passes) and the New Orleans Harbor Sector (Mile 106 to Mile 88). The VTS provides advisory and navigational assistance services at all times in these areas of responsibility. When the river reaches high water levels of eight feet in New Orleans, the VTS controls traffic at the Algiers Point Special Area (Mile 93.5 to Mile 95). VTS LMR can transmit security information to vessels via marine radio.

The 24-hour telephone number for the VTS is **504-365-2777** or you may contact the Coast Guard Sector New Orleans Command Center at **504-365-2533**.

8320 Marine Transportation Infrastructure

There are multiple Marine Transportation System (MTS) infrastructures and systems throughout the New Orleans COTP zone. Appendix 9300 of reference (f) identifies and describes the following:

- Bodies of water and rivers, surrounding waterfronts and significant navigable waterways in Sector New Orleans COTP zone;
- Transportation modes, water intakes and infrastructure;
- Vessel, cargo and facility interfaces and associated waterfront areas;
- Vessel traffic in the port (type and volume);
- Ports located within Sector New Orleans COTP zone;
- Port operations critical to significant local area non-maritime functions, services or activities.

8320.1 Parishes

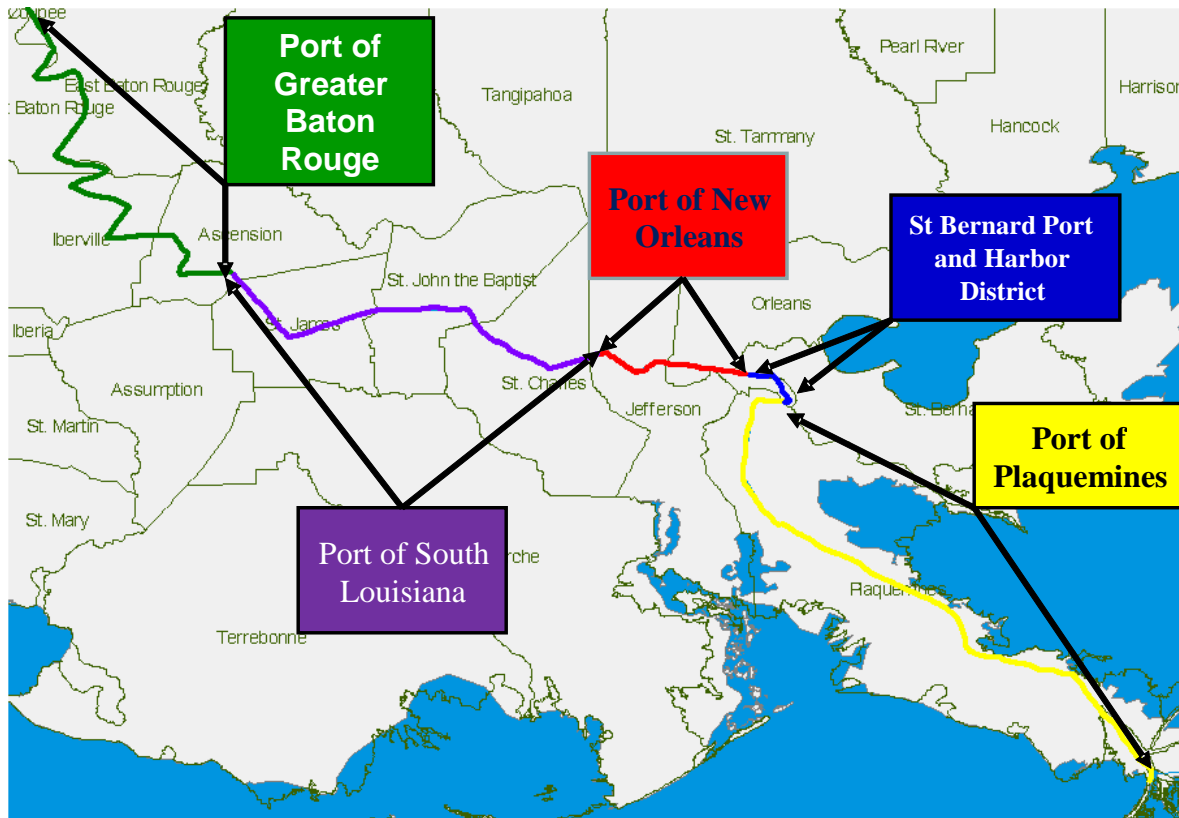
This plan covers areas in the following parishes: Plaquemines, Jefferson, Saint Bernard, Orleans, Saint Charles, Saint James, Saint John the Baptist, Saint Tammany, Tangipahoa, and Washington Parish.

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8320.2 Ports

This plan covers the Port of Greater Baton Rouge, The Port of South Louisiana, Port of New Orleans, St. Bernard Port and Harbor District, and Port of Plaquemines. The following map displays the ports and the geographic area covered by each.



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8400 Federal, State, and Local Agencies

8410 Tier 1 Agencies

Tier 1 Agencies are those agencies that are classified as first responders such as police, fire and emergency medical units that are normally dispatched through the Emergency-911 System and are capable of responding within minutes. Federal and state agencies are also included; response time varies for these agencies. Most local first responder agencies average a response time of less than five minutes; while agencies located throughout and out-of-state can take as long as 24 hours to respond.

8420 Tier 2 Agencies

Tier 2 Agencies are those with special recovery and containment capabilities for dealing with hazardous materials, rough terrain, underwater search and recovery, and other agencies having excavation or heavy equipment capabilities (e.g., mobile heavy-lift cranes). Tier 2 agencies may take 24 to 48 hours to respond.

8430 Tier 3 Agencies

Tier 3 Agencies are the National Guard, military reserve, and other national level response elements. Tier 3 agencies may take up to several days to respond.

8500 Command

A major waterfront facility, vessel fire, or a salvage operation will involve response teams from federal, state, and local agencies. The nature and location of the incident will be the deciding element in determining which agency assumes overall command or lead agency in a unified command. Overall command or lead agency must be determined as early as possible in the incident to ensure the effective use of personnel and equipment.

8510 Command Interrelationships

The incident command system is the accepted organization system used by federal, state, and local response organizations and other involved parties. This system must be implemented in accordance with reference (g) and (t) for on-scene incident response operations.

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8510.1 Unified Command

In instances when several jurisdictions are involved or several agencies have a significant management interest or responsibility, a Unified Command with a lead agency designation may be more appropriate for an incident than a single command response organization. Generally, a Unified Command structure is called for when the incident occurs that crosses jurisdictional boundaries, involves various government levels (e.g. federal, state, local), impacts functional responsibilities, or a combination thereof. Such circumstances would pertain for almost any fire at a facility or a vessel at pier side or anchorage located in the New Orleans COTP zone because of similar responsibilities of local fire departments, other emergency response organizations, and the Coast Guard for the saving of life, the environment, and property.

8510.2 Federal On-Scene Coordinator's Representatives

The Federal On-Scene Coordinator's Representative (FOSCR) acts as the primary on-scene liaison with response organizations during a marine fire or salvage response.

8520 Transfer of Command

The presence of local fire fighters or USCG personnel does not relieve the Master or Owner/Operator of command, or transfer their responsibility for overall safety on the vessel or facility. However, the Master should not normally countermand any orders given by local fire fighters in the performance of firefighting activities onboard the vessel or facility, unless the action taken or planned clearly endangers the safety of the vessel's safety and crew.

8530 Command Posts

When an incident occurs there is an immediate need for a coordinated/integrated response effort, since federal, state, and local jurisdictions will be involved.

If this occurs a Command Post will be established on-scene by the lead responding agency. The USCG FOSC or FOSCR should be on hand and maintain communications with the USCG resources involved. Other key personnel that may be on hand at the on-scene command post include vessel's officers, marine chemist, facility operator, local responders, and port officials. The representatives present should have authority to make decisions to facilitate rapid and proper response.

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8540 Incident Command System

The USCG has adopted the use of the National Incident Management System (NIMS)/ Incident Command System (ICS) for its response system. Standard USCG ICS forms can be found at <http://homeport.uscg.mil/mycg/portal/ep/home.do>. Conduct a search with 'ICS Forms' and the forms will populate.

8550 Incident Action Plan

Incident Actions Plans (IAPs) will be prepared by the Unified Command, as appropriate, to the situation and in accordance with the National Incident Management System/Incident Command System protocols.

Pre-incident IAP templates may be developed, adapted, and applied, as available and appropriate to the incident.

8600 Operations

Initial response operations will be the responsibility of the owner/operator of the vessel, platform, or facility. Owners and operators of vessels, platforms, or facilities must develop their own contingency plans to respond to marine fires.

8610 Firefighting

Local firefighting organizations (municipal, industrial, and contractor) must be prepared to respond within the limits of their training and capabilities. If firefighting resources are not trained or capable of handling a marine fire, they can take appropriate measures to prevent the fire from spreading to nearby exposures. The USCG cannot contract mutual aid organizations for vessel, platform, or facility owners/operators. Facility owners and operators must take additional steps to limit the spread of fire to or from their facility and any vessels docked nearby.

The USCG will provide assistance as available including:

- Active participation within a Unified Command;
- Establishing safety zones;
- Rerouting or restricting vessel traffic;
- Making marine broadcasts;
- Assistance with search and rescue or medical evacuation;
- Deployment of USCG resources;
- Pollution response.

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The New Orleans COTP will be prepared to continue in the role of FOSC (within the Unified Command) upon conclusion of firefighting operations to oversee salvage operations or pollution response. Other affected organizations, particularly pollution response or salvage organizations, will respond as directed by the Incident Commander or Unified Command (or the Responsible Party).

The Master of the Vessel may deny local firefighters access to his vessel. He will then utilize his resources to control and fight the fire. If the USCG determines that the Master's efforts are inadequate, actions may be taken to ensure a proper response. The designated Incident Commander or Unified Command will direct employment of responding resources.

Firefighting resources will be employed based on:

- Rescue/life safety;
- Location and extent of fire;
- Class of fire and cargo involved;
- Potential impact on local community;
- Additional exposure concerns (facilities, vessels, docks, structures, etc.);
- Possibility of explosion;
- Stability of the vessel or platform;
- Hazard to crew or other resources at location;
- Weather forecast;
- Maneuverability of vessel;
- Effects on bridges which must be transited;
- Alternatives if the vessel is not allowed entry to or movement within a port.

The New Orleans COTP or representative of the COTP serving within the Operations Section will direct the employment of USCG resources (small boats, helicopters, USCG Strike Team, etc.) in accordance with established policies and the needs of the Incident Commander or Unified Command. Other responding agencies will report to the IC/UC for assignment of duties. The Master of the Vessel or Platform supervisor will:

- Implement the initial response based on the fire control plan of the vessel or platform.
- Establish communications, both internal and external. Ensure that proper notifications are made to the appropriate fire department or contractor and the Coast Guard. If appropriate, notify the facility to which the vessel is docked, the port authority, and any nearby vessels.

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- Control the operation and use of all fixed firefighting systems aboard the vessel or platform.
- Coordinate the efforts of shipboard or platform fire teams in responding to the fire.
- Decide if it is necessary to abandon ship/platform. If the crew is ordered to abandon ship/platform, the master or supervisor will ensure that the proper procedures are carried out and that the Coast Guard is immediately notified. The IC/UC will then coordinate the firefighting operations of all responding agencies.

Operational response will be based on the following tactical priorities:

- Rescue/Life Safety
- Protection of Exposures (facilities, vessels, docks, structures, etc.)
- Containment, Extinguishment, and Property Conservation
- Fire Salvage and Overhaul
- Environmental Protection

Vessel and Facility Salvage Marine Firefighting response considerations include:

- Establishment of a command post and appropriate implementation of ICS/Unified Command;
- A complete size-up to determine potential for rescue operations and what is burning (class of fire and materials involved);
- Contact appropriate marine firefighting, environmental response, and marine salvage contractors (as necessary by Owner/Operator or COTP if necessary);
- Determination as to whether the fire main system is operating and the location of other firefighting resources on board;
- Obtaining the fire control plan of the vessel, platform, or facility;
- Hose lines taken aboard vessels should be large hose lines (4" to 6") with reducers for smaller hand lines and sufficient international shore connections (as appropriate);
- Maintaining two separate gangways to the vessel, one for personnel access and the other distinctly to serve as a hose conduit or support;
- Determination as to whether the ventilation system is operable. If not, portable equipment may be required;

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- Consider need for additional lighting resources to support operations;
- Planning for additional equipment to arrive on scene during early stages of the response. Establish appropriate staging areas for arriving equipment;
- Recognition that a language barrier may exist. The vessel's agent, a vessel's officer, or other interpreter may be required.

The Sector New Orleans COTP will:

- Be prepared to assume the role of Incident Commander or FOSC within a Unified Command if the firefighting response is inadequate or non-existent;
- Provide USCG resources to support the Incident Action Plan established by the Incident Commander or Unified Command;
- Assist the Unified Command in developing the Incident Action Plan and in integrating resources into the response;
- Actively participate with representatives from the State of Louisiana, local municipalities, industrial mutual aid organizations, and appropriate fire response contractors.

8610.1 Fire Control Plan

Vessel fire control plans are stored in a weather tight container at the topside of the gangway usually attached to the bulkhead or inside the access door to the superstructure. This plan is available for use by shore side firefighting personnel. The plan shows a layout of each deck, fire protection systems aboard the vessel, and other information important to firefighting responses.

8610.2 Shipboard Firefighting

Marine firefighting is substantially different from standard structural firefighting requiring specialized equipment and training. The Unified Command should follow some general guidelines for operational considerations:

- Muster the Crew - Remove all non-essential personnel off the vessel and away from the scene. Make sure the Master, Mates, and all engineering personnel remain where they can be used as an information resource.

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- **Rescue** - Life safety must always be the first consideration in any fire or emergency situation. When lives are in danger, the Unified Command must quickly assess whether the situation necessitates immediate removal of personnel, the number of persons that need extraction and the hazards to the rescue team.
- **Exposure** - Typical exposures include flammable liquid or gas tanks, open stairways, explosives, or any other substance that would accelerate or aid the spread of the fire. Provided there is no danger of water reactivity, exposures are best cooled by application of a fog pattern until no visible steam is generated. For some two dimensional surfaces foam may be an appropriate agent for exposure protection.
- **Confinement** - To accomplish proper containment, all closures and generally all ventilation (unless personnel are trapped inside the space) should be secured. Establish primary fire, smoke, and flooding boundaries. Primary boundaries are critical to the control of the fire. Monitor and cool the boundaries, as necessary, on all six sides of the fire (fore, aft, port, starboard, above, and below).
- **Stability** - During firefighting excess water onboard can create flooding and free surface effect. This could prove disastrous for the vessel leading to list and even sinking. Since local fire services do not typically have training in this field, there is a substantial risk that this could occur. This is the area of expertise that other response agencies will depend on the Coast Guard to contribute. The Salvage Engineering Response Team (SERT) is available 24/7 to provide professional advice and provide technical solutions. At a minimum, utilize reference (aa).
- **Extinguishment** - The fuel source, amount of fuel/surface area and the location of the fire will determine the tactics and agents to be used.
- **Overhaul** - Ensuring that the fire will not re-flash and determining the point of origin and source of ignition. A detailed photographic record of the fire scene prior to commencing overhaul is a necessity to aid in post fire investigation.
- **Ventilation** - Generally, all ventilation on a vessel will initially be secured upon receipt of a fire alarm. Utilization of ventilation tactics to aid in extinguishment should not begin until a coordinated attack is staged.

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8610.2.1 Burning Vessel Movement Considerations

A crucial decision that must be made by the COTP is whether or not a burning vessel should be allowed to enter or move within the port. Types of vessel movements that may be required in an emergency include movement from sea to an anchorage or a pier; from an anchorage to a pier; from a pier to an anchorage; grounding a vessel; or scuttling a vessel offshore.

8610.2.1.1 Decision to Allow a Burning Vessel to Enter Port or Move within the Port

Due to the limited resources available to fight an offshore fire, the COTP may be forced to consider allowing a burning vessel to enter port. The numerous considerations that are part of this decision can be found below, as well as reference (x). Additionally, the SELACP Section 9000, Appendix J, Places of Refuge matrix serves as an additional guide while making these complex decisions.

There are numerous considerations that the COTP should evaluate when faced with the decision of whether or not to allow a burning vessel to enter or move within a port. The following information should be gathered and considered prior to making such a decision:

- Location and extent of fire;
- Status of shipboard firefighting equipment;
- Class and nature of cargo;
- Possibility of explosion;
- Possibility of vessel sinking/capsizing;
- Hazards to crew or other resources where vessel is present;
- Forecasted weather (including bar conditions if applicable);
- Maneuverability of the vessel (i.e. is it a dead ship, etc.);
- Availability (and willingness) of assist tugs;
- Effect on bridges under which the vessel must transit;
- Potential for the fire to spread to the pier or pier structures;
- Firefighting resources available ashore and offshore;
- Possibility of vessel sinking or capsizing thereby becoming an obstruction to navigation;
- Consequences/alternatives if the vessel is not allowed to enter or move;
- Potential for pollution.

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The above considerations should be investigated by the Lead Fire Department's Chief and/or the IC/UC by examining the vessel and cargo manifest before the vessel is allowed to enter port or move within the port. The COTP should make every effort, as the situation allows, to consult with the appropriate Fire Department Chief, Port Director, local government officials (i.e., Parish President, Mayor), Vessel Owner's Agent, and other experts depending when making a decision.

In addition, the FOSC/COTP, in conjunction with the USCG Eighth District, and the Region VI Regional Response Team (RRT), shall assess the pollution risks and determine whether the vessel will be allowed to proceed to sea to reduce the risk of the pollution hazards.

Entry to port or movement may be permitted when:

- The fire is already contained or under control;
- There exists little likelihood that the fire would spread;
- A greater possibility exists that fire could and would be readily extinguished with available equipment in port before encountering any secondary hazards of explosion or spread of fire;
- All relevant and available parties have been consulted.

Entry to port of movement may be denied when:

- There is greater danger that the fire will spread to other port facilities or vessels;
- The likelihood of the vessel sinking or capsizing within a navigation channel, and becoming an obstruction exists;
- The vessel may become derelict;
- Unfavorable weather conditions preclude either the safe movement of the vessel under complete control or would hamper firefighting (high winds, fog, strong currents, etc.);
- Risk of a serious pollution incident by oil or hazardous substances exists.

Additional considerations:

- Safety Broadcast and Notice to Mariners;
- Ordering the movement of other vessels or cargo that may be impacted;
- Locating the vessel to best facilitate the use of available resources.

8610.2.1.2 Positioning a Vessel for Firefighting

This section addresses the positioning of a vessel that is on fire while underway or docked. No vessel on fire should be moved without the permission of the COTP, except under the most urgent conditions.

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The probability of success or failure of a shipboard fire response effort will be significantly impacted by the vessel's location. The likelihood of successfully fighting a fire on a remotely located vessel is small compared to a vessel located near sufficient sources of firefighting resources.

8610.2.1.3 Fire Suppression Berths

Several considerations enter into the selection of piers as a location to fight a shipboard fire:

- Paramount is the combustibility/flammability of pier structures and contiguous facilities;
- Availability of adequate volumes and pressure of fire protection water;
- Access to response boats and vehicles;
- Minimizing risk of impeding navigation;
- Risk to nearby vessels and facilities.

Much of the information needed to determine the suitability of a facility is in the facility file maintained by the Sector New Orleans Inspection Division.

8610.2.1.4 Anchorage and Grounding Site Selection

When choosing anchoring or grounding locations, some of the same factors must be considered, as well as its effects on navigation and minimizing the risk to surrounding communities and to the environment. The possibility of the vessel sinking or becoming a derelict is very real and could prove a greater harm to the marine system than the loss of a single vessel. Reference (cc) and the SELACP Section 9000 Appendix J, Places of Refuge provides additional considerations. The initial considerations are:

- Bottom material - Soft enough so that the ship's hull will not be ruptured;
- Water depth - Shallow enough so that the vessel could not sink below the main deck, yet deep enough so that fire boats, salvage barges, and tugs can approach; tides and other river level fluctuations must be considered;
- Area - Accessibility to firefighting, spill response, and salvage assets.

The location and suitability of boat ramps and piers to be used as staging areas must also be evaluated when considering grounding or anchoring sites.

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8610.2.1.5 Reasons for Denial

Entry into a port or movement within a port may have to be denied when:

- There is danger that the fire will spread to other port facilities or vessels;
- The vessel is likely to sink or capsize within a channel, becoming an obstruction to navigation;
- The vessel might become a derelict;
- Unfavorable weather conditions preclude the safe movement of the vessel or would hamper firefighting (high winds, fog, strong currents, etc.);
- Risk of serious pollution incident by oil or hazardous substance exists.

8610.2.2 Offshore Firefighting Considerations

In addition to the problems associated with any shipboard fire, an offshore incident is further complicated by the poor flow of information and difficulties in supplementing the vessel's firefighting resources. Reports from the vessel may be confusing due to language difficulties or the simple fact that the crew is too busy fighting the fire to provide detailed information. Until additional resources can be brought to bear, the vessel's firefighting equipment and crew will be the only resources available. The vessel's Primary Resource Provider is required to have firefighting and salvage assets and personnel on scene within the planning timelines listed in the Vessel Response Plan. Additional resources in the form of public or private vessels may not be close enough to respond in a timely manner and may be ill-equipped to provide significant assistance.

8610.2.2.1 Coast Guard Offshore Resources

During an offshore fire, ships and aircraft become important resources. Coast Guard Aircraft may provide a timely source of information during the early stages of a response and can be used for personnel or equipment transfers. Coast Guard vessels are limited in their ability to assist in a shipboard fire, but are much better equipped than commercial vessels and have damage control teams that are drilled regularly in shipboard firefighting. In addition to improving communications, larger Coast Guard vessels with flight decks can be used to stage equipment flown to the scene.

8610.2.2.2 Department of Defense Offshore Resources

Firefighting equipment may be available from various Department of Defense (DOD) sources. In addition to the transportation capabilities, DOD aircraft and vessels can be invaluable in an offshore fire situation for the same reasons discussed for Coast Guard assets. The possibility of Naval or USACE vessels operating in the vicinity which can assist

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should not be overlooked. All requests for DOD assistance should be made through the USCG Eighth District Command Center.

8610.2.2.3 Other Offshore Resources

Any ship becomes a valuable resource during an offshore vessel fire, even those with small crews and minimal firefighting capability. At a minimum, another vessel can provide a means of escape for a burning vessel's crew should their efforts to control the fire fail.

Vessels in the area may be notified of a situation via Automated Mutual Assistance Vessel Rescue System (AMVER) or with a Broadcast Notice to Mariners.

Tug companies in the vicinity may assist in fighting the fire, moving a dead ship or transporting equipment. While few vessel operators would be reluctant to assist in a life-threatening situation, vessel owners may not be willing to respond to a fire-fighting situation that could risk their vessels or crew in order to protect a ship or cargo once the crew is safe.

8610.2.2.4 Offshore Scuttling Area Selection

If a vessel cannot be safely moved to a port, and it is possible that the vessel and cargo could be lost (either intentionally or not) the vessel should be moved to an area where environmental damage will be minimized. The information in this section should be reviewed to identify the best area to move the vessel. Depending on the positioning of the vessel, COTP should consult with BSEE, EPA, and NOAA on any decision concerning the scuttling of a vessel. Scuttling must be conducted in accordance with references (cc) and (dd).

8610.2.3 Shore side Incidents

For fires at a facility or on a vessel moored to a facility, there should be one command post. The Command Post should be established as close to the incident as safety permits. Ideally the command post would be located in an office at the facility. At a minimum, it should:

- Accommodate multiple telephone lines;
- Provide a large open area to permit status boards maintenance;
- Provide adequate lighting, heating, etc.

8610.3 Basic Priorities of Firefighting

It is impossible to anticipate every task or activity that will be required to effectively respond to major marine fires. There are, however, several basic priorities, that must be addressed, particularly in the case of a vessel fire at sea.

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- Once initial notification is received, responders must determine the worst-case scenario and the urgency of the situation;
- The appropriate resources need to be informed and requested;
- If the incident appears imminent and substantial, response resources must be dispatched immediately before making routine notifications and obtaining additional information.

8610.4 Response Actions

Situation assessment is one of the initial and critical actions taken in a response to a marine fire. This involves evaluation of available facts and probabilities.

The assessment consists of at least the following six steps to rapidly form a deliberate plan of action:

1. Gather facts
2. Assess probabilities
3. Determine resources
4. Apply basic firefighting principles
5. Decide a course of action
6. Formulate a plan of operations

Pertinent facts might include location of fire, location of crew/personnel, acquiring vessel fire plan, vessel/facility condition, stability issues, type and condition of cargo, and response equipment available.

8610.4.1 Control of Vessels and Waterfront Areas

To secure the safety of waterfront facilities and vessels, the COTP may control or restrict vessel traffic in the affected area. Reference (d) sets forth procedures for establishing safety zones for the protection of vessels, waterfront facilities, and shore areas. The COTP has the sole authority to establish a Safety Zone.

Reference (v) describes the characteristics of limited access areas, including safety zones, security zones, restricted areas, and regulated navigation areas. A Safety Zone may be established around a burning vessel to facilitate access for fire or rescue units and to protect uninvolved persons or vessels, or it could be used to ensure the safer transit of a vessel carrying dangerous cargo. Safety Zones should be established on a temporary, and usually, emergency basis in response to a situation beyond the scope of normal safety measures.

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8610.5 Investigations

After a fire involving a vessel or a facility, several agencies may become involved in an investigation to determine a cause.

8620 Salvage

Any salvage response will be characterized by the type of incident that required it and the salvage response will ensure waterways can support maritime commerce as a post-incident activity once initial response has been completed. Salvage response operations, for planning purposes, are considered an element of the short-term recovery phase (3-90 days post incident).

The following progression provides an orderly approach:

1. Perform an assessment to determine what has happened and what is needed (if anything) in terms of a salvage response.
2. Primary responsibility for salvage response belongs to the RP, and through the RP, to insurance underwriters. Determine if there is a RP or not, and whether or not the RP has accepted responsibility and is capable of performing the necessary salvage response within an acceptable period, as determined by applicable rules and regulations. If so, then determine oversight responsibility within the UC and coordinate oversight and support as may be appropriate consistent with applicable jurisdiction and authority. If not, or there is no RP, proceed to Step 3.
3. Determine the appropriate authority and funding source or combination of authority and funding sources that is/are available and will be needed to perform essential salvage response. Determine federal lead and supporting roles and transitions in roles and responsibilities when multiple authorities and funding streams will be needed to complete salvage response. Once Authority and Funding are identified, a salvage plan specific to the incident should be developed. The incident specific salvage plan should be prepared by technical specialists with the subject matter expertise necessary to conduct site-specific salvage assessments and to develop and implement procedures to resolve the obstruction(s) to navigation.
4. Once the arrangement for salvage support or contracting of commercial salvors to perform the salvage operation is made, the salvor will mobilize salvage response operations and conduct the necessary salvage operations.

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5. Plan and conduct documentation and reporting to provide a record of salvage response and to track and monitor costs incurred by the Government. Periodic reporting will be required to keep the UC posted on developments, and will follow the reporting schedule and protocols that are established for the incident.

8620.1 Identify Response Resources and Salvage Assets

The RP should immediately contract and set into motion adequate response and salvage resources. Historically, there has been reluctance on behalf of the vessel's representatives to engage a professional salvor. A decision to attempt operations without a professional salvor should be examined critically by the FOSC. To assist the RP in contracting a professional salvor, the FOSC may share information of proven response and salvage resources. In addition to ensuring that the RP has contracted adequate response resources, the FOSC should identify and deploy appropriate Coast Guard resources to respond to the incident. References (q) and (r) should be reviewed for further guidance. These response teams should include unit Pollution Responders, Casualty Investigators, and Marine Inspectors. Furthermore, the U.S. Coast Guard Salvage Emergency Response Team (SERT) at the Marine Safety Center should be engaged and, potentially the Navy's SUPSALV.

8620.2 Vessel/Cargo Salvage Plan

Working with the RP and a naval architect, the salvor must develop a salvage plan. The plan must detail actions to be taken and resources to be used, and it must set organizational responsibilities and the anticipated schedule. **After the plan is prepared and prior to initiating salvage operations, the RP must submit the plan to the FOSC or the FOSC designated representative, for review.** The FOSC will review the plan, and present no objections or may require additional information based on real or potential risks to port safety and the environment. Any plans for the intentional jettisoning of cargo will be reviewed as part of the salvage plan.

Upon arrival, the salvage ship or vessels and personnel, should conduct damage control and position stabilization. Damage control actions may range from augmenting the ship's crew, to conducting firefighting and flooding control. Position stabilization consists of securing the ship at the first opportunity to prevent it from broaching or being driven further ashore.

Prior to developing a salvage plan, the salvor must conduct a thorough salvage survey of the vessel and its immediate surroundings. The survey is defined in reference (t) as being comprised of: preliminary survey; the detailed hull survey; the topside survey; the interior survey; the diving survey; the hydrographic survey; and the safety survey. The salvor

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should refer to reference (t) and (ii) for further information. The information should be recorded on the salvage survey form included in Appendix I, of reference (ii), or an equivalent.

The salvage plan should be considered a flexible working plan with appropriate changes made in response to changing conditions.

Depending on the urgency and complexity of the operations, the detail of the plan may vary. All involved parties must ensure that the plan provided is appropriate given the constraints of the operation. Given optimal conditions, as well as time and resources available, a complete salvage plan may include the following elements:

All Incidents

- Pre-incident drafts fore and aft;
- Cargo listings/volumes;
- Fuel volume;
- Status of vessel propulsion and steering systems;
- Post casualty drafts;
- Contingency planning identifying possible failure points;
- Lightering considerations;
- Clear understandings or contractual agreement of responsibility for control of the vessel;
- Strength of hull girder, damaged areas, attachment points, and rigging;
- Booming considerations;
- Means for controlling interference between pollution response and salvage efforts;
- Potential pollution risks and precautions to avoid or minimizing impact;
- Communications plan;
- Anticipated start time and predicted tides, currents and weather.

Grounding

- Post casualty drafts/locations;
- Soundings;
- Bottom type;
- Estimated ground reaction;

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- Force-to-free;
- Towing assets available/utilized and horse power of each;
- Predicted stability when re-floated;
- A summary of the engineering rationale for retraction and re-floating techniques;
- Tow/rigging plan including attachment points.

Lightering

- Volume of cargo/fuel to be lightered;
- Type of cargo to be lightered;
- Identification of compatible receiving facilities;
- Special procedures to handle hazardous cargo/materials.

Flooding

- Identification and listing of all dewatering systems to be employed;
- Order of dewatering to ensure satisfactory stability of the vessel.

Transit Plan

- Identification of transit route and final destination;
- Means for controlling the vessel as it is freed;
- Route identified, with special attention to increase draft and beaching areas;
- Vessel escorts, if any, to be employed and horse power of each;
- Any preparation of the vessel necessary to gain permission for entry into destination.

8620.3 Salvage Plan Review

The following is designed to assist the FOSCR/COTP Representative to evaluate the impact of a Salvage Plan.

1. Quickly gather all information needed during the response to a marine casualty,
2. Provide the Responsible Party (RP) with a guide for preparing and submitting a salvage plan,
3. Develop quick action response plans specific to their unit,
4. Evaluate Salvage Plan for impact on:

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- Personnel safety,
- The environment,
- Waterways and shipping,
- Commercial facilities,
- Recreational areas,
- The overall response effort.

8620.4 Salvage Plan Implementation

During Salvage Plan implementation, all parties must be in close communication, and the process should be brought to a halt if significant safety problems develop. The salvor, RP, and the FOSC/COTP or the FOSCR have the authority to stop salvage operations in this case.

Conditions must be continually monitored during salvage operations to ensure no additional risk to personnel, the environment, or infrastructure. In the case of a heavily damaged vessel, the risk to the port and the environment may not warrant allowing the vessel to transit through or be brought into the harbor. In some cases, it may be desirable to allow the vessel to sink in deep water to mitigate environmental damage, or minimize risk to life. These are decisions that will involve all parties in the salvage effort, and the FOSC must take the lead to assure that the best management of the incident/threat is achieved.

8620.4.1 Salvage Response Considerations for other than Vessel Strandings

Salvage assistance may also be required for vessel sinking and rescues (towing). In these cases, the relationships between the various parties remain the same as for strandings. For sinking, the salvor must focus on methods for refloating the vessel, and vessel stability as it is refloated.

8620.5 Salvage Response Contractors

8620.5.1 Considerations in Evaluation Salvage Response Contractors

Often, the employment of professional salvage contractors during a marine casualty is critical to ensuring the safest and most expeditious resolution of an incident. The following guidelines assist the IC/UC in determining if the salvage contractor hired by the RP/Affected Party has the knowledge and capability to undertake the salvage operation. The salvage contractor should:

- Currently provide salvage response services;

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- Have a documented history in the business;
- Own response equipment;
- Have trained employees;
- Have 24 hour capability and a history of proven response capabilities;
- Have a training program for employees;
- Have a history of drills and exercises;
- Have a history of creating comprehensive and successful salvage plans;
- Have membership in professional associations;
- Have employer's liability and salvors liability insurance;
- Be well capitalized for the intended operation;
- Have local experience;
- Have proven logistical capability;
- Follow OSHA and CG rules and regulations regarding HAZWOPER and diving operations.

8630 Salvage Response Activities Impacting the Marine Transportation System

This section provides a planning and coordination framework for salvage response activities impacting the Marine Transportation System (MTS). Additionally, for post-Maritime Transportation Security Incident (TSI) salvage response, refer to reference (f). This section is for an incident involving the recovery of the U.S. MTS to support the clearing of the port navigation system in waterways to enable the resumption of maritime commerce in the New Orleans COTP zone identified in reference (k).

Marine salvage currently lacks a comprehensive framework for coordinating marine salvage across “all hazards” and all forms of marine transportation disruptions. Typically, there are many authorities and funding streams that may be applied to resolve incidents involving marine salvage or similar marine services (e.g. for removal of wet debris). The principal pathways for salvage authority and funding are summarized in the sections below. Marine salvage may encompass the formal definition of salvage (i.e. rescuing something of value from peril) as well as wreck, obstruction and debris removal and each related activity may have different authorities, funding sources, and levels of Federal agency involvement.

When there is a non-pollution event in which a vessel or other obstruction is creating a hazard to navigation within federally defined navigable waters, the USACE serves as the lead Federal agency. The USACE will ensure either removal of the obstruction from or immediately adjacent to the Federal channel by the owner, operator, or lessee, or by effecting removal using hired labor forces or a contractor. In the latter case, the USACE then seeks reimbursement from the identified owner,

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operator, or lessee for justified and documented removal expenditures. The USCG and the USACE cooperate in the removal of hazards to navigation in accordance with the provisions of reference (h).

Unusual incidents have resulted in use of alternative authorities and funding sources such as highway funds, special authorizations, and appropriations by Congress (e.g., U.S. Department of Transportation-provided funding for the Interstate 35 (I-35) Highway Bridge collapse over the Mississippi River). In unusual situations, COTPs/FMSCs should seek program and legal guidance.

8630.1 Survey Coordination

When sunken vessels and other underwater obstructions inhibit vessel movement on the Lower Mississippi River (LMR) or other navigable waterways in the New Orleans COTP Zone, federal agencies, the responsible party, and other port partners must respond promptly, efficiently, and in a coordinated fashion to restore the Marine Transportation System. The U.S. Army Corps of Engineers (USACE) New Orleans District will coordinate all survey efforts to locate and identify waterway obstructions. The USCG and NOAA will assist these coordination efforts. The COTP, informed by the assessment and recommendations from the USACE and NOAA, will regulate waterways traffic in accordance with his statutory authorities.

8630.1.1 Survey Roles, Responsibilities & Capabilities

8630.1.1.1 U.S. Army Corps of Engineers (USACE)

The USACE New Orleans District will coordinate all survey efforts, locate obstructions, and advise the COTP as to whether waterways a) meet USACE project standards and b) are safe for vessel traffic. The USACE can direct responsible parties to conduct survey and salvage operations in some cases, and at times can provide federal funding for survey and salvage when no responsible party has been identified. The USACE maintains survey boats with multi-beam sonar units and survey boats with single-beam sonar units along the Lower Mississippi River. These USACE vessels will strictly operate during daylight hours. The USACE survey team contact information and a complete list of USACE sonar capabilities located within the New Orleans COTP zone can be found in section 3310.4 of this plan.

8630.1.1.2 U.S. Coast Guard (USCG)

The USCG regulates all traffic on federal waterways and can communicate waterways status to the maritime community through written Marine Safety Information Bulletins and over VHF marine radio via Broadcast Notice to Mariners. The USCG has limited single-band sonar capabilities but generally does not have the equipment or expertise to locate underwater objects or the expertise to determine whether waterways meet USACE project standards. The USCG can direct responsible parties to conduct survey and salvage operations in some cases per reference (d) and can provide

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funding for survey and salvage operations when no responsible party has been identified in certain circumstances. All involved USCG personnel can be reached via the Sector New Orleans Command Center, at 504-365-2533.

8630.1.1.3 National Oceanographic and Atmospheric Administration (NOAA)

NOAA provides hydrographic technical expertise and is well qualified to evaluate survey data and review survey plans. NOAA maintains standing contracts with several private companies, for which information can be found in 3310.4 of this plan.

8630.1.2 Survey Coordination Processes

8630.1.2.1 Initial Notification

When a sunken vessel or some other hazard to navigation has been reported and may obstruct vessel traffic in a major waterway within the New Orleans COTP Zone, the USACE New Orleans District shall be immediately notified.

8630.1.3 Conducting Surveys

Determining the status of sunken vessels and other waterway hazards requires two main components: technical data and interpretation of that data. Government agencies (USACE and NOAA) and some private entities within the New Orleans COTP zone can provide sonar resources and crews to gather technical data concerning underwater hazards.

8630.1.3.1 Survey data

Technical data can be collected by any vessel with sufficient sonar capabilities. Sonar equipment varies greatly in its accuracy and thoroughness in mapping channels and detecting underwater objects. Sonar equipment available in the New Orleans COTP zone can be classified in two groups: multi-band and single-band sonar.

8630.1.3.2 Multi-beam Sonar

Multi-beam sonar units provide very detailed depictions of underwater objects, and can be used to confirm the specific location of a sunken vessel. Surveying a given area with multi-beam sonar (as compared to single-beam sonar) is slow and time consuming. Most multi-beam sonar units available the New Orleans COTP zone are permanently affixed to specific vessels, are not portable, and cannot be transferred and mounted to different vessels. Capability and contact information for known multi-beam sonar resources available in the New Orleans COTP zone can be found in paragraph 3310.4 of this plan.

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8630.1.3.3 Single-Beam Sonar

In comparison to multi-beam sonar units, single-beam Sonar units can survey a large area in a short amount of time, but provide significantly less detail. Single-beam units typically cannot be relied upon to confirm the specific location of a sunken vessel. Many single-beam sonar units available within the New Orleans COTP zone are portable and can be rigged to tow behind various vessels. Capabilities and contact information for known single-beam sonar resources available in the New Orleans COTP zone can be found in paragraph 3310.4 of this plan.

8630.1.3.4 Private Survey Resources

Numerous companies within the New Orleans COTP Zone own and operate sonar equipment. The capabilities of the equipment, how well the equipment is calibrated, the proficiency of their operators, and the helpfulness of their information may vary. The USACE, NOAA, the Coast Guard, and Port Coordination Team representatives are well served by maintaining familiarity with the capabilities and status of private survey equipment and crews.

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8630.1.4 Survey Resources & Points of Contact

PRIVATE SURVEY RESOURCES			
COMPANY	OVERVIEW	CONTACT INFORMATION	ASSETS

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EMC	<p>EMC is a subcontractor to one of NOAA's prime contractors (David Evans). Their survey boats can work day and night in the LMR.</p>	<p>Josh Hardy Office: 504-862-1852 Joshua.T.Hardy@usace.army.mil</p> <p>Main Office: 2472 Sunset Drive, Grenada, MS 38901 Phone: 662-226-5166 Fax: 662-226-5170 www.emcsurvey.com</p> <p>Jake Mattox, Senior VP, EMC Inc. Cell 662.392.8393 tel:662.392.8393 Office 662.226.5166 Fax 662.226.5170 EMC, Inc, 2472 Sunset Drive Grenada, MS 38901</p>	<p>EMC has five multibeam systems, which can be rigged on any vessel of opportunity. EMC also owns and operates two dual frequency sidescan sonar systems: A Klein 3000 dual frequency sidescan sonar, 200 and 500 kHz and 3900 sidescan system capable of producing 900 KHZ images.</p> <p>EMC vessels: SEA SCANNER & SEA PROBE – 32' Armstrong Catamarans; range 400 miles.</p> <p>SEA BENEATH 30' Scullys Aluminum Cabin Boat Range: 200 miles</p> <p>SOUNDER 28' Scullys Aluminum Cabin Boat Range 200 miles</p> <p>CONSTRUCTOR 23' Lobell's Custom Boats Single Yamaha 200 4-stroke engine 100 miles</p> <p>SEA BELOW 26' Monark Cabin Boat Range: 150 miles</p> <p>HYDRO I 25' F&F Aluminum Cabin Boat Range: 150 miles</p>
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PRIVATE SURVEY RESOURCES			
COMPANY	OVERVIEW	CONTACT INFORMATION	ASSETS
David Evans and Associates (DEA)	DEA has one vessel located in Biloxi, MS, which can access the LMR. Under NOAA contract for Night & day operations.	Jon Dasler Director of Marine Services Mobile: 503-799-0168 Email: jld@deainc.com Biloxi, MS Field Office: Marine Services Division 691 Beach Boulevard, Suite 214-A Biloxi, MS 39533-1908 Phone: 228-207-6448 Corporate Office – Marine Division: 2801 SE Columbia Way, Ste. 130 Vancouver, WA 98661 Office: 360.314.3202 Cell: 503.799.0168 Fax: 360.314.3250	WESTERLY Equipped with multibeam sonar & sidescan sonar. Vessel can reach the LMR (by way of Baptiste Collette) in approximately 3-4 hours. The vessel and crew can work day and night ops in the LMR.
Chustz Surveying Inc.		Damien French Office: 504-862-1865 Michael.D.French@usace.army.mil	
T Baker Smith	2 vessels in Lafayette with 3 hour response time 1 vessel in Houma with 2 hour response time Daytime operations only unless ideal conditions for nighttime.	Joshua Gillis 412 South Van Avenue Houma, LA 70363 337.501.1271 Cell 866.357.1050 josh.gillis@tbsmith.com	Equipped with side scan single beam fathometer and magnetometers
Johnson, McAdams Surveying		John Grunder Office: 504-862-1847 John.B.Grunder@usace.army.mil	

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C&C Technologies	C&C owns and operates a variety of survey vessels capable of performing multibeam sonar, side scan sonar, and single-beam sonar. They are currently under NOAA contract for work in the Gulf of Mexico.	<p>Tara Levy – Tara.Levy@cctechnol.com Scott Croft – Scott.Croft@cctechnol.com</p> <p>C&C Technologies, Inc 730 E. Kaliste Saloom Rd. Lafayette, LA 70508</p> <p>337-261-0660 (Ext. 3518)- Main Number is 24 337-296-3029 (cell) 337-261-0192 (Fax)</p>	<p>R/V SEA SCOUT 134' catamaran, can conduct side scan sonar.</p> <p>C-WOLF 30' survey vessel Can be rigged for multibeam, singlebeam, and side-scan sonar.</p> <p>C-GHOST 30' survey vessel Can be rigged for singlebeam, side scan sonar, and multibeam.</p>
Furgo Chance, Inc.	Under NOAA contract.	<p>Joel W. Jones Jwjones@fugro.com</p> <p>Furgo Chance, Inc. 200 Dulles Drive Lafayette, LA 70506 Office: 337-238-3351 24/Hour: (337) 237-1300 or 1-800-858-5322</p>	

US ARMY CORPS OF ENGINEERS - SURVEY RESOURCES			
Contact Information: Survey Team Leader - Michael Sullivan Office: 504-862-1865/2373 Cell: 504-258-1134 Email: Michael.D.Sullivan@usace.army.mil			
VESSEL	DUTY STATION	SURVEY CAPABILITY	LENGTH/SWEEP AREA COVERAGE
LAFOURCHE	Port Allen Lock Baton Rouge, LA	Single Beam	<p>63'</p> <p>Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel</p>

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GRETNA	District Dock New Orleans, LA	Single Beam	49' Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel
BURRWOOD	Bayou Bouef Lock Morgan City, LA	Single Beam	58' Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel
TECHE	Bayou Bouef Lock Morgan City, LA	Single Beam	63' Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel
LABORDE	Venice Sub Office Venice, LA	Single Beam	45' Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel
BOPP	Venice Sub Office Venice, LA	Single Beam	48' Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel
BLANCHARD	Venice Sub Office Venice, LA	Single Beam	55' Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel
OB-167	District dock New Orleans, LA	Single Beam	26' Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel

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OB-189	District Dock New Orleans, LA	Single Beam RESON 7125	21' 2:1 Ratio; sweep area coverage based on depth of water
OB-169	District Dock New Orleans, LA	Multi-Beam Side Scan	26' Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel
OB-173	Venice Sub Office Venice, LA	Single Beam	26' Sweep area coverage is measured by multiplying half the time from the signal's outgoing pulse to its return, generally what is directly under the vessel

8640 Oil/Hazardous Substance Release Mitigation and Lightering

Oil discharged, and hazardous substance releases are of the greater potential during groundings and almost a certainty during a major collision or other event when there is a breach in the hull. There are several ways to establish if there is an oil discharge or hazardous substance release. The primary method may be observation of a sheen emanating from the damaged vessel. However, this method may be of limited usefulness at night and is not indicative of damages inboard of the hull structure. Bunker and cargo tanks should be immediately sounded and monitored closely for changes that would indicate a breach. Given the high correlation between major marine casualties and pollution incidents, it is prudent to provide, at a minimum, containment boom to surround the vessel(s).

8640.1 Lightering

One of the most effective ways to mitigate or prevent an oil discharge is hazardous substance release is to remove all remaining cargo and unnecessary bunker fuel/cargo from the vessel. This is particularly useful when the risk of a hull breach is increasing due to changing environmental or physical conditions on the vessel. Vessels may be lightered to another vessel or a facility ashore. Choosing which is most appropriate will depend on the location of the vessel and availability of each. Whichever is chosen, it is important to ensure the receiving vessel or facility is qualified to handle the lightered material and that any cargo/residue in hoses and holding tanks are compatible with lightered material. Furthermore, the effects on the stability of the vessel should be taken into account when lightering a vessel. While lightering may present benefits when attempting to re-float a vessel, it may also present additional structural stresses upon the vessel. It is important to work with naval architects as well as the person-in-charge of cargo loading/offloading the vessel, who is frequently the Chief Officer or First Mate of the vessel.

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8650 Places of Refuge

A ship in need of assistance may require a temporary place of refuge with adequate water depth for lightering or repairs in order to protect the marine environment. Ships may need to be brought into a harbor, anchored, or moored in protected waters; or temporarily beached in order to safely make repairs and stop the loss of oil or other hazardous substances. Disabled ships need to be repaired in order to resume safe navigation and prevent a shipwreck resulting in the loss of fuel and/or cargo. If leaking ships are not repaired, spilled oil and hazardous substances may affect the public health, environmental resources, and shorelines.

For more information regarding places of refuge and the Places of refuge decision making process please refer to the SELACP Annex J, Places of Refuge and reference (cc).

8660 Termination of Response Activities

The IC or UC will make the determination of when to terminate response activities after consulting with the COTP/FOSC and the Operations Section Chief.

Upon termination of the emergency phase of the operations the UC organization role will shift to mitigation, clean up, recovery, and restoration. This shift in objectives and priorities may require transfer of command to another agency(s) or departments of an already involved agency based on UC membership criteria listed in reference (I).

8700 Planning

The IC/UC is responsible for organizing and staffing the Planning Section. It is preferred that these resources are the combined talents of the vessel, platform, or facility personnel; local firefighting resources; contractor personnel; and federal, state, and local agencies.

8710 Marine Transportation System Recovery Unit

The Coast Guard has adopted the inclusion of a Marine Transportation System Recovery Unit (MTRSU) in the planning section of a Unified Command structure. MTRSU roles and tasks during an incident are identified in reference (I).

The MTRSU will be established as quickly as practicable by the COTP/FMSC/FOSC during an incident response so that the unit is available to utilize the Common Access Reporting Tool (CART) to identify and assist in populating the Essential Elements of Information (EEI) needed for the MTS Recovery Assessments. Advisory support will be coordinated with port

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stakeholders. Procedures for establishing and operating the MTSRU is outlined in Sector New Orleans Marine Transportation System Recovery Plan located in the AMSP.

8800 Logistics

Responding agencies and resources will be responsible for their own administrative and logistical support until such time as a Logistics section is established. The Logistics Section Chief will be appointed by the Incident Commander or Unified Command.

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10 Resources

8810.1 Federal Agencies

AGENCY	LOCATION	CONTACT	ASSETS
Federal Emergency Management Agency (FEMA) Region VI	Denton, TX	(940) 898-5280 Fax: (940) 898-5512	Personnel
U.S. Bureau of Immigration and Customs Enforcement (ICE)	As directed	(800) 973-2867	Personnel
U.S. Bureau of Customs and Border Protection (CBP)	New Orleans	(504) 269-6154	Personnel
U.S. Marshals Service	New Orleans Baton Rouge	(504) 589-6079 (225) 389-0364	Personnel
Federal Bureau of Investigations (FBI)	New Orleans	(504) 816-3000	Personnel
U.S. Coast Guard (Local)	District Eight	(504) 589-6225	Personnel
	Sector New Orleans	(504) 365-2533	Personnel Water Borne
	MSU Baton Rouge	(225) 298-5400	Personnel Water Borne
	Air Station New Orleans	(504) 393-6032	Aircraft
	USCG Auxiliary Flotilla 04-09	(985) 727-2869	Personnel
AGENCY	LOCATION	CONTACT	ASSETS

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U.S. Coast Guard (National)	Gulf Strike Team Mobile, AL	(251) 441-6601	Personnel Pollution Response
	District Response Advisory Team (DRAT) District Eight New Orleans, LA	504) 589-6901 (504) 589-6225 (24hr)	Personnel
	District Eight Public Affairs Office (PAO) New Orleans, LA	(504) 589-6287 Fax:(504) 589-2142 (504) 598-6225 (24hr)	Personnel
	Public Information Assist Team (PIAT) NSFCC - PIAT 1461 US Highway 17 N Elizabeth City, NC 27909	(252) 331-6000 x3025 Fax: (252) 331-6012	Personnel
Railroads	Burlington Northern Santa Fe Railroad	(888) 877-7267	
	Kansas City Southern Railroad	(800) 832-5452	
	Texas Mexican Railroad	(800) 892-6295	
U.S. Environmental Protection Agency (EPA) Response & Prevention Branch	1445 Ross, Mail Code 6SF-R Dallas, TX 75202	(214) 665-6428	Personnel Pollution Response
EPA Region 6 Public Affairs	1445 Ross Avenue Dallas, TX 75202	(214) 665-2208 (800) 887-6063 Fax: (214) 665-2118	Personnel Pollution Response
EPA Branch Offices	Baton Rouge	(225) 291-4698	Personnel Pollution Response
AGENCY	LOCATION	CONTACT	ASSETS

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US Navy	US Navy Supervisor Salvage (SUPSALV) 2531 Jefferson Davis Hwy Arlington, VA 22242-5160	(202) 781-3889	Water Borne Salvage
	U.S. Naval Sea System (NAVSEASYS) Command	(703) 697-7403 Fax: (703) 697-7393	
	U.S. Naval Air Station (NAS) New Orleans	(504) 678-3472	
US Army	Army Diving Detachment Assistance U.S. Army Diving Company Fort Eustis, VA 23604	(757) 878-5780 / 5658 / 3500 / 5604	Water Borne Dive
U.S. Army Corps of Engineers	New Orleans, LA	504-862-2244 504-862-2358	
National Oceanic and Atmospheric Administration	National Oceanic and Atmospheric Administration Damage Assessment Center	(301) 713-3038	Water Borne
	WSC 1 Room 425, 6001 Executive Boulevard Rockville, MD 20852	(214) 665-2232 Pager: (800) 759-7243 PIN #185-4101 (206) 726-2148 (24hr)	Water Borne
	NOAA Scientific Support Coordinator (SSC) Eighth Coast Guard District Hale Boggs Federal Bldg	(504) 589-4414 (504) 589-4416 Fax: (206) 526-6329 (206) 526-6317 (24hr) (800) Sky-page (pin 5798819)	Water Borne
	NOAA Discharge and Release Trajectory Modeling 7600 Sand Point Way, NE	Pager: (800) 759-7243 PIN #2168798 Fax: (206) 526-6329 (206) 526-4911 (24hr)	Water Borne
AGENCY	LOCATION	CONTACT	ASSETS

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U.S. Department of Transportation (DOT)		(504) 436-9130	
Federal Communications Commission (FCC)	New Orleans	(504) 219-8989	
	Washington, DC	(202) 418-1122	
Bureau of Safety and Environmental Enforcement		Primary: (504) 616-0147 Secondary: (504) 818-0949 Dispatch: (504) 736-0557 Fax: (504) 736-2426	Technical Expertise
Department of Energy (DOE)		(504) 734-4201 (504) 265-3073	Technical Expertise
Nuclear Regulatory Commission		(817) 860-8233 Fax: (817) 860-8210	Technical Expertise

8810.2 State Agencies

AGENCY	LOCATION	CONTACT	ASSETS
Louisiana Oil Spill Coordinator's Office	150 Third Street, Suite 405 Baton Rouge, LA 70801	Phone: (225) 219-5800 Fax: (225) 219-5802	Personnel
Wildlife and Fisheries	2000 Quail Drive Baton Rouge, La. 70808	(225) 765-2800	Water Borne
Louisiana State Police	Baton Rouge, LA	(225) 925-6424	Land/Air
Department of Environmental Quality (DEQ)	New Orleans, LA	Hotline (504) 342-1234	Personnel

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8810.3 Local Agencies

8810.3.1 Local Law Enforcement

AGENCY	LOCATION	CONTACT	ASSETS
Baton Rouge PD	Baton Rouge	(225) 389-2000	Land
East Baton Rouge Sheriff Office	East Baton Rouge Parish	(225) 389-5093	Land Water Borne
West Baton Rouge Sheriff Office	West Baton Rouge Parish	(225) 343-9234	Land
Jefferson Parish Sheriff Office	Jefferson Parish	(504) 227-1400	Land/Air Water Borne
Kenner PD	Kenner	(504) 712-2222	Land
New Orleans PD	New Orleans	(504) 671-3650	Land
New Orleans Harbor Police	New Orleans	(504) 891-7585	Land Water Borne
Plaquemines Parish Sheriff Office	Plaquemines Parish	(504) 297-5600	
St Bernard Parish Sheriff Office	St Bernard Parish	(504) 271-2501	Land Water Borne
St Charles Parish Sheriff Office	St Charles Parish	(504) 783-6807	Land Water Borne
St James Parish Sheriff Office	St James Parish	(504) 562-2200	Land
St John Parish Sheriff Office	St John Parish	(504) 652-6338	Land
St Tammany Parish Sheriff Office	St Tammany Parish	(985) 898-2338	Land
Ascension Parish Sheriff Office	Ascension Parish	(225) 621-8300 Ext. 1	Land

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8810.3.2 Local Fire Departments

AGENCY	CONTACT
Baton Rouge	(225) 383-4425
Belle Chasse	(504) 394-3541
Destrehan	(985) 783-6807
Donaldsonville	(225) 621-8301
West Baton Rouge	(225) 490-8599
East Carroll	(225) 389-4617
Jefferson	(504) 227-1407
Jesuit Bend	(504) 394-3541
Kenner	(504) 467-2211
New Orleans	(504) 671-3939
Plaquemines	(504) 297-5600
St Bernard	(504) 271-0411
St Charles	(985) 783-6807
St James	(225) 562-2364
St John	(985) 652-6338
St Tammany	(985) 898-2338

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8810.3.3 Port Assets

PORT	ASSET	LOCATION	NUMBER	RESPONSE TIME
Port of Plaquemines 124 Edna LaFrance Rd Braithwaite, LA 70040	Belle Chase Ferry M/V LOUISIANA	Belle Chase	(504) 297-5660	10 Minutes – 3 Hours
	AUTHORITY I 50' fireboat 2 crew Speed – 25 kts	Mile 75 AHP	(504) 912-3991	10 Minutes – 3 Hours
	AUTHORITY II 50' fireboat 2 crew Speed – 25 kts	USCG Station Venice		10 Minutes – 3 Hours
	AUTHORITY III 90' fireboat 2 crew Speed – 23 kts	Mile 75 AHP	(504) 715-6913	TBD
	17' Diamondback Airboat w/ trailer Speed – 40 kts	Belle Chase VFD	N/A	TBD
	18' Alumaweld Flatboat w/ trailer Speed – 35 kts	Belle Chase VFD	N/A	TBD
	30' rescue / fireboat Speed – 40 kts	Mile 75 AHP Eastport	N/A	TBD
	30' rescue / fireboat Speed – 40 kts	Mile 75 AHP Westport	N/A	TBD
	Tilt-bed Truck	Belle Chase VFD/Woodlawn	N/A	TBD
	Sunstrom 480B Helicopter w/ cargo hook; Spectra lab SX-5 searchlight; Gyrocam DS infrared camera	Sheriff's Office	N/A	TBD
	Mobile Communications and Surveillance Unit	TBD	TBD	TBD
	4 pickup trucks	TBD	TBD	TBD

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PORT	ASSET	LOCATION	NUMBER	RESPONSE TIME
Port of Plaquemines 124 Edna LaFrance Rd Braithwaite, LA 70040	80' mobile communications tower	Mile 75 AHP	TBD	TBD
St. Bernard Port 100 Port Boulevard Chalmette, LA 70043	Admin & Security Complex Office Space; 20 person command center; 2000 sq ft command center as needed	89.5 AHP	(504) 277-8418	N/A
	Chalmette Slip (safe harbor)	90.7 AHP	N/A	N/A
	Tour Boat Dock at Battlefield (Chalmette National Park)	90.0 AHP	N/A	N/A
	Passenger Barge for Paddlewheels at Battlefield	90.0 AHP	N/A	N/A
	Maritime Security Operations Center (MSOC) for St. Bernard & Plaquemines Parish Accommodates 9 Unified Commanders and 16 personnel for 3 weeks w/o outside intervention	89.5 AHP	(504) 342-6289	N/A
	Chalmette Mid-Stream Mooring	89.5 AHP	N/A	N/A
	Meraux Mid-Stream Mooring (2)	86.5 AHP	N/A	N/A
	Underwater Inspection System	89.5 AHP	N/A	N/A
	80' mobile communications tower	89.5 AHP	(504) 342-6289	N/A
Port of Jefferson	Harvey Canal Fire Boat		(504) 349-5317	<20 Minutes
Port Of New Orleans 1350 Port of New Orleans Place LA, 70130	Port of New Orleans Admin Building	95.7 AHP	TBD	N/A
	Mobile Command Center 45'X34' 2007 Freightliner; 56 lbs; 300 H.P. turbo charged diesel 1 crew	95.4 AHP Julia Street Substation	(504) 891-7585	N/A

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PORT	ASSET	LOCATION	NUMBER	RESPONSE TIME
Port Of New Orleans 1350 Port of New Orleans Place LA, 70130	CAPT KENNETH H. SCARBROUGH 50' Dauntless Class River Patrol Boat Speed: 30 kts 3 crew	98.0 AHP Harbor Police HQ #1 Third St. Wharf	(504) 891-7585	N/A
	GENERAL KELLEY 95' Multi-purpose public safety vessel 3600 H.P. Speed: 20 kts 3 crew	98.0 AHP Harbor Police HQ #1 Third St. Wharf	(504) 897-6844	N/A
	21' Boston Whaler w/ trailer 200 H.P. Speed: 20 kts 3 crew	95.4 AHP Julia Street Substation	(504) 891-7585	N/A
	16' flat boat w/ trailer 90 H.P. Speed: 15 kts 2 crew	95.4 AHP Julia Street Substation	(504) 891-7585	N/A
Port of South Louisiana 171 Belle Terre Blvd LaPlace, LA 70068	JOHN JAMES CHARLES 80' fireboat; staging platform, firefighting (5,500 GPM) Speed: 12 kts 3 crew	164.0 AHP	(866) 536-3678 (985) 536-3678	10 Minutes – 3 Hours
	PSV ACCARDO 49' Dauntless class patrol boat; firefighting (1500 GPM) Speed: 30 kts 3 crew	138.0 AHP	(866) 536-3678 (985) 536-3678	10 Minutes – 3 Hours
	PSL RESPONDER 57' Security Command boat 4.5 ft draft; limited firefighting; echoscope 3D sonar Speed: 30 kts 1750 H.P. 3 crew	138.0 AHP	(866) 536-3678 (985) 536-3678	10 Minutes – 3 Hours
	27' Zodiac RHIC w/ trailer 3 crew; 6 passengers SAR/LE/echoscope 3D sonar	Reserve, LA	(866) 536-3678	TBD

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PORT	ASSET	LOCATION	NUMBER	RESPONSE TIME
Port of South Louisiana 171 Belle Terre Blvd LaPlace, LA 70068	2 pickup trucks	Reserve, LA	(866) 536-3678 (985) 536-3678	TBD
Port of Greater Baton Rouge 2425 Ernest Wilson Drive Port Allen, LA 70767-6176	Maritime Security Operations Center (MSOC) for Port of Greater Baton Rouge	229.0 AHP	TBD	N/A
	THE VOLUNTEER (Exxon-Mobil) 150' Refinery Fire Barge (2000 GPM/1000 GPM/1250 GPM) 30 crew	Exxon-Mobil Refinery Dock, N. Baton Rouge, LA	(225) 931-3899	N/A

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8810.4 Commercial Salvage Companies

8810.4.1 Companies with a USCG Basic Ordering Agreement

DIAMOND SERVICES CORPORATION
 503 DEGRAVELLE RD.
 AMELIA, LA. 70340
 (985) 631-2187
 *24 HR. SERVICE

CAL DIVE
 254 FORD INDUSTRIAL RD.
 AMELIA, LA 70340
 (985) 631-0315
 *24 HR. SERVICE
 NO STANDARD RATES LIST, BIDS ARE ON EACH PARTICULAR JOB.

BISSO MARINE COMPANY, INC.
 FOOT OF WALNUT STREET @ THE MISSISSIPPI RIVER
 NEW ORLEANS, LA 70118
 (504) 866-6341
 (504) 865-8132 (FAX)

T&T SALVAGE, LLC
 8717 HUMBLE WESTFIELD RD
 HUMBLE, TX 77338
 *24 HOUR NUMBER (713) 534-0700
 (281) 446-4010

8810.4.2 Dive Companies

Dive Companies			
Name	Address	Phone	Fax
Bagala's Diving Service	506 Cutoff, LA 70345	(985) 632-5071	
Bisso Marine	P.O. Box 4113 New Orleans, LA 70178	(504) 866-6341	(504) 865-8132
Cal Dive International	P.O. Box 1016 Morgan City, LA 70381	(800) 237-5017	(504) 631-9708
Continental Diving Service	P.O. Box 2484 Morgan City, LA 70381	(985) 395-5251	
Eymard Roger Jr. Diving Service	Rt. , Box 281-A Galliano, LA 70354	(985)-475-7232	
Professional Divers, NOLA	2263 Telestar Harvey, LA 70058	(504) 391-1351	(504) 394-1414
U. S. Navy	Mobile Diving & Salvage Unit 2 Unit 60006, Little Creek, VA	(800) 464-7433 (800) 363-4136	
Underwater Services, Inc.	P. O. Box 80678 Baton Rouge, LA 70898	(225) 927-3483	

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McKinney Towing & Fleeting	2500 River Road Baton Rouge, LA 70802	(225) 388-9846 (504) 523-1533	
National Marine, Inc.	5127 N. River Road Port Allen, LA 70767	(225) 343-9273 (504) 525-5018	
Val's Diving	P. O. Box 880 Marrero, LA 70072	(504) 371-6200	
Epic Divers	1556 McArthur Avenue Harvey, LA 70058	(504) 340-5252	
H. J. Merrihue Diving & Salvage	P. O. Box 23123 New Orleans, LA	(504) 466-2800 (225) 343-0077	
Bisso Marine Company, Inc.	P. O. Box 4113 New Orleans, LA 70178	(504) 866-6341	
E. N. Bisso & Son, Inc	P. O. Box 4370 New Orleans, LA 70178	(504) 872-9306	
Lea Diving & Salvage	P. O. Box 314 Mobile, AL 3660	(251) 432-4480	

8810.4.3 Private Firefighting

Williams Fire & Hazard Control Inc.

P.O. Box 1359

Mauriceville, Texas 77262

(409) 727-2347 (800) 231-4613

Fax: (409) 745-3021

24 hr. (713) 999-0276

Equipment: Williams has access to a network of firefighting resources throughout Southeastern Louisiana

SMIT Americas

400 North Sam Houston Parkway

Suite 310

Houston, Texas 77060

(713) 931-2150

Equipment: SMIT has two readily deployable firefighting kits located in Berwick, LA. These kits are capable of handling up to large deep draft vessel fires.

Resolve Marine

365 Canal Place, Suite 1550

New Orleans, LA 70130

(504) 301-9751

(954) 650-3188 (Mobile)

T&T BISSO, LLC

3110 East Pasadena Fwy

Pasadena, Texas

24 hr. (713) 534-0700

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Equipment: Firefighting team based in New Iberia, LA. Portable pumps and equipment in New Iberia, LA, and Galveston, TX. Deep-draft capable.

Wild Well Control

22730 Gosling Road
Spring, TX 77389-4401
(281) 353-5481
(281) 353-5480 (Fax)

Boots & Coots, L.P.

Industrial and Marine Division
11615 N. Houston-Roslyn Road
Houston, Texas 77086
24 hr. (800) 256-9688
Day (713) 931-8884

OMI Environmental Solutions

131 Keating Drive
Belle Chasse, LA 70037
(504) 394-6110
24/7 (800) 645-6671

8900 Finance

The owner/operator of the source of fire (facility, vessel, or platform) is responsible for the financial costs associated with marine firefighting. During the initial phases of the fire response, each responding entity would maintain their own cost accounting using their established organizational procedures. In the event of a large incident that extends into a long period of response, a more unified Finance/Administration Section may be established.

8910 Protection and Indemnity (P&I) Insurance

Large commercial vessels and barges typically have Protection and Indemnity (P&I) Insurance to cover instances that result in salvage. This insurance provides coverage to ship-owner and characters against third-party liabilities encountered in their commercial operations. Responsibility for damage to cargo, for pollution, for the death, injury or illness of passengers or crew, and for damage to docks and other installations are examples of typical exposures under P & I insurance.

8920 Federal Funding

A marine fire may lead to the release of harmful quantities of oil or hazardous substances. Dependent on the severity of the fire, the FOSC can access either the Oil Spill Liability Trust Fund (OSLTF) or the Superfund (CERCLA) to fund all appropriate measures of response to cleanup, mitigate, or prevent a release into the environment.

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In the most severe of circumstances, it may be appropriate for the FOSC to fund firefighting resource if the Responsible Party has not taken adequate or appropriate actions. See section 6000 of the Southeast Louisiana Area Contingency Plan for accessing either the OSLTF or CERCLA funds.

8930 Salvage Response Contracts

8930.1 Types of Salvage Contracts

Salvage companies may operate under several types of contracts when conducting salvage operations. Some contract types such as Lloyd's open form may influence the level of cooperation between the salvor and the Unified Command. Incident Commanders/Unified Command should be aware of the type of contract that a salvor is operating under and its potential influence on coordination.

Lloyd's Standard Agreement

Lloyd's Standard agreement - No Cure No Pay (aka Lloyd's Open Form) is a contract which encourages the salvor to immediately and actively pursue the work independently for a sum to be agreed upon only after delivery of the vessel to safety. The salvor receives no financial compensation if the vessel is not delivered safely or if there is no salvaged value.

Fixed Price, Lump Sums

Fixed price, lump sums are contract formats stipulating a scope of work to be accomplished for a pre-negotiated amount. Fixed price encourages fast action but can induce a salvor to pursue the least capital intensive, more risky alternative to save expenses.

Time and Materials or Cost Plus

Time and materials or cost plus contract usually refer to a rate sheet or actual invoices for all assets employed or expended and indicate bonuses and penalties for completion. The contracting party can assume a more active management responsibility while the salvor may be less motivated for the speedy completion of the work unless the contract includes meaningful incentives.

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Appendix A Marine Firefighting

Marine Firefighting Checklist

Initial information			
Name of Reporting Person:		Phone: () -	Address:
Reporting Person's Relationship to Incident (check box): <input type="checkbox"/> Agent <input type="checkbox"/> Master/CEO <input type="checkbox"/> Work Party title: _____ <input type="checkbox"/> Other: _____			
Nature of Incident (check box): <input type="checkbox"/> Vessel Fire <input type="checkbox"/> Facility Fire <input type="checkbox"/> Explosion <input type="checkbox"/> Collision <input type="checkbox"/> Other: _____			
Location of Incident			
Latitude:		Longitude:	
Vessel Fire			
Vessel Name:		Call Sign:	Exact location of fire (i.e., compartment, deck.)
Agent Name:		Agent Phone: () -	Vessel Flag:
Marina:	Berth:	Anchorage:	Address (if applicable):
Facility Fire			
Facility Name:		Exact location of fire on facility:	
Facility Phone: () -		Address (if applicable):	

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Fire and Safety Information	
Fire Details	
Status of fire (circle one): Extinguished Contained Out of Control	Class of Fire (check one): <input type="checkbox"/> Alpha (paper, wood, etc.) <input type="checkbox"/> Bravo (fuels) <input type="checkbox"/> Charlie (electrical) <input type="checkbox"/> Delta (metals)
Firefighting Efforts (check box): <input type="checkbox"/> None taken at time of report <input type="checkbox"/> In progress with vessel/facility crew <input type="checkbox"/> In progress with outside assistance Specify: _____ _____	Source of fire (check box): Source known? <input type="checkbox"/> No <input type="checkbox"/> Yes Source Secured? <input type="checkbox"/> No <input type="checkbox"/> Yes
Shipboard/Facility Firefighting Systems: Type(s) Available: _____ Type(s) Expended: _____ _____ _____	
Remaining Resources: _____ _____	
Safety Information	
Personnel Status (check boxes): Are there any personnel casualties? <input type="checkbox"/> Yes <input type="checkbox"/> No Are there any personnel missing or trapped? <input type="checkbox"/> Yes <input type="checkbox"/> No Location(s): _____ _____ Are there any injured personnel? <input type="checkbox"/> Yes <input type="checkbox"/> No Injuries: _____ _____ Are there any deaths? <input type="checkbox"/> Yes	MEDIVAC requested? <input type="checkbox"/> Yes <input type="checkbox"/> No

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<input type="checkbox"/> No		
Vessel Status: Can the vessel maneuver? <input type="checkbox"/> Yes <input type="checkbox"/> No	Does the Master wish to anchor/moor the vessel? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Surrounding Area Hazards		
Cargo information:		
Type: _____	Quantity: _____	Distance from fire: _____ Location: _____
Type: _____	Quantity: _____	Distance from fire: _____ Location: _____
Type: _____	Quantity: _____	Distance from fire: _____ Location: _____
Type: _____	Quantity: _____	Distance from fire: _____ Location: _____
Type: _____	Quantity: _____	Distance from fire: _____ Location: _____
Type: _____	Quantity: _____	Distance from fire: _____ Location: _____
Type: _____	Quantity: _____	Distance from fire: _____ Location: _____
Nearby Vessels/Facilities:		
Type: _____	Name: _____	Distance from fire: _____
Type: _____	Name: _____	Distance from fire: _____
Type: _____	Name: _____	Distance from fire: _____
Type: _____	Name: _____	Distance from fire: _____

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Appendix B Salvage Response Checklist

Rapid Salvage Survey

Fill this sheet out as completely as possible, when seeking salvage engineering assistance, and contact the SERT duty member using the contact information listed on page 2 of this document. All fields marked with an "*" are necessary for increased accuracy of salvage calculations. This document can be found by searching for "Salvage Engineering" on the Coast Guard Homeport site at <http://homeport.uscg.mil>.

Vessel Name: _____ O.N. & Class Society: _____

Dimensions: *Length: _____ *Beam: _____ *Depth: _____
 (keel to deck)

Vessel Specifics: *Full Load Draft: _____ *Service Speed: _____

*Vessel Type:

- | | | |
|--|---|--|
| <input type="checkbox"/> Barge Carrier | <input type="checkbox"/> Barge w/o rake | <input type="checkbox"/> Barge w/rake |
| <input type="checkbox"/> Tank Ship | <input type="checkbox"/> Bulk Carrier | <input type="checkbox"/> Break Bulk |
| <input type="checkbox"/> Containership | <input type="checkbox"/> RO/RO | <input type="checkbox"/> LPG/LNG Carrier |
| <input type="checkbox"/> OBO | <input type="checkbox"/> Other: _____ | |

Type of Casualty: (Check all that apply)

- | | | | |
|--|---------------------------------------|------------------------------------|---|
| <input type="checkbox"/> Fire | <input type="checkbox"/> Explosion | <input type="checkbox"/> Grounding | <input type="checkbox"/> Collision/Allision |
| <input type="checkbox"/> Flooding | <input type="checkbox"/> Sinking | <input type="checkbox"/> Capsizing | <input type="checkbox"/> Oil/HAZMAT spill |
| <input type="checkbox"/> Structural Damage | <input type="checkbox"/> Other: _____ | | |

Date/Time of Casualty:

Position: Lat:
 Long:

*Drafts

Pre-Casualty			Post-Casualty	
Date/Time Taken:			Date/Time Taken:	
Port	Starboard		Port	Starboard
		Forward		
		Midships		
		Aft		

*Bottom Type

- ☐ Silt/mud ☐ Sand ☐ Coral ☐ Rock ☐ N/A

***Water Depth Information (Tide changes, River heights, Lake levels)**

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Provide water depth information as applicable: _____

At Time Of Incident _____ High _____ Low _____ Exp. Total Change _____

Reported Damage/Pollution

Description of Vessel Cargo

Aim/Intent of Salvage Operation: *(Check all that apply)*

- ☐ Lighter/Transfer ☐ Dewatering ☐ Lifting ☐ Towing ☐ Patching
☐ Beach Gear ☐ Other _____

Anticipated Date/Time of action: _____

Technical Assistance Requested: *(Check all that apply)*

What technical assistance would you like us to provide?

- ☐ Salvage Plan Review ☐ Oil Outflow Analysis ☐ Ground Reaction
☐ Force to Free ☐ Structural Analysis ☐ Stability Analysis
☐ Review Lightering Plan ☐ Other: _____

Salvage Information Available: *(Check all that apply)*

- ☐ General Arrangement Plan ☐ Loading Plan ☐ Trim & Stability Book
☐ Section Modulus ☐ Midship Section
☐ Computer Model (HECSALV, GHS, SHCP, Etc.) ☐ Other

Your Contact Information

CG Contact Name: _____ Phone: _____
E-mail: _____ Fax: _____

SERT Contact Information

Contact Info (24/7):
Duty Member Cell: (202) 327-3985
Flag Plot 1-800-323-7233
E-mail: sert.duty@uscg.mil

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9100 Emergency Notification

Emergency notification information including Initial Assessment Checklist, Safety Consideration, etc. can be found in the Preface of this plan.

9200 Personnel and Services Directory

9210 Federal Resources/Agencies

9210.1 U.S. Coast Guard

Sector New Orleans	(504) 365-2200
MSU Morgan City	(985) 380-5320
MSU Baton Rouge	(225) 298-5400
MSU Houma	(985) 850-6400
MSU Lake Charles	(337) 912-0073
MSU Port Arthur	(409) 723-6500
Sector Houston-Galveston	(281) 464-4851
Sector Corpus Christi	(361) 939-6393
Sector Mobile	(251) 441-5720
Air Station New Orleans	(504) 393-6032
Aviation Training Center (ATC) Mobile	(334) 639-6410
Recreational Boating Safety	(504) 671-2148
National Pollution Fund Center	(202) 795-6958
National Response Center	(800) 424-8802
District 8 Response Advisory Team	(504) 671-2236
District 8 External Affairs	(504) 671-2020

9210.1.1 U.S.C. G. National Strike Force (NSF)

National Strike Force Coordination Center	(252) 331-6000
Atlantic Strike Team	(609) 724-0008
Gulf Strike Team	(251) 441-6601
Pacific Strike Team	(415) 883-3311
Public Information Assist Team (PIAT)	(252) 331-6000

9210.1.2 Vessel Traffic Services

New Orleans, LA	(504) 589-2780
Berwick, LA	(225) 380-5300
Houston/Galveston, TX	(713) 678-9090

9210.2 National Oceanic and Atmospheric Administration

Scientific Support Coordinator	(206) 526-4911
Discharge and Release Trajectory Modeling*	(206) 526-4911

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Atmospheric Modeling (National Weather Service)* (504) 522-7330

* For the purposes of the NOACP, discharge and release trajectory and atmospheric modeling information shall be obtained from/ coordinated through the NOAA Scientific Support Coordinator.

9210.3 Department of Defense

U.S. Navy Supervisor of Salvage (SUPSALV) (202) 781-1731

U.S. Army Corps of Engineers Orleans District (504) 865-1121

JRB New Orleans (504) 678-3260

9210.4 U.S. Environmental Protection Agency

EPA Region VI Response & Prevention Branch (214) 665-6428

EPA Region VI Public Affairs (214) 665-2208

9210.5 Agency for Toxic Substance and Diseases (ATSDR)

ATSDR Region 6 (214) 665-8361

CDC Emergency Response (770) 448-7100

Poison Control Center (800) 222-1222

9210.6 Department of Interior

DOI Regional Environmental Officer (505) 563-3572

9210.6.1 Bureau of Safety and Environmental Enforcement (BSEE)

BSEE Gulf of Mexico OCS Region (800) 200-4853

9210.7 Department of Energy

U.S. Department of Energy (504) 734-4201

9210.8 Federal Law Enforcement

U.S. Bureau of Immigration and Customs Enforcement (504) 310-8800

Federal Bureau of Investigation (504) 816-3000

U.S. Marshal Service New Orleans (504) 589-6079

U.S. Marshal Service Baton Rouge (225) 389-0364

9210.9 Department of Transportation (DOT)

U.S. Department of Transportation (504) 436-9100

PHMSA (202) 366-3666

9210.10 Federal Emergency Management Agency (FEMA)

FEMA Region IV (770) 220-5200

9210.11 Federal Communications Commission (FCC)

FCC 24/7 Operations Center (202) 418-1122

9210.12 General Services Administration (GSA)

GSA (866) 606-8220

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9210.13 Occupational Safety and Health Administration (OSHA)

OSHA Emergency	(800) 321-6742
OSHA Baton Rouge	(225) 298-5458

9210.14 State Department

State Department Main Switchboard	(202) 674-400
State Department New Orleans (Diplomatic Security)	(504) 589-2010

9220 State Resources/Agencies

9220.1 Louisiana Oil Spill Coordinators Office (LOSCO)

LOSCO	(225) 925-6606
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9220.2 Louisiana Department of Environmental Quality (LDEQ)

Acadiana Regional Office	(337) 262-5584
Capital Regional Office	(225) 219-3600
Northeast Regional Office	(318) 362-5439
Kisatchie Central Office	(318) 487-5656
Northwest Regional Office	(318) 676-7227
Southeast Regional Office	(504) 736-7702
Bayou Lafourche Office	(985) 532-6206
Southwest Regional Office	(337) 491-2667
LDEQ	(225) 765-2800

9220.3 Louisiana Department of Wildlife and Fisheries (LDWF)

Hammond Field Office	(985) 543-4777
Lake Charles Field Office	(337) 491-2575
Minden Field Office	(318) 371-3050
Monroe Field Office	(318) 343-4044
New Iberia Field Office	(337) 373-0032
Opelousa Field Office	(337) 984-0255
Pineville Field Office	(318) 487-5885
Marine Fisheries Area 1 (Slidell)	(985) 882-0027
Marine Fisheries Area 2 (New Orleans)	(504) 284-2030
Marine Fisheries Area 3 (Grand Isle)	(504) 284-2030
Marine Fisheries Area 4 and 5 (Bourg)	(985) 594-4139
Marine Fisheries Area 6 (New Iberia)	(337) 373-0032
Marine Fisheries Area 7 (Lake Charles)	(337) 491-2579
Enforcement Region 1 Minden Office	(318) 371-3049
Enforcement Region 2 Monroe Office	(318) 362-3102
Enforcement Region 3 Pineville Office	(318) 487-5634
Enforcement Region 4 Opelousas Office	(337) 948-0257
Enforcement Region 5 Lake Charles Office	(337) 491-2580
Enforcement Region 6 Thibodaux Office	(985) 447-0821
Enforcement Region 7 Baton Rouge Office	(225) 765-2999
Enforcement Region 8 New Orleans Office	(504) 284-2023

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Enforcement Headquarters	(225) 765-2989
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9220.4 Louisiana Department of Natural Resources (LDNR)

Oil and gas incidents	(225) 342-5540
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Pipeline Incidents	(225) 342-5505
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Injection well or E&P waste Incidents	(225) 342-5515
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9220.5 Louisiana Department of Health and Hospitals

Louisiana Department of Health	(225) 342-9500
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Emergency Lab	(504) 458-9537
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9220.6 Louisiana State Historic Preservation Office (SHPO)

SHPO	(225) 342-8160
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9220.7 State Law Enforcement

State Police Transportation and Environmental Safety Section	(225) 925-6113
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State Police Hazardous Material and Explosives Control Unit	(225) 925-6113
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Louisiana State Police Bomb Squad	(225) 925-6113
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9230 Parish & Local Resources/Agencies

9230.1 Parish Homeland Security and Emergency Preparedness

Acadia	(337) 783-4357
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Allen	(337) 300-9032
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Ascension	(225) 621-8360
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Assumption	(985) 369-7351
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Avoyelles	(318) 240-9160
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Beauregard	(337) 460-5442
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Bienville	(318) 263-2019
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Caddo/Bossier	(318) 425-5351
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Calcasieu	(337) 721-3800
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Caldwell	(318) 649-3764
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Cameron	(337) 775-7048
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Catahoula	(318) 744-5697
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Claiborne	(318) 927-3575
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Concordia	(318) 757-8248
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DeSoto	(318) 872-3956
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East Baton Rouge	(225) 389-2100
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East Carroll	(318) 559-2256
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East Feliciana	(225) 683-1014
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	(225) 244-5881
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Evangeline	(337) 363-3267
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Franklin	(318) 435-6247
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Grant	(318) 627-3041
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Iberia	(337) 369-4427
Iberville	(225) 687-5140
Jackson	(318) 259-2361 ext 204
Jefferson	(504) 349-5360
Jefferson Davis	(337) 824-3850
Lafayette	(337) 291-5075
Lafourche	(985) 532-8174
LaSalle	(318) 992-2151
Lincoln	(318) 513-6202
Livingston	(225) 686-3066
Madison	(318) 574-6911
Morehouse	(318) 871-3907
	(318) 281-4141
Natchitoches	(318) 357-7802
Orleans	(504) 658-8700
Ouachita	(318) 322-2641
Plaquemines	(504) 274-2476
Pointe Coupee	(225) 694-3737
Rapides	(318) 445-0396
Red River	(318) 932-5981
Richland	(318) 728-0453
Sabine	(318) 256-2675
St. Bernard	(504) 278-4268
St. Charles	(985) 783-5050
St. Helena	(225) 222-3544
St. James	(225) 562-2364
St. John the Baptist	(985) 652-2222
St. Landry	(337) 948-7177
St. Martin	(337) 394-3071
St. Mary	(337) 828-4100 ext 135
St. Tammany	(985) 898-2359
Tangipahoa	(985) 748-3211
Tensas	(318) 766-3992
Terrebonne	(985) 873-6357
Union	(318) 368-3124
Vermilion	(337) 898-4308
Vernon	(337) 238-0815
Washington	(985) 839-0434
Webster	(318) 846-2454
West Baton Rouge	(225) 346-1577
West Carroll	(318) 428-8020
West Feliciana	(225) 635-6428
Winn	(318) 628-1160

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9230.2 Port Authority/Harbor Master

Baton Rouge	(225) 342-1660
New Orleans	(504) 522-2551
Plaquemines	(504) 682-5660
Port of South Louisiana	(985) 652-9278

9230.2.1 Port Services/Pilots

New Orleans Board of Trade	(504) 529-4601
Marine Exchange	(504) 528-7870
Port Chaplain	(504) 891-6677
Pilots Bar	(504) 831-6615
Crescent River Port Pilots	(504) 392-8801
New Orleans - Baton Rouge Steamship Pilots Association (NOBRA)	(504) 832-1199
Associated Federal Pilots	(504) 456-0787

9230.3 Fire Departments

The Louisiana Office of State Fire Marshall Public Safety Services maintains a Fire Department Directory. The directory can be found at http://sfm.dps.louisiana.gov/sfm_directory.htm.

9230.4 Law Enforcement

Ascension Parish Sheriff	(225) 621-8300
Bossier Police	(318) 965-2203
Concordia Parish Sheriff	(318) 336-5231
Destrehan Parish Sheriff	(985) 783-6807
East Baton Rouge Parish Sheriff	(225) 389-5000
Grant Parish Sheriff	(318) 627-3261
Iberville Parish Sheriff	(225) 687-5100
Jefferson Parish Sheriff	(504) 363-5500
Kenner Police	(504) 712-2200
Livingston Parish Sheriff	(225) 686-2241
Natchitoches Parish Sheriff	(318) 357-7800
Orleans Parish Sheriff	(504) 827-8505
Plaquemines Parish Sheriff	(504) 564-2525
Red River Parish Sheriff	(318) 932-4354
St. Bernard Parish Sheriff	(504) 278-7725
St. Charles Parish Sheriff	(504) 712-7928
St. James Parish Sheriff	(225) 562-2200
St. John the Baptist Parish Sheriff	(985) 652-6338
St. Tammany	(504) 809-8200
Tangipahoa Parish Sheriff	(985) 419-8229
Tensas Parish Sheriff	(318) 467-5927
West Baton Rouge Parish Sheriff	(225) 343-9234
West Feliciana	(225) 635-3241

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9230.5 Emergency Medical Services

Name	Phone	Capabilities
East Jefferson General Hospital	(504) 454-4000	HAZMAT and Decon, Helipad
Ascension Hospital	(225) 621-1200	Helipad
Baton Rouge General Hospital	(225) 387-7000	HAZMAT and Decon Helipad
Our Lady of the Lake	(225) 765-6834	HAZMAT and Decon, Helipad, Hyperbaric
River West Hospital	(504) 687-9222	HAZMAT and Decon, Helipad
West Jefferson Medical Center	(504) 347-5511	HAZMAT and Decon, Helipad
OCHSNER Medical Center	(800) 231-5257	HAZMAT and Decon, Helipad
Tulane Medical Center	(504) 988-5800	HAZMAT and Decon, Helipad
University Medical Center (LSU)	(504) 903-3000	
St. Charles Hospital	(985) 785-6242	HAZMAT and Decon
St. James Parish Hospital	(225) 869-5512	HAZMAT and Decon, Helipad
River Parish Hospital	(985) 652-7000	HAZMAT and Decon, Heliport

9230.5.1 Hyperbaric Chambers

Name	Phone	Capabilities
Jo Ellen Smith	(504) 363-7663	(1) Multiplace Chamber, (3) Monoplace Chambers
Ascension Hospital	(225) 621-1200	(2) Monoplace Chambers
Emergency Physicians' Center Marrero	(985) 796-0904	(4) Monoplace Chambers
Terrebonne General Medical Center	(985) 873-4141	(2) Monoplace Chambers
OSHNER Northshore Medical Center	(985) 649-7070	(2) Monoplace Chambers
Our Lady of the Lake	(225) 765-6834	(2) Multiplace Chambers

9230.5.2 Air Medical Services

Name	Phone
Air Med Services, L.L.C. (Acadian)	(800) 259-3333
Air Ambulance	(504) 522-3442
Air Care West Jefferson Medical Center	(504) 347-5511
Priority EMS Inc	(504) 366-2992

9230.6 Hazardous Substance Response Teams

HAZMAT Unit Jefferson Parish

New Orleans Fire Department HAZMAT Unit

9230.7 Explosive Ordinance Detachments

New Orleans Police Bomb Squad	(504) 827-8505
Jefferson Parish Bomb Squad	(504) 364-5300

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9240 Private Resources

9240.1 Oil Spill Response Organizations (OSRO) and Management Organizations

Contractor	City	State	COTP Zone	Day Phone
American Pollution Control (AMPOL)	New Iberia/ Harvey	LA	New Orleans	(800) 482-6765
Bertucci Industrial Services	Jefferson	LA	New Orleans	(800) 966-0303
Bisso Marine Company, INC	New Orleans	LA	New Orleans	(504) 866-6341
Bodin Oil Recovery Inc./ B&B Fire & Safety	Abbeville	LA	Lake Charles	(877) 660-3473
Clean Channel Association	Houston	TX	Houston/Galveston	(713) 534-6195
Clean Harbors Environmental	Baton Rouge/ Sulphur/ New Iberia	LA	New Orleans	(800) 645-8265
Coral Marine Services Inc	Morgan City	LA	Morgan City	(800) 640-0829
Diamond Services Corporation	Amelia/Morgan City	LA	Morgan City	(800) 879-1162
Eagle/SWS Construction & Environmental Services	Panama City	FL	Mobile	(850) 234-8428
Environmental Equipment Inc	Houma	LA	Morgan City	(888) 998-3100
Environmental Safety & Health Consulting Services Inc (ES&H)	Lafayette/ Belle Chasse/ Morgan City/ Houma/ Golden City/ Sulphur/ LaPlace/ Bossier City	LA	New Orleans/ Morgan City	(877) 437-2634
First Responder Inc	Thibodaux	LA	Morgan City	(800) 914-9111
Ferguson Harbor Inc	Pearl	MS	Mobile	(601) 936-6321
Garner Environmental (GES)	New Orleans/ Port Arthur/Houston	LA/TX	New Orleans/ Port Arthur/ Houston- Galveston	(800) 424-1716
Heritage Environmental Services LLC	Houston	TX	Houston-Galveston	(877) 436-8778

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Industrial Cleanup Inc	Garyville	LA	New Orleans	(225) 673-6847
Jones Environmental Inc	Bossier City	LA	New Orleans	(985) 876-0420
L&L Environmental Inc	Lake Charles	LA	Lake Charles	(337) 436-6385
Lawson Environmental Services LLC	Houma	LA	Morgan City	(985) 876-0420
Miller Environmental Services Inc	Sulphur	LA	Morgan City	(337) 882-9800
Marine Spill Response Corp. (MSRC)	Buras, Belle Chase, Morgan City, Leeville, Lake Charles, Golden Meadow, Venice, Harvey, New Orleans	LA	New Orleans/ Morgan City/ Lake Charles	(800) 645-7745
National Response Corp. (NRC)	New Orleans	LA	New Orleans	(800) 899-4672
O' Brien's Response Management Inc	Slidell	LA	New Orleans	(985) 781-0804
Oil Mop Environmental Solutions	Belle Chase/ Port Allen/ New Iberia/ Morgan City/ Houma/ St. Rose	LA	New Orleans/ Morgan City	(800) 645-6671
Petron Inc	Alexandria	LA	Morgan City	(800) 551-6678
Premier Industries	Harvey	LA	New Orleans	(504) 362-5440
Phillips Service Corp.	Reserve	LA	New Orleans	(985) 536-7612
The Shaw Group	Baton Rouge	LA	New Orleans	(800) 537-9540
SWS Environmental Services	Gonzales	LA	Morgan City	(877) 742-4215
TAS Environmental Services LP	Bossier City	LA	Lower Mississippi River	(888) 654-0111
T & T Marine Services	New Orleans	LA	New Orleans	(409) 744-1222
USA Environmental LA	Westlake	LA	Lake Charles	(337) 439-6700
U.S. Environmental Services	Meraux/ Venice/ Geismar/ New Orleans	LA	New Orleans	(888) 279-9930
Wild Well Control Inc	Spring	TX	Houston/ Galveston	(281) 353-5481

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Wintex Construction	Port Arthur	TX	Port Arthur	(903) 342-3518
Worley Companies	Hammond	LA	New Orleans	(888) 887-2197

9240.2 Hazardous Substance Contractors

Contractor	Level	City	State	COTP Zone	Day Phone
American Pollution Control Inc	B	New Iberia	LA	New Orleans	(337) 365-7847
ES & H Environmental	A	Laplace	LA	New Orleans	(888) 422-3622
L&L Environmental Inc	A	Metairie	LA	New Orleans	(337) 436-6385
Oil Mop Environmental Solutions		Belle Chase/ Port Allen/ New Iberia/ Morgan City/ Houma/ St. Rose	LA	New Orleans/ Morgan City	(800) 645-6671
Phillips Service Corp.		Reserve	LA	New Orleans	(985) 536-7612

9240.3 Media (Television, Radio, Newspaper)

Media contacts can be found in Appendix M, Joint Information Center Manual.

9240.4 Fire Fighting/Salvage Companies/Divers

Fire Fighting, Salvage, and Diving Companies can be found in the New Orleans Salvage and Marine Fire Fighting Plan.

9240.5 Wildlife Rescue Organization

A list of Wildlife Rescue Organizations located in Louisiana State can be found in Appendix H, Wildlife Response Plan.

9240.6 Volunteer Organizations

The NOAC Volunteer Plan can be found in Appendix L. The Volunteer plan contains Volunteer Organization contacts.

9240.7 Maritime Associations/Organizations/Cooperatives

American Waterways Operators	(504) 524-3366
Greater New Orleans Barge Fleeting Associations (GNOBFA)	(504) 737-6993
Steamship Association	(504) 522-9392
Clean Gulf Associates	(888) 242-2007

9240.8 Academic Institutions

Texas A&M Center for Marine Training and Safety (TEEX)

Louisiana State University

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Tulane University

University of New Orleans

Delgado

Xavier

9240.9 Air Resources

Company Name	COTP	Phone
Central Dispatch	NO	(504) 362-3219
Air Cargo Service, Inc.	MC	(337) 981-9212
Pack Express	MC	(337) 234-1208
Twin Air	NO	(504) 467-1955
ERA Aviation	PA	(337) 478-6131
Industrial Helicopters, Inc.	MC	(337) 233-3356
Offshore Logistics, Inc.	MC	(337) 233-4774
Petroleum Helicopters, Inc.	MC	(337) 235-2452
Air Logistics, Inc.	NO	(504) 340-1300

9240.9.1 Helicopters

Company Name	City	Phone
Air Logistics	Amelia	(985) 631-0976
	Houma	(985) 851-6232
	New Iberia	
Industrial Helicopter	Lafayette	(337) 233-3356
Mayeaux Flying Service	New Orleans	(504) 394-5803
Pelican Air Group	New Iberia	(337) 367-1401
Petroleum Helicopters Inc.	Lafayette	(337) 235-2452
	Houma	(985) 868-1705
	Amelia	(985) 631-2131
Sea Air Service	Houma	(985) 879-1538
Sea Link Co.	New Orleans	(504) 393-7847

9240.9.2 Airports

Name	Phone
Louise Armstrong International Airport	(504) 751-1920
New Orleans Lakefront Airport	(504) 243-2800

9250 Technical Specialists

Name	Phone
Environmental Sciences Services, Inc.	(225) 927-7171
Robert Simmons, P.E.	(985) 643-4683 Cell: (985) 290-1030
BSEE	(504) 616-0147 Dispatch: (504) 736-0557
J. Connor Consulting, Inc.	(281) 578-3388 (Houston)
RPI	(803) 256-7322

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices

Wildlife Rehab and Education, Inc.	(281) 332-8319
Entrix Environmental Consulting	(800) 476-5886
BBL, Inc.	(713) 785-1680
CT&E Environmental Services	(504) 469-6401

9300 Draft Incident Action Plan (IAP)

A draft IAP can be found in Appendix AA.

9400 Area Planning Documentation

Area Planning Documentation, including spill and discharge history can be found in Appendix B, Planning Scenarios.

9500 List of Agreements

Memorandums of Agreement/Understanding (MOA/MOU) can be found in Appendix T.

9600 Conversions

Conversions can be found at www.conversiontables.info/.

9700 List of Response References

A list of response references can be found in Appendix W, U.S. Coast Guard - Relevant Instructions, Guidelines, Procedures, and Practices List.

9800 Reserved

9900 Reserved for Area/District

Southeast Louisiana Area Contingency Plan

Section 9000
Appendix AA
Sample Incident
Action Plan (IAP)

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1. Incident Name New Orleans ACP IAP	2. Operational Period to be covered by IAP (Date/Time) From: 01/11/17 12:37 To: 01/12/17 12:37	CG IAP COVER SHEET
--	--	-------------------------------

3. Approved by Incident Commander(s):

<u>ORG</u>	<u>NAME</u>

INCIDENT ACTION PLAN

The items checked below are included in this Incident Action Plan:

<input type="checkbox"/> ICS 202 - General Response Objectives	
<input type="checkbox"/> ICS 202A - Command Direction	
<input type="checkbox"/> ICS 203 - Organization Assignment List	
<input type="checkbox"/> ICS 204 - Assignment List	
<input type="checkbox"/> ICS 205 - Communications Plan	
<input type="checkbox"/> ICS 205a - Communications List	
<input type="checkbox"/> ICS 206 - Medical Plan	
<input type="checkbox"/> ICS 207 - Organization Chart	
<input type="checkbox"/> ICS 208 - Site Safety Plan	
<input type="checkbox"/> ICS 220 - Air Operations Summary	
<input type="checkbox"/> Map / Chart	
<input type="checkbox"/> Weather Forecast	

Other Attachments

4. Prepared by: Kimberly Mcloud	Date/Time 1/11/2017 13:19
---	--

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Incident Name: New Orleans ACP IAP

Period: Initial Re [01/11/17 12:37 - 01/12/17 12:37]

<i>Report Name</i>	<i>Page</i>
IAP Cover Sheet	1
Incident Details	3
Notification Status	4
Weather Report	5
ICS 201-1 - Incident Briefing Map/Sketch	6
ICS 202 - Incident Objectives	7
ICS 202b - Critical Information Requirements	8
ICS 204 - Assignment List	10
ICS 205 - Incident Radio Communications Plan	11
ICS 206 - Medical Plan	13
ICS 207 - Incident Organization Chart	15

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Incident Details	
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Incident Name: New Orleans ACP IAP Drill: ☐

Description:	ACP Oil Spill ICS-201/IAP template.
--------------	-------------------------------------

Incident Date	01/11/2017 12:37
---------------	------------------

Incident Type:	Oil Spill
----------------	-----------

Incident Category: Template

Incident Level:	Type III
-----------------	----------

Asset:

Asset Type:

Time Zone: Central Standard Time

Reported By: _____

Contact Info:

Incident Location: -90.03786 29.95205

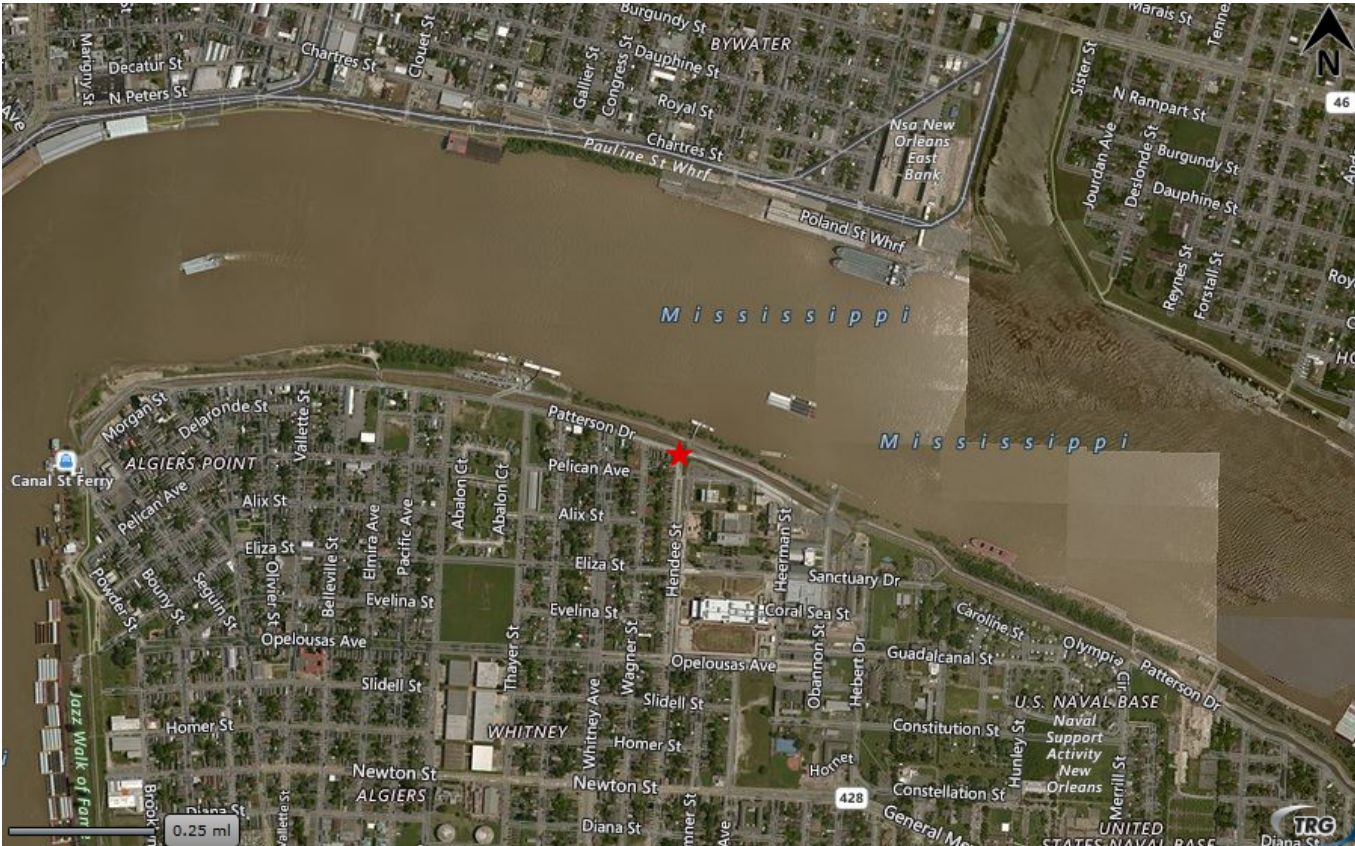
Nearest City:	New Orleans
---------------	-------------

Incident Number: _____

[illegible]

Last Update By Douglass Lightfoot At 1/17/2017 9:59:28 AM GMT -

Weather Report				Version Name: Initial Incident Wizard	
Incident Name: New Orleans ACP IAP				Period: Initial Re [01/11/2017 12:37 - 01/12/2017 12:37]	
Present Conditions					
Weather Conditions as of 01/11/2017 12:39					
Humidity (%): Wind Speed: Wind Direction (from): Temperature: Visibility: Current Speed: Current Direction (to): Water Temperature:			Pressure: Dew Point: Feels Like: UV Index: Wave Height: Wave Direction: Swell Height: Swell Interval:		
Forecast Date	Wind	Temp Hi/Low	% Precip	Sunrise/ Sunset	Notes
Tides					
Weather Report				Last Update By Kimberly McCloud At 01/11/2017 13:19 GMT -6:00	
INCIDENT ACTION PLAN SOFTWARE™	Printed 01/17/2017 10:17 GMT -6:00			Page 5 of 15	© TRG

1. Incident Name New Orleans ACP IAP	2. Prepared by: Kimberly Mcloud Date: 01/17/2017 Time: 10:02	INCIDENT BRIEFING ICS 201-CG
3. Map/Sketch include sketch, showing the total area of operations, the incident site/area, overflight results, trajectories, impacted shorelines, or other graphics depicting situational and reponse status)		
		
4. Current Situation:		
New Orleans ACP Oil Spill ICS-201/IAP template.		
Empty space for additional notes or sketches		

1. Incident Name New Orleans ACP IAP	2. Operational Period (Date/Time) From: 01/11/17 12:37 To: 01/12/17 12:37	INCIDENT OBJECTIVES ICS 202-CG
3. Objective(s) Ensure the Safety of Citizens and Response Personnel Initiate actions to control the source and minimize the volume released Determine oil/hazmat fate and effect (trajectories) identify sensitive areas, develop strategies for protection and conduct pre-impact shoreline debris removal Identify and protect environmental sensitive areas including wildlife and historic properties Contain and Recover Spilled Material Inform the public, stakeholders and media of response activities.		
4. Operational Period Command Emphasis (Safety Message, Priorities, Key Decisions/Directions) A. Safety of responders and the public. B. Incident stabilization. C. Environmental impact. D. Information management and situation awareness. Approved Site Safety Plan Located at:		
5. Prepared by: (Planning Section Chief) Kimberly Mcloud		Date/Time 01/11/2017 14:36

1. Incident Name New Orleans ACP IAP	2. Operational Period (Date/Time) From: 01/11/17 12:37 To: 01/12/17 12:37	Critical Information Requirements ICS 202B
<p>3. Critical Information Requirements:</p> <p style="text-align: center;">Unified Command Critical Threshold Reporting Criteria</p> <p>The following information constitutes the Incident Commander's (IC) Critical Information Requirements (CIR). All personnel supporting a Severe Weather event shall immediately pass CIR information to the Situation Unit Leader (SITL) along with your current location, time of incident, and call back information. Each event needs to be evaluated individually, Critical Information Requirements that may drive immediate briefings include:</p> <p>Public/Responder Safety:</p> <ol style="list-style-type: none"> 1. Death or injury to any member of the Coast Guard (active duty, reservist, civilian, auxiliary, or dependent). 2. Death of any first responder in the Sector New Orleans AOR other than Coast Guard. 3. Report of any Search and Rescue case. 4. Report of any maritime-based threat to public safety. 5. Significant change in storm trajectory as reported by the National Weather Service. 6. Complaint from any local, state, or federal agency official about the performance or behavior of the Coast Guard and/or Sector New Orleans. <p>Subordinate Units</p> <ol style="list-style-type: none"> 1. Loss of communications between the Incident Management Team and any USCG subordinate unit. 2. Change in USCG vessel's intended safe haven. 3. Flooding in any area within the AOR that presents a threat to life or government owned property. 4. Report of significant damage to the material condition of any Coast Guard unit. <p>Marine Environmental Response</p>		

1. Incident Name New Orleans ACP IAP	2. Operational Period (Date/Time) From: 01/11/17 12:37 To: 01/12/17 12:37	Critical Information Requirements ICS 202B
<ol style="list-style-type: none"> 1. Report of a medium or major oil spill (greater than 10,000 coastal, greater than 1000 gallons inland). 2. Report of a hazardous material spill presenting a threat to human life or exceeding the "reportable quantity" per 40 CFR 402. <p>Prevention & Waterways</p> <ol style="list-style-type: none"> 1. Vessel reported as unable or unwilling to comply with the Regulated Navigational Area or Mile Marker 73 MOU prior to storm impact. 2. Report of a Marine Casualty which results in or may soon cause the loss of life, significant damage to the environment, or obstruction of a major waterway up to and including reports of any Major Marine Casualty. 3. Report of a navigation obstruction in the Lower Mississippi River or in the Gulf Intracoastal Waterway. <p>External Affairs</p> <ol style="list-style-type: none"> 1. Request for Coast Guard assistance from any local, state, or federal agency official. 2. Negative media coverage concerning the Coast Guard and/or Sector New Orleans. 		
4. Prepared by: (Planning Section Chief)		Date/Time

1. Incident Name New Orleans ACP IAP		2. Operational Period (Date/Time) From: 01/11/17 12:37 To: 01/12/17 12:37		Assignment List ICS 204-CG																													
3. Branch Incident Location > Marine Environmental		4. Division/Group/Staging Oil Recovery																															
<table style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 30%; text-align: left;">5. Operations Personnel</th> <th style="width: 30%; text-align: left;">Name</th> <th style="width: 30%; text-align: left;">Affiliation</th> <th style="width: 10%; text-align: left;">Contact # (s)</th> </tr> <tr> <td>Operations Section Chief:</td> <td>Wolfe, Michael D.</td> <td>USCG Sector New Orleans</td> <td>504-365-2417</td> </tr> <tr> <td>Operations Section Deputy:</td> <td>Klostermeyer, Bryan</td> <td>USCG Sector New Orleans</td> <td>(401) 230-8113</td> </tr> <tr> <td>Sector NOLA AOR:</td> <td colspan="3"></td> </tr> <tr> <td>Recovery & Protection Branch Director:</td> <td colspan="3"></td> </tr> <tr> <td>Operations Section Chief:</td> <td>Wolfe, Michael D.</td> <td>USCG Sector New Orleans</td> <td>504-365-2417</td> </tr> <tr> <td>Deputy Operations Section Chief:</td> <td>Klostermeyer, Bryan</td> <td>USCG Sector New Orleans</td> <td>(401) 230-8113</td> </tr> </table>						5. Operations Personnel	Name	Affiliation	Contact # (s)	Operations Section Chief:	Wolfe, Michael D.	USCG Sector New Orleans	504-365-2417	Operations Section Deputy:	Klostermeyer, Bryan	USCG Sector New Orleans	(401) 230-8113	Sector NOLA AOR:				Recovery & Protection Branch Director:				Operations Section Chief:	Wolfe, Michael D.	USCG Sector New Orleans	504-365-2417	Deputy Operations Section Chief:	Klostermeyer, Bryan	USCG Sector New Orleans	(401) 230-8113
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Recovery & Protection Branch Director:																																	
Operations Section Chief:	Wolfe, Michael D.	USCG Sector New Orleans	504-365-2417																														
Deputy Operations Section Chief:	Klostermeyer, Bryan	USCG Sector New Orleans	(401) 230-8113																														
7. Work Assignments Assess, mitigate and respond to reports of oil contamination, as practicable. Protect Sensitive areas as identified by the Environmental Group/ GRSSs. Work with NPFC to establish and maintain FPN. Determine structure of organization, develop personnel augmentation schedule and make notification to pre-identified personnel.																																	
8. Special Instructions CRITICAL INFORMATION REQUIREMENTS: A. Accountability of personnel. B. Fatalities and/or Injuries. C. Damage to infrastructure. D. Equipment casualties (CASREP). E. Total volume of oil spilled or rate of discharge. F. Wildlife impacts. G. Media interests and concerns.																																	
9. Communications (radio and/or phone contact numbers needed for this assignment) <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 30%; text-align: left;"><u>Name/Function</u></th> <th style="width: 20%; text-align: left;"><u>Radio: Freq./System/Channel</u></th> <th style="width: 15%; text-align: left;"><u>Phone</u></th> <th style="width: 35%; text-align: left;"><u>Cell/Pager</u></th> </tr> <tr> <td colspan="4" style="height: 40px;"></td> </tr> </table> Emergency Communications Medical _____ Evacuation _____ Other _____						<u>Name/Function</u>	<u>Radio: Freq./System/Channel</u>	<u>Phone</u>	<u>Cell/Pager</u>																								
<u>Name/Function</u>	<u>Radio: Freq./System/Channel</u>	<u>Phone</u>	<u>Cell/Pager</u>																														
10. Prepared by: Date/Time Kimberly McCloud		11. Reviewed by (PSC): Date/Time		12. Reviewed by (OSC): Date/Time																													

1. Incident Name	2. Operational Period (Date/Time)	INCIDENT RADIO COMMUNICATIONS PLAN
New Orleans ACP IAP	From: 01/11/17 12:37 To: 01/12/17 12:37	ICS 205-CG

3. Basic Radio Channel Use

Ch #	Function	Channel Name/Trunked Radio System Talkgroup	Assignment	RX Freq N or W	RX Tone/NAC	TX Freq N or W	Tx Tone/NAC	Mode A, D or M	Remarks
16	SAR	Maritime VHF		156.80 MHZ	156.80 MHZ	156.80 MHZ	156.80 MHZ		International hailing and distress
22	Broadcasts/Public comms	Maritime VHF		157.1 MHZ	157.1 MHZ	157.1 MHZ	157.1 MHZ		Clear
21-A	USCG working	Maritime VHF		157.05 MHZ	157.05 MHZ	157.05 MHZ	157.05 MHZ		Primary guard freq for USCG AUX units
23-A	USCG working	Maritime VHF		157.1MHZ	157.1MHZ	157.1MHZ	157.1MHZ		Not continuously monitored
67	Bridge to Bridge (River Traffic)	Maritime VHF		156.375 MH	156.375 MH	156.375 MH	156.375 MH		Clear
CG112	Primary USCG Working	Federal VHF		163.05 MHZ	163.05 MHZ	163.05 MHZ	163.05 MHZ		AES Coded. Continuously monitored. EF-Johnson compatible.
CG402	Primary USCG Air to Ground	Federal UHF		411.7875 M	411.7875 M	411.7875 M	411.7875 M		AES Coded Continuously monitored.
CNORPT R	USCG Working in NOLA; Non-LE	CG Aux VHF		162.25 MHz	162.25 MHz	162.25 MHz	162.25 MHz		Clear, repeater system
ANORPT R	USCG Working in NOLA; Non-LE	CG Aux VHF		164.9125 M	164.9125 M	164.9125 M	164.9125 M		Clear, repeater system
USCG-1	State/Parish to USCG Hailing Only	Louisiana Wireless Information Network (LWIN)							Clear; Monitored 24x7 IAW LWIN System Access Policy
USCG-2	USCG PATs tac freq	Louisiana Wireless Information Network (LWIN)							Clear or AES Coded
USCG-3	USCG Task Forces tac freq	Louisiana Wireless Information Network (LWIN)							Clear or AES Coded
USCG-4	USCG LE/Security tac freq	Louisiana Wireless Information Network (LWIN)							Clear or AES Coded
Safety	USCG VTS/WWM safety tac freq	Louisiana Wireless Information Network (LWIN)							Clear or AES Coded

The convention calls for frequency lists to show four digits after the decimal place, followed by an "N" or a "W", depending on whether the frequency is narrow or wide band. Mode refers to either "A" or "D" indicating analog or digital (e.g. Project 25) or "M" indicating mixed mode. All channels are shown as if programmed in a control situation, mobile or portable radio. Repeater and base stations must be programmed with the Rx and Tx reversed.

INCIDENT RADIO COMMUNICATIONS PLAN

ICS 205-CG (Rev, 09/12)

1. Incident Name New Orleans ACP IAP			2. Operational Period (Date/Time) From: 01/11/17 12:37 To: 01/12/17 12:37					INCIDENT RADIO COMMUNICATIONS PLAN ICS 205-CG	
SECNOL ACMD	C2	Louisiana Wireless Information Network (LWIN)							Clear
Inter 1-10	Statewide Interagency Interop; check city/state	Louisiana Wireless Information Network (LWIN)							Clear
Gulf 1-16	Gulf Coast Interagency Interop; check city/state	Louisiana Wireless Information Network (LWIN)							Clear
Orleans-1	Orleans Parish Hailing	Louisiana Wireless Information Network (LWIN)							Clear
Jefferson 1	Jefferson Parish Hailing	Louisiana Wireless Information Network (LWIN)							Clear
StBernar d1	St. Bernard Parish Hailing	Louisiana Wireless Information Network (LWIN)							Clear
Plaquemine s1	Plaquemines Parish Hailing	Louisiana Wireless Information Network (LWIN)							Clear
Z17	PRI: Beyond Line of Sight Tactical	HF-ALE COTHEN							Clear or DVP-200 AES Coded
05D	PRI: Beyond Line of Sight Tactical	HF-ALE COTHEN							Clear
	C2 Voice and Data	INMARSAT BGAN		UHF SATCOM					Clear
5A/11/12	VTS	VHF							VTS
4. Prepared by: (Communications Unit) Kimberly Mcloud					5. Date/Time 01/12/2017 14:34				
<p>The convention calls for frequency lists to show four digits after the decimal place, followed by an "N" or a "W", depending on whether the frequency is narrow or wide band. Mode refers to either "A" or "D" indicating analog or digital (e.g. Project 25) or "M" indicating mixed mode. All channels are shown as if programmed in a control situation, mobile or portable radio. Repeater and base stations must be programmed with the Rx and Tx reversed.</p>									
INCIDENT RADIO COMMUNICATIONS PLAN								ICS 205-CG (Rev, 09/12)	

1. Incident Name New Orleans ACP IAP		2. Operational Period (Date/Time) From: 01/11/17 12:37 To: 01/12/17 12:37		MEDICAL PLAN ICS 206-CG		
3. Medical Aid Stations						
Name	Location	Contact #	Paramedics On site (Y/N)			
Medic on Duty-Base New Orleans	-89.92843 30.01543	Ph1: (504) 253-4671	Y			
Medic on Duty-NAS-JRB Belle Chase	-90.01786 29.82383	Ph1: (504) 678-3660	Y			
West Bank Urgent Care	145 Wall Blvd Gretna, LA -90.03122 29.88611	Ph1: (504) 393-2273	Y			
New Orleans Urgent Care	900 Magazine St New Orleans, LA -90.06956 29.94364	Ph1: (504) 552-2433	Y			
4. Transportation						
Ambulance Service	Address	Contact #	Paramedics On site (Y/N)			
A-MED Ambulance Service Inc.	1800 Monroe St Gretna, LA -90.05058 29.92074	Ph1: (504) 362-9490	N			
Priority Mobile Health	2001 25th st. kenner, LA -90.24184 30.00147	Ph1: (504) 712-7911	N			
West Jefferson Medical Center Ambulance Service	5698 Belle Terre Road marrero, LA -90.11282 29.88004	Ph1: (504) 340-8661	N			
East Jefferson Hospital Ambulance	4200 Houma blvd metairie, LA -90.18158 30.0144	Ph1: (504) 454-4444	N			
Oschner Flight Car	1514 jefferson highway Harvey, LA -90.14472 29.96265	Ph1: (504) 842-3198	N			
Care Ambulance Service - Harvey	1901 westbank expressway harvey, LA -90.07091 29.90144	Ph1: (504) 367-4231	N			
Acadian Ambulance Service – Slidell	1181 Robert blvd slidell, LA -90.07091 29.90144	Ph1: (985) 641-8077	N			
Acadian Ambulance Service – Covington		Ph1: (800) 259-1111	N			
5. Hospitals						
Hospital Name	Address	Contact #	Travel Time		Burn Ctr?	Heli-Pad?
			Air	Ground		
Oschner Medical Center – West Bank	2500 belle chasse hwy gretna, LA -90.07091 29.90144	(504) 392-3131	min	min	N	Y
Lakeview Regional Medical Center	95 judge tanner blvd covington, LA -90.08133 30.40985	(985) 867-3800	min	min	N	Y
St. Tammany Hospital	1202 south tyler st covington, LA -90.11395 30.46887	(985) 898-4000	min	min	N	Y
East Jefferson General Hospital	4200 houma blvd metairie, LA -90.18158 30.0144	(504) 454-4377/4000	min	min	N	Y

1. Incident Name New Orleans ACP IAP		2. Operational Period (Date/Time) From: 01/11/17 12:37 To: 01/12/17 12:37		MEDICAL PLAN ICS 206-CG		
5. Hospitals						
Hospital Name	Address	Contact #	Travel Time		Burn Ctr?	Heli-Pad?
			Air	Ground		
DePaul-Tulane Medical Center	1415 Tulane ave New Orleans, LA -90.07638 29.95543	(504) 988-5800	min	min	N	Y
University Hospital – New Orleans	2021 perdido st New Orleans, LA -90.0852 29.95627	(504) 903-3000	min	min	N	Y
LSU Medical Center	3700 st. charles ave New Orleans, LA -90.09491 29.92665	(504) 412-1100	min	min	N	N
Oschner Baptist Medical Center	2700 napolean ave New Orleans, LA -90.10333 29.93731	(504) 899-9311	min	min	N	N
Slidell Memorial Hospital	1001 gause blvd slidell, LA -89.77033 30.2847	(985) 643-2200	min	min	N	N
Northshore Regional Medical Center	100 medical center dr slidell, LA -89.74407 30.28743	(985) 649-7070	min	min	N	Y
6. Special Medical Emergency Procedures Obtain necessary services. As soon as feasible, notify Safety Officer of casualty.						
7. Prepared by: (Medical Unit Leader) Date/Time Kimberly Mcloud 01/12/2017 14:35		8. Reviewed by: (Safety Officer) Date/Time 01/12/2017 14:35 01/12/2017 14:35				

1. Incident Name New Orleans ACP IAP	2. Operational Period (Date/Time) From: 01/11/17 12:37 To: 01/12/17 12:37	INCIDENT ORGANIZATION CHART ICS 207-CG
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 5%; font-weight: bold;">3.</div> <div style="width: 95%;"> <pre> graph TD IC[Incident Commander] --> SCSS[Source Control Support Specialist] IC --> PIO[Public Information Officer] IC --> SSC[Scientific Support Coordinator] IC --> SO[Safety Officer] IC --> LO[Liaison Officer] IC --> OSC[Operations Section Chief] IC --> PSC[Planning Section Chief] IC --> IISC[Intelligence/Investigation Section Chief] IC --> LSC[Logistics Section Chief] IC --> FSC[Finance Section Chief] OSC --> RPBDR[Recovery & Protection Branch Director] OSC --> SCSG[Salvage/Source Control Group] OSC --> WBD[Wildlife Branch Director] OSC --> ASGS[Air Support Group Supervisor] OSC --> SAM[Staging Area Manager] PSC --> SUL[Situation Unit Leader] PSC --> RUL[Resource Unit Leader] PSC --> DUL[Documentation Unit Leader] PSC --> EUL[Environmental Unit Leader] PSC --> TST[Technical Specialist T/S] IISC --> IOSGS[Investigative Operations Group Supervisor] IISC --> FGS[Forensic Group Supervisor] LSC --> CUL[Communications Unit Leader] LSC --> SUL[Supply Unit Leader] FSC --> CUL2[Cost Unit Leader] </pre> </div> </div>		
4. Prepared by: (Resources Unit Leader) Kimberly Mcloud		5. Date/Time Prepared: 01/12/2017 14:18

Southeast Louisiana Area Contingency Plan

Appendix A
Southeast Louisiana
Area Committee
Membership and
Administration

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Southeast Louisiana Area Contingency Plan

Chapter 9000 Appendices, Appendix A Southeast Louisiana Area Committee Membership and Administration

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Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix A Southeast Louisiana Area Committee Membership and Administration

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Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix A Southeast Louisiana Area Committee Membership and Administration

Background

The Oil Pollution Act of 1990 directed that Area Committees be established to plan for community responses to oil discharges and hazardous substance releases. The Federal Register Notice (FR5 15002) dated April 24th, 1992, designated coastal zone areas for AC responsibility. Each Captain of the Port Zone is designated as an area where an Area Committee must be established.

Area Committee Responsibilities

Each Area Committee, under the direction of the Federal On-Scene Coordinator (FOSC), shall:

- Prepare the Area Contingency Plan for their area.
- Work with State and local officials to enhance the contingency planning of those officials and to assure pre-planning of joint response efforts, including appropriate procedures for:
 - Mechanical recovery
 - Dispersal
 - Shoreline cleanup
 - Protection of sensitive environmental areas
 - Rehabilitation of fisheries and wildlife
 - Marine salvage and firefighting
- Work with State and local officials to expedite decisions for the use of dispersants and other mitigating substances and devices including burning agents.

The AC shall address the desirability of using appropriate dispersants, surface washing agents, surface collecting agents, and bioremediation agents or miscellaneous oil spill control agents listed in the National Contingency Plan Product.

Composition of Area Committees

The pre-designated FOSC will chair the Area Committee, and direct and coordinate the Area Committee's efforts.

The FOSC is responsible for appointing government officials to serve as members of the Area Committee.

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix A Southeast Louisiana Area Committee Membership and Administration

Southeast Louisiana Area Committee Member Agencies

U.S. Coast Guard	U.S. Environmental Protection Agency
Bureau of Safety and Environmental Enforcement	National Oceanic and Atmospheric Administration
U.S. Fish and Wildlife	Department of Interior

State Government

Louisiana Oil Spill Coordinators Office	Louisiana Department of Fisheries and Wildlife
Louisiana Department of Environmental Quality	Governor's Office of Homeland Security and Emergency Preparedness
Louisiana State Historical Preservation Officer	Louisiana Department of Natural Resources

Local Government

Ascension Parish	East Baton Rouge Parish
Iberville Parish	Jefferson Parish
Orleans Parish	Plaquemines Parish
Pointe Coupee Parish	St. Bernard Parish
St. Charles Parish	St. James Parish
St. John the Baptist	St. Tammany Parish
West Baton Rouge Parish	

Industry and OSRO

Apache	AMPOL
BP	Cox Operating
Chevron	Clean Harbor
Energy XXI	ES&H
Forest Oil	Hilcorp Energy

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix A Southeast Louisiana Area Committee Membership and Administration

MSRC	O'Brien's
OMIES	Saratoga
Shell	Swift Energy
The Response Group	TPIC
USES	National Response Corporation

Southeast Louisiana Area Committee Meetings

The Southeast Louisiana Area Committee shall meet on a quarterly basis.

Southeast Louisiana Area Committee Subcommittees and Charters

Community Outreach Subcommittee

Subcommittee Meetings: The Subcommittee will meet on a quarterly basis.

Mission Statement: Provide leadership in the development and implementation of a New Orleans Area Volunteer and Public Outreach policy to support responders at incidents and catastrophic events. Working cooperatively, we also intend to develop the next generation of outreach tools & methods for the best possible communication with the public.

Guidelines:

- The Subcommittee chair will forward proposed changes to the objectives to the Southeast Louisiana Area Committee for approval.
- The Chair is responsible for regular communication with the designated New Orleans Committee contact, including providing meeting minutes, updates and recommendations. Meetings will be held at least quarterly, prior to each AC meeting.
- The Subcommittee chair will assign a member to oversee and coordinate the completion of each action item and identify a due date. This information will be included on the Subcommittee progress report provided for each AC meeting.

Scope:

The demands of an incident may exceed the resources of responding government agencies. During such events, affiliated and unaffiliated volunteers can support response efforts in many ways, but the use of volunteers during an oil spill event is *not*

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automatic. The decision to employ volunteers will require analyzing the benefits of implementing them in a response versus safety and liability issues associated with their participation. In any stage of the incident, the UC may make the decision whether volunteers will be employed and the capacities in which they can serve.

Objectives:

- When the UC approves the use of volunteers, the UC will have the option of:
 - Establishing a Volunteer Coordinator in the Planning Section if interest is low;
 - Assigning a Volunteer Unit Leader in the Planning Section if there is moderate interest, or;
 - Expanding the Command Staff to include a Volunteer Officer VO.
- Assuring proper registration, tracking, and implementing of volunteers, according to UC guidance.
- Identifying necessary skills and establishing appropriate training opportunities.
- Coordinating use of volunteers with the Resource Unit Leader.
- Coordinating with the JIC to advise the general public of:
 - Need (if any) for volunteers,
 - Upcoming volunteer information sessions,
 - Volunteer registration sites and processes,
 - Limited roles volunteers may fill during the response,
 - Needed professions (i.e., healthcare, veterinary, etc.).
- Potential health risks to convergent volunteers (i.e., picking up oiled rocks and wildlife).
- Potential for volunteers to hinder response operations.
- Identifying and securing equipment, materials and supplies to support volunteer operations.

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- Activating standby contractors for various training needs, as necessary.
- Activating pre-identified and pre-trained volunteers, as necessary.
- Coordinating with the Logistics Section Chief for volunteer housing and meal accommodations.
- Assisting volunteers with special needs, as possible.
- Maintaining Unit/Activity Log (ICS Form 214).

Incident Deliverables: During the preparation for the tactics meeting phase of the planning “P”, the Resource Unit Leader, Planning Section Chief, and Operations Section Chief will determine the specific roles, site locations, safety requirements and required number of volunteers needed in the applicable operational period from the VUL. Volunteers shall only be deployed through direct written tasking from the UC during the tactics meeting via the IAP process. The UC will supply logistical support to volunteers while operationally deployed (regardless of status or condition), engage in logistical support, and continue said relationship with volunteers regarding any issue resulting from volunteerism during a spill. Volunteers will not report directly to the Command Post for registration and training, but will be registered, trained and deployed from a pre-identified location.

Responders must be adequately trained in hazardous substance response and will operate within the level of their training, expertise, and capabilities as described in 29 Code of Federal Regulations, Part 1910.120.

Geographic Response Strategy Subcommittee

Purpose: Provide a coordinated forum for the development and maintenance of Geographic Response Strategy processes and products in the New Orleans area.

Mission Statement: Mitigate harm to resources at risk due to releases of oil through the development, testing, and periodic update of tactical geographic response strategies, designed for implementation during the an oil spill.

Guidelines:

Flexibility is provided to the Subcommittee to modify the objectives to best accomplish the Charter’s mission.

The Chair/Co-Chair is responsible for regular communication with the designated Steering Committee POC, including providing meeting minutes, updates, and recommendations in changes to the Southeast Louisiana Area Contingency Plan (SELACP).

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Objectives:

- Coordinate the development and maintenance of GRSs to ensure consistency of form and content and to promote efficient GRS distribution to the response community.
- Help to educate the spill response community and public on the purpose, limitations, and role of GRSs.
- Utilize available geographic information relative to the Endangered Species Act, the National Historic Preservation Act, and other State and Federal laws as appropriate in the development of the GRSs.
- Incorporate information from other Subcommittees into the development of the GRSs where available and as appropriate.
- Develop procedures for review/revision and field verification of existing GRSs as required to address changes in risks, targeted resources, and maintain current information on response resources.
- Encourage the continued development of inland GRSs.
- Evaluate lessons learned during actual incidents or exercises and take appropriate actions in the development or revision of GRSs.
- Incorporate identified economic resources into the GRSs consistent with the policies/guidance present in the National Response Framework and the SELACP.
- Coordinate the review of sections of the SELACP pertaining to geographic response planning to address necessary changes (including Executive Committee approval where required) within the annual revision schedule.

Offshore Worst Case Discharge Subcommittee

Purpose: Provide a coordinated forum for the development and maintenance of offshore worst case discharge plan processes and products in the SELACP.

Mission Statement: Mitigate harm to resources at risk due to discharges of oil and release of hazardous materials through the development, testing, and periodic update of source control, containment and clean up strategies designed for implementation during a worst case discharge that affects the New Orleans FOSC zone.

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Guidelines:

Revise the SELACP to consider all actions necessary to mitigate a WCD from offshore facilities. Key references to accomplish this are oil spill response plans (OSRPs) that may include multiple WCD scenarios, including procedures for responding to and supporting operations for an uncontrolled well blowout lasting 30 days.

Begin the review process by first reviewing OSRPs containing the largest WCD volumes. No later than 15 December 2011, edit the appropriate section of the ACP to address subsea containment strategies, protection of sensitive areas, waste disposal planning, dispersant options, response equipment and personnel capacity.

Objectives:

- Review offshore OSRPs containing the largest WCD volumes.
- Edit the appropriate section of the ACP to address:
 - subsea containment strategies
 - waste disposal planning
 - dispersant options
 - response equipment and personnel capacity
- No later than 15 December 2011, provide to NOLA Sector Commander completed draft edits for the appropriate sections of the ACP.
- With Sector Commander concurrence, assist the incorporation of these changes into all Gulf of Mexico Area Plans (the One Gulf Plan) and the Regional Response Plan as appropriate.

Response Science and Technology Subcommittee

Mission Statement: Provide overall leadership and technical assistance on improving the ability of responders to effectively use appropriate response technologies as oil spill response tools so that the environment and natural resources may be better protected.

Guidelines:

- The subcommittee Chair/Co-Chair will coordinate review and approval of proposed or modified response technologies by the RRT Chairs/Co-Chairs.
- The Chair/Co-Chair is responsible for providing meeting minutes, updates, and recommendations. Meetings will be held on a quarterly basis.
- The subcommittee Chair/Co-Chair will assign a member to oversee and coordinate the completion of each action item and identify a due date. This information will be included on the Subcommittee progress report provided for each RRT meeting.

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Subcommittee Charter Objectives:

- Recruit interested candidates with appropriate backgrounds to the response technologies subcommittee.
- Ensure response technology lessons learned during actual incidents and exercises are incorporated into contingency plans and regional training opportunities.
- Further the review of spill response tools in coordination with the RRT to help reduce environmental impacts.
- Facilitate the exchange of information on response equipment and response technologies within the regional response community.
- Support the standardization of response equipment terminology and encourage the testing and evaluation of new or innovative response equipment and technologies within the regional response community.

Marine Salvage and Firefighting

Purpose: Provide a coordinated forum for the development and maintenance of Marine Salvage and Firefighting plan processes and products in the SELACP.

Mission Statement:

Mitigate harm to resources at risk due to discharges of oil and release of hazardous materials through the development, testing, and periodic update of tactical geographic response strategies, designed for implementation during the an oil spill.

Guidelines:

Salvage and marine firefighting actions can save lives, property, and prevent the escalation of potential oil spills and hazardous material releases to worst case discharge scenarios. Flexibility is provided to the subcommittee to modify the objectives to best accomplish the Charter's mission.

Each subcommittee will have a point of contact (POC) from Sector New Orleans to assist in coordination between the subcommittee and the area committee.

The Chair/Co-Chair is responsible for regular communication with the designated Sector New Orleans POC, including providing meeting minutes, updates, and recommendations for changes to the SELACP.

Objectives:

- Review current draft to ensure that it meets the requirements of NVIC 2-10 and Title 33, Code of Federal Regulations, Part 155, Subpart I – Salvage and Marine Firefighting.
- Update resource list and contact information to ensure currency.

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- Ensure that the plan is position and title specific.
- Work with stakeholders to identify a realistic exercise of the plan to ensure compliance with the National Preparedness for Response Exercise Program (PREP) guidelines.

Training and Exercise

Purpose: Provide a coordinated forum for the development and maintenance of the Training and Exercise plan processes and products in the SELACP.

Mission Statement: Our mission is to ensure the highest state of readiness of the spill response community within our area of responsibility. We will strive to accomplish this by developing comprehensive and useful contingency plans, preparing the response community through training and exercises, developing coordination mechanisms to facilitate effective responses, and educating our stakeholders and the public.

Guidelines:

The subcommittee will function as an efficient organization for ensuring effective implementation of the plan in our Area. Our regulatory members and non-regulatory participants will include all stakeholders representing the federal, state, and local levels and the maritime, natural resource and academic communities.

This subcommittee will ensure that the responders will be adequately trained in oil and hazardous substance response, at a minimum to OSHA first responder requirements found in Title 29 CFR Part 1910.120; and will operate within the level of their training, expertise, and capabilities as described in 29 Code of Federal Regulations, Part 1910.120.

The Chair/Co-Chair is responsible for regular communication with the designated Sector New Orleans POC, including providing meeting minutes, updates, and recommendations in changes to the SELACP.

Objectives:

- Recruit interested parties to serve on the subcommittee.
- Nominate a chair person to head the training subcommittee.
- Ensure all responders are adequately trained on 29 Code of Federal Regulations, Part 1910.120 and are knowledgeable in all hazards associated with a response.
- Ensure all subcommittee members are informed of future training.

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- Update resource list and contact information to ensure currency.
- Ensure that the plan is position and title specific.
- Work with stakeholders to identify a realistic exercise of the plan to ensure compliance with the National Preparedness for Response Exercise Program (PREP) guidelines.

Contents of the Southeast Louisiana Area Contingency Plan

The Southeast Louisiana Area Contingency Plan (SELACP) is organized in alignment with the Incident Command System, but also has enough flexibility built within to accommodate incident specific needs while maintaining standardization and consistency.

The SELACP is required to contain sufficient guidance to ensure activities directed by the FOSC are conducted in compliance with applicable statutes and regulations. The SELACP shall:

- Be implemented in conjunction with the National Contingency Plan.
- Be adequate to guide actions to remove a worst-case discharge, and mitigate or prevent a substantial threat of such a discharge.
- Describe the area covered by the plan, including the areas of special economic or environmental importance.
- Describe the area covered by the plan, including the areas of special economic or environmental importance.
- Describe responsibilities of an owner or operator and Federal, state, and local agencies in removing, mitigating, or preventing a substantial threat of a discharge.
- List equipment available to an owner or operator and Federal, State, and local agencies.
- Describe the procedures to be followed for obtaining an expedited decision regarding the use of alternative response technologies, i.e. dispersants.

Southeast Louisiana Area Contingency Plan Revision Schedule

The SELACP is on a quadrennial plan review cycle. The SELACP shall be verified per Code of Federal Regulation Title 40 Part 300.210.

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Participation in the National Preparedness for Response Exercise Program (PREP)

The Southeast Louisiana Area Committee is required to follow the PREP guidelines.

This section represents the **minimum** guidelines for ensuring adequate response preparedness of the Southeast Louisiana Area Committee (SELAC) and the SELACP. If the SELAC believes additional exercises or an expansion of the PREP exercises are warranted to ensure enhanced preparedness, they are **highly encouraged** to conduct these exercises.

The PREP exercises should be viewed as an opportunity for continuous improvement of the SELACP and the area response system. The SELAC is responsible for addressing any issues that arise from evaluation of the exercises and for making changes to the SELACP as necessary to ensure the highest level of preparedness.

Southeast Louisiana Area Contingency Plan Exercises

Notification Exercise

Frequency: Quarterly

Initiating Authority: FOSC

Participating Elements: Key elements of the unified command (appropriate federal, state, and government agencies).

Scope: Exercise and test communication between the FOSC and key elements of the unified command.

Objectives: Ensure that the key elements of the unified command know whom to call in the event of a discharge or release within the area.

Certification: Self-certification

Verification: Verification to be conducted by USCG Eighth District or the Region VI Regional Response Team (RRT).

Record retention: 3 Years (USCG), 5 Years (EPA)

Evaluation: Southeast Louisiana Area Committee

Credit: The Southeast Louisiana Area Committee should take credit for this exercise when conducted in conjunction with another exercise or for an actual event when all exercise objectives are met, the exercise/response is evaluated, and a proper record is generated.

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Spill Management Tabletop Exercise

Frequency: Annually

Initiating authority: USCG Eighth District or Region VI RRT

Participating elements: Area spill management team (USCG and Louisiana state response team(s))

Scope: Exercise the spill management team's organization, communication, and decision-making in managing a spill response.

Objectives: Exercise the spill management team in a review of:

- Knowledge of the SELACP,
- Proper notification,
- Communication systems,
- Ability to access response equipment,
- Coordination of organization of agency personnel with responsibility for spill response,
- Ability to effectively coordinate spill response activity with the National Response Framework infrastructure,
- Ability to access information in the SELACP for location of sensitive areas, resources available within the area, unique conditions of the area, etc, and
- Exercise the response management system identified in the SELACP, and to the maximum extent possible, the unified command.

At least one spill management tabletop exercise in a quadrennial cycle should involve simulation of a worst-case discharge scenario.

Certification: Self-certification

Verification: Verification to be conducted by USCG Eighth District or the Region VI Regional Response Team (RRT).

Record retention: 3 Years (USCG), 5 Years (EPA)

Evaluation: Southeast Louisiana Area Committee

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Credit: The Southeast Louisiana Area Committee should take credit for this exercise when conducted in conjunction with another exercise or for an actual event when all exercise objectives are met, the exercise/response is evaluated, and a proper record is generated.

Equipment Deployment Exercises

Frequency: Annually

Initiating authority: USCG Eighth District or Region VI RRT

Participating elements: Local area response community (appropriate federal, state, and local agencies)

Scope: Deploy and operate response equipment. The equipment must be in a quantity that would be necessary to respond to an average most probable discharge.

All response personnel must be included in a comprehensive training program, and all response equipment in a comprehensive maintenance program. Credit should be taken for deployment of equipment during training. The maintenance program must ensure that the equipment is periodically inspected and maintained in good operating condition in accordance with the manufacturer's recommendations and best commercial practices.

Objectives: Demonstrate the ability of the response personnel to deploy and operate the equipment. Ensure the equipment is in proper working order.

Certification: Self-certification

Verification: Verification to be conducted by USCG Eighth District or the Region VI Regional Response Team (RRT).

Record retention: 3 Years (USCG), 5 Years (EPA)

Evaluation: Southeast Louisiana Area Committee

Credit: The Southeast Louisiana Area Committee should take credit for this exercise when conducted in conjunction with another exercise or for an actual event when all exercise objectives are met, the exercise/response is evaluated, and a proper record is generated.

Area Exercises

Frequency: Triennially

Initiating authority: USCG, EPA, or industry

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Participating elements: Appropriate Federal, state, and local government, and industry, and other members of the response community

Scope: Area exercises will exercise the area Response Community.

Objectives:

- Exercise the SELACP, along with select industry response plans.
- Exercise the response management system identified in the SELACP and, to the extent possible, the unified command with the appropriate participants.
- Exercise the area and industry spill management teams.
- Deploy adequate response equipment for the exercise scenario. At a minimum, the scenario must involve exercise of Worst Case discharge capability.

Format: The total annual exercise schedule would consist of the following:

- 6 government-led exercises
- 14 industry –led exercises
- Total= 20 area exercises per year
- Area exercises should be approximately 8-12 hours in duration
- Exercise scenario shall be developed by the exercise design team.
- To simulate realism, the exercise should be conducted in the command post that would be utilized for a spill response, whenever possible.
- The exercise may be real or limited compressed time, and may start at any point during an incident, as determined by the Exercise Design Team. Flexibility should be allowed, to ensure the exercise objectives are met.
- Lessons learned from the exercise should be incorporated into the PREP Lessons Learned System (e.g. CGSAILS), whenever possible.

Certification: The FOSC will certify completion of the area exercise. In certifying the area exercise, the FOSC will consider the following:

- The area the exercise was conducted.

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- The area exercise met the objectives outline in the PREP guidelines.
- The area response community was exercised for spill response preparedness.

Industry plan holders should take credit for all the exercises completed during the area exercise. These exercises shall be self-certified by the plan holder.

Verification: Verification will be done by the National Scheduling Coordinating Committee.

Record retention: 3 Years (USCG), 5 Years (EPA)

Evaluation: Joint evaluation team to be comprised of the federal government (USCG, EPA, PHMSA, BSEE).

Scheduling: Scheduling of area exercises will be done by the National Strike Force Coordination Center, utilizing input from the FOSC, Area Committee, and RRT VI, in consultation with industry. A three year schedule of PREP area exercises will be published in the federal register as a public forum for government and industry input to the scheduling process.

ACP Comments/Corrections/Suggestions

If you have any questions regarding this document or find any errors, please notify one of the following agencies:

- U.S. Coast Guard Sector New Orleans Contingency Planning.
- Louisiana State Oil Spill Coordinators Office.

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Comments/Corrections/Suggestions Form

Directions:

Fill in your name, address, agency, and phone number. Fill in the blanks regarding the location of information in the plan being commented on. Make Comments in space provided. Add extra sheets as necessary. Submit to:

Address: Commander
U.S. Coast Guard
Sector New Orleans
Contingency Planning and Force Readiness
Attn: ACP Project Manager
200 Hendee Street
New Orleans, LA 70114

Email: SectorNewOrleansACP@uscg.mil

Name: _____ Title: _____ Agency: _____

Address: _____

City: _____ State/Province: _____ Zip/Postal Code: _____

Phone: (____) _____ E-Mail: _____

Site: _____ Page: _____

Location on page (Chapter, section, paragraph) (e.g. 2.1, paragraph 3):

Comments: _____

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Appendix B
Planning Scenarios

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Planning Scenarios

Introduction

This Appendix of the Southeast Louisiana Area Contingency Plan has been developed by the New Orleans Federal On-Scene Coordinator (FOSC), in consultation with the Southeast Louisiana Area Committee, and is based on an assessment of all potential sources of discharges in this area meeting the provisions of 40 CFR Part 300.210(c) of the National Contingency Plan.

At a minimum, this Appendix will address the following area planning elements:

- Oil spill discharge and hazardous substance release history;
- A risk assessment of potential sources of discharges within the area;
- A realistic assessment of the nature and size of possible threats and resources at risk;
- Planning scenarios that provide for a Worst Case Discharge (WCD), a Maximum Most Probable Discharge (MMPD), and an Average Most Probable Discharge (AMPD) from a vessel, offshore facility (outer continental shelf activity and near shore production fields), or onshore facility (fixed and mobile) in the area, as applicable.

Scenario Development

As required by the Oil Pollution Act of 1990, a most probable discharge, a maximum most probable discharge, and a worst case discharge are presented in this appendix of the Southeast Louisiana Area Contingency Plan. In addition, The Coast Guard requires an offshore WCD scenario be included in area contingency plans (Coast Guard General Message, Subject: Regional and Area Contingency Plan Preparedness for a Worst Case Discharge, COM COGARD Washington DC 112024Z Jan 11) where offshore continental shelf activity is present. The below definitions can be found in 33 CFR Parts 154 and 155, and 40 CFR Part 300.5, as appropriate.

Average Most Probable Discharge

The Coast Guard has determined Average Most Probable Discharge as the lesser of 50 barrels or 1% of a Worst Case Discharge for an offshore or onshore facility/pipeline/marine terminal, or the lesser of 50 barrels or 1% of cargo from a Tank Vessel during cargo transfer operations. This value was adopted for consistency with Federal Vessel and Facility Contingency Plans.

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Maximum Most Probable Discharge

The Coast Guard has defined Maximum Most Probable Discharge as the lesser of 1,200 barrels or 10% of the volume of a Worst Case Discharge for an offshore facility or onshore facility/pipeline/marine terminal; 2,500 barrels of oil for a vessel with an oil cargo capacity equal to or greater than 25,000 barrels; or 10% of the vessel's oil cargo capacity for vessels with a capacity less than 25,000 barrels for Tank Vessels. These values were adopted for consistency with Federal Vessel and Facility Contingency Plans.

Worst Case Discharge

As defined by section 311(a) (24) of the Clean Water Act, the definition of a Worst Case Discharge in the case of a vessel is a discharge in adverse weather conditions of its entire cargo, and in the case of an offshore facility or onshore facility/pipeline/marine facility, the largest foreseeable discharge in adverse weather conditions. This definition has been adopted for consistency with Federal Vessel and Facility Contingency Plans.

Discharge and Release History

The table on the next page provides an account of WCDs that occurred in the area, including substantial oil spills or hazardous substance releases which caused elements of this plan to be implemented.

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Record of Worst Case Discharges

Date	Location	Source*	Product	Amount (bbls)	Responsible Party
07JUL08	MM 98, Mississippi River/ DM932	V	#6 Fuel Oil	>9,000	Tug MEL OLIVER
29AUG05	Murphy Oil (Valero), Meraux LA	ONF	Crude	25,110	Hurricane Katrina
20APR10	Gulf of Mexico- Mississippi Canyon 252/ Macondo Well	OSF	Crude	4.9 Million	British Petroleum
29JUL07	MP 21- Breton Sound	OSF	Crude	80	Unknown Vessel
28JUL10	Cedyco Mud Lake	OSF	Crude	100	Cvitanovic Boat Services
'00	Tanker Westchester	V	Crude	13,500	Ermis Maritime Corp.
08APR26	Tanker Thomas Wheeler	V	Crude	Unknown	Collision with T/V SILVANUS
27FEB84	SS American Eagle	V	Unknown	Unknown	Explosion/ non-gas free atmosphere in cargo tank
10SEP88	LeBeouf Towing Company	V	Crude	3,000	Hurricane Florence
10APR93	Sunshine Bridge/MM 167 Mississippi River	V	#6 Fuel Oil	5,500	Tug DAVE BRASSEL
27FEB99	T/V Hyde Park/MM 92-76 Mississippi River	V	#6 Fuel Oil/Caustic Soda	50	T/V HYDE PARK

***V = Vessel, **OSF = Offshore Facility, ONF = Onshore Facility P = Pipeline**

****Means any structure, group of structures, equipment, or device (other than a vessel) which is used for one or more of the following purposes: Exploring for, drilling for, producing, storing, handling, transferring, processing, or transporting oil. The term excludes deep-water ports and their associated pipelines defined by the Deepwater Port Act of 1974, but include other pipelines used for one or more of these purposes. A mobile offshore drilling unit (MODU) is classified as a facility when engaged in drilling or downhole operation**

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Risk Assessment

The possibility exists for a WCD to occur anywhere in the New Orleans Area given the high volume of deep-draft vessels (tank and non-tank vessels), the prevalence of oil and gas support vessels, offshore facilities (drilling rigs), oil and petrochemical terminals, and tug/tank barge composites. In addition, the unpredictable and sudden severe weather during transitional seasons, river fog in the winter and afternoon thunderstorms during the summer increase the risk.

Possible Sources of WCD

The Lower Mississippi River port complex is one of the biggest and busiest ports in the world. The region accounts for much of the country's oil refining and petrochemical production capacity, and is the world's third largest port in dry cargo volume, moving approximately 400 million tons a year. In the New Orleans FOSC Zone, there are numerous scenarios that may cause a WCD: groundings, collisions, equipment failure, natural disaster, offshore facility incident, pipeline rupture or wellhead failure, and oil terminal incidents.

Offshore Facilities

There are over 150 Offshore Facilities in the New Orleans FOSC Zone. A facility includes any structure, equipment, or device, other than a vessel, which is used for oil exploration, production, storage, or transportation. Additionally, Mobile Offshore Drilling Units are classified as offshore facilities when engaged in drilling or downhole operations as defined in 30 CFR Part 254.6.

Offshore oil exploration presents the greatest potential volume oil spill. A possible WCD scenario is the uncontrolled release with unknown potential volume from a crippled drilling rig/uncontrolled wellhead for a period of over thirty days. A similar incident occurred in April 2010 with the explosion and sinking of the MODU DEEPWATER HORIZON, creating an estimated 65,000 barrel a day discharge. The wellhead was capped almost three months after the initial incident, and total discharge has been estimated at 4.9 million barrels of crude oil.

The New Orleans FOSC Zone also includes hundreds of near shore oil production fields. Most of these were drilled by major oil companies decades ago. The infrastructure in these fields is often poorly maintained and/or abandoned and provides a potential source for major oil spills.

Onshore Facilities/Pipelines/Marine Terminals

The New Orleans FOSC Zone is home to over 60 fixed facilities, including 6 major refineries, and 13 Mobile Onshore Facilities transferring oil and/or hazardous materials in bulk. Onshore fixed oil storage facilities present the greatest potential volume oil spill. A possible WCD scenario is multiple tank failures at an onshore facility during hurricane conditions. A similar incident occurred at Murphy Oil during Hurricane Katrina, discharging over 25,000 barrels of crude oil. Common products handled at the largest of these facilities include unleaded gasoline, diesel fuel, crude oil, #2 fuel oil and #6 oil.

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Vessel Traffic

The New Orleans FOSC zone is home to the Mississippi River. The Mississippi River is one of the busiest waterways in the world, connecting the interior of the United States to markets throughout the world. In 2016, nearly 6,000 vessels ‘arrived’ in the New Orleans FOSC Zone. Nearly 40% of those arrivals were tank vessels. Additionally, the New Orleans zone is also the midway point for the Gulf Intracoastal Waterway. A significant number of towing vessels transit the area annually. All vessel movements are carefully monitored and coordinated through the New Orleans Vessel Traffic Service, but risk of collision and subsequent discharge is still present.

A WCD for a vessel is defined as loss of a vessel’s entire cargo in adverse weather conditions. There is a significant volume of oil that is transported, stored, or consumed as fuel within in the New Orleans area. The largest foreseeable vessel discharge could result from a collision between two vessels.

Spill Activity Statistics

The USCG MISLE database and Sector New Orleans’ unit records were analyzed for the New Orleans FOSC Zone. Three years of spill incident data suggests that the majority of spills come from facilities, either onshore or offshore. The data further suggests that the most frequent product reported spilled in the navigable waters is oil, petroleum-based.

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Source Type	CY2016	CY2015	CY2014	Total
Facilities	418	514	431	1363
Vessel	115	91	124	330
Mystery Sheen	168	227	239	634
Other	196	81	28	305
Total	897	913	822	2632

Vulnerability Analysis

. The following infrastructure and natural resources could be vulnerable from the effects of a major oil spill in the area:

- Water intakes (drinking, cooling, or other)
- Businesses
- Residential areas
- Wetlands and other sensitive environments
- Fish and Wildlife
- Endangered flora and fauna
- Recreational areas
- Marine transportation system
- Utilities
- Other areas of economic importance (beaches, marinas)
- Unique habitats or historical sites

The Geographic Response Strategies detail tactics used to protect, recover, and mitigate the effects of a WCD.

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Planning Assumptions

The following assumptions are made for the WCD planning scenarios:

- The ability to respond to a WCD will be beyond the ability of the Southeast Louisiana Area Committee, the Local Community, and local spill response resources.
- A Unified Command will be established as soon as possible.
- Responders will be adequately trained in oil/hazardous substance response and will operate within the level of their training, expertise, and capabilities as described in 29 CFR Part 1910.120.
- The applicable Facility/Vessel/Pipeline/Offshore response plan will be implemented.
- A WCD scenario will draw major media and governmental interest.

Meteorological Conditions

The Gulf of Mexico is influenced by a maritime subtropical climate controlled primarily by the clockwise circulation around the semi-permanent area of high barometric pressure commonly known as the Bermuda High. The Gulf of Mexico is located to the southwest of this center of circulation. This proximity to the high pressure system results in predominantly east to southeasterly flow in the region.

Two important classes of cyclonic storms are occasionally superimposed on this circulation pattern. During the winter months, December through March, cold fronts associated with cold continental air masses influence mainly the northern coastal areas of the Gulf of Mexico. Behind the fronts, strong north winds bring drier air into the region. Tropical cyclones may develop or migrate into the Gulf of Mexico during the warmer months. These storms may affect any area of the Gulf of Mexico and substantially alter the local wind circulation around them. In coastal areas, the sea breeze effect may become the primary circulation feature during the summer months of May and October. In general, however, the subtropical maritime climate is the dominant feature in driving all aspects of weather in this region; as a result the climate shows very little diurnal or seasonal variation.

Tropical cyclones (hurricanes and tropical storms) are severe but infrequent, with the season extending from June 1 through November 30. Extra-tropical cyclones (low-pressure systems) occur frequently during winter and spring and are likely to produce occasional rough conditions in the area during this time. Extreme weather conditions during an actual spill may inhibit aerial surveillance of a slick and oil recovery operations.

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Planning Scenarios

Given the applicable conditions described above, the WCD, MMPD, and AMPD volumes from all potential sources is calculated and listed in the table below. The MMPD and the AMPD scenario volume is calculated based on a fixed number established for an offshore facility, an onshore facility/pipeline/marine terminal, or a percentage of the WCD rate from each potential source. For tank and non-tank vessels, the MMPD and the AMPD scenario volume is calculated based on a fixed number, a percentage of the cargo capacity, or the cargo transfer rate.

Therefore, the MMPD and the AMPD spill volumes from an offshore facility or onshore facility/pipeline/marine terminal is calculated as:

- 1,200 barrels or 10% of the WCD volume when calculating the MMPD.
- 50 barrels or 1% of the WCD volume when calculating the AMPD.

The MMPD and the AMPD spill volume from a tank/non-tank vessel is calculated as:

- 2500 barrels with a cargo capacity greater than or equal to 25,000 barrels, or 10% of the cargo capacity when calculating the MMPD.
- The lesser of 50 barrels or 1% of cargo from the vessel during cargo transfer operations when calculating the AMPD.

Offshore Facility WCD Scenario

Offshore Facility WCD Scenario

Although there are numerous offshore facilities operating within the New Orleans FOSC Zone, the Shell drilling operations at Mississippi Canyon Block 807 was selected as the Offshore WCD even though the facility operates in the Morgan City FOSC Zone. MC807 is located about 75 miles south of Venice, Louisiana in the Gulf of Mexico. The following information regarding a WCD from MC 807 has been taken from the Shell Gulf of Mexico Regional Oil Spill Response Plan.

MC 807 Drilling Operations	Calculations (BBLS)
First 24 Hours =	~ 465,000 bbls
30 Day Average (per day) = (estimated blowout rate from the exploratory well calculated with Prosper computer model)	~365,000 bbls

*There is often a very significant change in rate as time proceeds which is illustrated by the differences between 24-hour, 30-day average and volume calculated until a well is secured in a potential blow out. Especially at the very high rates that can be calculated in the Deepwater Gulf of Mexico, several reservoir phenomena combine to create this behavior. At very short times, e.g. during the first 24 hours, the pressure profile in the reservoir changes from the moment a well first starts flowing to a less abrupt pressure profile with time. As a result, the rate declines. At somewhat longer time scales, effects such as reservoir voidage and the impact of geological boundaries can cause the rate to drop continuously. These phenomena are often not as apparent at these same time scales in production wells since those rates are much lower and other mechanical factors, such as choke setting, can serve to reduce or even eliminate these effects. Simulation and material balance models can include these effects and form the basis of the BOEMRE Notice to Lessees No.2010-N06 estimated for 24-hour and 30-day rates as well as maximum duration volumes.

Applied Science Associates (ASA) conducted a deepwater blowout simulation for The Response Group to better determine subsurface and surface evaporation and dispersion rates. Below is a table outlining the applicable evaporation and dispersion quantities:

Mississippi Canyon Block 807	Calculations (BBLS)
i. 30 Day Average WCD =	~365,000 bbls
ii. Subsurface dispersion- 25% (Water Depth + ~3,000)	- 91,000 bbls
iii. REMAINING WCD AFTER SUBSURFACE DISPERSION	274,000 bbls
iv. Surface dispersion and evaporation – 25%	- 68,000 bbls
TOTAL REMAINING	~ 206,000 bbls

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The WCD volume of an estimated 365,000 bbls a day of crude oil poses a significant risk to New Orleans FOSC Zone and the entire Gulf Region. Plaquemines Parish has been identified as the most probable/greatest threat of impact within the Gulf of Mexico in the event of a WCD from MC 807. Plaquemines Parish has a total area of 2,429 square miles, of which 845 square miles is land and 1,584 square miles is water. Plaquemines Parish includes two National Wildlife Refuges: Breton National Wildlife Refuge and Delta National Wildlife Refuge. This area is also a nesting ground for the brown pelican, an endangered species.

There are maps and status boards that outline equipment, personnel, materials, and support vessels as well as temporary storage equipment to be considered in order to cope with an initial spill of approximately 365,000 bbl a day. The list estimates individual times needed for procurement, load out, travel time to the site, and deployment.

The status boards outline the equipment that would be mobilized for a response with de-rated recovery capacity and response times. These resources would be used wherever adequate slick concentration is located, and weather permitting. Under adverse weather conditions, the primary MSRC and CGA equipment (major response vessels and skimmers) is still effective and safe in sea states of 6-8 ft. If sea conditions prohibit safe mechanical recovery efforts, then natural dispersion and airborne chemical dispersant application (visibility and wind conditions permitting) may be the only viable response option.

Shell has contracted with Marine Spill Response Corporation (MSRC), Clean Gulf Associates (CGA), and American Pollution Control Corporation (AMPOL) as primary OSROs.

Upon notification of the spill, Shell would request a partial or full mobilization of resources, including, but not limited to, dispersant aircraft and skimming vessels. The Qualified Individual, Person in Charge, Incident Commander, or designee may contact other service companies if the Unified Command deems such services necessary to the response effort.

Tables below outline equipment as well as temporary storage equipment to be considered in order to cope with an initial spill of approximately 365,000 bbls/day. The list estimates individual times needed for procurement, load out, and travel time to the site and deployment.

Upon notification of a release and mobilization of the response, either a fixed-wing aircraft or helicopter would be dispatched as promptly as possible (considering available daylight hours, weather conditions and other safety factors) to conduct visual surveillance at the spill source. If necessary and safe, the surveillance could be supplemented through use of vessels as well. The effectiveness of many response technologies (such as in-situ burning, dispersant application, and mechanical recovery) should be enhanced through collaboration with air-based spotters, who can guide these

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systems to the oil concentrations and coordinate simultaneous operations (SIMOPS). Air-based spotters should be equipped with air to marine/ground communication equipment to facilitate communications with marine- and land-based response assets. Vessel locations should also be monitored in real-time using vessel-tracking technologies (such as Automated Identification System (AIS), GPS-based tracking, cell phone data, etc.), which can facilitate vessels being deployed for optimal recovery.

Offshore Response

In the event of a WCD from Shell's MC 807 facility, offshore response strategies will include attempting to skim free floating oil utilizing available OSRO Oil Spill Response Vessels (OSRVs), Oil Spill Response Barges (OSRBs), Vessels of Opportunity (VOO), and Quick Strike OSRVs, which have a combined de-rated recovery rate of approximately 478,000 bbls/day. Temporary storage associated with the identified skimming and temporary storage equipment equals approximately 480,000 bbls. As with any spill, additional cascading response equipment would be mobilized to the site from various OSRO bases. An offshore response would consist of simultaneous operations of approved dispersant application, containment booming, mechanical recovery, and in-situ burning. In the event that an offshore response is necessary, the following strategies will be implemented:

- Mobilize capability to regain control of, and plug the well (e.g., <http://www.marinewellcontainment.com/>);
- Commence drilling relief well as a contingency;
- Mobilize mechanical recovery resources, including vessels (both OSRVs and VOOs), barges, ocean booming, skimming equipment, and spotter/surveillance aircraft. Begin deploying mechanical recovery resources as close to the source as possible to contain and collect concentrated oil in a timely and effective manner. Radio communication will be established between spotter aircraft and other surveillance systems (including AIS) with skimming vessels and barges to direct vessels to locations of concentrated oil to ensure maximum effectiveness and efficiency of mechanical recovery equipment;
- Mobilize dispersant resources to approved locations for both aerial and boat application, in areas where oil cannot be mechanically recovered. Subsea dispersant application equipment may be mobilized at the discretion of the RRT, and requires approval from the RRT. Large quantities of dispersants will likely be applied on the surface; therefore, RRT approval should be sought early in the response for ongoing use of dispersants;
- Mobilize in-situ burn resources outside the vicinity of the source to collect and burn oil in heavily concentrated locations. Fire boom will be deployed in a U-configuration;

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- Mobilize offshore vessels equipped with remote sensing technologies (radar, infrared camera) to aid in night time operations and slick tracking. Remote sensing technologies assist skimming vessels in identifying thick areas of oil to enhance encounter rate;
- Maintain an effective and well-coordinated response effort to control the source of the discharge, which may involve drilling a relief well, up to the point when the Federal On-Scene Coordinator determines the response effort complete.

Mechanical Cleanup Methods

Mechanical oil spill response uses physical barriers (boom) and mechanical devices (skimmers) to redirect and remove oil from the surface of the water. Offshore response strategies will include attempting to skim utilizing the LOUISIANA RESPONDER, MISSISSIPPI RESPONDER, CGA 200 HOSS Barge, and GULF COAST RESPONDER OSRVs, two AMPOL Response Vessels, and multiple skimming packages with a total de-rated skimming capacity of approximately 478,000 bbls. Temporary storage associated with the identified skimming and temporary storage equipment equals approximately 480,000 bbls. ***SAFETY IS FIRST PRIORITY. AIR MONITORING WILL BE PUT IN PLACE AND OPERATIONS DECLARED SAFE PRIOR TO ANY CONTAINMENT/ SKIMMING ATTEMPTS.***

- Skimming systems will deploy boom in a variety of different configurations. Generally, boom will be deployed in a J-configuration in a single skimming unit, which requires only one assist vessel to attend the boom. These single skimming units will locate heavily concentrated oil, with assistance from spotters and remote sensing technologies, to enhance encounter rate and effectively recover the oil. Boom will be deployed in a U-configuration when skimming vessels or barges have access to two assist vessels. This configuration maximizes the swath width and containment capacity. Boom may be deployed in a U-configuration with an open apex to funnel oil to awaiting skimming vessels.
- VOOs equipped with skimming systems will be deployed to locations with recoverable oil. For locations with light oil that cannot be recovered mechanically, VOOs will be equipped with sorbent materials to recover light oil.
- In order to increase encounter rate, slick containment systems will be directed to locations of heavily concentrated oil by spotter aircraft and vessels with remote sensing technology. Once the oil has been contained within the booms, the oil should be directed into the path of a skimming vessel. Boom may also be configured into a U-configuration with an open apex to funnel oil to awaiting skimming vessels.
- Oil that escapes the above assets and moves shoreward will be collected by VOOs that deploy sorbent boom, collection nets, or other types of equipment that

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absorb surface oil. These assets will be deployed as task forces that can rapidly respond to light oil.

Operational Limitations of Response Equipment	
MSRC OSRV	8 foot seas
VOSS System	4 foot seas
Expandi Boom	6 foot seas, 20 knot winds
Dispersants	Winds more than 25 knots Visibility less than 3 NM, or Ceiling less than 1,000 ft.

Dispersant Application

Depending on proximity to shore and water depth, dispersants may be a viable response option. ***Use of dispersant in non-preapproved areas will require approval by RRT VI prior to application.*** Surface application of large quantities of dispersants is likely; RRT VI approval for ongoing dispersant application should be sought in pre-approved areas as well. However, RRT VI consultation should not delay initial surface dispersant use in pre-approved areas if appropriate. If appropriate, and approved, 4 to 5 sorties from three DC-3s will be made within the first 12-hour operating day of the response. Assuming a 1:20 application rate, 90% effectiveness, and 4 to 5 sorties per day; these aerial systems could disperse approximately 7,700 to 9,600 barrels of oil per day based on the NOAA Dispersant Planner. Additionally, there could be 3 to 4 sorties (318 gallons per sortie) from a BE90 King Air and 3 to 4 sorties (3,250 gallons per sortie) from a Hercules C-130A within the first 12-hour operating day of the response. Using a 1:20 application rate, 90% effectiveness, and assuming 3-4 sorties per day, the systems could disperse approximately 4,600 to 6,100 barrels of oil per day based on the NOAA Dispersant Planner. For continuing dispersant operations the CCA's Aerial Dispersant Delivery System (ADDS) would be mobilized. The ADDS has a dispersant spray capability of 5,000 gallons per sortie.

Vessel dispersant application may be another available response option. If appropriate, vessel spray systems can be installed on offshore vessels of opportunity using inductor nozzles (installed on fire-water monitors), skid mounted systems, or purpose-built boom arm spray systems. Vessels can apply dispersant within the first 12-24 hours of the response and continually as directed. This is particularly effective in reducing VOCs in and around well containment operations on the surface.

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Shell has contracted with Marine Well Containment Company for a subsea dispersant package. Subsea dispersant application has been found to be highly effective at reducing the amount of oil reaching the surface; however, approval is required from the RRT prior to use. Additional data collection, laboratory tests and field tests will help in facilitating the optimal application rate and effectiveness rating. For planning purposes, Shell assumes a 1:100 application rate, at 90% effectiveness (based on accepted industry dispersant effectiveness standards), and a system flow rate of 8-11 gallons per minute (approximately 11,500 to 16,000 gallons of dispersant per day). Using these assumptions, the system has the potential to disperse approximately 24,500 to 34,000 barrels of oil per day.

In-Situ Burning

Open-water in-situ burning (ISB) may be used as a response strategy, depending on the circumstances of the release. ISB services may be provided by the primary OSRO. ISB operations will not be conducted without the RRT approval. If appropriate conditions exist and approvals are granted, one or multiple ISB task forces could be deployed offshore. Task forces typically consist of two to four fire teams; each with two vessels capable of towing fire boom, guide boom or tow line with either a handheld or aerially-deployed oil ignition system. At least one support/safety boat would be present during active burning operations to provide logistics, safety and monitoring support. Depending upon a number of factors, up to 4 burns per 12-hour day could be completed per ISB fire team. Most fire boom systems can be used for approximately 8-12 burns before being replaced. Fire intensity and weather will be the main determining factors for actual burns per system. Although the actual amount of oil removed per burn is dependent on many factors, recent data suggests that a typical burn might eliminate approximately 750 barrels. Based on the above assumptions, a single task force of four fire teams with the appropriate weather and safety conditions could complete four burns per day and remove up to ~12,000 bbls/day. In-situ burning nearshore and along shorelines may be a possible option based on several conditions and with appropriate approvals, as outlined in Section 19 of the Shell Gulf of Mexico Regional Oil Spill Response Plan, In-situ Burn Plan. In-situ burning along certain types of shorelines may be used to minimize physical damage where access is limited or if it is determined that mechanical/manual removal may cause a substantial negative impact on the environment. All safety considerations will be evaluated. Additional information on ISB is presented in Section 19 of the Shell Gulf of Mexico Regional Oil Spill Response Plan, In-situ Burn Plan. In addition, Shell will assess the situation and can make notification within 48 hours of the initial spill, to begin ramping up fire boom production through contracted OSRO(s) as discussed in Section 19 of the Shell Gulf of Mexico Regional Oil Spill Response Plan, In-situ Burn Plan. Potential limitations should be assessed prior to ISB operations. Some limitations include atmospheric and sea conditions; oil weathering; air quality impacts; safety of response workers; and risk of secondary fires.

Source Control/Subsea Containment

The first source control response in a subsurface well blowout would be to activate the blowout preventers and close the well. Wild Well Control and

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Marine Well Containment Company (MWCC) would be notified in the event of a blowout. The first step is to determine if the blowout well can be capped and secured by bull-heading or circulating down existing tubulars. A pre-emptive relief well planning team would immediately be formed. The relief well team would locate and secure the appropriate rig(s) to conduct relief well operations, if needed. If the well cannot be capped, the relief well(s) operations would start as soon as possible. If the well can be capped but not secured, then using a snubbing or coil tubing unit for a circulating kill, drilling a relief well, or starting both operations simultaneously may be the next response options. Subsea containment resources would be mobilized in the event of an uncontrolled well blowout. Subsea containment incorporates simultaneous operations to cap or contain the flow of oil within the well, contain the oil outside of the well and collect at surface facilities or vessels and chemically disperse the oil at the well head. Refer to the Control and Containment status board for resources and response times.

Nearshore and Shoreline Protection

If the spill went unabated, shoreline impact would depend upon existing environmental conditions. Nearshore response may include the deployment of shoreline boom on beach areas, or protection and sorbent boom on vegetated areas. Strategies would be based upon surveillance and real time trajectories provided by Shell contractors that depict areas of potential impact given actual sea and weather conditions. Strategies from the SELACP, The Response Group and UC would be consulted to ensure that environmental and special resources would be correctly identified and prioritized to ensure optimal protection. The Response Group shoreline response guides depict the protection response modes applicable for oil spill clean-up operations. Each response mode is schematically represented to show optimum deployment and operation of the equipment in areas of environmental concern. Supervisory personnel have the option to modify the deployment and operation of equipment allowing a more effective response to site-specific circumstances.

Mechanical Cleanup Methods

Near shore mechanical recovery resources will be deployed to contain and collect oil prior to reaching the shoreline, minimizing the amount of oil that may impact the shoreline. In areas of shallow water, it may be possible to collect or corral the oil with ocean boom and take it to deeper water or low-current areas that have better skimmer access and higher recovery rates. Sorbent boom and snare boom may be utilized to recovery light sheens and more viscous oils.

Sorbent boom is designed primarily to absorb oil, although it can act as a protective measure against thin oil sheens under very quiet water conditions. Snare boom (pom-poms tied onto a line) is effective as a sorbent of more viscous oils under higher wave and current conditions. When used with conventional booms, sorbents can be placed outside of the boom to pick up escaping oil, or inside the boom to absorb contained oil.

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Shoreline Protection

The Response Group shoreline response guides depict the protection response modes applicable for oil spill clean-up operations. Each response mode is schematically represented to show optimum deployment and operation of the equipment in areas of environmental concern. Supervisory personnel have the option to modify the deployment and operation of equipment allowing a more effective response to site-specific circumstances. Booming strategies will be implemented to exclude oil from impacting priority resources, and may be diverted to collection areas for recovery. The following are various types of boom that may be deployed to protect the shoreline:

- **Near Shore Boom:** When oil threatens impact shoreline or marshes, this medium size boom (~18") can be deployed to deflect or contain oil, or prevent impact to sensitive areas.
- **Bottom-seal Boom:** This boom is designed for deployment in very shallow water here traditional boom may foul on the bottom during low water levels. This boom's special features allow it to conform to the substrate, so that it can continue to act as a barrier to oil during changing tides or lower water levels. Bottom seal boom uses ballast tubes that are filled with water and actually lay on the bottom to provide a seal against oil passage. Shallow water boom is effective in higher-current areas because the shallow skirt minimizes the drag in the current.
- **Inland Boom:** Inland boom is the smallest conventional boom and is designed for deployment in very shallow water; as the draft is only 6-12 inches. It is normally deployed in more protected waters where there is little to no wave action.

Wildlife Support

If wildlife is threatened due to a spill, MSRC and CGA have resources available for Shell, which can be utilized to protect and/or rehabilitate wildlife. Wildlife support resources are identified in the Shoreline Protection & Wildlife Support status board.

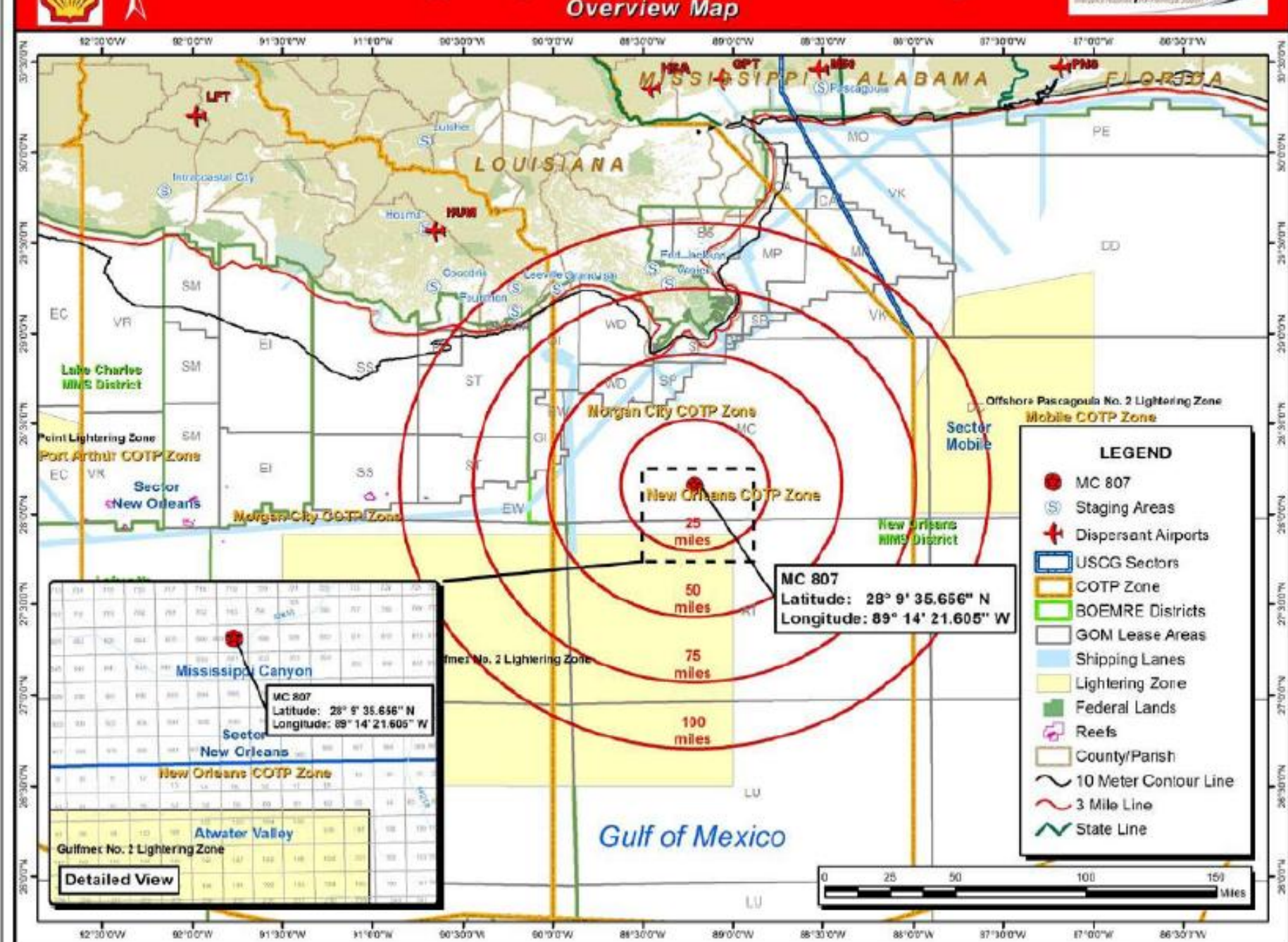
Additional Support for a blowout lasting 120 days:

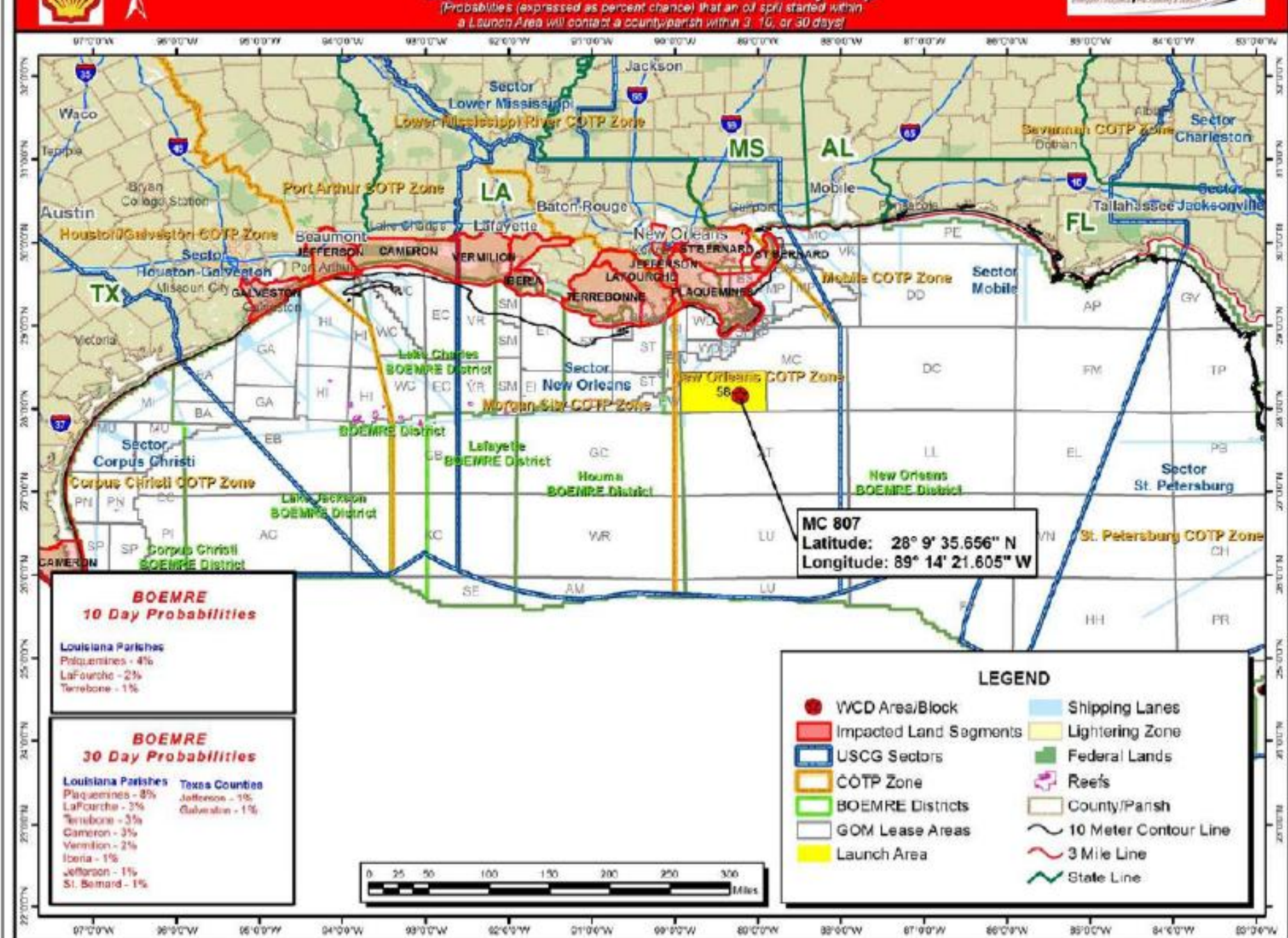
- Ocean Barge to transport recovered oil from offshore skimming systems and temporary storage barges to onshore disposal sites (identified in Area Contingency Plans and approved by the State)
- Additional OSRO personnel to relieve equipment operators
- Vessels for supporting offshore operations
- Field safety personnel

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- Continued surveillance and monitoring of oil movement
- Helicopter, video cameras
- Infrared (night time spill tracking) capabilities
- Logistics needed to support equipment:
 - Parts, trailers, and mechanics to maintain skimmers and boom
 - Staging areas
 - Fueling facilities
 - Decontamination stations
 - Dispersant stockpile transported from Houston to Houma
 - Communications equipment and technicians
- Logistics needed to support responder personnel:
 - Food
 - Berthing
 - Additional clothing/PPE/safety supplies
 - Decontamination stations
 - Medical aid stations
 - Safety personnel





Offshore Facility MMPD

Under development.

Offshore Facility AMPD Scenario

Under development.

Onshore Facility/Pipeline/Marine Terminal WCD Scenario

Of the onshore facilities handling oil and or hazardous substances in bulk in the New Orleans FOSC Zone, Marathon Petroleum Garyville Refinery has the largest potential WCD, equaling 500,000 bbls.

Onshore Facility/Pipeline/Marine Terminal MMPD Scenario

Under development.

Onshore Facility/Pipeline/Marine Terminal AMPD Scenario

Under development.

Tank/Non-Tank Vessel WCD Scenario

Under development.

Tank/Non-Tank Vessel MMPD Scenario

Under development.

Tank/Non-Tank Vessel AMPD Scenario

Under development.

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In-Situ Burn Policy

In-Situ Burning Introduction

This is the Southeast Louisiana Area Committee (SELAC) in-situ burn policy for coastal and applicable inland waters. It describes the established water zones for pre-authorized and conditional in-situ burning (ISB), protocols for conducting ISB operations, applicable to all burns throughout the SELAC boundaries.

The SELAC believes ISB is a viable option for addressing spilled oil and can be utilized when specific circumstances have been met allowing for its use; and that institution of this policy will help to ensure a more rapid and effective response to oil spills within the SELAC area of responsibility. Questions, concerns, and recommendations relating to this policy may be addressed to the Chair or Co-Chair of the Response, Science, and Technology Subcommittee.

Purpose

This policy implements Subpart J of the National Oil and Hazardous Substances Contingency Plan (NCP) and provides pre-authorization for the use of ISB on oil spills by the pre-designated FOSC on oil discharges impacting federal waters within the SELAC boundaries.

The SELAC recognizes that in some instances the physical collection and removal of oil is infeasible or inadequate, and the effective use of ISB as an oil spill response technique must be considered. Pre-authorization within the set guidelines of this policy allows the Unified Command (UC) to employ in-situ burning to: (1) prevent or substantially reduce a hazard to human life, (2) minimize the environmental impact of the spilled oil or, (3) reduce or eliminate economic or aesthetic losses which would otherwise presumably occur without the use of this technique.

Scope

The USCG, EPA, DOI, DOC, and the coastal states of RRT VI have adopted ISB as an approved tool to remove spilled or discharged oil from ocean and coastal waters within the jurisdiction of RRT VI. This policy covers protocols under which ISB is pre-authorized for use by the Unified Command within the boundaries of the SELAC. This document also contains decision-making guidance and procedures for the potential use of ISB on inland waters under the jurisdiction of the SELAC.

In-Situ Burning Policy

The purpose of the policy is to define the conditions under which burning may occur on a pre-approved or case-by-case basis and to define conditions under which burning will not be allowed. The complete policy defines the procedure for arriving at the decision to burn or not to burn, describes the regulatory and statutory framework, and provides background information on logistics, environmental impacts, health and safety, and

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monitoring. The policy applies to all marine waters and inland areas covered by the Southeast Louisiana Area Contingency Plan (SELACP).

It is the policy of the SELAC to use, and in certain cases encourage ISB, provided that requirements specified herein have been met. A primary consideration in the decision to burn is the protection and safety of human life. The authority to approve a burn rests with the Unified Command (UC), who must determine that an application to burn conforms to these guidelines. The decision to burn or not to burn must be made expeditiously.

Pre-approval areas are defined as those areas that are more than 3 nautical miles offshore. All other areas will be considered on a case-by-case basis. Monitoring and sampling will be conducted where there is potential for people to be exposed to the smoke. As general guidance, people should not be exposed to the smoke. As general guidance, people should not be exposed to small particles (PM-10) in concentrations that exceed 15 milligrams per cubic meter of air averaged over one hour. The concentrations should never exceed 15 milligrams per cubic meter averaged over 24 hours.

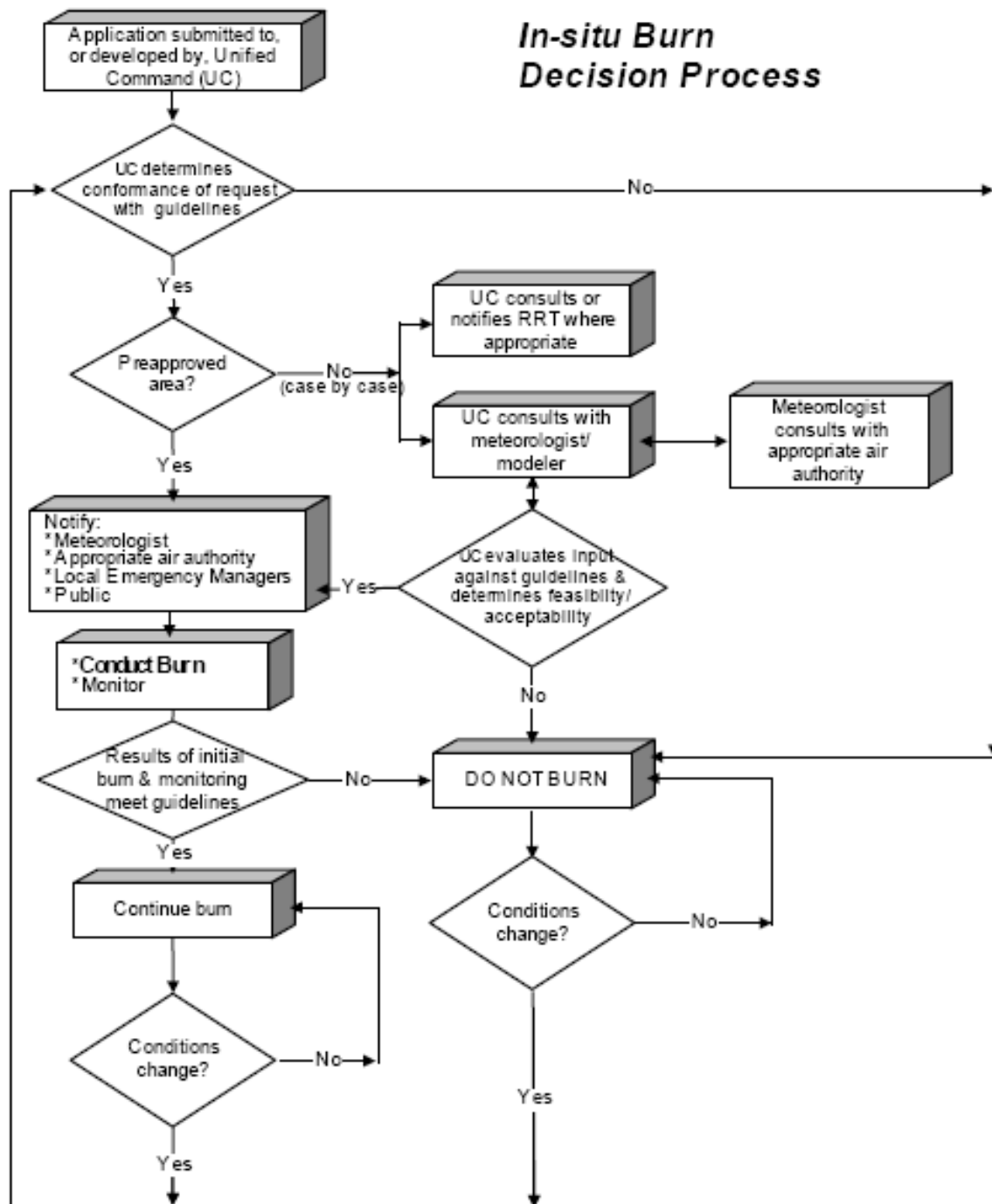
Authorization Procedures

These guidelines provide a common decision-making process to evaluate the appropriateness of using ISB during a response. The process is based on the premise that a rapid decision is essential if ISB is ever to be used since oil emulsifies (becomes mixed with water) and is more difficult to ignite as time goes on.

Under these guidelines, authorization to use ISB rests with the UC. The UC consists of federal, state, tribal, and local government and the responsible party on-scene coordinators, as appropriate. The UC, as part of the Incident Command System, is responsible for overseeing the entire response effort, which includes the decision to use ISB. The decision process is greatly expedited by the use of the UC structure, by establishment of a single application (see attached checklist and worksheet located after the decision process flowchart), and mutually agreed upon operational controls. The following figure summarizes the ISB decision process.

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In-Situ Burn Decision Process

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In-Situ Burning Application

The following checklist and worksheet are provided as a summary of important information to be considered by the UC in reviewing any request to conduct ISB in response to an oil spill in marine and inland waters under the jurisdiction of the SELAC. The flowchart shown in the above figure summarizes the process for making a burn decision. The decision to burn must consider whether this tool will offer a greater level of efficiency in removing oil on the water and/or reducing oil impacts to sensitive resources. Next, the decision must evaluate whether it is practical, feasible, and safe to burn given the spill and conditions involved.

The application process begins with a simple preliminary feasibility analysis. If that analysis concludes that ISB may be feasible, the application checklist and window-of-opportunity worksheet shall be completed. The checklist is divided into several sections of information about the spill, weather, proposed burning plan, and potential impacts. When completed, the checklist and worksheet will identify the window-of-opportunity when ISB would be allowed based on environmental, public health, and operational constraints. Note that the checklist must be updated for each new burn scenario proposed. It is important to note that even if the checklist and worksheet fail to show that ISB is appropriate at one point in time (i.e., a “NO” answer), changes in environmental or other factors may make ISB a feasible option at a later time.

Authorization procedures will differ depending upon whether the spill location is in a pre-approval area or is decided on a case-by-case basis. Regardless of location, the UC directs actions that will provide for maximum environmental protection while ensuring human safety.

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Preliminary Feasibility Analysis for In-Situ Burn

1. Operational Feasibility	2. Public Safety Impact	3. Environmental Impact
A. Do the oil type, state, volume spilled and anticipated encounter rate indicate a window of opportunity for successful containment & burning? Yes <input type="checkbox"/> No <input type="checkbox"/>	A. Do prevailing and forecasted winds and atmospheric conditions indicate a window of acceptably low risk of possible heavy smoke exposure to populated areas? Yes <input type="checkbox"/> No <input type="checkbox"/>	A. Do natural resource managers concur that a successful in-situ burning operation will likely result in an acceptable impact to resources of concern? Yes <input type="checkbox"/> No <input type="checkbox"/>
B. Do prevailing and forecasted weather and sea conditions indicate a window of opportunity for successful containment & burning? Yes <input type="checkbox"/> No <input type="checkbox"/>	B. Will equipment and trained personnel be available to conduct air monitoring in at-risk populated areas if burning is attempted? Yes <input type="checkbox"/> No <input type="checkbox"/>	
C. Will equipment and trained personnel be available to conduct in-situ burning operations if an opportunity to use this tactic occurs? Yes <input type="checkbox"/> No <input type="checkbox"/>		
If the answer to all questions in section 1 is yes, this tactic may be operationally feasible. Consider mobilizing necessary resources and proceed to section 2.	If the answer to all questions in section 2 is yes, the risks to public safety may be acceptable. Consider mobilizing necessary resources and proceed to section 3.	If the answers to all questions in section 3 are yes, the environmental impacts may be acceptable. Consider mobilizing necessary resources and proceed with application.
If any of the answer in any of the above sections is no, approval of an in-situ burning application is unlikely <u>at this point of time</u> , unless conditions change. If the possibility of employing this tactic exists, consider mobilizing the necessary resources early in the response.		

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In-Situ Burn Application Checklist

Spill Data

Date of incident (month/date/year): _____ Time of incident: _____

Name of incident/responsible party: _____

Location of incident: _____ Latitude _____ N Longitude _____ W

Type(s) of oil spilled: _____

Estimated volume of oil spilled into water: _____

Estimated volume of oil at risk of spilling: _____

Release status: Stopped____ Intermittent____ Continuous____ Outflow Rate____

Forecasted surface area of spill at time of projected burn:

Continuous slick____ Large patches____ Ribbon/streamers____

Will oil concentrations be sufficient to burn? Yes ____ No ____

Is oil thickness sufficient to burn? Yes ____ No ____

Anticipated oil trajectory (attach NOAA forecasts if available):

Forecasted oil distance/direction to nearest land at time of projected burn:

Expected areas and times of shoreline oil impact:

Estimated percentage of natural dispersion and evaporating during:

First 24 hours _____ Second 24 hours _____

Oil emulsification at this time: Unknown____ None____ Light (0-20%) ____

Moderate (21-50%) ____ Heavy (over 50%) ____

Distance (in statute miles) and direction to shoreline: _____

Name of nearest population center: _____

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Weather/Environmental Conditions at time of projected Burn

Temperature: Air: _____ F Water: _____ F

Wind Conditions: Speed _____ Direction (from) _____

Are prevailing and forecasted winds less than 25 knots? Yes _____ No _____

Tide state: Flood _____ Ebb _____ Slack Water _____

Sea State: Calm _____ Choppy _____ Swell (in feet) _____

Waves: Less than 1ft _____ 1-3ft _____ >3ft _____ Direction (from) _____

Other weather/sea condition information: _____

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Proposed Burning Plan Worksheet

Location of the proposed burn relative to the spill site:

Location of the proposed burn relative to nearest ignitable slick(s):

Location and direction of the proposed burn relative to nearest land:

Can accidental fires be avoided? Yes _____ No _____

If yes, what actions are planned? _____

Can ignition/burn occur at a safe distance from other response operations and public, recreational, and commercial activities? Yes _____ No _____

Method(s) used to notify residents living within the potential smoke plume trajectory:

Method(s) used to notify mariners and aircraft pilots:

Method(s) used to avoid impacts to marine life in vicinity of burn:

Type of ignition system proposed for use: _____

When will ignition system, fire-resistant boom, and deployment equipment/vessel be on-scene and available for use: _____

How will ignition be carried out? _____

If a heli-torch ignition system is to be used, is the helicopter qualified for offshore flight and does it meet FAA certification requirements? Yes _____ No _____

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Method used to collect/concentrate oil, if any: _____

Amount of fire boom available for use at time of proposed burn: _____ Ft

Number of boom-towing vessels and support vessels available: _____

Proposed location of oil containment relative to spill source: _____

Proposed burning strategy:

___ Immediate ignition at or near source

___ Ignition away from source after containment and movement to safe location

___ Controlled burning in boom or natural collection site at or near shore

___ Possible need for multiple ignition attempts

Are floating debris and other safety hazards acceptable: Yes _____ No _____

Are sufficient numbers of trained personnel available on-scene to conduct safe and effective burn: Yes _____ No _____

Estimated amount of oil to be burned: _____

Estimated duration of burn: _____

Method of collecting burned oil residue: _____

Estimated amount of burned oil residue to be collected: _____

Proposed interim storage and disposal of burned oil residue: _____

Back-up plan for collection contained oil if burn fails: _____

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Burn Impacts

Is adequate air modeling support available: Yes _____ No _____

Do prevailing conditions and air modeling results indicate that PM-10 standards can be met: Yes _____ No _____

Will visibility remain safe at sensitive locations (e.g., airports, freeways):

Yes _____ No _____

Are adequate air support and burn monitoring equipment on-scene and available:

Yes _____ No _____

How will operational impacts to wildlife in vicinity be monitored:

Name of Application Preparer: _____

Date/Time Submitted to Planning Section Chief: _____

Approval by Planning Section Chief: _____

Unified Command Decision:

_____ Approval to implement burn plan

_____ Approval to conduct small pilot burn

_____ Burn Plan disapproved at this time

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Window of Opportunity Worksheet

Spill Name: _____ **Spill Time and Date:** _____

This worksheet should be filled out in conjunction with the in-Situ Burning Application Checklist. Fill in top based on time of Incident (e.g., if Incident is at 0300, fill that in for hour 1; 0400 for hour 2, etc.). For each worksheet item, mark in each time segment where the items applies. The likely window-of-opportunity equates to those time segments where all items are marked.

Window of Opportunity				
Feasibility Factors	Hr. 1 Time	Hr. 2 Time	Hr. 3 Time	Hr. 4 Time
Operational Outlook				
1. Oil thickness \geq 2-3 mm				
2. Oil emulsion \leq 25-50%				
3. Wind Speed \leq 25 knots				
4. Wave height \leq 3-5 feet				
5. Visibility \geq 500 ft vertically & \geq 0.5 mile horizontally				
6. Trained personnel on-scene & ready				
7. Equipment on-scene & ready				
Planning Concerns				
8. Operation poses acceptably low risk to populated areas				
9. Burn poses acceptable risks to resource likely impacted				
Public Safety Concerns				
10. Public notification and controls addresses				
11. Air monitoring equipment & support are set up & ready				

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Pre-Approval

Once the UC determines that the application to burn conforms to the PM-10 standard, the UC should then determine if the spill location is in a “pre-approval area”. **Pre-approval areas include any area that is more than three miles from the nearest shoreline.** If a potential burn site is in a pre-approval area, the meteorologist, appropriate air pollution control authority, local emergency manager, and the public are notified. Preparations will be made for monitoring the burn immediately following notification. (Note: Pre-approval refers to certain locations where burning is allowed with minimal steps to be taken to conduct the burn. Several prior procedures must still be undertaken, including application submittal and approval, notifications, and submission of an ISB Operations Plan).

Case-by-Case Approval

If the UC determines that the application conforms to the guidelines but is not in a pre-approval area, then approval to burn is considered on a case-by-case basis. The UC notifies the RRT. In cases where the RRT’s expertise is needed, the RRT will be consulted. At this stage, the UC consults with the meteorologist to obtain weather data and information on the potential concentrations of pollutants that may reach a populated area from both burned and unburned oil. The meteorologist consults with the appropriate air pollution control authority for more information. Data will also be obtained from a predictive smoke plume model whenever possible. Modeling information will not be relied upon exclusively but considered as a part of the information package. The UC then evaluates all available information and determines the feasibility and acceptability of in-situ burning based on these guidelines. If the decision is yes, then the same procedures apply as those for pre-approval areas. If the decision is no, then the burn will not be conducted. If conditions change, the application will be re-evaluated.

Not Allowed

If the application to burn is not in conformance with these guidelines, ISB operations will not be allowed. Conditions will be monitored in case there is a change that would make ISB appropriate and feasible. While no geographic areas have been excluded from the consideration to use ISB; it is very unlikely that it would be approved in a heavily populated area because of the increased potential for exposing people to concentrated levels of particulates. However, even in highly populated areas, burning may still be approved in unique circumstances; especially when volatiles from the unburned oil pose a serious threat to human health.

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In-Situ Burning Oil Spill Response Checklist

1. Spill Data (to be completed by the Responsible Party and submitted to the FOSC)
 - a. Name of incident: _____
 - b. Date and time of incident: Month/Day/Year _____ Time_____
 - c. Incident: Grounding_____ Transfer Operations _____ Collision _____
Blowout _____ Pipeline Rupture _____ Explosion _____ Other _____
 - d. Did spill source ignite? Yes _____ No _____
Is the source still burning? Yes _____ No _____
 - e. Spill Location: Latitude _____ Longitude _____
 - f. Distance (in miles) and direction to nearest population _____
 - g. Product(s) released: _____
 - h. Product(s) easily emulsified? Yes _____ No _____ Uncertain_____
 - i. Product(s) already emulsified upon discharge? Yes _____ No_____ Light
emulsion (0-20%) _____ Moderate emulsion (21-50%) _____ Heavy
emulsion (> 51%) _____ Unknown _____
 - j. Estimated volume(s) of product discharged _____ gals/bbls
_____ gals/bbls
_____ gals/bbls
 - k. Estimated volume(s) of product that could still be discharged:
_____ gals _____ bbls _____
_____ gals _____ bbls _____
 - l. Discharge status: Continuous ____ Estimated rate _____
Intermittent ____ Estimated rate _____
One time only; discharge secured ____
 - m. Estimated area of spill:
Date/Time _____ Surface area_____ Sq. Miles (Stat ____ Natu ____)
Date/Time _____ Surface area_____ Sq. Miles (Stat ____ Natu ____)
Date/Time _____ Surface area_____ Sq. Miles (Stat ____ Natu ____)
2. Weather and Water conditions at time & location of spill
(To be completed by responding party and submitted to FOSC)

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- a. Temperature: Air _____ (deg. F) Water _____ (deg. F)
- b. Weather: Clear _____ Partly Cloudy _____ Heavy Overcast _____
Rain _____ (Heavy _____ Moderate _____ Light _____)
Fog _____ (type & amount at spill source _____)
(type & amount at burn site _____)
- c. Tidal conditions: Slack tide _____ Flood _____ Ebb _____
- d. Dominant Surface Current (net drift):
Speed _____ (knots)
Direction (t) _____ (true compass heading)
- e. Wind speed: Knots _____ Wind direction (from) _____
- f. Expected transition time between on-shore & off-shore breeze:

- g. Sea state: Flat calm _____ Light wind-chop _____
Wind-waves: <1 ft _____ 1-3 ft _____ >3ft _____
Swell (est. height in ft) _____
- h. Water depth (in feet): _____
- i. Other considerations:
General visibility _____
Rip Tides/eddies _____
Floating Debris _____
Submerged Hazards _____

Note: The NOAA Scientific Support Coordinator (SSC) shall be consulted for the weather and water conditions and predicted oil behavior.

The Responsible Party has the option of also submitting information on predicted oil behavior.

3. Proposed burning plan (to be completed by the Responsible Party)

- a. Location of proposed burn with respect to spill source:

- b. Location of proposed burn with respect to nearest ignitable oil slick(s):

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- c. Location of proposed burn with respect to nearest land:

Location of proposed burn with respect to commercial fishing activity, vessel traffic lanes, drilling rigs, and/or other marine activities/facilities:

- d. Risk of accidental (non-ISB) fires:

- e. Risk of reducing visibility at nearby airstrip(s) or airports(s):

- f. Distance to, location and type of nearest population center(s) (e.g., recreational site, town, city, etc.):

- g. Methods that will be used (prior to ignition) to notify residents in areas where smoke could conceivably drift into or over such areas:

- h. Type of igniter proposed for use:

- i. Helicopter(s) needed to deploy igniters? No ____ Yes ____
Name of company and type of helicopter(s) to be used:

- j. FAA approval already granted to company for use of igniter:

Yes ____ No ____

Awaiting FAA Approval or verification of prior approval ____

- k. Burning promoters or wicking agents proposed for use?

Yes ____ No ____

If yes, give type and amount: _____

- l. Describe proposed method of deployment for igniter(s):

- m. Burning promoter(s):

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- n. Wicking agent(s): _____
- o. Describe method for oil containment, if any: _____
- p. Proposed location of oil containment relative to spill source: _____
- q. Proposed burning strategy:
_____ Immediate ignition at or near source
_____ Ignition away from source after containment and movement to safe location
_____ Ignition of uncontained slick(s) at a safe distance
_____ Controlled burning in boom, or natural collection site at/near shore
_____ Possible need for multiple ignition attempts
- r. Estimated amount of oil to be burned: _____
- s. Estimated duration of each burn: _____
Total possible burn period: _____
- t. Estimated smoke plume trajectory: _____
- u. Method for collection of burned oil residue: _____
- v. Proposed storage & disposal of burned oil residue: _____
4. Weather and water condition forecast from time of spill (to be completed by NOAA SSC)
- a. Wind speed (knots)
24-hour projection: _____
48-hour projection: _____
- b. Wind direction (from)
24-hour projection: _____
48-hour projection: _____
- c. Sea Conditions: _____

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24-hour projection:

Flat calm ____ Light wind-chop ____ Wind-waves <1 ft ____
1-3 ft ____ >3 ft ____ Swell (est. height in ft) ____

48-hour projection:

Flat calm ____ Light wind-chop ____ Wind-waves <1 ft ____
1-3 ft ____ >3 ft ____ Swell (est. height in ft) ____

d. Tidal information:

Date _____ High (time/height) ____/____
Low

Date _____ High (time/height) ____/____
Low

Date _____ High (time/height) ____/____
Low

Date _____ High (time/height) ____/____
Low

e. Predicted dominant current (net drift):

Speed (knots): _____ Direction (to): _____

5. Predicted oil behavior (to be completed by NOAA SSC)

a. Unburned oil forecast: Estimated trajectory (attach sketch if necessary):

b. Expected area(s) and time(s) of land fall:

Location _____ Date/time _____

Location _____ Date/time _____

Location _____ Date/time _____

Location _____ Date/time _____

c. Estimated percent naturally dispersed and evaporated:

Within first 12 hours: _____

Within first 24 hours: _____

Within first 48 hours: _____

6. Resources at risk (to be completed by Environmental Unit or resource agencies)

a. Biological Resources:

Are marine mammals, turtles, or concentrations of birds
noted in the burn area? Yes ____ No ____

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If yes:

_____ Endangers/threatened species

_____ Non-endangered/threatened species

Comments _____

b. Historic and archaeological resources: _____

c. Commercial harvest areas: _____

7. FOSC evaluation of response options (to be completed by FOSC)

a. Is in-situ burning likely to result in the limitation of significant volumes of spilled oil? Yes _____ No _____

b. Will the use of in-situ burning interfere with (or in any way reduce the effectiveness of) mechanical recovery and/or dispersant application?
Yes _____ No _____

If yes, do the potential benefits of burning outweigh the potential reductions in effectiveness of mechanical/dispersant use?
Yes _____ No _____

c. Can in-situ burning be used safely, and with an anticipated overall reduction in environmental impact (compared with the decision not to burn)?

8. FOSC's Decision regarding in-situ burning (to be completed by FOSC)

a. _____ Do not conduct in-situ burn

b. _____ In-situ burn may be conducted in limited or selected areas

c. _____ In-situ burn may be conducted as requested

Note: If the FOSC approves in-situ burning, local media and residents in areas within the potential smoke plume trajectory must be notified prior to initiating the burn.

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Signature of FOSC: _____

Printed name of FOSC: _____

Time and date of decision: _____

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Operational Requirements

The RP shall submit an ISB operations and safety plan for ISB operations to be conducted. This plan will allow for the safe controlled operations and limiting the chances of exposure to toxic gases/or smoke for response personnel and the public. It will address protective measures used to limit response personnel to heat, flame, and/or flammable environments that may be encountered by on-scene.

Response Organization

Burn Group Supervisor

The Burn Group Supervisor (ISB-BGS) provides the coordination link between all burn operations, the Operations Section, the Incident Commander/Unified Command. The ISB-BGS will ensure that Deflection, Burn and Reserve Asset task forces are coordinated during the operation. A Deputy may be established and will have all responsibilities and credentials of the ISB-BGS.

Task Force Leaders

Task Force Leaders will manage personnel associated with a task force and report to the ISB-BGS. Examples of Burn Group Task Forces are Burn Task Force, Deflection Boom Task Force, and Reserve/Supply Task Force.

Technical Specialists

Technical Advisers provide spotting, aerial surveillance, and field operations coordination.

Air Operations

Other than designated surveillance/spotter aircraft, no aircraft will be allowed in the immediate airspace while burning operations are active. Pilots of helicopters or fixed-wing aircraft used for aerial surveillance during the burn will brief the ISB-BGS on intended operations, and receive permission from the ISB-BGS before entering the airspace.

SMART as Part of the ICS Organization

SMART activities are directed by the Operations Section Chief in the Incident Command System. It is recommended that a "group" be formed in the Operations Section that directs the monitoring effort. The head of this group is the Monitoring Group Supervisor (ISB-MGS). Under each group there are monitoring teams. At a minimum, each monitoring team consists of two trained members: a monitor and assistant monitor. An additional team member could be used to assist with sampling and recording. The monitor serves as the team leader. The teams report to the ISB-MGS who directs and coordinates team operations, under the control of the Operations Section Chief.

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Vessel Requirements

Burn Task Force

Vessels used in the Burn Task Force will meet the following criteria:

- Ability to tow at low speeds without loss of safe navigational ability.
- Accommodations that will support the vessel's crew and oversight crew for at least 48 hours without the need to return to port for fuel or supplies. This time requirement can be extended based upon incident needs.

Deflection Booming Task Force

Vessels used in the Deflection Booming Task Force will meet the following:

- Ability to tow at low speeds without loss of safe navigational ability.
- Accommodations that will support the vessel's crew and task force personnel for at least 48 hours without the need to return to port for fuel or supplies. This time requirement can be extended based upon incident needs.
- Deck space that will allow for storage of multiple pieces of equipment without the loss of safe work space on deck.

Reserve/Supply Task Force

Vessels used in the Reserve/Supply Task Force will meet the following:

- Have the ability to tow at low speeds without losing the ability to maneuver.
- Provide adequate accommodations that will support in-situ burn operations for a minimum of 48 hours of continuous sea operations at sea without returning port for fuel or supplies. This time requirement can be extended based upon incident needs.
- Provide adequate deck space for the storage of multiple pieces of equipment without the loss of safe work space on deck.
- Able to get underway immediately upon direction from the Burn Group Supervisor or applicable Task Force Leader

Primary Control Ship

The ISB Primary control ship, capable of providing a firefighting and command platform shall meet the following criteria:

- Have the ability to maintain station and provide firefighting support should a firefighting situation arise.
- Have an enhanced bridge with electronics capable of supporting vessels and extended ISB command and control.

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- Provide adequate accommodations that will support ISB operations for a minimum of 48 hours of continuous sea operations at sea without returning to port for fuel or supplies. This time requirement can be extended based upon incident needs.
- Provide adequate deck space for the storage of multiple pieces of equipment without the loss of safe work space on deck.
- Able to get underway immediately upon direction from the ISB-BGS or applicable Task Force Leader.

Responsibilities of Vessels

Primary Control Ship

In charge of coordinating all on water assets and maintaining overall safety of the ISB operations.

Deflection Task Force

In charge of maintaining positions and condition of the deflection boom.

Burn Task Force

In charge of maintaining positions and condition of the fire boom. The Burn Task Force will also be the source of ignition of the ISB operations.

Reserve/Supply Task Force

Will maintain continuous readiness during burn operations and deliver supplies as needed.

In-Situ Burn Operations Plan

The RP shall submit an ISB Operations Plan. This plan will outline the concept of operations for conducting ISB sorties to minimize the potential for shoreline impacts from an incident in accordance with the Region VI ISB Plan and other guidelines (e.g., SMART).

Burn Control

In order to maintain organization throughout the response effort, the RP's ISB Operations plan will address the following:

Burn Feasibility

This will first be assessed by the aerial observation. The aerial observer will ensure that the amount of collected oil can be ignited without causing radiant heat that may harm the personnel on the stern of the Burn Task Force vessels.

Once the above criteria are met, the aerial observer will then advise the Primary Control Ship as to the best burn area location. The Primary Control Ship will relay the location to the burn team and coordinate the secondary burn team to take the place of the

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departing team. The Primary Control Ship will stay at a safe location from the burn, but still monitor the burn operations with firefighting equipment on stand-by.

This process will be rotated throughout the operational period as long as favorable conditions remain. Burn operations will start at sunrise and continue until nightfall. If a fire is burning prior to sunset, burning operations may continue until complete.

Igniters

A trained person shall deploy the igniter and follow safety recommendations of the manufacturer.

Pre-Ignition Checks

Once final approval for ISB operations to commence is given, all vessels in the Burn task force will ensure the following:

- All personnel on the Fire Boat Team will ensure they are in the proper PPE.
- Surrounding area is clear of vessel traffic not related to the ISB operations.
- Ensure emergency procedures are clearly established for all involved personnel.
- All firefighting appliances are in place and in good working order.

Decontamination Procedures

All booms retrieved at the end of the ISB operations will receive adequate decontamination to minimize contamination of vessel decks before being stowed for transit. Due to the nature of the operations, full decontamination of all booms will likely not take place until termination of ISB operations.

Once ISB operations have terminated, decontamination will take place using established procedures for general decontamination of equipment following manufacturer's recommendations in accordance with the Incident Action Plan (IAP).

Vessels involved with ISB operations will undergo adequate decontamination while on their return voyage to ensure that they do not bring contamination back to areas not previously affected by the incident.

Small boats will receive gross decontamination once stowed on board and will be fully decontaminated using procedures established by the IAP once operations are terminated.

Emergency Procedures

In case of a vessel casualty, the vessel will notify the Primary Control Ship of the nature of the casualty and the vessel will follow their established casualty procedures.

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If a casualty should occur during towing operations, the affected vessel shall contact their partner vessel in the task force and cooperate to determine the safest actions needed to terminate the towing operations.

If a casualty affecting the steering or propulsion should occur during burning operations, the task force will take the following actions:

- Vessel experiencing the casualty will maintain, as possible, course, and speed.
- Alert both Primary Control Ship and partner vessel the nature of the casualty.
- The affected vessel will continue to run the water cooling pump.
- The partner vessel will then release tow line and water cooling line.
- Once free from lines the partner vessel will then render aid by pulling alongside the disabled vessel and taking it in tow (depending on sea state) while maintaining a slow (1 to 2 knot) speed forward. Pumping of cooling water to the fire boom is maintained from the disabled vessel until the previously contained oil is released and extinguished.

Termination of Burn

The ISB-BGS should plan to allow a burn to complete once it has ignited. However, premature termination of a burn may be necessary if responder health is threatened due to a wind or weather shift, or a secondary ignition of another slick is a possibility. The fire may be extinguished prematurely by both towing vessels accelerating ahead at several knots (2-3 knots), forcing the oil beneath the boom, and removing it from the combustion zone. A secondary option is to release the towline from one of the towing vessels while the other moves ahead at 2-3 knots; this allows the oil to spread out quickly to a thinness that cannot support combustion. The RP's ISB Operations Plan should include more detail on terminating a burn.

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In-Situ Burning Operational Checklist

This list is provided as a condensed checklist of critical conditions, concepts, or pieces of equipment that will be considered by the Responsible Party, prior to the initiation of an in-situ burn in the SELAC Boundaries, as defined in Section 1000 of the SELACP.

Approval and Notification Considerations

- _____ Approval “checklist” completed and submitted to FOSC/SOSC/RRT.
- _____ Any other burn plan or permit/approval requests completed and submitted to appropriate agencies.
- _____ All approvals received from federal, state, and local organizations.
- _____ U.S. Coast Guard notified regarding Notice to Mariners for proposed burn time and location in which no unauthorized vessels would be allowed.
- _____ FAA notified regarding Notice to Aviators for proposed burn time and locations in which no unauthorized aircraft would be allowed.
- _____ Local public radio and television announcements of intent to burn, along with information on estimated times, duration of burn(s), potential affected areas, possible health effects, and unauthorized zones for public use. (Coordinated through JIC).
- _____ State or local emergency service groups on standby for any possible assistance in notifying or evacuating certain populations.

Oil and Environmental Conditions:

- _____ Oil type & conditions - sufficiently combustible under existing weather conditions.
- _____ Visibility - suitable for vessels and aircraft in carrying out burn
Consideration given to number of daylight hours left to initiate burn.
- _____ Sufficient time available to mobilize response personnel transport and deploy equipment to ignite and complete burn(s).
- _____ Timing and conditions appropriate for consideration of nighttime burn(s).
Possibility of nighttime oil collection with burns initiated at daybreak.
- _____ Burning operations safe and practical in light of spill status (ignited versus non-ignited, proximity to shore mobile or fixed structures, etc.).

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- _____ Burning safe and practical in light of vessel traffic lanes.
- _____ Burning safe and practical in light of spill source stabilization efforts.
- _____ Burning safe and practical in light of any personnel evacuation efforts.
- _____ Burning compatible with mechanical cleanup operations.
- _____ Burning compatible with dispersant application techniques.
- _____ Burning compatible with shoreline protection and cleanup activities.

Personnel Requirements:

- _____ All personnel trained and qualified for burning operations.
- _____ All personnel briefed and familiar with burn plan.
- _____ Full response team(s) and supervisor(s) for vessels on location or en route.
- _____ Qualified Pilot and support personnel for aerial support functions on location or en route (e.g. reconnaissance, Heli-torch operations, etc.).
- _____ Backup Fire Control Team on location or en route.
- _____ All personnel have protective clothing, respirators, flotation devices, etc.

Vessel Requirements:

- _____ Two fire boom towing vessels available for each U-configuration.
- _____ One fire control vessel available for each burn region. More than one vessel possibly needed should individual burns be widely separated.
- _____ Backup support vessel(s) as needed for personnel transport; refueling, operations, recovery and storage of burn residue; transport, deployment and recovery of fire boom, boom towing vessels; etc.

Aircraft Requirements:

- _____ Helicopter(s) as appropriate for number of burns anticipated, modes of ignition to be employed, and distances to be covered from staging area(s) to assigned region(s) of coverage.
- _____ Fixed-wing aircraft as appropriate to supplement helicopter operations involving oil reconnaissance mission, direction of vessels to collection sites, monitoring of smoke plume trajectories, etc.

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Fire Boom and Igniter Requirements:

- _____ Inspected and ready-to-deploy fire containment boom (typically 500 ft to 1,000 ft per U configuration), along with long tow lines (typically 500 ft to 800 ft per tow vessel), towing bridles, and anchoring systems as appropriate.
- _____ Backup fire containment boom (500 ft to 1,000 ft per U configuration) with additional lengths of boom for any modes of deployment (e.g., containment at spill source, deflection booming into designated near shore burns sites, exclusion booming, etc.)
- _____ Inspected and ready-to-deploy Heli-torch(es) as needed for any aerial ignition activities (backup drums available for rapid turn-around).
- _____ Batch mixers for gelling large quantities of fuel mix for Heli-torch(es) if necessary (backup fuel supplies such as Jet-A, gasoline, or crude oil, and gelling mix)
- _____ Supply of hand-held igniters at least 10 per vessel and helicopter for potential use (backup supply of at least 200 igniters or a means of acquiring/constructing additional units on short notice).

Communications Requirements:

- _____ Dedicated radio links and equipment with specific frequencies for air-to-air and air-to-surface communications.
- _____ Dedicated radio links and equipment with specific frequencies for vessel-to-vessel and vessel-to-command communications.
- _____ Repeater stations as appropriate for distant or blocked communication paths.

Fire Safety Considerations:

- _____ Possible use of dedicated personnel/vessels with vapor emission monitoring equipment (explosimeter).
- _____ Backup firefighting vessels for unique situations involving a burning spill source and/or unusual potential exposures of personnel/vessel to burning oil.
- _____ Small firefighting equipment (extinguishers, monitors, foam, etc.) aboard the boom towing boats for backup use in the event of an emergency on or near one of the response vessels.

Hazard Evaluation

Exposure Limits for Emissions

Since burning will usually provide for a great degree of environmental protection, a key issue is for the UC to ensure that pollutants from ISB emissions do not have a significant adverse impact to human health. Particulates are a serious health hazard associated with ISB emissions. Particulates, resulting from ISB, are micron-sized particles of carbon or hydrocarbon suspended in the air. Particulate matter is a by-product of incomplete combustion, or can be formed in the atmosphere when gaseous pollutants react to form fine particles.

The primary pollutant concern is particulates less than 10 microns in diameter (PM-10); generally contained in the smoke plume. PM-10 and smaller such as PM-2.5 (smaller than PM-10) can settle deep into the lungs, the alveoli, and can cause immediate and chronic respiratory effects. The median size of particulates in smoke from oil fires is ~0.5 microns posing a definite hazard to respiration. Using respirators and eye protection (i.e. full-face respirator P100 cartridge) suitable for protection from particulate matter will reduce exposure.

An exposure standard for PM-10 has been established for these guidelines. ISB operations will not be approved if there is a significant risk that the standard would be exceeded where people are located. Background levels will be taken into consideration when determining risk.

The standard incorporated cap for PM-10 exposure is not to exceed 15 milligrams per cubic meter (mg/m³) averaged over an 8-hour period. The UC should ensure that an approved burn is within this standard. The UC must also weigh the risk to people of the volatiles that evaporate from unburned oil. In some cases, it may be less harmful to people to burn the oil rather than let part of it evaporate.

Permissible Exposure Limits (PEL) - PM-10: The following exposure limits apply for response personnel: OSHA permissible exposure limit (PEL): 15 milligrams per cubic meter (mg/m³) total particulate 8-hour mean, 5 mg/m³ respirable particulates (PM-10) 8-hour mean.

A meteorologist, responsible for evaluating weather data and information in the area proposed for an in-situ burn, will incorporate this standard in assessing health risks.

Symptoms of Overexposure: Excessive PM-10 will burden the respiratory tract and cause breathing difficulties.

Type of Gas	Hazard Description	Exposure Limits	Symptoms of Overexposure
Particulate Matter < 10	The median size of particulates in	OSHA PEL:	Excessive PM-10

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microns (PM-10): Particulates less than 10 microns (millionths of a meter) in diameter can reach the deep portion of lungs (the critical gas exchange area) and become a burden on the respiratory system. Thus the air quality standards are expressed as a fraction of particulates smaller than 10 micron in diameter.	the smoke from oil fires is 0.5 microns, posing a definite hazard to respiration. Studies show that ground-level concentrations of PM-10 nearby in-situ burn events usually remain below safety levels (except for the area directly in the smoke plume). For most individuals, exposure to inert particulates becomes a problem only at high concentrations. However, some individuals may develop problems at levels much lower than that.	15 milligrams per cubic meter (mg/m ³) total particulate 8 hour mean. 5 mg/m ³ respirable particulates (PM-10) 8 hour mean	will burden the respiratory tract and cause breathing difficulties.
Polycyclic Aromatic Hydrocarbons (PAH): A group of hydrocarbons found in both unburned oil and the smoke plume. PAH's have very low vapor pressure, and most are not very flammable. In ISB PAH's adsorb to particulates. Studies show that concentrations in the smoke remain below exposure limits.	Some PAHs are suspected carcinogens over a long-term exposure: the target organs being the skin and lungs. The hazard is minimal in ISB events. Because of the high temperatures most PAHs are burned in the combustion process and the concentration is usually higher in the oil than in the smoke.	OSHA PEL: 0.2 ppm for 8 hours (for volatile PAH)	None. (Suspected carcinogen).
Carbon Dioxide (CO₂): Colorless, odorless gas produced by burning fossil fuels.	High levels CO ₂ may be detected at ground level.	OSHA PEL: 5000 ppm for 8 hours.	Headache, dizziness, restlessness, parasthesia, dyspnea, sweating, malaise, increased heart rate, elevated blood pressure, coma, asphyxia, convulsions.
Sulfur Dioxide (SO₂): Colorless nonflammable poisonous gas with a pungent odor. The concentration emitted in a burn is directly related to the sulfur content of the oil.	Toxic gas and a corrosive irritant to eyes, skin, and mucous membranes by forming sulfuric acid on these moist surfaces. The gas may reach the deep portion of the lungs. Studies indicate SO ₂ emissions remain below exposure limits during ISB events.	OSHA PEL: 2 ppm for 8 hours NAAQS: 0.14 ppm for 24 hours	Irritation of eyes, skin, mucous membranes, and respiratory system.
Nitrogen Dioxide (NO₂): Toxic gaseous by product of oil combustion. It is normally a red-brown gas with an irritating odor.	Extremely toxic to humans by inhalation. It is less soluble than sulfur dioxide. It can reach the deeper portions of the lungs. Small concentrations can cause pulmonary edema, which can be delayed. NO ₂ is also a strong irritant to eyes and respiratory and respiratory tract. Studies of ISB	OSHA PEL: 1 ppm for 8 hours. NAAQS: 0.053 ppm for 24 hours	Irritation of eyes, skin, and mucous membranes.

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	events have shown that concentrations of NO ₂ in smoke emissions remain below 0.02 ppm.		
Carbon Monoxide (CO): Product of incomplete combustion of oils. It is a colorless, odorless gas that is toxic to humans.	The toxicity of CO is acute, it has a high affinity to hemoglobin in the blood, displacing oxygen and ultimately causing oxygen deprivation in the body's cells. The hazard of carbon monoxide from burn emissions is minimal. Data so far suggest that concentrations in oil fire smoke remain below exposure limits.	OSHA PEL: 35 PPM for 8 hours NAAQS: 9 ppm	Headache, nausea, dizziness, confusion, at high concentrations asphyxia and death.

Environmental Monitoring for Chemical Hazards

To ensure the health and safety of responders, the incident Site Safety Plan and/or the ISB Safety and Health plan must restrict all responders and response vessels from entering the smoke plume or from approaching the fire perimeter. Data analyzed from the Newfoundland Offshore Burn Experiment (NOBE) demonstrated that PM-10 levels were low upwind and outside of the smoke plume. Although data on other ISB gaseous emissions suggest that concentrations do not seem to pose a risk if responders and vessels remain at safe distances and upwind from the burn, concentrations of monoxide are high at ground levels close to the burn. If for some reason, a responder must move close to the burn, proper personnel protective equipment and monitoring must be administered. Monitoring equipment will be calibrated and maintained in accordance with the manufacturer's instructions (electronic equipment will be calibrated before each day's use).

Zones of potential hazardous substances may be encountered based upon wind and weather patterns. Projected extent and direction of plume of oil vapors prior to burn and smoke plume during the burn (along with other applicable hazards found during the site survey) will be noted (i.e., noted on incident maps).

Burn Hazards

Serious burn hazards exist in any ISB application. All potential hazards shall be identified and mitigated prior to ignition.

Although safe practices should eliminate the possibility of a responder getting burned during an ISB, contingencies for such a scenario must be identified. Depending on the severity of the burn, damage inflicted will vary from superficial reddening of the skin to extensive surface blistering and death of underlying tissue. However serious, the correct first aid treatment is to cover the burned surface with loosely applied, dry, sterile dressings. To reduce the dangers of infection, handling the burned area must be reduced to a minimum and do not attempt to clean the burn. All burns of more than a trivial nature shall be referred to the hospital.

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Other Hazards

Heat Proximity (from ISB)

Exposure of personnel to uncomfortable or dangerous levels of heat can be minimized or eliminated with proper considerations for vessel placement during a burn. Vessels should come no closer than five fire diameters for any extended length of time.

Heat Stress

In an ISB event, the combination of hot weather and flame radiation can pose potentially dangerous situations for response personnel. Certain safety problems are common to hot environments. Heat tends to promote accidents due to slippery palms, dizziness, lower mental alertness, or fogging of safety glasses. If the victim is conscious and able to drink fluids, provide caffeine-free, cold liquids, preferably water.

Heat Exhaustion

Heat exhaustion is caused by the loss of large amounts of body fluid and salt through sweating. A victim suffering heat exhaustion usually still sweats, but can experience weakness, fatigue, muscle cramps, nausea, or headaches. Severe cases may exhibit vomiting or unconsciousness. The skin is clammy and moist, the complexion is pale or flushed, and the body temperature is elevated. Treatment requires rest in a cool place and intake of liquids (caffeine-free) such as sports drinks and water.

Heat Stroke

Heat stroke is a serious condition which occurs when the body's temperature regulatory system fails and sweating becomes inadequate. A heat stroke victim's skin is hot, usually dry, red, or spotted. Body temperature is usually 105 degrees or higher, and the victim may be mentally confused, delirious, or unconscious. Unless the victim receives quick and appropriate treatment; brain damage, and/or death can occur. Any person with signs or symptoms of heat stroke requires immediate hospitalization; however, first aid should be administered immediately with the intent to lower the body temperature. Move the victim to a cool area, thoroughly soak the clothing with cold water, and vigorously fan the victim. Seek immediate medical attention.

Burn Operations

Boom Deployment

Boom deployment will be consistent with the boom's instruction manual. Deployment of the boom in an ISB response situation will be made easier and safer with planning and training of personnel in advance of any response effort. Preparations for the following considerations should be completed in advance:

- Ensure that the boom is properly stored so deployment is feasible without snagging or twisting. A single twist of the boom can render it nearly useless for oil containment at or near the twist. Attempting to untwist the boom by hand after deployment presents a hazard to personnel.

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- During deployment, anticipate drag forces induced by vessel movement and natural and currents. Avoid standing on or holding down boom during adjustments. Use proper tie-downs and anchor points to eliminate tension in the portion of the boom on which work is being done.
- Ensure that all tie-downs, towlines, tow posts, etc., are strong enough to withstand the average and peak drag forces that may be experienced by the fire resistant boom in tow.
- Provide adequate communications between the boom-towing vessels and the personnel tending the boom out of its container or tray. Dedicated radio links and hand signals should be pre-designated in case of an emergency.

Boom Towing

Boom towing will be consistent with the boom instruction manual. The following are safety considerations during towing operations:

- To avoid overexposure to the intense heat of the flames, all vessels must remain at least 3-5 times the fire diameter from the flame perimeter. Downwind of the burn, the minimum approach distance will be necessarily greater to avoid emission exposure to personnel. For operations using 660 feet or less of boom, use towlines approximately equal to the length of the boom. For boom lengths greater than 660 feet towlines may be less than the length of the boom. This allows for adequate distance between the towing vessels and the burning oil contained in the bottom third of the boom in a “U” configuration. Also, ensure that strength of towlines can withstand the maximum anticipated tension forces induced by the drag force of the boom.
- Ensure that qualified aerial support is prepared with established communications line to inform all responders of the location of the boom-towing vessels relative to the target oil slick; other oil slicks in the same general area; other vessels in the area; and the anticipated region of influence from combustion products.
- Prior to ignition, ensure that all personnel on-site are positioned upwind or crosswind from the target slick.
- If response operations commence at or near the spill source, personnel and equipment will be positioned at a safe distance from any potential explosion or premature ignition of oil at or within the source.
- **Contained oil should be ignited only after all pre-burn checks and requirements, as outlined in the FOSC approval applications and operational checklists are met and confirmed via radio link with all vessel commanders and key participants.**

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Boom and Boat Handling

Refer to the instruction manual for boom and boat handling instructions. Proper attention to the status of the burn, the speed and position of the towing vessels, the proximity of the burn, the speed and position of the towing vessel, and the proximity of the burn to other vessels, slicks, etc., must be maintained for quick response to dangerous situations. The boom-towing vessels will have a pre-determined plan of communication and action for defined situations, such as: modification of the rate of burn (by modifying the size); requests of and offers for assistance to the sister towing vessel; and termination of the burn.

Monitoring

Monitoring should always be incorporated in ISB operations; however, in some cases, especially in remote areas, it may be difficult or not possible to monitor. Information from monitoring, sampling, and computer modeling will be continuously evaluated to ensure the burn is conducted safely and to gather historical data to enhance our knowledge of ISB. Weather and sea conditions will also be continuously monitored, and, if conditions become unfavorable, the burn may be extinguished.

Monitoring Program

To ensure health and safety Special Monitoring of Applied Response Technologies (SMART) protocols will be used. Refer to Section 9000 Appendix I, Special Monitoring of Applied Response Technologies (SMART) for more information.

The SELAC has also adopted the current U.S. Coast Guard (USCG) National Strike Force monitoring program for ISB operations. This program is designed for assets and logistical capabilities that are provided in this area by the USCG Gulf Strike Team (GST) and the Scientific Support Coordinator's (SSC) scientific support team.

The GST has been chosen for this task because of their proven ability to quickly respond to the UC's technical needs during an oil spill incident with properly trained and equipped personnel and logistical support. Having a government agency accomplish this task is partially dictated by the operational need for such monitoring data sets to remain in the public domain in order to ensure timely availability and objective presentation of the data to the UC.

The GST will perform the actual on-site monitoring to collect the raw data with the guidance of the SSC's scientific support team. The SSC's scientific support team will assist in monitoring, analysis of the data, and forwarding of the results to the UC in a timely manner.

The monitoring program is designed to enhance the decision making process undertaken by the UC during the use of ISB in fulfillment of his/her responsibility to ensure appropriate and timely response to mitigate the effects of oil spills, as established by the Clean Water Act and defined by the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), 40 CFR Part 300.

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The monitoring protocols are constantly undergoing revision and change due to improvements and enhancements made to the available technology and monitoring practices. The current monitoring protocol is available within incident specific planning documents available to the UC and the SELAC.

Monitoring Procedures

General Considerations

In general, SMART is conducted when there is a concern that the general public may be exposed to smoke from the ISB operations. It follows that monitoring should be conducted when the predicted trajectory of the smoke plume indicates that the smoke may reach population centers, and the concentrations of smoke particulates at ground level may exceed safe levels. Monitoring is not required, when impacts are not anticipated.

Execution of ISB has a narrow window of opportunity. It is imperative that the monitoring teams are alerted of possible ISB operations and a SMART operation as soon as burning is being considered, even if implementation is not certain. This increases the likelihood of timely and orderly SMART operations.

Sampling and Reporting

Monitoring operations require deployment of one or more monitoring teams. SMART recommends at least three monitoring teams for large-scale burning operations. Each team uses a real-time particulate monitor capable of detecting the small particulates emitted by the burn (PM-10), a global positioning system, and other equipment required for collecting and documenting the data. Each monitoring instrument provides an instantaneous particulate concentration as well as the time-weighted average over the duration of the data collection. The readings are displayed on the instrument's screen and stored in its data logger. In addition, particulate concentrations are logged manually every few minutes by the monitoring team in the recorder data log. The monitoring teams are deployed at designated areas of concern to determine ambient concentrations of particulates before the burn starts. During the burn, sampling continues and readings are recorded both in the data logger of the instrument and manually in the recorder data log. After the burn has ended and the smoke plume has dissipated, the teams remain in place for some time (15-30 minutes) and again sample for a record ambient particulate concentrations.

During the course of the sampling, it is expected that the instantaneous readings will vary widely. However, the calculated time-weighted average readings are less variable, since they represent the average of the readings collected over the sampling duration, and are a better indicator of particulate concentration trend. When the time-weighted average readings approach or exceed the Level of Concern (LOC), the team leader conveys this information to the ISB Monitoring Group Supervisor (ISM-MGS) who passes it on to the Technical Specialist in the Planning Section (SSC where applicable), which reviews and interprets the data and passes them, with appropriate recommendations to the UC.

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Monitoring Locations

Monitoring locations are dictated by the potential for smoke exposure to human and environmentally sensitive areas. Taking into account the prevailing winds and atmospheric conditions, the location and magnitude of the burn, modeling output, the location of population centers, and input from state and local health officials; the monitoring teams are deployed where the potential exposure to the smoke may be most substantial (sensitive locations). Precise monitoring locations should be flexible and determined on a case-by-case basis. In general, one team is deployed at the upwind edge of a sensitive location. A second team is deployed at the downwind end of this location. Both teams remain at their designated locations, moving only to improve sampling capabilities. A third team is more mobile and is deployed at the discretion of the ISB-MGS. It should be emphasized that, while visual monitoring is conducted continuously as long as the burn takes place, air sampling using SMART is not needed if there is no potential for human exposure to the smoke.

Level of Concern

The Level of Concern (LOC) for SMART operations follows the National Response Team (NRT) guidelines. As of March 1999, the NRT recommends a conservative upper limit of 150 micrograms of PM-10 per cubic meter of air, averaged over one hour. Furthermore, the NRT emphasizes that this LOC does not constitute a fine line between safe and unsafe conditions, but should instead be used as an action level. If it is exceeded substantially, human exposure to particulates may be elevated to a degree that justifies precautionary actions. However, if particulate levels remain generally below the recommended limit with few or no transitory excursions above it; there is no reason to believe that the population is being exposed to particulate concentrations above the EPA's National Ambient Air Quality Standard (NAAQS). It is important to keep in mind that real-time particulate monitoring is one factor among several; including smoke modeling and trajectory analysis, visual observations, and behavior of the smoke plume.

When addressing particulate monitoring for ISB, the NRT emphasizes that concentration trend, rather than individual readings, should be used to decide whether to continue or terminate the burn. For SMART operations, the time-weighted average generated by the particulate monitors should be used to ascertain the trend. The NRT recommends that burning not take place if the air quality in the region already exceeds the NAAQS and if burning the oil will add to the particulate exposure concentration. SMART can be used to take background readings to indicate whether the region is within the NAAQS, before the burn operation takes place. The monitoring teams should report ambient readings to the UC, especially if these readings approach or exceed the NAAQS.

Information Flow and Data Handling

Communication of monitoring results should flow from the field ISB-MGS to those persons in the UC who can interpret the results and use the data. Typically, this falls under the responsibility of a Technical Specialist on ISB operations in the Planning Section of the command structure. The observation and monitoring data will flow from

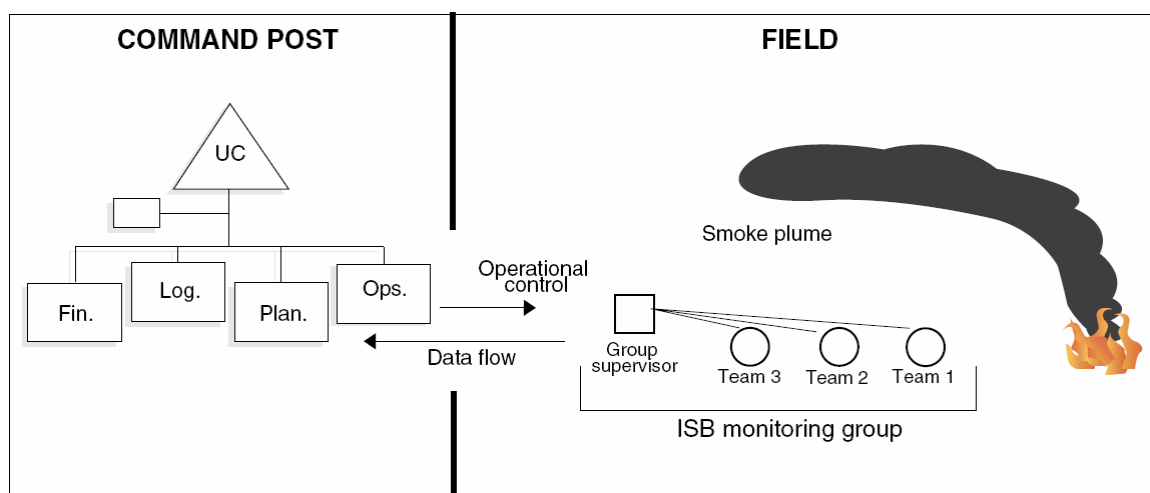
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the Monitoring Teams to the ISB-MGS. The ISB-MGS forwards the data to the Technical Specialist. The Technical Specialist or his/her representative reviews the data and formulates recommendations based on the data. The Planning Section Chief communicates these recommendations to the UC.

Quality assurance and control should be applied to the data at all levels. The Technical Specialist is the custodian of the data during the operation, but ultimately the data belongs to the UC. The UC should ensure that the data are properly archived, presentable, and accessible for the benefit of future monitoring operations.

The below figure depicts command, control, and data flow during ISB monitoring operations.



For more information regarding SMART including training, equipment lists, etc., please refer to Section 9000 Appendix I Special Monitoring of Applied Response Technologies (SMART).

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SELAC Dispersant Use Policy

Introduction

Following an oil spill, response actions should be designed to minimize environmental impact. While physical control and recovery techniques are the traditional response measures, other countermeasures also need to be considered. Dispersants are chemicals that operate at the water-oil interface and, by reducing the surface tension, cause all or part of the slick to be dispersed into the water column. Scientific studies indicate that using dispersants can, under certain conditions, significantly reduce the negative short-term and long-term environmental impacts of oil spills.

The SELAC believes the use of a dispersant is a viable option for addressing spilled oil and can be utilized when specific circumstances have been met allowing for its use, and the institution of this policy will help to ensure a more rapid and effective response to oil spills within the SELAC area of responsibility. Questions, concerns, and recommendations relating to this policy may be addressed to the Chair or Co-Chair of the Response, Science, and Technology Workgroup.

Purpose

This policy implements Subpart J of the National Oil and Hazardous Substances Contingency Plan (NCP) and provides pre-authorization for the limited use of dispersants by the predestinated USCG Federal On-Scene Coordinator on oil discharges impacting federal waters within the Southeast Louisiana Area Committee boundaries. The SELAC members agree that, in certain circumstances, the complete physical containment, collection, and removal of oil discharges may not be possible. The use of dispersants may therefore be considered to prevent a substantial threat to public health or welfare, or to minimize serious environmental damage. This policy establishes criteria under which dispersants may be applied to the waters under federal jurisdiction within the SELAC boundaries or as established.

Scope

The USCG, EPA, DOI, DOC, and the coastal states of the RRT VI have adopted the use of dispersants as an approved tool to respond to discharged oil on coastal waters within the jurisdiction of RRT VI. This policy includes protocols under which dispersant use must be conducted by the Unified Command within the boundaries of the SELAC.

Offshore dispersant application to remediate oil spills occurring in the Southeast Louisiana Area Committee boundaries will be conducted in accordance with this policy. The pre-approval to authorize the use of dispersants provided by this policy is in effect for the Pre-designated Federal On-Scene Coordinator only.

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Dispersant Use Policy

Areas within the Southeast Louisiana Area Committee area of responsibility fall into three different zones with respect to dispersant use: a pre-approval zone, case-by-case approval zones, or no dispersant use zones. The FOSC will determine whether to authorize the use of dispersants in pre-approval zones or request RRT approval of dispersant use in case-by-case approval zones through the information gathering and decision-making process outlined in this policy. It is expected that any FOSC Checklists and supplemental documentation will be completed by the Technical Specialist within the Environmental Unit, with input from appropriate members of the Operations Section and other Natural Resource Trustee agencies, as needed.

The decision to use dispersants is best made within the 24-36 hours after a discharge has occurred.

During the Deepwater Horizon Oil Spill in 2010, dispersants were used in unprecedented volumes and applications for any spill occurring within the waters of the United States. Due to the perceived uncertainties that surrounded using dispersant in such a manner, media visibility and scrutiny on the subject was greater than ever, and certain misinformation was ultimately circulated regarding the impacts. As a result of the scrutiny and ongoing litigation, it is unlikely that the FOSC, without the assistance of the RRT, will be able to acquire the necessary permission to access and use a dispersant stockpile, absent relief from a dispersant manufacturer, on a federalized response. Therefore, the FOSC should plan for complications that are likely to preclude the usage of dispersants on spill where there is no viable RP.

Should the FOSC be approached by any Oil Spill Response Organization (OSRO) requesting certain language in any response documentation in order to bolster a derivative immunity defense, the FOSC should immediately seek assistance from the Coast Guard District Eight legal office and notify the Office of Maritime and International Law (CG-0941), Prevention Law Division duty attorney, through the National Command Center at (202) 372-2100. Access to the District Eight legal is available via the District Eight command center at (504) 589-6225. Additionally, the FOSC is requested to contact their servicing legal staffs and CG-0941, Prevention Law Division duty attorney as soon as it is contemplated that dispersants will be used on ANY oil spill.

Dispersant Pre-Approval Policy

The objective of the RRT VI FOSC Dispersant Pre-approval Guidelines and Checklist is to provide for environmentally safe and effective dispersant operation. The programmed checklist approaches allows the FOSC to quickly arrive at a logical GO/NO-GO decision. This gives the dispersant operation the opportunity to begin in a timely manner that is consistent with attempting to maximize the effectiveness of dispersant use as a countermeasure to reduce the impact of oil spills. The general criteria for evaluating the approval for use of dispersants in marine waters “from the ten-meter isobaths or three nautical miles”, whichever is farthest from the shoreline, to 200 nautical miles from the coastline of an island shoreline EXCEPT for waters designated as a part of a National

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Marine Sanctuary and any Tribal Usual and Accustomed marine area or waters within three miles of any Tribal Usual and Accustomed marine areas or waters.

The Region VI RRT has developed a near shore environmental dispersant expedited approval process and checklist.

The RRT VI OSC Pre-Approved Dispersant Use Manual can be found in this Section following the SELAC Policy. The FOSC has been directed to use the decision-making process as defined in the OSC Pre-approved Dispersant Use Manual to determine the applicability of dispersants as a response option for a specific spill response. The RRT **SHALL** be notified by the FOSC of an approval to initiate dispersant operations within **three hours** after the approval has been given to the Responsible Party. It is required that the RRT be convened within three hours of the completion of the first dispersant spray drop, and that a debrief/after-action report will be given to the RRT by the FOSC and the SSC immediately following the completion of the pre-approved dispersant operations. Pre-approval is for aerial application only. If other application techniques (e.g., vessel) are desired in the pre-approval area after aerial application has begun, consultation with and approval of the RRT is required before those techniques can be applied.

Pre-approval is only for those dispersants that are listed on the most current NCP Product Schedule and that have been specified in the NCP Product Schedule Listing to be suitable for aerial application. Pre-approval allows for maximum dispersant spray coverage of suitable slick areas. Multiple sorties and passes are authorized to continue unless a decision is made by the RRT, when convened, to cease operations.

The RP or the FOSC must have established the appropriate contractual relationships required for aerial application of dispersants as part of the pre-planning process. If contracts must be established during the spill response, activation of the dispersant pre-approval is inappropriate. There should be sufficient time to consult with the RRT in accordance with the Region VI Regional Contingency Plan (RCP), Subpart H (Authorization for The Use of Dispersants in Non-Life Threatening Situations).

Dispersant Case-by-Case Approval Policy

According to the National Contingency Plan 40 CFR Part 300,910(b), in all areas outside of the pre-approved zone, FOSC authorization to use dispersants requires the concurrence of the EPA and State representatives to the RRT with jurisdiction over the waters threatened by the release or discharge, and consultation with the DOI and DOC representatives to the RRT. The SELAC will also consult with appropriate Tribal governments with off reservation treaty rights in the navigable waters threatened by a release or discharge, when practicable. Upon activation of the Region VI RRT, the FOSC should forward the completed "FOSC Dispersant Authorization Checklist" and supplemental documentation, and any/all supporting information to the RRT for consideration in their concurrence and consultation process. Oil trajectory, potential impact area, and the respective sensitivities of the resources at risk in those areas

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should be considered. A decision from the RRT on dispersant use is expected within 3 hours of activation.

While safe dispersant operations have typically used a 500-foot exclusion zone around manned platforms and vessels, past experience has identified incident-specific concerns from personnel onboard assets that may be in close proximity to spray operations. Dispersant spray providers may have company specific policies that extend exclusion zones beyond the minimum recommended 500-foot exclusion zone.

The Dispersant Case-by-Case Approval Zones are as follows:

- All marine waters that are seaward of the shoreline but shoreward of the 10 meter isobaths, whichever is further.
- Waters designated as part of a National Marine Sanctuary and waters that are a part of a Tribal Usual and Accustomed marine area.
- Marine waters within 3 miles of the borders of a Tribal Usual and Accustomed marine area In consideration of the use of dispersants within 3 miles of a Tribal Usual and Accustomed marine area, the SELAC will consult with the applicable Tribal Government.

This is not a pre-authorization. RRT VI authorization for dispersant use is required for use in the near-shore environments listed in this section.

The FOSC may authorize the use of any dispersant without obtaining concurrence through the case-by-case approval policy process when, in the judgment of the FOSC, their use is necessary to prevent or substantially reduce a hazard to human life.

No Dispersant Use Policy

There are some areas where the SELAC has determined it is not appropriate to use dispersants. In these areas, dispersants may be used only if, in the judgment of the FOSC, they are required to prevent or substantially reduce a hazard to human life.

The No Dispersant Use Zones include 1.) **Inland bays** and 2.) **Estuaries**

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FOSC Case-by Case Dispersant Authorization Checklist

Y N N/A

		Dispersability: Available technical information or expertise suggests that the spilled product is dispersible and will still be dispersible in the time frame of anticipated application of dispersants.
		NCP Listed Dispersant: The dispersant to be used is listed on the current NCP Product Schedule and is considered appropriate for the oil type and conditions.
		Inadequacy of other options: Mechanical response equipment alone is not deemed adequate (due to the magnitude of the spill, availability, or timelines) to protect potential resource at risk. Environmental trade-offs of dispersant use have been considered.
		Weather Conditions: Weather and sea conditions are conducive to dispersant application by the chosen system or platform (Generally, for aerial application: wind <25 Kts, visibility >3 statute miles, and ceiling >1000 feet. Generally for boat application, a sea state that will allow the vessel to be used to conduct an effective and safe spray operation.).
Y	N	N/A
		<p>General Adequacy of Dispersant Spray System and Personnel Competency: In addition to any other requirements of the Region VI RRT and the SELAC, the general criteria for evaluating the suitability for use of any dispersant system should be the ability of the requesting entity to demonstrate to the satisfaction of the FOSC, the following:</p> <ul style="list-style-type: none"> • That the application system has been: <ul style="list-style-type: none"> ○ Specifically designed for its intended purpose, or ○ If not specifically designed for dispersant use, had been tested and deemed to be effective and appropriate, or ○ By some other specific means of documentation or experience, reasonably deemed to be effective, and ○ Appropriate under the circumstances. • That the design and operation of the application system can reasonably apply the chemical dispersant in a manner consistent with the dispersant manufacturer's recommendations, especially with regard to dosage rates and concentrations. • That the operation will be supervised or coordinated by personnel who have experience, knowledge, specific training, and/or recognized competence with chemical dispersants and the type of system to be used.

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		<p>Aerial Application Operational and Technical Issues: In the case of Aerial Application of dispersants:</p> <ul style="list-style-type: none"> • The FOSC must ensure that the Responsible Party's dispersant operation provides for a dispersant controller over the spray zone able to effectively direct the dispersant aircraft in carrying out the dispersant operation, including avoiding the spraying of birds and marine mammals that may be in the area. • Aircraft spray systems must be capable of producing dispersant droplet sizes that provide for optimal dispersant effectiveness as described in ASTM guidelines or as supported by peer-reviewed research.
Y	N	N/A
		<p>Boat Application Operational Technical Issues: If the system involves spray arms or booms that extend out over the edge of a boat and have fan type nozzles that spray a fixed pattern of dispersant; the dispersant operator has confirmed that application will comply with the following ASTM standards as appropriate: a) ASTM F 1413-92 Standard Guide for Oil Spill Dispersant Application Equipment: Boom and Nozzle Systems b) ASTM F 1460-93 Standard Practice for Calibrating Oil Spill Dispersant Application Equipment Boom and Nozzle System C) ASTM F 1737-96 Standard Guide for Use of Oil Spill Dispersant Application Equipment during Spill Response: Boom and Nozzle Systems.</p>
		<p>Fire Monitor Operational and Technical Issues: If the system involves the use of a fire monitor and/or fire nozzle to apply the dispersants from a boat, the dispersant operator has confirmed that application will comply with ASTM Standard F 2465-05 for fire monitors and has provided the information in paragraph 7 of the Standard titled "Information to be provided by the user" to ensure that the fire monitor meets the standard and is acceptable for use. The specific fire monitor system(s) intended for use must have been specifically designed for dispersant application and/or must have been specifically calibrated via field trial for dispersant use.</p>
		<p>SMART Deployment: The FOSC has activated Special Monitoring of Applied Response Technologies (SMART), including a SMART observer, to fly over the response zone to visually assess effectiveness of the dispersant applications (Tier I). See Section 9000, Appendix I Special Monitoring of Applied Response Technologies.</p>
		<p>Wildlife Observation: A specialist in aerial surveillance of wildlife or oil, preferably from a Trustee agency, is available to observe wildlife that should be avoided in the potential dispersant application area. If possible, wildlife observations should be conducted immediately prior to dispersant application.</p>

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Y	N	N/A	
			Endangered Species Act (ESA) and Essential Fish Habitat (EFH) Consultations: ESA consultation has been initiated in accordance with implementation of the 2001 “Interagency Memorandum of Agreement Regarding Oil Spill Planning and Response Activities under the Federal Water Pollution Control National Oil and Hazardous Substances Pollution Contingency Plan and the Endangered Species Act.”

- * If the answer to any item on the checklist is “N”, explanation and justification for authorization of dispersant use must be included in the After-Action Report.

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In addition to the FOSC Dispersant Authorization Checklist and the Supplemental Document, the appropriate Technical Specialists within the Environmental Unit will prepare a map outlining the area proposed for dispersant application, including any pertinent information.

For case-by-case dispersant decisions, once the RRT has made a decision on the use of dispersants, Technical Specialists within the Environmental Unit will also prepare a Decision Memo to capture the specific details, conditions, constraints and any other pertinent information from the RRT linked to the used dispersants. This memo, addressed to the FOSC from the key RRT members (EPA Co-Chair, affected State representative, and the representatives from the DOC and DOI), will then be signed by each key member of the RRT involved in the decision and sent to the FOSC.

Subsurface Dispersants

Subsurface Dispersant Application Policy

The RP shall implement an approved Dispersant Plume Characterization Plan for Subsurface Dispersant Application. Part 1 of the plan is a “Proof of Concept” to determine if subsurface dispersant operations are chemically dispersing the oil plume. Once the “Proof of Concept” test is complete, the results will be reviewed by the FOSC/RRT VI for a decision to proceed or not to proceed with Part 2 of the plan. Part 2 of the plan involves robust sampling to detect and delineate the dispersed plume. Part 3, entitled “Subsurface Injection of Dispersant”, outlines the operational procedures. Additional guidance will be provided by the RRT VI.

At least 24 hours prior to the testing, use and/or application of any subsurface dispersants, the RP shall provide a Dispersant Application Plan that identifies the dispersants to be used, describes the methods and equipment used to inject the dispersant, plume model to assure representative sampling, proposed method of visual observation, process for determining the effectiveness of subsurface injection, the specific injection rate (i.e., gallons/minute), the total amount to be used for the duration of the test, the total length of time that dispersant is injected, and the plan for sampling and monitoring, as approved by the Environmental Unit. Dispersants must be on the approved NCP product schedule and suitable for this use.

All data shall be provided to the FOSC and RRT VI within 24 hours of the information being received. This data includes real time monitoring, laboratory analysis, documented observations, photographs, video, and any other information related to subsurface dispersant application.

The RP shall conduct Part 1 monitoring and collect the data outline below to determine dispersed plume concentration and transport. The RP shall conduct Part 2 monitoring and collect the data outlined below, which will be sustained and more comprehensive, to address plume fate and effects from the dispersed plume and chemical dispersants based on the results of Part 1 and iterative hydrodynamic modeling output.

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The RP shall commence Part 1 monitoring when subsurface application of dispersants is initiated.

Part 1

The RP shall design and implement a part 1 monitoring plan to determine the factors needed to calculate dispersion effectiveness, namely, percent oil, water, and dispersant. This phase of sampling should determine the factors to predict buoyancy; namely droplet sizes, density (or specific gravity) along the thermal gradient of the water column, and kinematic viscosity.

Part 2

If Part 1 is successful and continuous subsea injection proceeds, the RP shall design and implement a Part 2 monitoring plan to collect and report, on a daily basis, the data and information described below. The RP shall submit this plan to the FOSC/RRT VI for approval and shall begin implementation upon notice from the FOSC. The RP shall continue implementation of this plan until further notification from the FOSC.

The RP's monitoring plan shall include a more thorough oil analysis, to enable the EPA to determine whether the dispersed plume is toxic to aquatic life. This plan shall be designed and implemented to determine whether the dispersed oil will hang in the water column and eventually come in contact with the benthos as it approaches land. The RP has the option of conducting this particular monitoring and analysis as part of Part 1 if so desired.

Example

PART 1 - Proof of Concept - Data Collection Requirement

- Towed Fluorometer at 1 meter
- Laser In-Situ Scattering and Transmissometry (LISST) Particle Analysis at various intervals from surface to 550 meters
- Dissolved Oxygen at various intervals from surface to 550 meters
- CTD - Conductivity, Temperature, and Depth at various intervals from surface to 550 meters
- Water sampling from surface to 550 meters for polycyclic aromatic hydrocarbon (PAH) analysis
- Aerial Visual Observation (Weather permitting)

PART 2 - Characterization Plan Data Collection Requirement

- Cast Fluorometer- surface to sea floor
- LISST Particle Analysis at various intervals from surface to sea floor

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- Dissolved Oxygen at various intervals from surface to sea floor
- CTD - Conductivity, Temperature, and Depth at various intervals from surface to sea floor
- Water sampling from surface to 550 meters for PAH analysis
- Aerial Visual Observation (Weather permitting)
- Rototox toxicity testing
- UV-Fluorescence testing to meet objectives

PART 3 - Subsurface Injection of Dispersant - Parameter Requirements

- Type of dispersant to be used
- Rate of dispersant injection
- Process for monitoring pumping rate
- Procedures for FOSC to start and stop injection

Evaluation Criteria to Determine Operational Shut-Down of Subsurface Dispersant Application

The FOSC will immediately convene the RRT VI when either of the following conditions is reported:

1. If there is a significant reduction in dissolved oxygen from background to below 2 mg/L; or
2. If the EPA's interpretation of the toxicity test reveals excessive exertion of a toxic response. To determine a measurable toxic response, the RP must first perform a rangefinder test since the collection of the sample will be directly from the toxic plume, and any sample from the plume will likely kill 100% of the test population. Therefore, the rangefinder must first be conducted to determine an order of magnitude dilution that gives a measureable response. Then, a more refined dilution procedure must be done to get the final LC50* answer. This result will be compared to a NOAA plume model that would predict when or where exertion of that toxic response would take place. The EPA and NOAA will interpret the results of the toxicity test to inform determination of a shutdown decision.

**LC stands for "Lethal Concentration". LC values usually refer to the concentration of a chemical. LC50 is the concentration that will be lethal to 50% of the test animals in a given time (usually 4 hours).*

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The RRT will evaluate the conditions above, in addition to all relevant factors including shoreline, surface water, and other human health and ecological impacts, to determine whether subsurface dispersant application should be shut down.

Limitations to Address

The RP shall include in its monitoring plan provisions to address and minimize the impact of the following challenges:

1. Timely transport of samples to labs where necessary, may be subject to weather and/or operational delays.
2. Sampling in the deep sea environment may pose challenges due to equipment limitations and malfunctions.

Environmental Tradeoff Assessment for Subsurface Dispersant Use

RRT VI trustee agencies have discussed the pending impacts of the oil emulsion and surface-dispersed oil on fisheries, marshes and wetlands, and near shore marine life on the coastal shelf.

Particular focus was spent on threats to sperm whales, concluding that the whales are at risk at the surface (from inhalation of volatiles and direct contact with slicks) as well as from diving through dispersed oil in deep water or consuming squid that may be exposed to deep water dispersed oil plumes. A risk of damage from oil exposure will be shifted to organisms in this environment. Diving studies from sperm whale studies in the GOM identified the 400-600 m (1312-1969 ft) depth range as the most consistent for feeding sperm whales. If oil/dispersant from the deepwater dispersion stays below this level, direct impacts to whales should be reduced.

Subsurface Dispersants Monitoring

The immediate goal of subsurface dispersant monitoring is an integrated sub-surface sampling strategy in order to produce actionable information and products to effectively inform operational decisions such as boom deployment or dispersant application during the response phase of the incident. The resulting data and information (e.g., maps; model outputs; informational releases) will have extended value as a foundation for the subsequent assessment and monitoring phases of an incident response. An additional outcome will be extended science and operational knowledge in the chemical, physical, and biological realms.

The primary objectives of subsurface dispersant monitoring are:

- Characterize and determine the distribution of subsurface oil beyond the immediate area of the oil release;
- Identify changes in oil characteristics and transport associated with response measures at the release point;
- Support verification of oil fate and transport models; and
- Provide context for longer-term integrated ecosystem assessment of oil spill impacts.

To achieve these objectives, three immediate actions are required in the short-term:

- Evaluation and validation of optimal oil detection methodologies in incident zone;
- The capture of continued ocean state conditions for forecast models; and
- Model parameterization, output, and feedback to inform response decisions.

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Quality Assurance and Sampling Plan Requirements

The RP's plan shall include sample collection methodology, handling, chain of custody, and decontamination procedures to ensure quality data will be collected. Discrete samples shall be tested at an approved lab(s). Duplicate samples shall be tested. All samples (or as practicably possible) shall be archived from potential future analysis. Where technically possible, all samples shall be at least 100 ml.

The RP shall include the following components and criteria in its Sampling Plan:

1. An Introduction, to include project objective and project staff.
2. A brief site description and background.
3. A description of the Sampling Approach and Procedures to encompass:
 - a. A brief overview of sampling activities, data quality objectives, and health and safety implementation strategies.
 - b. The actual sampling and/or monitoring approach, to ensure repeatability and consistent procedures. Describe sampling, monitoring, field quality control procedures, spoil or waste disposal procedures, and specimen/data handling issues.
 - c. Sample management - how the sample will be procured, handled, and delivered.
 - d. Sample instructions - preservation, containers, and hold times.
4. The analytical approach - lab tests to be run, special instructions, data verification procedures and reporting.
5. Quality Assurance - custody procedures, field records including logs, chain of custody, qualitative data handling including photographs.

Additional Requirements for Subsurface Sampling

- In addition to sampling of dispersant/oil and oil only waters, the RP shall also collect baseline data of waters without direct application of dispersant or oil.
- The RP shall allow the EPA/NOAA scientists flexibility within the sampling plan to direct the collection of additional data based on field observations (at times and locations of their choice).
- The RP shall use Turner Designs C3 fluorometer (e.g. SMART protocol) to distinguish between oil impacted surface waters and those not impacted by oil.
- The RP shall use a CTD rosette package equipped with CDOM fluorometer and a 2-way communications wire to ensure the EPA/NOAA scientists can view profile

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data as the rosette package is deployed. In addition, the CDT rosette package must be capable of collecting discrete samples in the water column using the live feed data stream.

- The RP shall deploy LISST from the vessel for continuous sampling of /surface waters during transits, in order to provide particle size counts, which potentially distinguishes between dispersed and non-dispersed oil.
- Discrete water samples shall be taken by the RP at predetermined depths as specified or directed by EPA/NOAA scientists for UV fluorescence.
- The RP shall provide 48-hour advance notice for departure and trip duration timelines to the FOSC and the RRT.
- Data reporting, including a sample tracking table, shall be conducted by the RP and provided to the FOSC and RRT on a daily basis.

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Subsurface Dispersant Monitoring Checklist

- ☐ Complete RRT VI dispersant checklist and send to the Federal On Scene Coordinator (FOSC). The FOSC will coordinate the request with the Regional Response Team (RRT) for approval.
- ☐ Draft a subsea dispersant plan and submit with the checklist to the FOSC.

The plan should address the following:

- ☐ Timing of the monitoring (when & where)
- ☐ Monitoring Objectives
 - Confirm location and extent of the subsurface plume.
 - Determine how much oil (total PAH) remains in the dispersed plume.
 - Collect physical oceanographic data to validate the sub-surface dispersed plume model.
- ☐ Monitoring Techniques:
 - Laser In-Situ Scattering and Transmissometry_(LISST-ST)
 - Ultra Violet (UV) Fluorescence
 - Toxicity testing (may be optional)
- ☐ Water Column Sampling
 - Total PAH analysis
 - Dissolved oxygen
- ☐ Physical oceanographic data collection
 - Initial Conductivity, Temperature and Depth (CTD)
 - Acoustic Current Doppler Profilers (ACDP) for currents
- ☐ Shutdown Criteria – Proposed criteria for shutting down subsea dispersant use

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- ☐ Monitoring Vessel Schedule/Cruise Plan
- ☐ Reporting – provide for written reports daily of scientific observations w/associated data and sampling data as it is received to regulatory agencies as required.
- ☐ Coordinate a research vessel (e.g., R/V BROOKS McCALL, R/V PELICAN) w/embarked scientists to execute the above plan.
- ☐ Plan for a regulatory agency representative (BSEE, USCG or EPA) to be embarked on the research vessel.
- ☐ Equipment for Subsea monitoring for research vessel:
 - ☐ CTD rosette package equipped with CDOM fluorometer w/2-way communication wire
 - ☐ Laser In-Situ Scattering and Transmissometry (LISST-ST)
 - ☐ Acoustic Current Doppler Profilers (ACDP)
 - ☐ Sea-Bird Electronics, Inc., SBE 25 SEALOGGER CTD (Conductivity, Temperature and Depth) to measure temperature, salinity, and dissolved oxygen (DO₂), with water samples taken at 1 m, 275 m, and 550 m depth.
 - ☐ Sea-Bird 911 *plus* CTD with a Wet Labs ECO Colored Dissolved Organic Matter (CDOM)
 - ☐ FLCDRTD-1800 fluorometer and a Sea-Bird SBE 43 DO₂ sensor to measure continuous profiles of temperature, salinity, DO₂, and fluorescence

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Resources at Risk

Ecological implications of dispersing oil in deep water are known. Key points are:

- The Gulf is two “seas”, one above the other and each with its own currents and ecosystems. Unlike the warm, well-lit, active, surface layer (0 to 200 m; 0-656 ft), the deep water is cold (4C, 39 F at 1524 m; 5000 ft) and dark with turbulence (mixing) where currents intensify over the slope. A density interface exists between 800-1000 m (2625-3281 ft). This interface is expected to prevent movement of a dispersed oil plume above this depth.
- There is no photosynthetic activity in the deep sea and the animal and microbial life is entirely different including:
 - Many pelagic species of squid, fishes, crabs, jellyfish and small crustaceans unfamiliar to most of the public and fishers.
 - Mesopelagic and benthic communities dependent on flux of organic matter fallout from the upper waters.
 - Many forms of cold-water coral and methane and sulfide processing seep ecosystems on the sea floor.
- Toothed whales, notably sperm whales, are among the animals that dive into the deep to feed on cold-water squids. Tuna, including blue fin, may also “go deep” to feed and/or spawn and spawning can reach a depth of 300 m (984 ft). The majority of sperm whale feeding is at 400-600 m (1312-1969 ft). It is expected that the dispersed plume at this depth would not rise past the major density layer at around 800 m (2624 ft) depth, and thus not impact this activity. Sea turtles, particularly the leatherback sea turtle, also dive relatively deep and feed on pelagic prey. However, this feeding activity would be far above 800 m (2625 ft).
- A specific concern is the large plankton-feeding whale shark that dives and feeds to depths up to 1000 m (3280 ft). This diving depth could overlap the water column containing dispersed oil, but only at the extreme range of the diving depth.
- Unique Benthic Communities: Maps for some species and bottom communities are available from BSEE and NOAA for determining where special habitats and protected areas occur in the region.
- The deepwater environment is not oil-free in the GOM. Naturally occurring oil seeps are estimated to discharge up to 40 million gallons (980,000 bbl) per year between depths of 300-3000 m (984-9840 ft) in the entire Gulf of Mexico (NRC, 2003). The oil concentrations, types of hydrocarbons, and exposure durations to which the deep biota is naturally exposed are unknown.

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- Unlike the surface layer, food webs of the deep are almost entirely dependent on flux of organic material sinking from the surface. They may be adapted to organic carbon that includes small amounts of petroleum hydrocarbons. In addition, there are numerous chemosynthetic communities on the sea floor living on methane and oil seeps and presumably naturally experiencing low levels of petroleum. This may allow them to deal with a small additional flux of petroleum.

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Supplemental Documentation for Dispersants

The Technical Specialist within the Environmental Unit preparing the FOSC Dispersant Authorization Checklist will produce an itemized list of the rationale behind the “Y” or “N” decision for each of the Checklist items:

Item #	Supplemental Checklist	Rational Behind Y or N Decision
1.	Dispersability	
2.	NCP Listed Dispersant	
3.	Inadequacy of other options	
4.	Weather Conditions	
5.	General Adequacy of Dispersant Spray System and Personal Competency	
5a.	Application system designed for intended purpose	
5b.	Dosage rates and concentrations	
5c.	Experienced supervision, coordination	
6.	Aerial Application Operational and Technical Issues	
6a.	Dispersant controller over the spray zone	
6b.	Aircraft spray system dispersant droplet sizes	
7.	Boat Application Operational Technical Issues	
8.	Fire Monitor Operational and Technical Issues	
9.	SMART Deployment	
10.	Wildlife Observation	
11.	Endangered Species Act (ESA) and Essential Fish Habitat (EFH) Consultations	

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Suggested Incident After-Action Report Outline

Incident Overview

- Description of initial report (date, time, source, etc.)
- Spill source
- Spill location
- Estimated quantity and potential quantity of release
- Environmental conditions

Oil Slick Trajectory and Behavior

- Oil chemistry
- Expected movement of oil slick
- Expected weathering and behavior of product
- Observations of the same
- Observations of oil fate and movement

Completed FOSC Dispersant Authorization Checklist and Justification for Dispersant Use

- Potential impact areas and their respective sensitivities to impact
- Within pre-approval zone for RRT VI (If applicable)
- Potential for use of other recovery methods (e.g., mechanical recovery, in-situ burning)
- Weather and sea state
- Authorization checklist with explanation and justification when all items are not checked “Y” (Case-by-case)

Overview of Dispersant Operations

- Type and product used
- Methods and rates of application
- Area of application

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- Chronology of dispersant applications
- Estimates and observations of efficacy
- Sightings of marine birds and marine mammals
- Extenuating circumstances affecting deployment and any element (spotters, dispersant, SMART, etc.)
- Results from all SMART monitoring
- Post-application fate of the dispersed plume and surface slick

Chronology of Dispersant-Related Events

- FOSC Notification of the spill
- Reconnaissance aircraft requested
- Reconnaissance aircraft launch
- USCG Strike Team altered for SMART
- SMART en-route
- Reconnaissance aircraft on-scene and reports
- RP requested use of dispersants
- Source and field sample requested by FOSC
- Dispersant use approved under pre-approval guidelines (if applicable)
- Decision Memo from RRT (If not pre-approved)
- Dispersant contractor notified
- Dispersant stock requested
- Dispersant stock en-route
- Dispersant stocks arrive at airport/dock
- Spotter aircraft/vessel launch

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- Dispersant aircraft/vessel launch
- SMART vessel launch
- Spotter on-scene
- Dispersant aircraft/vessel on-scene
- SMART Vessel on-scene
- Source and “in-water” samples collected
- SMART sample begins
- First application
- Spotter aircraft/vessel option of efficacy
- SMART sampling results (go/no go)
- Additional applications, Spotter aircraft/vessel options, and SMART sampling (as required)
- Termination of dispersant operation

Overview of Dispersant Operations

- Amounts and times of dispersants applied
- Any extenuating circumstances affecting the deployment of any element (spotters, dispersant, SMART, etc.)
- Estimated and observations of efficacy
- Any discrepancies between observations
- Any sightings of pelagic/migratory birds, sea turtles, or marine mammals.

Completed Checklists and Supporting Documentation as Appropriate

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Special Monitoring of Applied Response Technologies (SMART) Protocols for Dispersants

SMART is a cooperatively designed monitoring program for ISB and dispersants. SMART relies on small, highly mobile teams that collect real-time data using portable, rugged, and easy-to-use instruments during dispersant and ISB operations. Data is channeled to the UC to address critical questions about effectiveness and effects, for planning and decision-making.

It is the policy of the SELAC that SMART protocols will be used, to the extent possible, for monitoring after the application of dispersants. Additional detail on the SMART protocols can be found in Section 9000, Appendix I. **SMART does not monitor the fate, effects, or impacts of dispersed oil.** To monitor the efficacy of dispersant application, SMART recommends three options, or tiers.

Tier I

A trained observer, flying over the oil slick, assesses dispersant efficacy and reports back to the UC. Tier I monitoring must be conducted during and dispersant application.

Tier II

Tier II provides real-time data from the treated slick. A sampling team on a boat uses a fluorometer to continuously monitor for dispersed oil one meter under the dispersant treated slick. The team records and conveys fluorometer data, with recommendations, to the UC. Water samples will be taken for chemical analysis at a laboratory.

Tier III

By expanding the monitoring efforts, Tier II provides information on the dispersed oil movement and fate. (1) Two fluorometers are used on the same vessel to monitor at two water depths; (2) Monitoring is conducted in the center of the treated slick at several water depths, from one to ten meters; and (3) A portable water laboratory provides data on water temperature, pH, conductivity, dissolved oxygen, and turbidity.

NCP Product Schedule

A list of products currently listed in the NCP Product Schedule can be found at:

<https://www.epa.gov/emergency-response/alphabetical-list-ncp-product-schedule-products-available-use-during-oil-spill>

Public Outreach

Dispersant Risk Communications

The guidance below should provide interim guidance with respect to dispersant use outreach to federal, state and local public officials, local citizens, and communities. Area Committee members should provide training or information seminars or sessions to the public before a spill occurs. After a spill occurs, the Information officer and liaison officer should produce a dispersant communications plan with the following elements:

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- Dispersant decisions and their use are under the direction of the FOSC in consultation with Federal and State environmental trustees.
- Dispersant - fate and transport of oil in marine waters.
- Dispersibility of oil in marine waters.
- Links between fate and transport and exposure and effects processes.
- Acute and chronic effects of exposure in the upper water column (and other areas as needed) with and without the use of dispersants.
- Biodegradation, evaporation, photo-oxidation, and sedimentation of oil in marine waters.
- Logistics of dispersant use.
- Actual areas where dispersant is being used, the actual times of deployments, concentrations, and accountability of how much dispersant was used.
- Tradeoff discussions.
- Comparisons to common household products used by the general public.
- Additional NRT or RRT provided documentation concerning dispersant use.

The public should have access to local town meetings where the access to scientists and other experts will be made available to answer specific questions one-on-one.

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Section 9000
Appendix E
Decanting Policy

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SELAC Decanting Policy

Introduction

When oil is spilled on the water, mechanical recovery of the oil is the principle, approved method of responding. However, the mechanical recovery process and associated systems necessarily involve placing vessels and machinery in a floating oil environment. Incidental returns of oil into the response area, such as oil that falls back into the recovery area from vessels and machinery immersed and working in the oil, are an inevitable part of the mechanical recovery process. Separation or “decanting” of water from recovered oil and return of excess water into the response area can be vital to the efficiency of mechanical recovery of oil because it allows maximum use of limited storage capacity, thereby increasing recovery operations.

This practice is currently recognized as a necessary and routine part of response operations. In addition, some activities such as those associated with oil recovery vessels, small boats, and equipment cleaning operations may result in incidental discharges. These activities may be necessary to facilitate response operations on a continuing basis and all of these activities are considered to be “incidental discharges.”

Decanting Policy

This policy addresses “incidental discharges” associated with spill response activities. “Incidental discharge” is defined as the release of oil and/or oily water within or proximate to the response area or the area in which oil recovery activities are taking place during and attendant to the oil spill response activities. Incidental discharge include, but are not limited to, the decanting of oily water, oil and oily water returns associated with runoff from vessels and equipment operating in an oiled environment and the wash down of vessels, facilities, and equipment used in the response. “Incidental discharges” as addressed by this policy, do not require additional permits and do not constitute a prohibited discharge. See 33 CFR 153.301 and 40 CFR 300.

Criteria

During spill response operations, mechanical recovery of oil is often restricted by a number of factors, including the recovery system’s oil/water recovery rate, the type of recovery system employed and the amount of tank space available on the recovery unit to hold recovered oil/water mixtures. In addition, the longer oil remains on or in the water, the more it mixes to form an emulsified mousse or highly mixed oil/water liquid. It can contain as much as 70% water and 30% oil, thus consuming significantly more storage space. Decanting is the process of draining off recovered water from portable tanks, internal tanks, collection wells or other storage containers to increase the available storage capacity of recovered oil. When decanting is conducted properly most of the water is removed leaving behind the recovered oil.

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The SELAC adopts the following policy in order to provide for an expeditious decanting approval process and provide clear guidance to the UC, response contractors, and other members of the spill response community.

Oils Pre-Approved for Decanting and Associated Conditions

Pre-approval for on-water decanting is authorized when pumping recovered oil and water ashore is not practical during the first 24-hours after initial spill discovery.

Decanting authorization is granted for the oil products listed below:

All crude oils

- Vacuum gas oil;
- Atmospheric gas oils;
- Recycle oils not containing distillates;
- Bunker fuels;
- No. 6 fuel oils;
- Crude oils;
- Cutter stocks; and
- Coker gas oils.

Decanting of the listed oils is pre-approved if the following conditions are met:

- Pre-approval is for the first 24-hours after spill discovery. Decanting requests for all the remaining operational periods will need to be completed and submitted to the UC. The RP must fill out the SELACP decanting request and seek UC approval prior to any additional decanting approvals from the second operational period on;
- The UC must be notified within one hour of decanting being initiated; and
- The RP assures the UC that they are quickly obtaining adequate oil storage and skimming capacity within the first 24 hours and the responding Primary Response Contractor (PRCs) are expeditiously getting sufficient storage and skimming capacity, if available (worst case discharges may exceed these resources throughout the region) to alleviate the need for prolonged decanting.

The following criteria found in the current Decanting Authorization Form must be complied with:

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- All decanting shall be done in a designated “response area” within a collection area, vessel collection well, recovery belt, weir area, or directly in front of a recovery system;
- Vessels employing sweep booms with recovery pumps in the apex of the boom shall decant forward of the recovery system;
- Vessels not equipped with an oil/water separator should allow retention of oil help in internal or portable tanks before decanting commences;
- Containment boom needs to be deployed around the collection area, where feasible, to prevent loss of decanted oil or entrainment;
- Visual monitoring of the decanting shall be maintained at all times so discharges of oil in the decanted water are detected promptly;
- Where feasible, decant ahead of an operating skimmer recovery system so decanting occurs inside an enclosed boomed area; and
- UC can revoke the pre-approval at any time if the above conditions are not met.

Shore-side container decanting (i.e. vacuum truck, portable tanks, etc.) is not authorized for pre-approval under this policy. Decanting in areas where vacuum trucks, portable tanks, or other collection systems are used for shore cleanup will be subject to filling out the decanting form contained in this policy prior to authorization and must comply with the same rules as vessels.

Oils Requiring Approval by Unified Command Prior to Decanting

During a response, when decanting has not been pre-approved for lighter oils, which are not listed above, it will be necessary for response contractors or the responsible party to request from the UC written authority to decant while recovering oil so that the response operations do not cease or become impaired. The UC will consider each request for decanting of lighter oils on a case-by-case basis. Prior to approving decanting, the UC should evaluate the potential effects of weather including the wind and wave conditions, the quantity of oil spilled and the type of oil as well as available storage. The UC should also take into account that recovery operations as enhanced by decanting will actually reduce the overall quantity of pollutants in a more timely and effective manner to facilitate cleanup operations.

The following criteria should be considered by the UC in determining whether to approve decanting unless circumstances dictate otherwise:

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- All decanting should be done in a designated “Response Area” within a collection area, vessel collection well, recovery belt, weir area, or directly in front of a recovery system;
- Vessels employing sweep booms with recovery pumps in the apex of the boom should decant forward of the recovery pump;
- All vessels, motor vessels, and other equipment not equipped with an oil/water separator should allow retention time for oil held in internal or portable tanks before decanting commences;
- When deemed necessary by the UC or the response contractor, a containment boom will be deployed around the collection area to minimize loss of decanted oil or entrainment;
- Visual monitoring of the decanting area shall be maintained so that discharge of oil in the decanted water is detected promptly; and
- Decanting in areas where vacuum trucks, portable tanks, or other collection systems are used for shore cleanup will be subject to the same rules as vessels.

The response contractor or responsible party will seek approval from the UC prior to decanting. They should present the UC with a brief description of the area for which decanting approval is sought, the decanting process proposed, the prevailing conditions (wind, weather, etc.) and protective measures proposed to be implemented. The UC will review such requests promptly and render a decision as quickly as possible. FOSC authorization is required in all cases; SOSC authorization is required for decanting activities in state waters.

Other activities related to possible oil discharges associated with an oil spill event, such as actions to save a vessel or protect human life including pumping bilges on a sinking vessel are not covered by this policy.

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Oil Spill Decanting Authorization Form

The FOSC and SOSC, hereby approve the use of decanting as a means of expediting the recovery of oil during the following spill cleanup operations
Date(s) Approval Effective:
Name of Spill Incident:
Federally Defined Response Area:
Name of Requester:
Location and description of proposed decanting operation: (continue on additional pages if necessary)

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The decanting operation must meet the following conditions:

1. All decanting should be done in a designated "Response Area" within a collection area, vessel collection well, recovery belt, weir area, or directly in front of a recovery system.
2. Vessels employing sweep booms with recovery pumps in the apex of the boom shall decant forward of the recovery pumps.
3. Vessels not equipped with an oil/water separator should allow retention time for oil held in internal or portable tanks before decanting commences.
4. Containment boom must/need not (circle one) be deployed around the collection area to prevent loss of decanted oil or entrainment.
5. Visual monitoring of the decanting shall be maintained at all times so that discharge of oil in the decanted water is detected promptly.
6. Decanting in areas where vacuum trucks, portable tanks, or other collection systems are used for shore cleanup will be subject to the same rules as a vessel.
7. Additional Comments:

SIGNATURE:

Date:

Federal OSC

SIGNATURE:

Date:

State OSC

Note: When verbal authorization is given, a copy of this form must be immediately expedited to the requester (must be a person of authority in the response organization) to ensure that the conditions and limitations are clearly understood by all parties.

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Decision Memo
Decanting Approval Plan

Name of Spill Incident:
Federally defined response area:
Effective date(s) of approval:
Current storage capacity on site:

Name of Requestor:
Product Spilled:

The Federal and State OSC's hereby approve the use of decanting as a means of expediting the recovery of oil during the above mentioned spill response operation. The following approval provides authority to conduct decanting of oil so that response operations do not cease or become impaired. FOSC authorization is required in all cases, and SOSC authorization is required for decanting within state waters. The OSC should acknowledge that recovery operations enhanced by decanting will actually reduce the overall quantity of pollutants in a more timely and effective manner to facilitate clean-up operations.

The following criteria should be followed in order for decanting to proceed in an efficient manner:

- 1) All decanting should be done in a designated "response area" within a collection area, vessel collection well, recovery belt, weir area, or directly in front of a recovery system.
- 2) Vessels employing sweep booms with recovery pumps in the apex of the boom should decant forward of the recovery pump.
- 3) All vessels, motor vehicles, and other equipment not equipped with an oil/water separator would allow retention time for oil held in internal or portable tanks before decanting commences.
- 4) A containment boom must / need not (circle one) be deployed around the collection area to minimize loss of the decanted oil or entrainment.
- 5) Visual monitoring of the decanting area shall be maintained so that discharges of oil in the decanted water are detected promptly.
- 6) Tanks used for decanting will be tested prior to use to ensure there are no contaminants from previous activities and that the water is safe to discharge back into the environment.
- 7) Settling times for oil water separation on board skimmers is estimated to be:
- 8) Additional conditions:

Approval: (Check one) Yes _____ No _____

Environmental Unit Leader (Planning) _____

FOSC _____

SOSC _____

Reason for disapproval:

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Section 9000
Appendix F
Oil Spill Best Management
Practices

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Oil Spill Best Management Practices

Open Water Habitats

Booming

Booms are flexible floating barriers that are placed on the surface of the water to control the spread of oil and to protect ecologically sensitive areas. Oil spill containment booms generally have five operating components: flotation chamber, freeboard, skirt, tension member, and ballast. The overall height of the boom is divided between the freeboard, the portion above the surface of the water; and the skirt, the portion below the water surface. Boom heights range from approximately 6 inches to over 90 inches, to address different types of water bodies and environmental conditions. Flotation attached to the freeboard and ballast (e.g., chain, weights) attached to the skirt enable the boom to float upright in the water. In other words, the plane created by the boom is perpendicular to that of the surface of the water. Boom is typically made up of 50-foot sections. The sections, and the connectors between sections, provide flexibility both in boom length and shape. Depending on the specific booming strategy employed, boom is towed through the water, anchored in place (typically in water less than 100 ft deep), or attached to the shoreline or to a vessel.

There are four basic booming strategies contained in the SELACP: (1) Containment, where boom is used to contain and concentrate the oil until it can be removed; (2) Deflection, where boom is used re-direct floating oil away from sensitive areas; (3) Diversion, where boom is used to re-direct floating oil toward recovery sites (collection points) that have slower flow, better access for equipment and personnel, and a way to remove the oil; and (4) Exclusion, where boom is used to keep oil out, such as a sensitive area. In addition, booming strategies can be used in combination with each other. Boom may also be used to enhance recovery of oil by skimmers (described in greater detail below). During a response, boom is typically in place for less than a week, depending on the spill. During that time, boom may be moved and repositioned to maximize its effectiveness at containing, excluding, diverting, or deflecting oil.

Boom can potentially be used in all open water habitats, depending on environmental conditions, but boom placement may be constrained by water depth and boat accessibility (except in the case where boom may be deployed by land). Boom may come in contact with the substrate in shallow water or along shorelines. However, this is undesirable in most cases as typical floating boom that comes into contact with the substrate is likely to lay flat and lose its ability to contain oil. Boom designed for this specific purpose (i.e., to maintain containment after coming into contact with the substrate), known as intertidal or tidal seal boom, may be used for oil containment along shorelines. Like other boom, intertidal boom floats up and down over tidal cycles. However, the skirt is replaced by one or two continuous tubes filled with water, which forms a seal with the substrate. As a result, a vertical plane is maintained by the boom

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attached to the shoreline which typically comes in contact with substrate along shorelines for only a short distance, usually less than 10 feet, depending on the slope of the shoreline. In addition to shallow water depths, the effectiveness of booming strategies can be significantly reduced by wind, currents, waves, and the presence of large quantities of floating debris. For maximum boom effectiveness, the depth of the water should be at least 5 times the draft of the boom. Once deployed, boom is routinely checked and repositioned by response personnel using small boats to maximize its effectiveness in changing environmental conditions.

Removal of Floating Oil - Sorbents

Sorbents are used to remove floating oil by allowing it to adhere to pads or rolls made of oleophilic material. The dimensions of sorbent pads are typically 2 feet by 2 feet. Sorbent rolls are approximately the same width as pads and may be 100 ft long. Sorbents are a passive oil collection technique that requires no mechanized equipment; and can be left temporarily in the affected environment to absorb oil in a specific locale.

Sorbents are most likely to be used to remove floating oil in near shore environments that contain shallow water. They are often used as a secondary method of oil removal following gross oil removal, such as skimming. Sorbents may be used for all types of oil, lighter oils absorb into the material and heavier oils absorb onto the surface of sorbent material, requiring sorbents with greater surface area. Retrieval of sorbent material is mandatory, as well as at least daily monitoring to check that sorbents are not adversely affecting wildlife or breaking apart after lengthy deployments. However, sorbent materials generally do not remain in the environment for longer than one day.

Removal of Floating Oil - Skimmers

The object of this response action is to recover floating oil from the water surface using mechanized equipment known as skimmers. There are numerous types or categories of skimming devices, including weir, centrifugal, submersion plane, and oleophilic. (1) Weir skimmers use gravity to drain oil from the water surface into a submerged holding tank. Once in the holding tank, oil may be pumped to a storage collection system and then sent for proper disposal. (2) Centrifugal (also known as vortex) skimmers create a water/oil whirlpool in which the heavier water forces oil to the center of the vortex. Once in the center, oil may be pumped away from the chamber within the skimmer. (3) Submersion plane skimmers use a belt or inclined plane to push the oil beneath the water surface and toward a collection well in the hull of a vessel. Oil is scraped from the surface or removed by gravity and then flows upward into a collection well where it is subsequently removed with a pump. (4) Oleophilic (i.e., having an affinity for oil) skimmers may take on several forms (e.g., disc, drum, belt, rope, brush), but the general principle of oil collection remains the same; oil on the surface of the water adheres to a rotating oleophilic surface. Once oil had adhered to the surface it may be scraped off into containers or pumped directly into larger storage tanks.

Skimmers are placed at the oil/water interface to recover, or skim, oil from the water surface. Skimmers may be operated independently from shore, be mounted on vessels, or be completely self-propelled. To minimize the amount of water collected incidental to

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skimming oil, booming may be used in conjunction with skimming to concentrate the floating oil in a wedge at the back of the boom, which provides a thick layer of oil at the skimmer head.

In shallow water, hoses attached to vacuum pumps may be used instead of other skimming devices described earlier in this section. Oil may be removed from the water surface using circular hose heads (4 to 6 inches in diameter); however, this is likely to result in the intake of a large water-to-oil ratio and inefficient oil removal. Inefficient oil removal of this kind may also result in adverse effects to organisms in the surrounding water. Instead, flat head nozzles, sometimes known as “duckbills” are often attached to the suction end of the hose in order to maximize the contact between the oil and vacuum, minimizing the amount of water that is removed from the environment. Duckbills (very much like an attachment to a vacuum cleaner) are typically 18 inches or less in width and less than 2 inches in height. In other words, duckbills are relatively small and designed for maximizing the amount of oil removed from the water surface relative to the volume of water removed. Vacuum hoses may also be attached to small, portable skimmer heads to recover oil they have collected. Adequate storage for recovered oil/water mixtures, as well as suitable transfer capability, must be available. Recovery systems that use skimmers are often placed where oil naturally accumulates: in pockets, pools, or eddies.

Skimming can be used in all water environments (weather and visibility permitting) for most oils. The presence of large waves, strong currents, debris, seaweed, kelp, as well as viscous oils, will reduce skimmer efficiency.

Decanting

The SELAC Decanting Policy can be found in Section 9000, Appendix E.

In-Situ Burning

The SELAC In-Situ Burn Policy can be found in Section 9000, Appendix C.

Chemical Dispersion of Floating Oil

The SELAC Dispersant Use Policy can be found in Section 9000, Appendix D.

Barriers, Berms, and Underflow Dams

The objective of barriers, berms, and underflow dams is to prevent entry of oil into a sensitive area or to divert oil to a collection area. A physical barrier is placed across an area to prevent moving oil from passing. Oil may be removed using sorbent material (placed in the water where oil is trapped by the barrier), skimmers or vacuums. Barriers can consist of earthen berms, filtered fences, boards or other solid barriers.

Constructing berms may take considerable time and resources. The length of time needed to construct berms and potential for negative impact to ecosystems caused by berms should be taken into account before deciding to construct them. This response is more likely to be implemented in shallow and small water bodies than deep ones.

Earthen berms are fortified with sandbags or geotextile fabric (fabric or synthetic material that enhances water movement and retards soil movement), to minimize the

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amount of siltation that may be caused as a result of the structure. Silt fences and settling ponds (or a series of them) are used to contain any suspended sediments that may be mobilized in the water while the berm is being constructed in place or being removed. Stream barriers may be removed using manual or mechanical means, or both, depending on the accessibility of the site, the size of the structure and stream and sensitivity of the area to the use of heavy machinery.

If it is necessary for water to pass the barrier because of water flow volume or downstream water needs, underflow dams (for low flow rates) can be used. Underflow dams contain oil with a solid barrier (e.g., boards, earthen berms) at the water level, while a submerged pipe (e.g., PVC or opening along the bottom of the barrier) allows some water to flow beneath and past the barrier. This response is used in small rivers, streams, and drainage ditches or at the entrance to shallow sloughs when the flow of oil threatens sensitive habitats. The importance of maintaining water quality and sufficient flow downstream of barriers is recognized (this response is often used to protect sensitive habitats that are located downstream of the barrier), so the affected habitats are monitored.

Shoreline Habitats

The action being analyzed in the biological assessment is comprised of a variety of methods, each of which may be further subdivided into two or more variations. The variations are: (1) the habitats in which they are used (e.g., sand beaches, rocky shorelines), (2) the types of effects that may potentially result from them (e.g., increases in water temperature, siltation), and (3) the overall activities associated with each (e.g., boat activity, use of machinery). Each response is described below. Variations of each response are included. While variations of a given response are not typically expected to result in different effects from those described for the response, the inclusion of their descriptions is expected to increase the clarity of this document. Expectations, in which a variation of a response is expected to result in different or magnified effects to listed species, are noted and discussed in the *Effects Analysis* section.

Removal of Surface Oil

The objective of this response method is to remove stranded oil on the shoreline while removing minimum amount of sediment. Collected oil is placed in bags or containers and removed. No mechanized machinery is used, with the possible exception of All Terrain Vehicles (ATVs) to transport collected oil to a staging area for retrieval. ATVs are generally used on sand beaches and are restricted to transiting outside of the oiled areas along the upper part of the beach. The techniques used in the removal of surface oil can be used on most shoreline types, but they are most effective on sand or gravel beaches. Removal of surface oil is not recommended for mud flats, because of the potential for mixing the oil down into the soft sediments. For similar reasons, removal of surface oil is typically only used along the edges of sheltered vegetated low riverbanks and marshes, and must be closely monitored. It is most appropriate for light to moderate oiling by medium to heavy oils. Light oils such as gasoline and diesel rapidly evaporate and spread out to very thin layers and are not easily picked up.

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Best Management Practices for Removal of Surface Oil

- Clean-up should commence after the majority of oil has come ashore, unless significant burial (on sand beaches) or remobilization is expected; minimize by conducting cleanup between tidal cycles.
- Minimize the amount of sediment removed with the oil.
- Minimize foot traffic through oiled areas on non-solid substrates (sand, gravel, dirt, etc) to reduce the likelihood that oil will be worked into the sediment.
- Restrict foot traffic over sensitive areas* (shellfish beds, algal mats, bird nesting areas, dunes, etc.) to reduce the potential for mechanical damage.
- Shoreline access to specific areas* may be restricted for periods of time to minimize the impact of human presence/excessive noise on nearby sensitive biological populations* (bird nesting, marine mammal pupping, breeding, fish spawning, etc.).
- Separate and segregate any contaminated wastes generated to optimize waste disposal stream and minimize what has to be sent to hazardous waste site.
- Establish temporary upland collection sites for oiled waste materials for large spill events; collection sites should be lined with asphalt pad and surrounded by berms to prevent secondary contamination from run-off.
- Ensure safety of responders by maintaining proper span of control under experienced crew bosses.

*Operations Section will be advised by Planning Section (Environmental Unit).

Manual Removal of Oil

The objective of this variation of the removal of surface oil is to remove oil by using tools such as hands, rakes, shovels, and other manual means. Collected oil is placed in bags or containers and removed from the shoreline. This variation of the response can be used on most shoreline types except for tidal flats where the threat of mixing oil deeper into sediments as a result of foot traffic is typically greater than the benefits gained through use of this variation. Manual removal of oil is recommended for the use on (1) sheltered rocky shorelines and man-made structures, and (2) sheltered rubble slopes. It is conditionally recommended on (1) exposed rocky shorelines, (2) sand beaches, (3) gravel beaches, (4) sheltered vegetated low banks, and (5) marshes.

Passive Collection of Oil

This variation of the removal of surface oil allows for oil absorption onto oleophilic material placed in the intertidal zone or along a riverbank. Sorbent material is placed on

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the surface of the shoreline substrate, allowing it to absorb oil as it is released by tidal wave action. The sorbents most typically used for medium to heavy oils are snares (like cheerleader pompoms) made of oleophilic material; snares are attached at 18-inch intervals along a rope that can be tied, anchored, or staked along the intertidal shoreline. As the snares are moved about by tidal or wave action, they also help remobilize oil by rubbing across rock surfaces. Snare lines are monitored on a regular basis for their effectiveness at absorbing oil, and to collect and replace oiled sorbents with new material. This method is often used in conjunction with other techniques (e.g., flushing, booming) to collect floating oil for recovery. Passive collection of oil using sorbents is recommended for (1) sand beaches, (2) gravel beaches, (3) sheltered rocky shores and man-made structures, (4) sheltered rubble slopes, (5) sheltered vegetated low banks, and (6) marshes. It is conditionally recommended on (1) exposed rocky shores and (2) tidal flats.

Best Management Practices for Passive Collection of Oil

Passive collection of oil using sorbent material may be used on all shoreline types, but is not useful with light to moderate oiling.

Continually monitor and collect passive sorbent material deployed in the intertidal zone to prevent it from entering the environment as non-degradable, oily debris.

Monitor passive absorbents placed in the mid- or lower intertidal zone for potential entrapment of small crustaceans; coordinate with the Environmental Unit for corrective actions if entrapment is observed.

Vacuum Removal of Oil

The objective of this variation of the removal of surface oil is to remove free oil that has pooled on the substrate. It entails the use of a vacuum unit with a suction head to recover free oil. Equipment can range in size from small portable units that fill individual 55-gallon drums to large “supersuckers” that are truck mounted and have the capacity to lift rocks. Supersuckers are primarily used when circumstances (e.g., the length or number of hoses used) necessitate that suction capacity is great. In other words, suction is reduced with increasing hose length and with a number of the hoses used. In these situations, additional suction capacity may be necessary to make up for these losses. This system can also be used with water spray system to flush the oil towards the suction head. This response variation is used when free, liquid oil is stranded on the shoreline (usually along the high-tide line) or is trapped in vegetation that is readily accessible. Vacuum removal of oil is not recommended on any shoreline habitat. It is conditionally recommended on (1) exposed rocky shores, (2) sand beaches, (3) gravel beaches, (4) sheltered rocky shores and man-made structures, (5) sheltered rubble slopes, (6) sheltered vegetated low banks, and (7) marshes.

Best Management Practices for Vacuum Removal of Oil

- Vacuum removal of oil may be used on any shoreline type where liquid oil has pooled with the exception of tidal flats; not recommended for these shorelines because of poor access and potential for mixing oil deeper into the sediments.

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- Closely monitor vacuum operations in wetlands; site specific restrictions* may be required to minimize impact to marsh plant root systems which could lead to erosion.

*Operations Section will be advised by Planning Section (Environmental Unit).

Oiled Debris Removal

The objective of this response is the removal of oiled debris (organic and man-made) from the shoreline. Debris (e.g. Seaweed, trash, logs) is removed when it becomes heavily contaminated; and it is a potential source of chronic oil release, an aesthetic problem, or a source of contamination for organisms on the shoreline. If time and resources permit, un-oiled, man-made debris (e.g., trash, mooring lines, etc.) may be removed or placed above the high tide line prior to oil reaching a shoreline in order to minimize the amount of oiled debris generated by the spill. Oiled debris removal is recommended for (1) sand beaches, (2) gravel beaches, (3) sheltered rocky shores and man-made structures and (4) sheltered rubble slopes. It is conditionally recommended for (1) exposed rocky shores, (2) tidal flats, (3) sheltered vegetated low banks, and (4) marshes.

Best management practices for removal of surface oil would also be applicable to oiled debris removal. Please see above practices.

Trenching/Recovery Wells

The objective of trenching or the use of recovery wells is to remove subsurface oil from permeable substrates. Trenches or wells are dug down to the depth of the oil (or water table) to intercept oil migrating through the substrate. The oil collected in the trench or well is then recovered by vacuum pump or skimmer, and disposed of off-site. The oil must be viscous enough to flow at ambient temperatures. Water flooding or flushing the substrate can be used to speed up oil migration into the trench or well. If the trench or the well is not deep enough to reach the water table, the bottom must be lined with plastic to prevent oil penetrating deeper into the sediment. Trenches are not dug in the lower portions of the beach where attached plants and organisms may be abundant.

Trenching and recovery wells are conditionally recommended for (1) sand beaches, (2) gravel beaches (pebble- to-cobble-size substrate) and (3) sheltered vegetated low banks.

Best Management Practices for Trenching and the Use of Recovery Wells

- Trenching and recovery wells may be used on sand and gravel shorelines with grain size ranging from fine sand to pebble-size gravel.
- Line the bottom of trenches that do not reach the water table (dry) with plastic to prevent the collected oil from penetrating deeper into the substrate.

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- Restrict trenches from the lower intertidal zone where attached algae and organisms are abundant.
- Collapse of fill in trenches/well when response action is completed; ensure sides and bottom of trenches are clean before collapsing.
- Reference the BMPs for Removal of Surface Oil for additional BMPs.

Removal of Oiled Sediment

The objective of this response is to remove oiled surface sediments. Oiled sediment is removed by either use of hand tools or by use of various kinds of motorized equipment. Oiled sediment removal is restricted to the supratidal and upper intertidal areas to minimize disturbance of biological communities in the lower intertidal and sub-tidal. After removal, oiled sediments are transported and disposed of off-site. New sediments are not typically transported to replace those that were removed; however, a variation of this response that includes sediment replacement (described below) is used for beaches with low natural replenishment rates or high rates of erosion. This method of cleanup is most effective when there is limited amount of oiled sediment that must be removed. Close monitoring is required so that the quantity of sediment removed, siltation, and the likelihood of erosion may be minimized. Such operations are generally restricted in fish spawning areas. Sensitive areas that are adjacent, and may be potentially affected by released oil sheens, must also be protected.

It should be noted that oiled sediment removal (and removal of adjacent sediment) may be used along riverbanks or other upland areas to prevent oil from leaching into the adjacent aquatic environment. For example, this may be necessary when a tank truck or rail car overturns and spills oil in an upland area adjacent to a stream. As a primary response, the source of oil in the environment, including the sediment and/or adjacent soil varies with the scale of the spill and the accessibility of the site; however, both manual and mechanized removal tools are used regularly. In areas that are prone to erosion, contaminated sediment and/or soil that is removed is typically replaced with clean sediment.

Typically, oiled sediment removal is conditionally recommended for (1) sand beaches, (2) gravel beaches, (3) sheltered rubble slopes, and (4) sheltered vegetated low banks.

Best Management Practices for Removal of Oiled Sediment

- Oiled sediment removal (without replacement) is used primarily on sand beaches not subject to high rates of erosion; small quantities of oiled sediment removal may be permitted on gravel beaches (pebble-to-cobble size gravel or riprap) and sheltered vegetated stream banks.

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- Clean-up should commence after the majority of oil has come ashore, unless significant burial (sand beaches) or remobilization is expected; minimize burial and/or remobilization by conducting cleanup between tidal cycles.
- Restrict sediment removal to supra and upper intertidal zones (or above waterline on stream banks) to minimize disturbance of biological communities in lower intertidal and subtidal zones.
- Take appropriate actions to protect nearby sensitive environments* (shellfish beds, nursery areas) from the effects of increased oil runoff/sheening or siltation by the proper deployment of booms, silt curtains, sorbents, etc.; monitor for effectiveness of protection measures.
- Minimize the amount of oiled sediment removed by closely monitoring mechanical equipment operations.
- Coordinate the locations of any temporary oiled sediment staging or storage sites near the shoreline*.
- Minimize vehicle and foot traffic through oiled areas to reduce the likelihood that oil is worked into the sediment and contamination carried off site by clean equipment.
- Establish temporary upland collection sites for oiled waste materials for large spill events; collection sites should be lined with asphalt pads and surrounded by berms to prevent secondary contamination from runoff.
- Reference the BMPs for Removal of Surface Oil for additional BMPs.

*Operations Section will be advised by Planning Section (Environmental Unit).

Oiled Sediment Reworking

The objective of this variation of oiled sediment is to re-work oiled sediments to break up oil deposits, increase surface area and mix oxygen into deep subsurface oil layers. This activity exposes the oil to natural removal processes and enhances the rate of oil degradation. Oiled sediment is not removed from the beach. Instead, beach sediments are roto-tilled or otherwise mechanically mixed with the use of heavy equipment. The oiled sediments in the upper beach area may be relocated to the mid-tidal portion of the beach. Relocation enhances natural clean-up during reworking by wave activity. This procedure is known as surf washing, or berm relocation. Generally, sediment reworking is used on sand or gravel beaches where high erosion rates or low natural sediment replenishment rates are issues. Sediment reworking may be used where remoteness or other logistical limitations make sediment removal unfeasible. Sediment reworking is not used on beaches near shellfish harvest or fish spawning areas because of the potential

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for release of oil or oiled sediments into these sensitive habitats. Sediment reworking is conditionally recommended for (1) sand beach and (2) gravel beach habitats.

Best Management Practices for Oiled Sediment Reworking

- Oiled sediment reworking (roto-tilling) breaks up oil crusts or aerates light surface oiling is used primarily on sand or mixed sand and gravel beaches, especially those prone to erosion.
- Berm relocation or surf washing may be used on sand, mixed sand and gravel, or gravel (pebble to cobble size) beaches exposed to at least moderate wave energy.
- Restrict roto-tilling to mid and upper intertidal zones to minimize disturbance of biological communities in lower intertidal and subtidal zones.
- Restrict berm relocation/surf washing in vicinity of sensitive environments* (shellfish beds, nursery areas, etc.) to prevent adverse effects from increased oil runoff/sheening or siltation.

*Operations Section will be advised by Planning Section (Environmental Unit).

Oiled Sediment Removal with Replacement

The objective of this response variation is to remove oiled sediment and replace it with cleaned or new material. Oiled sediments are excavated using heavy equipment on the beach at low tide. After removal of the oiled sediment, new clean sediment of similar composition is brought in for replacement. The oiled sediment may also be cleaned and then replaced on the beach. The sediments are loaded into a container for washing. Cleansing methods include a hot water wash or physical agitation with a cleaning solution. After the cleansing process, the rinsed materials are returned to the original area. Cleaning equipment must be placed close to beaches in order to reduce transportation problems. This variation is conditionally recommended on (1) sand beaches, (2) gravel beaches, and (3) sheltered rubble slopes, although the beaches must be exposed to wave activity so the replaced sediments can be re-worked into a natural distribution.

Best Management Practices for Oiled Sediment Removal and Replacement

- Oiled sediment removal (with replacement) is used primarily on sand, mixed sand and gravel, and gravel, and vegetated stream bank shorelines subject to high rates of erosion.
- Restrict sediment removal and replacement to supra and upper intertidal zones (or above waterline on stream banks) to minimize disturbance of biological communities in lower intertidal and subtidal zones.

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- Take appropriate actions to protect nearby sensitive environments* (shellfish beds, nursery areas, etc.) from the effects of increased oil runoff/sheening or siltation by the proper deployment of boom, siltation curtains, sorbents, etc.; monitor for effectiveness of protection measures.
- Coordinate the locations of any temporary oiled sediment staffing or storage sites near the shoreline with the Environmental Unit.

*Operations Section will be advised by Planning Section (Environmental Unit).

Flushing with Ambient (Temperature, Salinity) Water

The objective of ambient water flushing is to remobilize oil stranded on surface substrate, as well as oil from crevices and rock interstices, to water's edge for collection. Water is pumped from hoses onto an oiled beach, beginning above the highest level where the oil is stranded and slowly working down to the water level. The flow of water remobilizes oil stranded on the surface sediments and flushes it down to water's edge. The remobilized oil is contained by boom and recovered for disposal. Increased water pressure may be needed to assist in the remobilization as the oil weathers and begins to harden on the substrate. Because of the potential for higher pressures to cause siltation and physical disruption of the softer substrates, flushing with higher pressure is restricted to rock or hard man-made substrates. Intake and outflow may range from 2-4 inches in diameter and, depending on the pump used, pump between 200 and 400 gallons of water per minute. Intake hoses are fitted with screens to minimize the extraction of debris, flora and fauna. Screen holes generally range from 0.25 inch to 1 inch in diameter, depending on the environment from which the water is being pumped. Intake hoses are propped off bottom using rebar in about 3 feet of water to further minimize the amount of sediment and debris and the number of organisms taken into the hose and pump.

Best Management Practices for Ambient Water Flushing

- Clean-up should commence after the majority of oil has come ashore, unless significant burial (sand beaches) or remobilization is expected; minimize burial and/or remobilization by conduction cleanup between tidal cycles.
- Protect sensitive environments* (shellfish bed, submerged aquatic vegetation, nursery areas, etc.) from the effects of increased oil run off by the proper deployment of booms, sorbents, etc.; monitor for effectiveness of protection measures.
- Reference the BMPs for Removal of Surface Oil for additional BMPs.

*Operations Section will be advised by Planning Section (Environmental Unit).

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Flooding (Deluge)

The objective of this variation of ambient water flushing is to mobilize stranded oil from rock crevices and interstices. Ambient water is pumped through a header pipe at low pressure above and inshore from the fouled area of shoreline. The pipe is meant to create a sheet of water that simulates tidal washing over the affected area. Removing stranded oil may be particularly important when a more sensitive habitat is nearby and in danger of becoming fouled with oil after the intertidal zone is washed over the next tidal cycle, remobilizing the oil. The effects of flooding may be desired when a spring tide has deposited oil above the normal high water mark or when the wave energy of the adjacent water is not great enough to sufficiently wash the affected area over the following tidal cycle. After oil has been loosened from the substrate it is collected and removed using a variety of mechanical, manual, and passive methods. Ambient water flooding is recommended for use on gravel beaches. Ambient water flooding is conditionally recommended for the following habitats: (1) sand beaches, (2) sheltered rocky shorelines and man-made structures, (3) sheltered rubble slopes, (4) sheltered vegetated low banks, and (5) marshes.

Best Management Practices for Ambient Water Flooding

- Ambient water flooding (deluge) could be used on all shoreline types with the exception of fine to coarse grained sand beaches. Use in this habitat could mobilize contaminated sediment into the environmentally sensitive sub-tidal zone or cause excessive siltation.
- Closely monitor flooding of shorelines with fine sediments (mixed sand and gravel, sheltered rubble, sheltered vegetative banks, marshes) to minimize excessive siltation or mobilization of contaminated sediments into the sub tidal zone.
- Ambient water flooding is not generally useful on exposed rocky shorelines or submerged tidal flats because these areas are naturally flooded.

Ambient Water, Low-Pressure Flushing

The objective of this variation of ambient water flushing is to mobilize liquid oil that has adhered to the substrate or man-made structures, pooled on the surface, or become trapped in vegetation to the water's edge for collection. Low-pressure washing (<50 psi) with ambient seawater sprayed through hoses is used to flush oil to the water's edge for collection. Oil is trapped by booms and picked up with skimmers and sorbents. This variation may also be used in concert with ambient water flooding, which helps move the oil without the potential effects associated with higher water pressures. Low-pressure flushing is conditionally recommended for (1) exposed rocky shores, (2) sand beaches with coarser sediments (mixed sand and gravel), (3) gravel beaches, (4) sheltered rocky shorelines and man-made structures, (5) sheltered rubble slopes, (6) sheltered vegetated low banks, and (7) marshes.

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Best Management Practices for Ambient Water, Low-Pressure Flushing

- It could be used on all shoreline types with the exception of sand beaches (fine to coarse grained) and mud flats (exposed or sheltered).
- Flushing exposed rocky shorelines may be hazardous to response personnel; ensure presence of adequate safeguards and monitoring to ensure safety.
- Prevent pushing or mixing oil deeper into the sediment by not directing the stream of water directly into the oil; direct hoses to place stream of water above or behind the surface oil to create a sheet of water to remobilize and carry oil down the beach to a containment area for recovery.
- Closely monitor flushing of shorelines with fine sediment (mixed sand and gravel, sheltered rubble, sheltered vegetative banks, marshes) to minimize excessive siltation or contaminated sediments mobilization into the subtidal zone.
- Restrict flushing in marshes from boats or on shore above the high tide line during high tide to minimize mixing oil into the sediments or mechanically damaging the marsh plants.

Ambient Water, High-Pressure Flushing

High-pressure flushing is used to mobilize oil that has adhered to hard substrates or man-made structures to the water's edge for collection. It is similar to low-pressure washing except the water pressure may reach 100+ psi, and it can be used to flush floating oil or loose oil out of tide pools and between crevices on riprap. Compared to the lower pressure spray, high-pressure spray will more effectively remove oil that has adhered to rocks. Because water volumes are typically low, this response method may require the placement of sorbents directly below the treatment area or the use of a deluge to carry oil to the water's edge for collection. High-pressure flushing is conditionally recommended for (1) exposed rocky shores, (2) gravel beaches, particularly those consisting of cobble and boulder sized rocks, and rip rap, (3) sheltered rocky shorelines and man-made structures, and (4) sheltered rubble slopes.

Best Management Practices for Ambient Water, High-Pressure Flushing

- It may be used on rocky (exposed and sheltered) and riprap shorelines.
- Flushing on exposed rocky shorelines may be hazardous to response personnel; ensure presence of adequate safeguards and monitoring to ensure safety.
- Prevent pushing or mixing of oil deeper into the riprap by not directing the stream of water directly into the oil; direct hoses to place stream of water above or behind the surface oil to create a sheet of water to remobilize and carry oil down to a containment area for recovery.

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- If small volumes of high-pressure water are used to remobilize weathered oil from rocky surfaces, include larger volume of low-pressure water to help carry remobilized oil into containment area for recovery.

Warm Water, Moderate-Pressure Washing

Moderate-pressure washing is used to mobilize thick and weathered oil that has adhered to rock surfaces, prior to flushing it to the waters' edge for collection. Seawater is heated (typically between ambient temperature and 90 F) and applied to moderate pressure to mobilize weathered oil that has adhered to rocks. If the warm water is not sufficient to flush the oil down the beach, flooding or additional low or high pressure washing may be used to float the oil to the water's edge for collection. Oil is then trapped by boom and may be picked up with skimmers or sorbents.

Warm water, moderate-pressure washing is conditionally recommended for (1) exposed rocky shores, (2) gravel beaches (including riprap), and (3) sheltered rocky shorelines and man-made structures. One variation of the response exists: hot water, moderate-pressure washing (described below).

Best Management Practices for Warm Water, Moderate-pressure Washing

- It may be used on heavily oiled gravel beaches, riprap and hard, vertical manmade structures such as seawalls, bulk-heads, and docks.
- Restricted use to certain tidal environments so that the oil/water effluent does not drain across sensitive low-tide habitats (damage can result from exposure to oil, oiled sediments and hot water).
- Flushing on exposed rocky shorelines may be hazardous to response personnel; ensure presence of adequate safeguards and monitoring to ensure safety.
- If small volumes of warm water are used to remobilize weathered oil from rocky surface, include larger volume of ambient water at low-pressure to help carry remobilized oil into containment area for recovery.
- Clean-up should commence after the majority of oil has come ashore.
- Reference the BMPs for Removal of Surface Oil for additional BMPs.

Hot Water Moderate-Pressure Washing

This variation is used to dislodge and mobilize trapped and weathered oil from inaccessible locations and surfaces not amenable to mechanical removal, prior to flushing oil to water's edge for collection. Water heaters are mounted on offshore barges or on small land-based units. The water is heated to temperatures from 90 to 170 F, which is usually sprayed in small volumes by hand using moderate-pressure

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wands. Used without water flooding, this procedure requires immediate use of vacuums (vacuum trucks or super-suckers) to remove the oil/water runoff. With a deluge system, the oil is flushed to the water's edge for collection with skimmers or sorbents. This response is generally used when the oil has weathered to the point that even warm water at high pressure is ineffective for the removal of adhered oil, which must be removed due to the threat of continued release of oil or for aesthetic reasons. Hot water washing is conditionally recommended for (1) exposed rocky shores, (2) gravel beaches (specifically riprap), and (3) sheltered rocky shorelines and man-made structures.

Best Management Practices for Hot Water, Moderate-Pressure Washing

This is used only on heavily oiled hard, man-made structures such as seawalls, bulkheads, docks, and riprap; primarily for aesthetic purposes.

Restrict use to certain tidal elevations so that the oil/water effluent does not drain across sensitive low-tide habitats (damage can result from exposure to oil, oiled sediments, and hot water).

If small volumes of hot water are used to remobilize weathered oil from rocky surface, remobilized oil must be recovered using sorbent material at the base of the structure; or a second stream with ambient water can be used to flush the remobilized oil to the water's edge for recovery.

Vegetation Cutting

Vegetation cutting is the removal of oiled vegetation which attaches to shorelines to prevent the oiling of wildlife or remobilization of trapped oil. Thick layers of oil may adhere to plant leaves or pool on the substrate under a layer of overlapping plant leaves. The upper parts of the oiled plant are cut away using hand tools or "weed eater" type power tools. The oiled plant cuttings are raked up and removed for disposal. Any remaining oil pooled around the roots/stems can then be flushed out for recovery. These attached plants provide protective habitat to fish and invertebrate species, cutting of this type will result in loss of habitat. Cut vegetation may or may not recover depending on the reproductive cycle of the plant and whether the plant roots are oiled or damaged in the cutting operation. Resource experts should always be consulted prior to initiating vegetation cutting. When conducted in marshes, boards are generally laid down for workers to walk; this distributes the worker's weight to prevent damage to plant root systems and to avoid working oil deeper into the soft sediments. This response is conditionally recommended for (1) sheltered rocky shorelines, (2) gravel beaches, (3) sheltered rocky shorelines and man-made structures, (4) Sheltered rubble slopes, (5) sheltered vegetated low banks, and (6) marshes.

Best Management Practices for Vegetation Cutting

Vegetation cutting may be used on marsh, rock, gravel (boulder/riprap) and vegetated riverbanks.

Clean-up should commence after the majority of oil has come ashore.

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Reference the BMPs for Removal of Surface Oil for additional BMPs.

Nutrient Enhancement

This is used to increase the rates of natural degradation of oil by adding nutrients (specifically nitrogen and phosphorus). Micro biodegradation is the conversion by microorganisms of hydrocarbons into oxidized products via various enzymatic reactions. Some hydrocarbons converted into carbon dioxide and cell material, while others are partially oxidized or left unaltered as a residue. Nutrients are applied to the shoreline using one of several methods: (1) soluble inorganic formulations are dissolved in water and applied as a spray at low tide, requiring frequent applications; (2) slow release formulations are applied as a solid to the intertidal zone and designed to slowly dissolve; and (3) oleophilic formulations that adhere to the oil itself and are sprayed directly on the oiled areas. This response method is limited to shorelines and adjacent water bodies, which are well-flushed, minimizing the potential for nutrient runoff that may cause significant eutrophication. Nutrient enhancement is conditionally recommended on (1) sand beaches, (2) gravel beaches, (3) sheltered rubble slopes, and (4) marshes.

Nutrient enhancement requires RRT approval on a case-by-case basis, as well as the development of a detailed operations and monitoring plan.

Motorized Transportation/Support of Response Actions

Several of the open water and shoreline response activities described above may require the use of machinery in support of the response effort or for transport of personnel. The response activities that may use equipment are noted in their descriptions; however, the use of boats and other watercraft, planes, helicopters, and ATVs warrant further discussion. The use of these machines is described in this section, while the potential effects of their use are discussed separately in *Effects Analysis*.

Boats and Other Watercraft

Boats and other watercraft (e.g. hovercraft, wave runners, and barges) may be used in open water and shoreline response activities. The use of these resources varies depending on the specific response. However, they may be used as a component of the response itself (e.g., skimmers, platforms for applying dispersants, deploying or collecting booms), or as a mode of transportation to and from remote locations for response personnel (e.g., removal of surface oil). As a result, boats and other watercraft may be used in shallow or deep water, near shore or offshore, fresh water or marine environments, etc. The Geographic Response Strategies (GRSs) may outline boat and watercraft use restrictions within 200 yards of sensitive areas. As a standard practice, the response organization must request a waiver from the National Marine Fisheries Service, US Fish and Wildlife Service and/or Louisiana Department of Wildlife and Fisheries regarding approaching or hazing marine mammals inadvertently during open water response operations.

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Airplanes

Planes may be used in open water and with shoreline response activities. The use of planes depends on the specific response. However, they may be used as a component of the response itself (e.g., platforms for applying dispersants, directing on-water recovery operations), or as a part of the pre- or post-response monitoring (e.g., wildlife surveys). As result, planes may be used over any aquatic or terrestrial environment. However, flight restriction zones may be designated by the GRSs as a precaution against disturbing wildlife species (e.g., marine mammal pupping, bird breeding colony). Year-round restriction may be imposed in some locations; however, restrictions are more likely to be imposed only during times of year in which species have been identified as most sensitive.

Typically, the area within a 1,500 ft radius and below 1,000 ft in altitude is restricted to flying in areas that have been identified as sensitive. However, some areas may have more restrictive zones. In addition to restrictions associated with wildlife, Tribal authorities may also request notifications when over flights are likely to affect culturally sensitive areas.

Helicopters

Helicopters may be used in open water and with shoreline response activities. The use of helicopters depends on the specific response. However, they may be used as a component of the response itself (e.g., platforms for igniting floating oil, directing skimming operations, transporting workers), or as a part of pre- or post-response monitoring (e.g., wildlife surveys). As a result, helicopters may be used over any aquatic or terrestrial environment. However, flight restriction zones may be designated by the GRSs as a precaution against disturbing wildlife species (e.g., marine mammal pupping, bird breeding colony). Year-round restriction may be imposed in some locations; however, restrictions are more likely to be imposed only during times of year in which species have been identified as most sensitive.

Typically, the area within a 1,500 ft radius and below 1,000 ft in altitude is restricted to flying in areas that have been identified as sensitive. However, some areas may have more restrictive zones. In addition to restrictions associated with wildlife, Tribal authorities may also request notifications when over flights are likely to affect culturally sensitive areas.

All Terrain Vehicles (ATV's)

ATVs may be used in support of open water and shoreline response activities. The use of ATVs is often dependent upon the accessibility of the site (e.g., proximity of roads) to this kind of equipment and the type of shoreline in which they are to be used. It is possible to use ATVs on any accessible shoreline type in which an ATV can safely be driven; however, some shoreline types (e.g., marshes, vegetated low banks) are more sensitive to the use of motorized equipment (as well as human foot traffic) than other shoreline types, both in the presence and absence of oil. For example, it is recognized that the use of the ATVs may adversely affect particular un-oiled shoreline habitats that

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are susceptible to erosion. Some oiled shoreline types, such as marshes, are particularly vulnerable to the introduction and mixing of oil into subsurface sediments. As a result of these concerns relating to shoreline damage, care is taken to weigh the tradeoffs of ATV use on a particular shoreline type, whether oiled or un-oiled. Therefore, in a practical sense, ATV use may be limited to those situations in which the benefits of using ATVs outweigh any potential adverse effects of their use.

Generally, ATVs are used on sand beaches, and restricted to transiting outside of the oiled areas along the upper part of the beach. The decision process for use of ATVs near sensitive aggregations of wildlife is similar to that described for shoreline habitats discussed above. ATVs may be used for a variety of purposes, including the transportation of response personnel and for the collection and disposal of oil, oiled sediments, or oiled debris in support of response activities in near shore open water and on shorelines.

Vessel of Opportunity Program

As part of an oil spill response, a Vessel of Opportunity (VOO) program may be designed and implemented to provide local vessel operators an opportunity to assist with response activities, including transporting supplies, assisting wildlife rescue, and deploying containment and sorbent boom

To qualify for a VOO program, vessel operators and crew must meet several key requirements, including completing an appropriate level of HAZWOPER training, passing a U.S. Coast Guard dockside examination and meeting crew requirements based on vessel size. A vessel must also be certified as safe, which may include inspection prior to activation.

Once qualified and selected for use, vessel operators and crew will be compensated for their assistance. Qualification alone does not guarantee participation.

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Section 9000
Appendix G
Shoreline
Countermeasures and
Matrices

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Section 9000 Appendices, Appendix G Shoreline Countermeasures

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Under Development

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Section 9000
Appendix H
Wildlife Response
Plan

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Wildlife Response Plan

Introduction and Background

The purpose of this Wildlife Response Plan is to outline the responsibilities of the Wildlife Branch within a Unified Command structure during an oil spill, describe the procedures to be used, and to identify the personnel and equipment necessary to meet wildlife protection responsibilities of the responsible party and the Federal and State governments during a spill. The mission of the Wildlife Branch is to minimize the adverse impacts of oil spills and oil spill response on wildlife.

The New Orleans Area Wildlife Response Plan contains:

- Statutory policy and procedural basis for Wildlife Branch operations;
- Activation criteria and factors to consider when developing response actions; and
- Organizational infrastructure for wildlife response operations.

When oil spills occur, the Incident Command System (ICS) is used as the organizational structure to coordinate the response actions. Response actions concerning the protection, identification, rescue, processing, and rehabilitation of oiled wildlife are performed by the Wildlife Branch within the Operations Section.

It is the policy of the Southeast Louisiana Area Committee (SELAC) that representatives of the U.S. Fish and Wildlife Service Regional office (USFWS) or Louisiana Department of Wildlife and Fisheries (LDWF) will assume the positions of Director and/or Deputy Director of the Wildlife Branch, as appropriate. The Branch Director position may be filled by NOAA National Marine Fisheries Service (NMFS) if USFWS or LDWF chooses to defer the position to NMFS. In this case, NMFS may provide a more experienced Branch Director given the circumstances of the incident. The Wildlife Branch Director position will be delegated to the LDWF for spills that occur within Louisiana State Waters or on a State Wildlife Management Area or State refuges. Delegation of the position may change during an incident of extended duration.

Appointment of other parties, including a qualified Responsible Party (RP) representative, to one of these positions may be made by a USFWS or LDWF representative or their designee at any time during an incident for such periods of time as may be deemed appropriate. The use of a RP representative in the Wildlife Branch, i.e. Deputy Branch Director, may be beneficial to the operations of the Branch as it helps expedite logistical and finance needs. If this occurs, it should be verified that the RP representative has prior experience with a wildlife response event.

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Within the Wildlife Branch there are four Groups who report to the Wildlife Branch Director: the Wildlife Reconnaissance Group; the Bird Recovery and Rehabilitation Group; the Marine Mammal Recovery and Rehabilitation Group and the Sea Turtle Recovery and Rehabilitation Group. The roles, responsibilities, and duties of these Groups, and individuals within these Groups, are described in detail in the Wildlife Branch Positions and Responsibilities section.

Coordination between the Wildlife Branch and the Environmental Unit, a part of the Planning Section, is critical. Wildlife Branch field staff perform reconnaissance by land, boat, and air. Environmental Unit staff gathers information regarding wildlife impacts through aerial over flights, field observers, and through on-the-ground Shoreline Cleanup Assessment Techniques (SCAT) teams. The Wildlife Branch and Environmental Unit share information so that it can be used by the Planning and Operations Sections to aid in strategic assessment and planning of response strategies. The Wildlife Branch Director is responsible for keeping the Unified Command informed of the status of affected wildlife during the response through the Operations Section Chief and the Situation and Environmental Units in the Planning Section.

While the organizational structure, roles, and responsibilities remain the same regardless of the location and type of material spilled (i.e., oil or hazardous substance, marine or inland environments), some functions may be altered as appropriate.

This plan has been developed to meet portions of the SELAC's Fish and Wildlife and Sensitive Environments Plan requirements set forth in the National Contingency Plan (NCP), 40 CFR Part 300.210 (c)(4).

Federal Mandates

The Federal Oil Pollution Act 1990 (OPA 90), incorporated into the NCP, requires that a Fish and Wildlife and Sensitive Environments Plan be developed in consultation with the USFWS, the National Oceanic and Atmospheric Administration (NOAA), and other interested parties, including state fish and wildlife agencies (33 U.S.C. 1321(d)(2)(M)). The plan must include "immediate and effective protection, rescue, rehabilitation of, and minimization of risk of damage to fish and wildlife resources and habitats that are harmed or that may be jeopardized by a discharge." Additionally, 30 CFR Part 300.210(c)(4) sets forth the requirements for this plan to be an annex to Area Contingency Plans. The Wildlife Response Plan has been written in conjunction with other sections of the SELACP to address the federal requirements. Certain other federal and state laws also apply to oil spill response. Of particular concern is compliance with the Migratory Bird Treaty Act, Marine Mammal Protection Act, Endangered Species Act, and state wildlife rehabilitation rules.

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Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA), 16 U.S.C. 703-711, protects most bird species in the United States and requires specific authorization (or exemptions) to conduct activities that may result in a “take” of migratory birds. “Take” is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct.” Most response actions that would result in a take are permitted by issuance of a Migratory Bird Rehabilitation Permit (50 CFR Part 21.31). A rehabilitation permit authorizes recovery, temporary possession, transport, and rehabilitation of oiled migratory birds. The permit provisions also allow authorized individuals to euthanize migratory birds that are medically determined to have poor prospects of survival. Permitted rehabilitators must be authorized to work on a specific oil spill incident by USFWS, LDWF and the Federal On-Scene Coordinator (FOSC). USFWS policy requires spill responders to comply with the care standards outlined in *Best Practices for Migratory Bird Care during Oil Spill Response*, which is incorporated as a requirement of the SELACP. This Wildlife Response Plan adopts the operational guidelines as well as the standard of care requirements of the *Best Practices for Migratory Bird Care during Oil Spill Response*; this document can be accessed at the following link: https://www.fws.gov/wafwo/publications/best_practices.pdf.

The Migratory Bird Rehabilitation Permit stipulates that specific authorization to remove dead oiled birds must be obtained from the USFWS for each spill incident. The Wildlife Branch, in consultation with the trustee agencies, will develop protocols and authorizations for removing dead oiled birds for each incident.

Endangered Species Act

The Endangered Species Act of 1973 (ESA), 16 U.S.C. 1531-1543, has strict permit requirements for the handling of threatened and endangered species (listed species). Permitting requirements apply (with a few exceptions) for any species listed as threatened or endangered. A Migratory Bird Rehabilitation Permit (see above) authorizes the recovery, temporary possession, transport, and rehabilitation of oiled threatened and endangered species of migratory birds with no additional ESA permits required. ESA permit/authorization is needed for other threatened and endangered species, such as manatees.

In the event of an oil spill or hazardous substance release, the ESA must be considered in the development of Federal response activities and actions during an oil spill response. As the spill response occurs, the FOSC must consult with the natural resource trustees as laid out in Section V.B of the *Inter-agency Memorandum of Agreement Regarding Oil Spill Response Activities Under the Federal Water Pollution Control Act's National Oil and Hazardous Substances Pollution Contingency Plan and*

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the Endangered Species Act (ESA MOA). The Environmental Unit as outlined in the ESA MOA will address ESA Section 7 Consultation requirements. However, the Wildlife Branch will be instrumental in documenting the effects of response actions on listed species. Coordination between the Wildlife Branch and the Environmental Unit is critical to accomplishing this task.

There is a contingency under the Marine Mammal Protection Act that gives a waiver for the “take” of marine mammals by Federal or State employees for the health and safety of the animals or for human safety. There is no such exemption under the Endangered Species Act but, a scientific research and enhancement permit (No. 932-1489) held by NOAA’s Marine Mammal Health and Stranding Response Program covers oil spill-related actions under the MMPA and ESA.

Marine Mammal Protection Act

Under the Marine Mammal Protection Act (MMPA), 16 U.S.C. 1379, Section 109(h)(1)), federal, state, and local government officials, or persons designated under MMPA Section 112(c) by the relevant Secretaries of the Departments of the Interior or Commerce, may take marine mammals during the course of their official duties if such taking is for the protection or welfare of the mammal, the protection of public health and welfare, or the non-lethal removal of nuisance animals. Government contractors conducting officially authorized oiled wildlife spill response related activities and acting under the direct supervision of the Wildlife Branch Director are regarded as spill response employees and may take marine mammals *if the Wildlife Branch is activated* and the Wildlife Branch Director is authorized pursuant to Section 109(h) of the Marine Mammal Protection Act and implementing regulations (USFWS, National Marine Fisheries Service, state wildlife agency), or is designated by the National Oceanic and Atmospheric Administration under 16 U.S.C. 1382 Section 112(c). “Take” is considered appropriate for the purposes of recovery and transport of marine mammals (alive or dead) to a designated location, rehabilitation by an authorized facility, return to the wild, or for the collection of evidence. If wildlife response personnel are contract employees of a non-government entity and not otherwise authorized pursuant to Section 109(h) or 112(c) of the Marine Mammal Protection Act, authorization to take marine mammals during spill response activities must be obtained directly from the appropriate Federal trustee agency (USFWS or NOAA National Marine Fisheries Service). Likewise, if the Wildlife Branch is not activated, authorization to take marine mammals must be obtained directly from the appropriate federal trustee agency (USFWS or NOAA National Marine Fisheries Service) pursuant to 16 U.S.C. 1382 Section 112(c).

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Hazing or Deterrence Actions

Hazing or deterrence may be utilized by the Wildlife Branch to keep un-oiled wildlife away from oil. No Federal permits are required for non-lethal deterrence of migratory birds (50 CFR Part 21.41) (Note: this exemption does not apply to eagles and endangered species). The ESA does not specifically authorize deterrence and preemptive capture of endangered species. The Wildlife Branch, in consultation with the appropriate trustee agencies, will develop response strategies for deterrence and preemptive capture of endangered species for a specific spill incident. Strategies for hazing or abatement will likely vary seasonally for most bird species. "Take" of endangered species resulting from approved response actions will be deemed incidental to the primary action of the spill response and will be covered by the ESA Section 7 Emergency Consultation process, unless otherwise authorized by a permit. See ESA section above.

Natural Resource Trustees for Wildlife

Trustee agencies will provide input into the selection of response methods used so that wildlife operations comply with each trustee agency governing laws and obligations to preserve and protect wildlife and habitat. During a spill response, wildlife trustee agencies will advise the Wildlife Branch Director about local wildlife resources, sensitive species or habitats, logistical considerations, and other issues that arise.

Federal trustee agencies that are most likely to participate in Wildlife Branch decisions and response activities are as follows:

- Department of the Interior
 - Bureau of Indian Affairs
 - Bureau of Land Management
 - National Park Service
 - U.S. Fish and Wildlife Service
- Department of Commerce
 - NOAA, Office of Response and Restoration
 - NOAA, National Marine Fisheries Service
 - NOAA, National Marine Sanctuaries
- Department of Agriculture
 - U.S. Forest Service
 - APHIS Wildlife Services
- Department of Defense (military lands)

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The U.S. Coast Guard and the U.S. Environmental Protection Agency are not trustee agencies for natural resources but are the primary lead federal agencies during a spill response and also participate in the Wildlife Branch decisions. In any spill, the potentially responsible party or discharger is responsible to federal and state resource trustees, to federally recognized Indian Tribes, and to foreign trustees; all of whom are empowered to assess impacts and seek compensation for injuries to natural resources which have been caused by a discharge of oil or release of a hazardous substance. State trustee agencies that are most likely to participate in Wildlife Branch decisions and response activated under the SELACP and may include:

- Louisiana Department of Wildlife and Fisheries (Primary State Trustee for Wildlife)
- Louisiana Department of Environmental Quality
- Louisiana Department of Natural Resources (Tidelands)
- Louisiana Oil Spill Coordinator's Office

Indian Tribes retain sovereign authority to manage wildlife resources issues within reservation boundaries. Consultation and coordination is necessary with Tribal governments whose lands may be impacted by an oil spill. Regardless of whether an oil spill occurs directly on Tribal lands or moves onto or through Tribal lands, Tribes have an important role in developing wildlife response actions affecting Tribal resources. Tribes may have additional natural resource interests related to retained rights outside of reservation lands. In such circumstances, the Wildlife Branch will work in coordination with affected Tribes to develop appropriate wildlife response strategies to address wildlife and Tribal concerns, in compliance with Executive Order 13175 (Consultation and Coordination with Indian Tribal Governments), DOI Secretarial Order 3206, USFWS Native American Policy, as well as compliance with the SELACP.

Agreement Regarding Wildlife Response Activities

In order to provide an efficient and coordinated response, principle federal and state fish and wildlife trustees may enter into cooperative agreements regarding a variety of issues that arise during spills of oil and hazardous substances. These issues include agency response roles, reconnaissance, capture, treatment, rehabilitation, and release of injured wildlife.

Response Planning

The primary purpose of the Wildlife Branch is to provide the best achievable care for impacted wildlife and to minimize wildlife losses, including preventing injury to wildlife or habitats from both the oil and from the implementation of response activities. However,

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undertaking an effective wildlife response requires planning and preparation before the need to respond to an actual incident.

State and Federal Trustees are encouraged to work with the oil industry and New Orleans Area wildlife rescue and rehabilitation organizations to prepare an adequate response capability for Wildlife Branch operations. Preparation involves assessing potential impacts to wildlife; ensuring adequate equipment, personnel, and wildlife response protocols are available; and practicing the planned response through oil spill exercises. In particular, oiled wildlife rehabilitation requires large amounts of space, water, and personnel, and these resources are not readily available without prior planning.

Personnel Safety

Worker safety must be considered before any wildlife response effort is conducted. Therefore, all Wildlife Branch activities must conform to the Site Safety Plan for the response. All workers must be current in Occupational Safety and Health Administration (OSHA) information and training that relates to safety of working in an environment with uncontrolled oil products. Additional safety requirements may be included and all personnel involved in Wildlife Branch operations must have appropriate job specific safety training for the task(s) to be performed as well as utilize appropriate personal protective equipment. Those people involved with animal handling should be trained in techniques that ensure worker safety and present the least amount of stress to wildlife. Appropriate bio-security measures will be utilized to reduce the risk of transmission of infectious diseases between wildlife and personnel during an oiled wildlife response.

Wildlife Branch

Activation of the Wildlife Branch

Every spill will be assessed for potential impacts to wildlife. The Wildlife Branch will be activated when either a Federal or State trustee agency, responsible party, or the Unified Command determines that an oil spill is in the vicinity of wildlife resources (mammals or birds), or has a trajectory that puts wildlife resources at risk. Once this determination has been made, the Operations Section Chief and the Unified Command will be notified when the Wildlife Branch is operational. As described in the **Response Actions** section below, the Wildlife Branch will be developed to appropriately respond to the anticipated magnitude of wildlife impacts.

Designation of Wildlife Branch Director

Representatives of the USFWS, LDWF, or NMFS, as appropriate, will assume the position of Director and/or Deputy Director of the Wildlife Branch. Unless otherwise indicated by USFWS and LDWF, the Wildlife Branch Director position will be delegated

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to the Louisiana Department of Wildlife and Fisheries (LDWF) for spills that occur within Louisiana State Waters or on a Wildlife Management Area or refuge. Delegation of the position may change during a spill of extended duration.

Wildlife Branch Organization

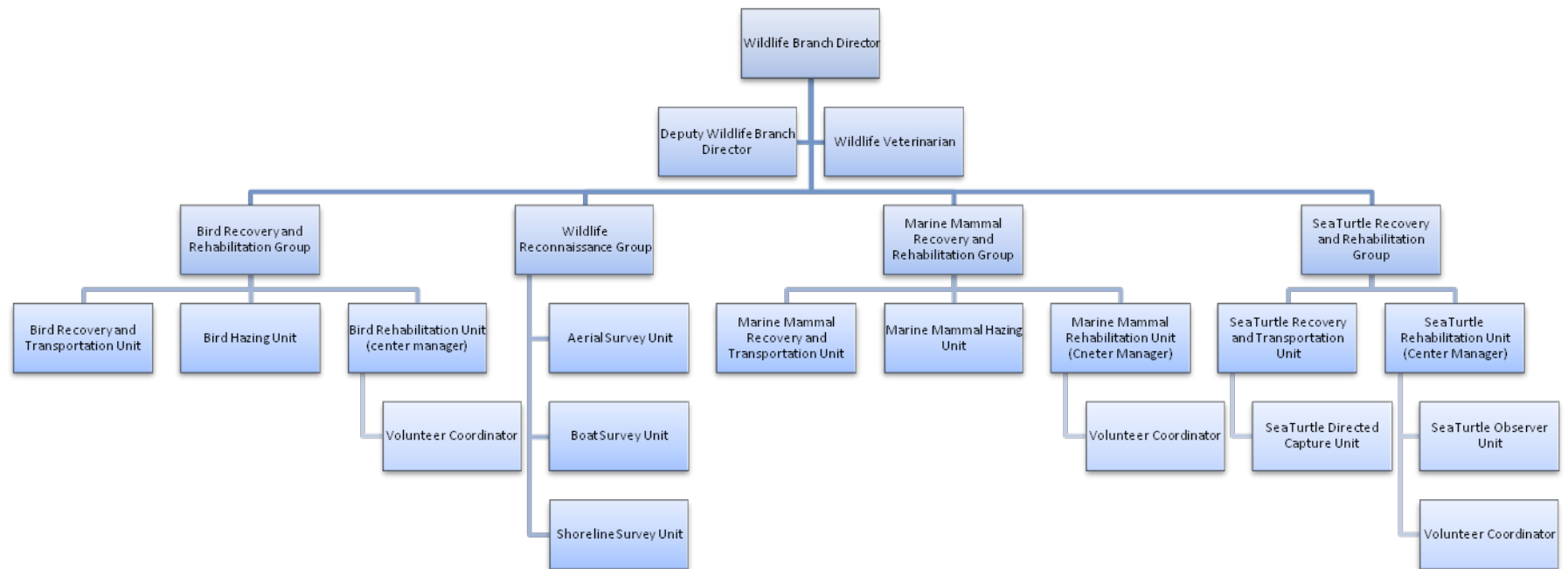
The Wildlife Branch Director oversees operations of the Wildlife Branch (see Figure 1) and reports to the Operations Section Chief. To ensure maximum efficiency, the Wildlife Branch Director coordinates and manages the activities of all personnel in the Wildlife Branch. Within the Wildlife Branch, four Groups report to the Wildlife Branch Director:

- Wildlife Reconnaissance - aerial, ground, and on-water reconnaissance of wildlife in the spill area;
- Bird Recovery and Rehabilitation - search, recovery, transport, rehabilitation, documentation and hazing/deterrence of birds;
- Marine Mammal; and
- Sea Turtle Recovery and Rehabilitation - search, recovery, transport, rehabilitation, documentation, and hazing/deterrence of marine mammals.

This organizational structure is expanded beyond the structure described In the Incident Management Handbook (USCG COMDTPUB P3120.17A), which includes only the Wildlife Recovery Group and the Wildlife Rehabilitation Center.

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Wildlife Branch Operations

Duties and Responsibilities

Once activated, the Wildlife Branch Director is responsible for ensuring that the appropriate protocol and process is followed during the search, recovery, and rehabilitation of impacted wildlife. The Wildlife Branch Director will make recommendations to the Unified Command through the Operations Section Chief regarding the need for additional Wildlife Branch resources based on anticipated wildlife impacts and associated field operations.

The Wildlife Branch will develop operational strategies, tactics and resource needs for operations activities in the Incident Action Plan. The Branch Director or one of the Branch staff will work closely with the Site Safety Plan specific to wildlife response activities. Operations activities may include wildlife deterrence, conducting wildlife search and recovery, transportation of oil-impacted wildlife, rehabilitation of wildlife, and release of rehabilitated wildlife. The Wildlife Branch Director will implement the operational guidelines as well as the standard of care requirements of the *Best Practices for Migratory Bird Care during Oil Spill Response*, *NOAA Marine Mammal Health and Stranding Response Program*, *Marine Mammal Oil Spill Response Guidelines*, and other appropriate guidance in all aspects of Wildlife Branch operations.

Wildlife Branch activities affect and interact with numerous other sections of the Incident Command and it is important that good communications are established and maintained between the Wildlife Branch and other responders. In particular, coordination between the Wildlife Branch and the Environmental Unit, is essential. The Planning Section may assign a Wildlife Technical Specialist to help with coordination.

The Wildlife Branch is responsible for providing information to the Unified Command, the Planning Section, and the Public Information Officer/Joint Information Center relative to the daily numbers of alive and dead animals and their status. At the direction of the Operations Section Chief, the Wildlife Branch Director or a member of the Branch staff will attend tactics meetings, planning meetings, and Unified Command briefings. The Branch will also coordinate with Air Operations regarding wildlife reconnaissance/recovery flights, and coordinate with the Logistics Section in accordance with existing IC/UC policy for any materials needed. The Wildlife Branch is also responsible for working with the Planning Section, Demobilization Unit to develop the Wildlife Branch Demobilization Plan.

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Response Actions

Activities associated with the activation of the Branch will be appropriate to the size of the spill. Activation of personnel and equipment is based primarily on anticipated adverse effects on wildlife. Depending on the size of the incident, the Wildlife Branch may range in size from just the Branch Director position to the full activation of the organization displayed in figure 1 including the associated equipment and personnel resources. Development of Wildlife Branch operations is an iterative, dynamic process that calls for good information, knowledge, experience, and judgment. It is important to understand that “activation” of the Branch does not mean that a full-scale wildlife response will be activated. The level of response is completely dependent on the number of animals that may potentially be impacted.

On every spill response, the first action of the Wildlife Branch must be to deploy trained observers to the spill site to determine the extent of the initial and anticipated wildlife impacts in a timely manner. The ability to effectively determine the size and scale of the wildlife response is highly dependent on getting trained observers on-scene quickly. The initial observers must be trained personnel because the impact oil and other hazardous materials has on wildlife is not always obvious to the average responder. Oiling from light petroleum products, unlike heavy petroleum products, can be especially difficult to determine without the use of a trained observer. Unless heavily oiled, impacted wildlife may be mobile and may not remain at the site of the initial oiling. Results of the initial reconnaissance will determine the size and complexity of the Wildlife Branch and the subsequent deployment of personnel and equipment. This involves establishing the Wildlife Branch organizations, notifying the appropriate federal and state trustees, and determining rehabilitation facility needs. The number of animals affected, or potentially affected, will determine the number and type of personnel and equipment resources that are needed. The Wildlife Branch will work with Logistics to obtain resources, personnel, and equipment. Deterrence, search and recovery, primary care, rehabilitation, and release activities will proceed as deemed necessary and appropriate by the Wildlife Branch Director, with the approval of the Unified Command.

Oiled Bird Response

Birds are the most common wildlife affected by oil spills, especially marine birds, waterfowl, shorebirds, gulls, and predatory birds. These birds spend the majority of their time on or near the water’s surface, which puts them in direct contact with oil. When the feathers of a bird become oiled, they lose their capacity to insulate the bird’s skin from the water. Once the water is allowed to come in contact with the bird’s skin the bird becomes hypothermic, lethargic, and unable to feed and preen. Eventually the birds attempt to escape the water by beaching themselves. Oiled birds are prime targets for

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predatory and scavenging animals. This scavenging then leads to secondary oiling and further spread of the oil. It is important to retrieve alive and dead birds. The survival rate of rehabilitated birds depends greatly on conducting a quick response and using appropriate personnel and facilities.

The following table provides response actions needed when planning for oiled wildlife rescue and rehabilitation operations. The response resource for each specific spill should be developed on a case-by-case basis and the size of the Wildlife Branch will adjust as more accurate information about the spill incident and wildlife impacts become available. Most spill incidents in the New Orleans Area would utilize a Level IV wildlife response. Some extraordinary circumstances would require mobilization at Levels III or II from the outset. The Wildlife Branch will notify the Operations Section Chief promptly of needed changes in the deployment of personnel and equipment. The numbers depicted in the table are only rough estimates and are subject to change depending on spill conditions.

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	Level IV	Level III*	Level II*	Level I*
Projected Number of Oiled Birds	1-15	16-100	101-500	500+
Personnel				
Wildlife Branch Director	1	1	1	1
Wildlife Veterinarian**	1	1	1-2	1-2
Deputy Wildlife Branch Director	0	0-1	1	1-2
Bird Recovery & Rehabilitation Group Supervisor	0-1	1	1-2	2
Deputy Bird Recovery and Rehabilitation Group Supervisor	0	0	0	1
Bird Recovery and Rehabilitation Group Staff	0-4	1-4	5+	5+
Bird Recovery & Transportation Unit Leader	0-1	1	1-2	2
Bird Recovery & Transportation Unit Staff**	1+	2	6+	12+
Bird Rehabilitation Unit Leader	0-1	1	1-2	1-2
Bird Rehabilitation Unit Staff**	4+	8+	25+	50+
Volunteer Coordinator	0-1	1	1-2	2-3
Bird Hazing Unit Leader	0-1	0-1	1-2	1-2
Bird Hazing Unit Staff **	0-3	0-3	5+	5+
Wildlife Reconnaissance Group Supervisor	0-1	1	1-2	2
Aerial Survey Unit Leader	0-1	0-1	1	1
Aerial Survey Unit Staff**	1	1-2	2-4	5+
Boat Survey Unit Leader	0-1	0-1	1	1
Boat Survey Unit Staff**	0-2+	2+	5+	10+
Shoreline Survey Unit Leader	0-1	0-1	1	1
Shoreline Survey Unit Staff**	0-2+	2+	20+	40+

Equipment				
Facility - Permanent or temporary	1	1+	2+	4+
Stabilization Facility	0	0	2+	4+
Primary Care Facility	0-1	0-1	2+	4+
Vehicle – Recovery	0-4	0-4	6+	12+
Vehicle – Transport	1	1+	4+	8+
Boat – Capture	0-2	0-2	4+	8+
ATVs	0-2	0-2	4+	8+
Air (helicopter)/land/water reconnaissance	0-1	0-1	1-2	1-2

Note: The number of staff and equipment are based on a spill involving average sized birds (i.e.; gadwall or wigeon), with moderate oiling, that are easily accessible.

Size of birds and degree of oiling may require substantially different personnel and equipment resource. When marine mammals are affected, personnel and equipment requirements may double in number to

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account for separate response efforts. Response levels are numbered and consistent with National Incident Management System (NIMS compliant).

*The logistical needs of the Wildlife Branch are substantially different at the lower and upper ends of the range of projected oiled birds for each level.

** These staff generally are not in the Command Post because they are in the field or at the rehabilitation facility. The other staff may or may not be located at the command post.

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Sea Turtles

Sea turtles are commonly found feeding in the coastal marine waters of Louisiana, although nesting is quite uncommon. Since sea turtles spend significant amounts of time at the surface and below the surface feeding, they may experience both external and internal oiling. Sea turtles impacted in near shore waters may strand while sea turtles impacted offshore may remain there until detected. If promptly captured and treated, the survival rate of sea turtles is high. Spills pose logistical operational challenges, especially offshore, that must be promptly identified. The Sea Turtle Recovery and Rehabilitation Unit will develop a response plan including the following:

- Designate a wildlife coordinator;
- Develop an aerial survey plan to detect stranded and offshore animals;
- Develop capture, triage, and transport protocols;
- Identification of rehabilitation facilities and mobile treatment units;
- Rehabilitation, release, and tracking plans;
- Formation of a documentation team to follow Natural Resource Damage Assessment procedures, chain of custody procedures, and storage of specimens;
- Designate a volunteer coordinator;
- Identify training requirements for personnel and volunteers;
- Identify equipment caches and needed resources for sea turtle response;
- Identify vessel requirements for response and coordination with vessels of opportunity; and
- Support and resources required for offshore capture teams, monitors, and transport personnel.

Marine Mammals

There are 21 species of cetaceans (whales and dolphins) in the Gulf of Mexico inhabiting a broad range of habitats, from offshore (including continental shelf) and coastal ecosystems to bays, sounds, and estuaries (inshore). Manatees are also present in the Gulf of Mexico. All marine mammals are protected under the Marine

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Mammal Protection Act and some are also protected under the U.S. Endangered Species Act. Cetaceans fall under the jurisdiction of NOAA Fisheries and manatees fall under the jurisdiction of the U.S. Fish and Wildlife Service. Evidence suggests that marine mammals are unlikely to detect and avoid spilled oil and exposure can result in population level impacts (e.g. Matkin et al., 2008).

Marine Mammal Strandings and Mortalities

Regional marine mammal stranding networks should be notified by NOAA Fisheries and/or the U.S. Fish and Wildlife Service that a spill has occurred and that strandings should be reported directly to the Wildlife Branch via the 1-800 hotline number activated during the spill. If a carcass is found and NOAA Fisheries/U.S. Fish and Wildlife Service authorize a necropsy, the necropsy should follow established protocols in NOAA's Marine Mammal Oil Spill Response Guidelines (Johnson and Ziccardi, 2006) and be coordinated with NOAA Fisheries/U.S. Fish and Wildlife Service.

Live stranded marine mammals should be evaluated by trained marine mammal veterinarians and transported by trained, authorized personnel only to NOAA/U.S. Fish and Wildlife Service authorized rehabilitation facilities that meet the criteria established by NOAA Fisheries in their *Final Policy and Best Practices - Standards for Rehabilitation Facilities* (February 2009) and the U.S. Fish and Wildlife Service (for manatees).

Wildlife Branch Positions and Responsibilities

Duties and issues that relate to a specific position are listed under that position in the sections that follow. Not all positions will be staffed at each spill, therefore the duties described below need to be distributed to staff on hand.

Wildlife Branch Director

The Wildlife Branch Director is responsible for managing all wildlife rescue and rehabilitation operations and personnel. In addition to the general duties listed above, the Wildlife Branch Director's duties include but are not limited to:

- Supervises the Wildlife Reconnaissance Group (coordinating aerial, shoreline, and on-water wildlife surveys), the Bird Recovery and Rehabilitation Group, and the Marine Mammal Recovery and Rehabilitation Group;
- Attends tactics meetings, planning meetings, and Unified Command briefings;
- Develops the Branch-specific portion of the Incident Action Plan for the next operational period;

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- Manages and tracks Wildlife Branch personnel using an appropriate tracking system;
- Oversees the preparation of work order forms for Incident Action Plan preparation and logistics tracking;
- Provide updates to the Unified Command, Planning Section, and Public Information Officer/Joint Information Center regarding the status of wildlife and stranded marine mammals (alive and dead, observed and captured);
- Ensures that wildlife samples are collected in coordination with the Sampling Specialist;
- Identified methods to minimize collateral damage to wildlife and habitat from recovery, transportation, and reconnaissance operations;
- Ensures that qualified personnel perform wildlife recovery and rehabilitation safely and properly and under the appropriate authority (e.g. Stranding Agreements, permits, etc.);
- Establishes the oiled wildlife hotline to enable public reporting of oiled wildlife;
- Ensures appropriate use, maintenance, and disposition of ICS forms (documentation);
- Maintains Unit/Activity Log (ISC 214);
- Updates the media as requested by the Unified Command;
- Identifies resources that can be released and develops and implements Wildlife Branch Demobilization Plan; and
- Ensures Wildlife Branch personnel have appropriate/required training and certifications.

Deputy Wildlife Branch Director

The Deputy Wildlife Branch Director reports to the Branch Director and serves as a key member of the Branch Management Team. Duties of the Deputy Branch Director include, but are not limited to:

- Attend to Wildlife Branch Director responsibilities when the Director is absent;
- Develop and disseminate Branch organization chart;

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- Ensure that Group and Team leaders are provided with appropriate job descriptions and job aids;
- Develops Wildlife Branch Safety Plan in concert with the Safety Officer, ensures that all personnel assigned to the Branch receive a daily pre-operational safety briefing and a post-operational de-briefing, and records a summary each day as a part of the Unit Log (ICS 214);
- Coordinate and document personnel and logistical support needs with Group Supervisors, prepare logistical requests to the Logistics Sections;
- Serve as direct liaison between the Branch and the Resources at Risk (RAR) Specialist and Shoreline Cleanup and Assessment Technique Team Leader(s) in the Environmental Unit;
- Provide operational updates to the Situation Unit;
- Coordinate the development of standardized evidentiary protocols with U.S. Fish and Wildlife Service's law enforcement, National Marine Fisheries Service Office of Law Enforcement, and Natural Resource Damage Assessment representatives, ensuring that the needs of each entity are met;
- Coordinate with the Bird and Marine Mammal Recovery and Rehabilitation Group Leaders to determine logistical needs for:
 - Search and recovery
 - Field tagging of dead and alive animals
 - Transporting dead and alive animals
 - Necropsy of dead animals
 - Identification of a central wildlife processing center
 - Treatment and rehabilitation facilities
 - Veterinary Services
- Serve as a direct liaison with the Logistics Section to ensure proper documentation and timely processing of requests;
- Coordinate the oiled wildlife hotline; and
- Maintain Unit/Activity Log.

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Wildlife Veterinarian

The Wildlife Veterinarian reports to the Branch Director, works closely with the Bird Recovery and Rehabilitation Supervisor, and is responsible for ensuring impacted animals are getting appropriate medical treatment. The Wildlife Veterinarian works with the Branch Director and Trustee agencies to develop euthanasia protocols appropriate for each spill incident.

For marine mammals, each stranding network partner generally has an experienced Veterinarian to help respond to live stranded animals and for rehabilitation. The Wildlife Branch Veterinarian may oversee these pre-identified Veterinarians, but should not be a substitute for these experienced marine mammal veterinarians. Euthanasia protocols exist for marine mammals and shall be followed. New protocols shall not be developed by the Wildlife Veterinarian.

Wildlife Reconnaissance Group

The Wildlife Reconnaissance Group is responsible for determining the location and movement of animals that may be, or already have been, impacted. Daily and seasonal movement of birds and mammals necessitate rapid, real-time characterization and reconnaissance of wildlife concentrations. The Reconnaissance Group consist of the Aerial, Boat, and Shoreline Survey Units. Each unit may be composed of multiple teams. The Reconnaissance Group is responsible for coordinating surveys that occur in a habitat for threatened or endangered species and/or in sensitive areas such as State/Federal refuges, wildlife management areas, National Marine Sanctuary, Congressionally Designated Wilderness Areas. Depending on the spill size, Wildlife Reconnaissance Group Teams may be integrated with Recovery and Transportation Unit teams or Shoreline Cleanup and Assessments Teams, although this is not desirable because it may over-task the teams. Experienced personnel are essential for effective wildlife reconnaissance and surveillance. Observers should be able to identify wildlife species, behavioral characteristics associated with oil impacts, and be knowledgeable about local ecological factors and landscape.

Reconnaissance Group personnel may include professional wildlife biologists, trustee agency representatives, contractors, and other trained personnel. If specialized surveys for threatened and endangered species are needed, additional wildlife specialists may be called in by the Reconnaissance Group Supervisor or Wildlife Branch Director. These specialists will advise the Branch Director and the Unified Command about threats to listed species, the locations and numbers of oiled animals, and the need for capture, deterrence, or other protection strategies. These experts will typically use species-specific observation protocols.

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Bird Recovery and Rehabilitation Group

The Bird Recovery and Rehabilitation Group is responsible for wildlife deterrence, recovering dead birds, capturing live birds, transporting them to processing centers, and providing medical care to impacted animals. Wildlife recovery by any agency or organization must be done under the direction of the Wildlife Branch, with approval of the Unified Command. Recovery and Rehabilitation Group personnel activated must comply with agreements and permits from the appropriate management agencies (i.e. State Fish and Wildlife agencies and USFWS). Recovery and Rehabilitation Group personnel are drawn from state and federal trustee agencies and approved contractors. Trained, qualified volunteers can be used as long as they comply with the New Orleans Area Volunteer Policy (Section 9000, Appendix K) including ensuring appropriate training requirements and Occupational Safety and Health Administration standards are met. The Bird Recovery and Rehabilitation Group is made up of three units: Bird Recovery and Transportation; Bird Rehabilitation; and Bird Hazing. Depending on the spill size, these Units may not be staffed or may be staffed by dozens of highly-trained individuals. Depending on spill size, Recovery and Transportation teams may be integrated with Wildlife Reconnaissance Group teams or Shoreline Cleanup and Assessment Technique Teams.

Bird Recovery and Transportation Unit

The Bird Recovery and Transportation Unit is responsible for recovering alive and dead oiled birds and transporting them to rehabilitation facilities. Success at recovering impacted birds (especially mobile birds) depends on proper technique and timing. Only trained staff should recover live birds. Once captured, impacted live birds should be transported to the designated primary care or rehabilitation facility as soon as possible. Appropriate measures must be undertaken by the Wildlife Branch to ensure that dead animals are recovered, appropriately identified, documented, and held until the trustees approve disposal, or as directed by appropriate trustee agencies. The prompt removal of disabled and dead oiled animals from the environment can be critical to minimize the effects of secondary oiling such as poisoning of predators and scavengers. The Wildlife Branch, in consultation with the trustee agencies, will develop incident specific protocols and authorizations for removing and handling dead oiled birds for each incident. All alive, disabled, and freshly-dead animals, oiled and un-oiled, should be recovered and processed for triage and rehabilitation or for processing and storage, as appropriate or as directed by an appropriate trustee agency.

Bird Rehabilitation Unit

The Bird Rehabilitation Unit is responsible for ensuring that alive birds exposed to oil receive the best achievable care and for ensuring that oiled birds are properly documented, sampled, tracked, and released. The Bird Rehabilitation Unit is

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responsible for the oversight of all rehabilitation facilities whether they are permanent or mobile. When rehabilitated animals are ready for release, clean, non-oiled release sites should be chosen in consultation with state wildlife agency.

Facilities designed for oil spill response must meet minimum space requirements and incorporate all required aspects of bird treatment and rehabilitation. Facilities must comply with Federal and State regulations and must meet minimum recommendations in *Best Practices for Migratory Bird Care during Oil Spill Response*. An ideal facility should include:

- Areas for intake, physical exam, and evidence processing;
- Space for a veterinary hospital with isolation capabilities;
- Indoor bird housing and caging;
- Food storage and preparation facilities;
- Animal washing and rinsing areas;
- Indoor drying pens;
- Outdoor pool and flight pen areas;
- Pathology facilities;
- An area with restrooms, separate rooms for eating and volunteer training;
- Administrative offices with multiple phone and fax lines and with conference space;
- Storage;
- Access to a large parking area;
- Adequate ventilation, hot and cold water, and climate control;
 - Adequate drainage;
 - Adequate water supply (high pressure);
 - On-demand hot water heater;
- Security capabilities for the facility;

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- Quiet area away from any highway, construction or other loud noises that can stress the birds;
- Area that's easy to secure to minimize unauthorized entry.

Bird Hazing Unit

The Bird Hazing Unit is responsible for determining when and if bird deterrence operations should take place. The recommendation will be guided by site-specific and species-specific factors present at the time of the oil spill and availability of proven deterrence techniques. If deterrence is determined to be appropriate, the Unit should develop a site-specific deterrence plan in consultation with appropriate trustee agencies. Deterrence should be considered in heavily impacted habitats, particularly when clean sites are present in the area. Wildlife that has already been oiled should not be dispersed, because this can lead to the introduction of oiled animals into uncontaminated areas and populations. Rather, oiled animals should be captured as soon as practical.

Deterrence devices include both visual and auditory techniques. A variety of deterrence devices are available and can be deployed to meet the situation including helicopters, fixed-wing aircraft, propane cannons, shell crackers, bird bombs, screamers, launchers, airboats, ATVs, sonic buoys, Mylar tape, lasers, flags, distress and alarm calls, and effigies. Pre-emptive capture is another means of keeping wildlife away from oil and cleanup operations. The use of Pre-emptive capture operations shall be directed by the Branch Director and expert team members and will depend on the habitat in the focus area, species threatened and seasonality.

Deterrence activities must take place only under the authority and oversight of trustee agencies, in coordination with the Unified Command. The recommendation to haze will be guided by site-specific and species-specific factors at the time of the spill and availability of proven deterrence techniques. The Bird Recovery and Rehabilitation Group Supervisor direct the Bird Hazing Unit.

Marine Mammal Recovery and Rehabilitation Group

The Marine Mammal Recovery and Rehabilitation Group is responsible for the recovery and rehabilitation of impacted marine mammals. This involves deterrence and hazing of animals, recovering dead or alive stranded marine mammals, transporting them to facilities for necropsy and sampling (dead), or rehabilitation (alive), and providing medical care to impacted animals. These activities are performed in close coordination with the Unified Command along with state and federal trustee agencies and local or other participating Marine Mammal Stranding Network organizations. Wildlife recovery by any agency or organization must be conducted under the direction of the Unified

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Command. Their activities must comply with agreements and permits from the appropriate management agencies (i.e., LDWF, NOAA National Marine Fisheries Service, USFWS).

Recovery and Rehabilitation Group personnel are drawn from state and federal trustee agencies and approved contractors. Unlike other Wildlife Branch Groups/Units, Marine Mammal Recovery and Rehabilitation personnel will include a high proportion of federal trustee personnel and professional wildlife responders/rehabilitators from federally approved organizations (through the local or other participating Marine Mammal Stranding Networks). Trained, qualified volunteers can be used as long as they comply with the New Orleans Area Volunteer Policy (Appendix L) including ensuring appropriate training requirements and Occupational Safety and Health Administration standards are met. Trained, qualified volunteers must also have the appropriate authority under the MMPA/ESA to respond to marine mammals (Stranding Agreement, permit, etc.).

Marine Mammal Recovery Transportation Unit

The Marine Mammal Recovery Transportation Unit is responsible for recovering alive and dead impacted marine mammals and transporting them to facilities for rehabilitation or necropsy. The Marine Mammal Recovery and Transport Unit will evaluate the need to capture free-swimming impacted marine mammals on a case-by-case basis. If marine mammals are determined to be ill and require retrieval, capture will be instituted by the Marine Mammal Recovery and Transportation Unit, in conjunction with NOAA National Marine Fisheries Service (for cetaceans), USFWS (for manatees), and sufficiently trained and experienced capture personnel (members of the Marine Mammal Stranding Network). Success at recovering marine mammals depends on proper technique and timing. Only trained personnel should recover live marine mammals. Once captured, impacted live marine mammals should be transported to the designated primary care or rehabilitation facility as soon as possible. Appropriate measures must be undertaken by the Wildlife Branch to insure that dead animals are recovered appropriately, identified, documented, and held until the trustees approve disposal. The prompt removal of disabled and dead oiled animals from the environment can be critical to minimize the effects of secondary oiling such as poisoning of predators and scavengers. All alive, disabled, and freshly dead animals, oiled and un-oiled, should be recovered and processed for triage and rehabilitation or for the processing and storage, as appropriate. A Marine Mammal Stranding Report must be submitted for dead marine mammal sightings and upon capture and transport of live mammals.

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Marine Mammal Rehabilitation Unit

The Marine Mammal Rehabilitation Unit is responsible for ensuring that cetaceans and manatees exposed to oil receive the best achievable care and for ensuring that oiled marine mammals are properly documented, sampled and tracked. Wildlife care includes triage, stabilization, intake/documentation, treatment, rehabilitation and release. The Marine Mammal Volunteer Coordinator also works under this group.

When rehabilitated animals are ready for release, clean, non-impacted release sites should be chosen after consulting the appropriate trustee agency or agencies. While exceptions can be made during spill emergencies, some agencies have specific requirements or policies regarding releasing animals on their properties. For cetaceans, *NOAA Fisheries Final Policies and Best Practices - Standards for Release* (February 2009), must also be followed and approval issued by the NOAA Southeast Regional Administrator. As a part of spill response actions, marine mammals are tagged and, in some cases, fitted with telemetry equipment for post-release monitoring. To guide the Marine Mammal Rehabilitation Unit in the treatment of remaining animals, wildlife pathologists or Marine Mammal Stranding Network veterinarians may conduct necropsies on animals during a spill response. However, the Wildlife Branch Director or his designee must obtain preapproval from the Unified Command for such examinations. In addition, representatives of the appropriate federal trustee agency may need to be present and have specific samples collected and analyzed.

Marine Mammal Hazing Unit

The Marine Mammal Hazing Unit is responsible for determining when and if marine mammal deterrence operations should take place. Deterrence of marine mammals is very similar in nature and function to that of birds, as detailed above. Deterrence activities must take place only under the authority and oversight of trustee agencies in coordination with the Environmental Unit. The Wildlife Branch Director will make the recommendation to haze to the Operations Section Chief. The recommendation will be guided by site-specific and species-specific factors present at the time of the spill and availability of proven deterrence techniques. All deterrence activities must be conducted under the appropriate authority. Deterrence activities, observations, and results are to be reported to the Marine Mammal Recovery and Rehabilitation Group Supervisor, who will report to the Wildlife Branch Director and the Planning Section's Environmental Unit Leader.

Sea Turtle Recovery and Rehabilitation Group

The Sea Turtle Recovery and Rehabilitation Group is responsible for the recovery and rehabilitation of impacted sea turtles. This involves deterrence and hazing, recovering dead or capturing live oiled sea turtles, transporting them to processing centers, and

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providing medical care to impacted animals. These activities are performed in close coordination with the Unified Command along with state and federal trustee agencies. Wildlife recovery by any agency or organization must be conducted under the direction of the Unified Command. Their activities must comply with agreements, permits, and policies from the appropriate management agencies (i.e., State Fish and Wildlife agencies, NOAA Fisheries Service, USFWS).

Recovery and Rehabilitation Group personnel are drawn from state and federal trustee agencies and approved contractors. Unlike other Wildlife Branch Groups/Units, sea turtle personnel will include a high proportion of state and federal trustee personnel and professional wildlife rehabilitators from approved organizations and stranding network partners. Trained, qualified volunteers can be used as long as they comply with NOAA Fisheries Service and USFWS policies and requirements, and the New Orleans Area Volunteer Policy (Appendix L) including ensuring appropriate training requirements and Occupational Safety and Health Administration standards are met.

Sea Turtle Recovery and Rehabilitation Unit

The Sea Turtle Recovery and Rehabilitation Unit evaluate the need to capture live sea turtles in the water on a case-by-case basis. Responders under Unified Command may be directed to recover animals following protocols and report them to the Wildlife Branch for transport and/or treatment. Appropriate measures must be undertaken by the Wildlife Branch to insure that dead animals are recovered appropriately, identified, documented, and held until the trustees approve disposal. Release criteria and monitoring/tracking plans for rehabilitated sea turtles will be developed. The Sea Turtle Transportation and Rehabilitation Unit will work closely with the Documentation coordinator.

The Sea Turtle Recovery Transportation Unit is responsible for recovering alive and dead impacted sea turtles and transporting them to rehabilitation facilities.

The Sea Turtle Recovery and Transportation Unit generally collects all stranded animals and all dead animals whether in the water or on the beach. The prompt removal of disabled and dead oiled animals from the environment can be critical to minimize the effects of secondary oiling such as poisoning of predators and scavengers.

Sea Turtle Directed Capture Unit

For offshore spills, directed captures of sea turtles may be required. A plan will be instituted by the Sea Turtle Directed Capture Unit in conjunction with NOAA Fisheries Service, and authorized capture personnel. Any live-captured sea turtles should be properly treated and transported to the designated primary care or rehabilitation facility in coordination with the Sea Turtle Recovery and Transportation Unit as soon as

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possible. All live sea turtles collected should be processed and rehabilitated in approved rehabilitation facilities following protocols developed during the response.

Sea Turtle Observer Unit

The use of observers to document sea turtle impacts, verify implementation of best management practices, and to collect data will be administered through the Wildlife Branch in close coordination with the Environmental Unit of the Planning Section.

Volunteers

Spill incidents that impact wildlife often generate significant interest from the general public to volunteer their efforts. Some of these volunteer workers will be assigned jobs where they are compensated; others will be assigned work where they do not receive compensation. Regardless of where and how this volunteer work force is put to use, they must be managed and appropriately trained. During a spill, the Wildlife Branch Director, in coordination with the Bird and/or Marine Mammal Recovery & Rehabilitation Group Supervisors, will determine the need to request volunteer assistance. If volunteers are used during a spill response, a volunteer coordinator (reporting to the appropriate Recovery & Rehabilitation Group Leader and coordinating with the overall volunteer coordinator in the Planning Section) shall be identified to direct volunteer notification, training and “employment” activities.

Volunteers shall be brought into the incident in accordance with the guidelines outlined in Section 9000 Appendix L.

Demobilization of Wildlife Operations

Upon conclusion of Wildlife Branch operations, its activities are demobilized following the standard checkout procedures identified through the ICS and the Unified Command. Wildlife Branch demobilization only occurs after a conclusive determination by the Wildlife Branch Director in consultation with the Groups within the Wildlife Branch and other trustee agencies and land managers that all wildlife affected by the spill have been accounted for in response operations.

Demobilization of the Wildlife Branch often lags behind that of other response operations for several reasons, such as animals remaining in rehabilitative care, the presence of residual oil, and the presence of visibly oiled marine mammals, sea turtles, and free-flying birds. The last resource of the Unified Command to be demobilized may be rehabilitation personnel, equipment and facilities used during the spill. Because cleaning, treatment and rehabilitation of oiled and injured wildlife may last several weeks to months, animals brought into the rehabilitation center late in the response may require care after other response resources have demobilized. During that time, as

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more animals are released and fewer animals remain in care, personnel and equipment resources will be gradually demobilized as appropriate.

Louisiana Wildlife Rescue Organizations

The following is a list of permitted Wildlife Rescue Organizations located in Louisiana.

Agency Name	Point of Contact Name	Incident Type	City	State	Day Phone
Wildlife Response Services LLC.	Rhonda Murgatroyd	Oil Spill	Seabrook	TX	(281) 326-0905
Wildlife Center of Texas	Sharon Schmalz	Oil Spill	Houston	TX	(713) 861-9453
	Lisa Smith	Oil Spill	Newark	DE	(302) 737-9543

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Section 9000
Appendix I
Special Monitoring of
Applied Response
Technologies
(SMART)

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Section 9000
Appendix J
Places of Refuge

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Places of Refuge Policy

Introduction

A ship in need of assistance may require a temporary place of refuge with adequate water depth for lightering or repairs in order to protect the marine environment. Ships may need to be brought into a harbor, anchored, or moored in protected waters, or temporarily beached in order to safely make repairs and stop the loss of oil or other hazardous substances. Disabled ships need to be repaired in order to resume safe navigation and prevent a shipwreck resulting in the loss of fuel and/or cargo. If leaking ships are not repaired, spilled oil and hazardous substances may affect the public health, environmental resources, and shorelines.

There is no single place of refuge for all ships and all situations. Decisions relating to Places of Refuge encompass a wide range of security, environmental, social, economic, and operational issues that vary according to each situation, including the environmental sensitivity and protected status of the areas within or adjacent to a potential place of refuge. The initial decision to permit a ship to seek a place of refuge, as well as the decisions and actions implementing that decision, are based upon an assessment of the risk factors involved and the exercise of sound judgment and discretion.

Places of Refuge are sites that could be used for a disabled or damaged ship needing shelter for repairs. While information on potential sites may be pre-inventoried, this does not imply that any of these sites will be the location of choice in a future event. Selection of a place of refuge by the U.S. Coast Guard Captain of the Port in consultation with other Federal agencies, State, Tribal, and Local governments, and other stakeholders will always be made on a case-by-case basis. If time allows the Captain of the Port will activate a Unified Command under the Incident Command System (ICS) to address a request for a place of refuge.

When a Place of Refuge incident occurs that is likely to involve more than one Area Contingency Plan, existing cross-jurisdictional protocols will be activate.

This section incorporates a decision-making process for Masters to use when requesting a place of refuge. The guidelines in this section incorporate the Guidelines on Places of Refuge for Ships in need of Assistance adopted by the International Maritime Organization (IMO), and assume use of ICS to manage the incident.

When safety of life is involved, existing search and rescue conventions and protocols should be used. When a ship is in need of assistance but safety of life is not involved, these guidelines should be followed to evaluate whether a ship should remain in the same position, continue on its voyage, be brought into a place of refuge, taken out to sea, or intentionally scuttled in deep water.

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Purpose

- To provide a decision-making process for response to requests for Places of Refuge; and
- To apply existing procedures for coordinated trans-boundary and trans-jurisdictional decision-making when necessary in responding to a request for a place of refuge.

Definitions

Ship in need of assistance means a ship in a situation, apart from one requiring rescue of persons on board, which could lead to loss of the vessel or an environmental or navigational hazard.

A *ship* is defined as any vessel (self-propelled or non self-propelled) that can be used for the commercial carriage of cargo or passengers, as well as non-commercial applications, including but not limited to freight ships, tank ships, deck barges, tank barges, and large yachts.

Place of refuge means a place where a ship in need of assistance can take action to stabilize its condition, reduce the hazards to navigation, and to protect human life and the environment. Places of Refuge can be man-made harbors, port, natural embayments, or offshore waters.

MAS means a Maritime Assistance Service, as defined in the International Maritime Organization's resolution. PLEASE NOTE: In the US and Canada, the United States Coast Guard and the Canadian Coast Guard respectively are the agencies responsible for receiving reports and serving as the point of contact for the shipmaster while notifying reports and serving as the point of contact for the shipmaster while notifying other agencies in the event of an incident.

Guidelines mean each of the decision-making guidelines and matter set forth above and below. Notwithstanding any such word as "may," "should," "will," "must," or "shall:" these guidelines are intended solely as factors that may be considered during the execution and implementation of any such decisions.

Force Majeure is a doctrine of international law, which confers limited legal immunity upon vessels which are forced to seek refuge or repairs within the jurisdiction of another nation due to uncontrollable external forces or conditions. This limited immunity prohibits coastal state enforcement of its laws, which were breached due to the vessel's entry under force majeure.

Jurisdiction

Under 33 CFR Part 6.04, the U.S. Coast Guard Captain of the Port (COTP) has authority to order ships into and out of ports, harbors, and embayments in order to protect the public, the environment and maritime commerce. The COTP is the designated Federal On-Scene Coordinator (FOSC) for the U.S. coastal zone as per the

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National Contingency Plan (NCP), 40 CFR part 300. There may be some maritime homeland security situation where the COTP, acting as the Federal Maritime Security Coordinator (FMSC), may have access to Sensitive Security Information (SSI) and/or classified information (not readily shareable with other stakeholders) that may impact the final disposition of a vessel requesting “Force Majeure” or permitting a vessel to seek a place of refuge or approval of a salvage plan. These circumstances are dealt with on a case-by-case basis and information shared with other agencies is on a “need to know” basis.

The State of Louisiana has the authority to represent and protect State interests for incidents within State waters. The State has jurisdiction over state-owned shoreline and in near-shore waters out to three miles.

Local governments or port authorities may have authority over near-shore waters including ports and harbors. If so, a local government or port representative may serve as a Local On-Scene Coordinator per the SELACP.

Natural Resource agencies have authority to manage their lands, marine areas, wildlife, habitat, and natural resources as mandated in their laws and regulations. Natural Resource agencies fill position in ICS and provide resource information to the UC. In addition, Natural Resource agencies are member of the Region VI Regional Response Team (RRT).

Tribal governments may own land and have fishing rights in marine areas that could be impacted by a ship seeking a place of refuge. If so, a tribal government representative(s) may fill position in ICS or may serve as a Local On-Scene Coordinator per the SELACP.

The Master of the ship has control of the ship and is responsible for requesting a place of refuge from the COTP. The Master provides details on the status of the ship and justification for needing a place of refuge in accordance with the IMO Guidelines on Places of Refuge.

Management Structure to Address Places of Refuge

If time allows, the COTP should consult with appropriate federal, state, and local stakeholders via the RRT or other appropriate mechanism to address a request for a place of refuge. A Unified Command (UC) may be activated as required. The UC should provide an opportunity for consultation with resource agencies, tribal governments, local authorities, and other stakeholders as appropriate. Technical specialists, such as marine engineers, maritime pilots, vessel inspectors/surveyors, or salvors may be activated to assist in managing the incident. The UC should utilize the checklists provided in this manual, based on pre-identified information whenever available, to determine the risk associated with the request. Once identified, an analysis should be performed balancing the public and environmental risks with the risks to the ship and

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the ship/cargo owner in order to decide is and where to move a ship in need of assistance.

If there is not time to activate a UC or the RRT, the COTP should make the decision whether to grant or deny the request for a place of refuge. To the extent possible, the COTP should use the checklists provided in this manual, and reference pre-identified potential Places of Refuge to select an appropriate site. Following the decision, the COTP should immediately notify appropriate stakeholders.

Appendix I contains a list of potential stakeholders for ships requiring a place of refuge.

This policy provides a template for pre-identified information to support the decision making checklists below, consistent with section 3.5-3.6 of the IMO Guidelines on Places of Refuge for Ships in Need of Assistance.

Decision-Making Process

The COTP, in consultation with the UC and if available the RRT, should perform an objective analysis of the advantages and disadvantages of allowing or not allowing a ship in need of assistance to proceed to a place of refuge. This analysis should identify the potential environmental, social, economic, and security impacts at the site. The COTP will consider these multiple factors to determine the appropriate course of action to prevent and mitigate the short- and long-term impacts to public health and the environment, local commerce, the ship and the ship/cargo owners.

The COTP should evaluate consequences to the vessel and the environment:

- If the ship remains in the same position;
- If the ship continues on its voyage;
- If the ship reached a place of refuge;
- If the ship is taken out to sea; or
- If the ship is intentionally scuttled in deep water.

The decision-making process should evaluate each of these options using the following steps to determine if a ship in need of assistance should be granted a place of refuge. These steps are not in prioritized order, but should be addressed as part of a total assessment for each of the five options above.

Step 1

The Master of the vessel, or his/her representative (the operating company and/or salvor), should request a place of refuge from the appropriate COTP. The Master should provide as much information as possible, including:

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- The status of the ship. Crew, passengers, and weather;
- Medical issues, deaths, or needs of assistance and the specific assistance required;
- Intended actions and potential consequences if the request for a Place of Refuge is denied;
- If the ship is flooding, whether the pumping system is operable and is keeping up with the flooding rate;
- Status of vessel steering, propulsion, and firefighting capability;
- The steps already taken to mitigate the problem, and results;
- What needs or requirements will the ship have once in a place of refuge; and
- Status of notifications completed by Master: i.e. owners/operators/agents/Qualified Individuals/Class Society, etc.

Step 2

When time allows, the COTP should consult with appropriate agencies via the RRT to address the issue, and activate a UC when the situation dictates.

If there is not time to consult with partner agencies, the COTP should grant or deny the request for a place of refuge, and inform the State, other concerned agencies, and appropriate stakeholders at the earliest time to determine if any protective measures are required.

Step 3

In either case, the COTP or UC should:

- Require the vessel Master, owner/operator, or agent; Qualified Individual etc. to contract with a salvor and oil spill response organization (OSRO), or other specialized contractor if this has not already been done;
- As the situation dictates, establish a command post and prepare to initiate a response;
- If the vessel is drifting, determine its trajectory to shore and potential impact sites;
- Notify the Federal Bureau of Investigation (FBI) Intelligence Coordination Center or the DHS Homeland Security Operations Center if there are any security concerns;

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- When appropriate and if time allows, dispatch an inspection team with expertise appropriate to the situation to board the ship and evaluate conditions, depending on risk, sea conditions, security risk, nature of distress etc;
- Confer with the USCG MSC Ship Salvage Group, the vessel owners or naval architects;
- Evaluate the following factors to determine if the ship in need of assistance should remain in the same position, continue on its voyage, be taken out to sea, intentionally scuttled, or be directed to a place of refuge.

Human Health & Safety

- [] Safety and Health condition of those on board as well as risk to public safety

Environment

- [] The environmental consequences of staying put, continuing on its voyage, being taken out to sea, being intentionally scuttled in deep water, or going to a place of refuge (reference Step 5 below)

Ship Status & Risk Factors

- [] The type and size of the ship
- [] The status/seaworthiness of the ship, in particular buoyancy, stability, structural integrity, availability of propulsion and power generation, docking ability, progressive deterioration, etc.
- [] Types, quantities, hazards, and condition of petroleum products, hazardous substances, and/or other cargo onboard
- [] The impending threat to the ship or need for a pilot
- [] Weather conditions and forecasts
- [] The Master's ability to navigate the ship or need for a pilot
- [] Distance and estimated time to reach a place of refuge
- [] Vessel traffic in the area where the ship is currently located
- [] Mitigation measures already taken
- [] Determine crew status, health, staffing levels, etc.

Response & Salvage Resources

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- [] Availability or rescue tugs/tow vessels of sufficient size and power to aid the ship in distress
- [] Salvage and spill response resources on-scene with the ship and available during transit
- [] Vessel traffic in the potential destination area
- [] Access to a pier or dock with repair facilities
- [] Whether salvage and lightering can safely be performed at each alternative location

Other Command Management Factors

- [] Provisions of financial security and insurance by the ship owner/operator
- [] Agreement by the Master and owner/operator of the ship to the proposals of the COTP/UC
- [] Public expectations and media outreach
- [] Capability of Master to detain crew on board until cleared by Customs and Border Protection and the USCG

Step 4

If the COTP/UC determines that the risks are generally acceptable to direct a ship into a place of refuge, the following factors should be further evaluated to determine a specific place.

Human Health & Safety

- [] Assessment of human factors, including crew fatigue and overall health
- [] Safety of persons at or near the place of refuge with regard to risks of explosion, fire, and pollution
- [] Security concerns associated with a port or harbor area
- [] Available emergency response capabilities and evacuation routes and facilities
- [] Available fire-fighting and police capabilities

Environment

- [] Potential environmental and cultural impacts of pollution (reference Step 5 below) or the response to a pollution incident

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- [] Existing resource protection strategies and availability or response resources to implement the strategies
- [] Status of potential Place of Refuge (protection status, commercial area, near population centers)

Port or Anchorage Area Criteria

- [] The type and size of the ship in relation to the size of the place of refuge
- [] Adequate water depth to accommodate the ship
- [] Navigational approach, including vessel traffic and associated risks
- [] Pilotage requirements
- [] Tides and currents
- [] Seasonal conditions
- [] Anchoring ground or suitable docking facilities
- [] Availability of repair facilities such as dry docks, workshops, and cranes
- [] Military operations in vicinity
- [] Availability of cargo transfer and storage facilities
- [] Land/Air access
- [] Weather and sea state including prevailing winds
- [] Requirements from port authorities, area landowners/managers
- [] Are the proposed activities specifically prohibited and/or are there permitting or notification requirements that need to be followed

Beaching Site Criteria

- [] Depth of water, not covering vessel deck
- [] The type of shore bottom
- [] Navigational approach and pilotage requirements
- [] Seasonal conditions

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☐ The openness of the site to ocean waves/currents

☐ Land and/or air access

☐ Prevailing wind patterns and forecasts

☐ Tidal range

☐ Vessel stability and structure for beaching

Economic Factors

☐ Potential economic impacts of pollution

☐ Potential disruptions to other port operations or marine commerce

☐ Potential impacts on local fisheries, commercial fisheries, and/or natural resources exposed on the transit route

☐ Economic impact of the decision on the ship owner/operator and the cargo owner

☐ Economic impact related to loss of natural resources, area quality and recreational use

Response, Salvage, Firefighting, and Repair Resources

☐ Available salvage and spill response resources

☐ Available firefighting resources

☐ Availability or appropriate and compatible lightering equipment and receiving vessels

☐ Availability of product storage (e.g., tank barge, shore-side storage tank, other ships)

☐ Availability of skilled labor and trained personnel

☐ Access to repair equipment and facilities

☐ Salvage and response vessel access to the Place of Refuge

Other Command Management Factors

☐ Liability, insurance, and compensation issues and limits

☐ Requirements of jurisdictional authorities for financial responsibility and bonding

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- [] Required notifications such as maritime pilots, Immigration, Customs, and security
- [] Transitional or trans-jurisdictional coordination agreements/plans, if applicable
- [] Public expectations and media outreach

Step 5

To protect environmental, historic, and cultural resources, the COTP/UC should determine the presence of and proximity to the following for any Place of Refuge location:

- [] Resources at risk such as threatened or endangered species, seasonal breeding locations, or designated critical habitat
- [] Essential fish habitat
- [] Maricultural/aquaculture facilities
- [] Other priority sensitive areas, including cultural and historic properties
- [] Other resources, lands and/or waters with special designations
- [] Offshore fisheries
- [] Near shore fisheries
- [] Subsistence use patterns and treaties
- [] Recreation/tourism information
- [] Spill trajectories

Step 6

After the final analysis has been completed and a decision made, the COPT or UC through a formal document (such as a Decision Memo), should ensure that other authorities and stakeholders are appropriately informed.

Area List of Potential Stakeholders for Incident-Specific Consultation Regarding Places of Refuge

The SELAC should ensure that current contact information is available through the committee members for the categories listed below:

- Federal On-Scene Coordinator
- State On-Scene Coordinator

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- Federal Natural Resource Trustees
- State Natural Resource Trustees
- Federally-Recognized Tribes or First Nations
- Land Owners/Land Managers in addition to trustees identified above
 - Local (e.g., parish/municipal) governments
 - Potentially impacted facility owners
 - Port Authorities
- Other Stakeholders or Agencies
 - Regional Citizen Advisory Councils or other appropriate public interest groups
 - Harbor Safety Committees
 - Selected commercial operator (e.g., fish hatcheries, agriculture sires)
 - Immigration, Customs, the Federal Bureau of Investigation, the Department of Homeland Security, and the Federal Emergency Management Agency
 - Maritime pilot groups serving the area
 - Center of Disease Control/State and Local Health Departments

Template for Pre-Identifying Information Necessary for Responding to Requests for Places of Refuge

Ideally, the SELAC should gather information on all potential Places of Refuge within the boundaries of the committee.

This appendix provides a template for the collection of general information on the planning as well as specific information on sites such as docks and piers, anchorages and moorings, and possible beaching sites. The checklists in this template support the decision-making checklist in the Places of Refuge Manual by providing for the advance collection of information and are therefore crucial to expediting decision-making.

While information on possible sites may be pre-inventoried, this does not imply that any of these sites will be the location of choice in a future event. Selection of a place of refuge by the COTP in consultation with other agencies and stakeholders will always be made on a case-by-case basis.

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A workgroup may be established to pre-identify information on coastal port or places that will give the COTP valuable information on a decision to choose a Place of Refuge in an emergency situation. The workgroup may include representatives from the USCG, the State, Local and Natural Resource Agencies, and marine pilots associations. In addition, native tribes and other interested and knowledgeable stakeholders should be invited to participate.

General Information

- [] Casualty risk associated with the routine vessel traffic routes in the planning area
- [] Availability of rescue tugs/tow vessels of sufficient size and power to aid in the vessel in distress and predicted arrival times
- [] Salvage, lightering, firefighting, and spill response resources available to this jurisdiction, including delivery times
- [] Transnational or trans-jurisdictional coordination agreements/plans, if applicable
- [] Shorelines likely to be impacted either during transits to a place of refuge or if refuge is denied:
 - Shoreline names and locations as appropriate
 - Shoreline types and generally acceptable cleaning methods
 - Description of sensitive resources/areas along the coastlines likely to be impacted, including fisheries, aquaculture sites, cultural and historic sites, Threatened and Endangered species, subsistence use, recreation/tourism, or specially designated lands or waters
 - Existing resource protection strategies
 - General wind/wave/current information and source for real-time tide/wind/wave/current information
 - Seasonal conditions
 - Potential risks to populations along the coasts with regard to explosion, fire and pollution; availability of evacuation routes
 - General information on coastal vessel traffic patterns
 - Other pertinent information

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Information for Use in Choosing Places of Refuge

Docks and Piers

For each site:

- [] Site number (to correspond to map/chart showing location)
- [] Site name
- [] Site location
- [] Water depth at mean low tide
- [] Beach/shoreline types and generally
- [] Bottom types
- [] General wind/wave/current information
- [] Openness of the site to ocean waves/currents
- [] Source for real-time tide/wind/wave/current information
- [] Seasonal conditions
- [] Standard navigational approach, including vessel traffic patterns and associate risks
- [] Pilotage requirements
- [] Nearby port operations and potential impacts
- [] Brief description of port facilities
- [] Brief description of repair facilities/capabilities/skilled labor
- [] Availability or cargo transfer and storage facilities
- [] Land and/or air access
- [] Risk to persons at or near the location with regard to explosion, fire, and pollution; availability or evacuation routes
- [] Description of sensitive resources/areas at the site and along potential access routes to that site, including fisheries, aquaculture sites, cultural and historic sites,

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Threatened and Endangered species, subsistence use, recreation/tourism, or specially designated lands or waters

- [] Existing resource protection strategies
- [] Availability of salvage, spill response, and emergency response resource including police and firefighting
- [] Security measures in place
- [] Requirements for permission from area landowners/managers
- [] Financial assurance requirements of port authorities
- [] Liability and compensation issues and limits
- [] Required notification such as Immigration or Customs
- [] Identification of Stakeholders including 24/7 contact information
- [] Other pertinent information

Anchorage and Moorings

For each site:

- [] Site number (to correspond to map/chart showing location)
- [] Site name
- [] Site location (descriptive and lat/long coordinates)
- [] Water depths at mean low tide
- [] Beach/shoreline types and generally accepted cleaning methods
- [] Bottom types
- [] General wind/wave/current information
- [] Openness of the site to ocean waves/currents
- [] Source for real-time tide/wind/wave/current information
- [] Seasonal conditions

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- [] Standard navigational approach, including vessel traffic and associated risks
- [] Pilotage requirements
- [] Nearby port operations, if any, and potential impacts
- [] Brief description of the facilities (if any)
- [] Availability of cargo transfer and storage vessels
- [] Land and/or air access
- [] Risks to persons at or near the location with regard to explosion, fire, and pollution; availability of evacuation routes
- [] Description of sensitive resources/area at the site and along potential access routes to that site, including fisheries, aquaculture sites, cultural and historic sites, Threatened and Endangered species, subsistence use, recreation/tourism, or specially designated lands or waters
- [] Existing resource protection strategies
- [] Availability of salvage, spill response, and emergency response resource, including police and firefighting, and their potential access to the site
- [] Security measures in place
- [] Requirements for permission from area landowners/managers, is applicable
- [] Financial accordence requirements of local port authorities, is applicable
- [] Liability and compensation issues and limits
- [] Required notifications such as Immigration or Customs
- [] Identification of stakeholders including 24/7 contact information
- [] Other pertinent information

Beaching Sites

For each site:

- [] Site number (to correspond to map/chart showing location)
- [] Site name

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- [] Site location (descriptive and lat/long coordinates)
- [] Water depths at mean low tide
- [] Beach/shoreline types and generally accepted cleaning methods
- [] Bottom types
- [] General wind/wave/current information
- [] Openness of the site to ocean waves/currents
- [] Source for real-time tide/wind/wave/current information
- [] Seasonal conditions
- [] Standard navigational approach, including vessel traffic and associated risks
- [] Pilotage requirements
- [] Nearby port operations, if any, and potential impacts
- [] Brief description of the facilities (if any)
- [] Availability of cargo transfer and storage vessels
- [] Land and/or air access
- [] Risks to persons at or near the location with regard to explosion, fire, and pollution; availability of evacuation routes
- [] Description of sensitive resources/area at the site and along potential access routes to that site, including fisheries, aquaculture sites, cultural and historic sites, Threatened and Endangered species, subsistence use, recreation/tourism, or specially designated lands or waters
- [] Existing resource protection strategies
- [] Availability of salvage, spill response, and emergency response resource, including police and firefighting, and their potential access to the site
- [] Security measures in place
- [] Requirements for permission from area landowners/managers, is applicable

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- ☐ Financial accordance requirements of local port authorities, is applicable
- ☐ Liability and compensation issues and limits
- ☐ Required notifications such as Immigration or Customs
- ☐ Identification of stakeholders including 24/7 contact information
- ☐ Other pertinent information

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Section 9000
Appendix K
Health and Safety
Policy

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Health and Safety Policy

Background

This policy was developed to provide Federal and State health and safety guidance for oil/hazardous substance incidents within the boundaries of the Southeast Louisiana Area Committee.

Purpose

The purpose of health and safety efforts conducted during an environmental emergency are to ensure the protection of the responders, clean-up crews and the public from the possible hazards. The guidance contained in this policy document is intended to assist Safety Officers to establish, manage, and operate a safe spill response to the reported incident.

Health and Safety

Federal Health and Safety Guidance

Federal and state government employees, private industry employees, and other contract personnel involved in oil spill response activities must comply with all applicable worker health and safety laws and regulations. The Occupational Safety and Health (OSH) Act was enacted December 29, 1970 and granted authority to the Secretary of Labor to promulgate, modify, and revoke safety and health standards. The primary federal regulations for hazardous waste operations and emergency response are found in 29 CFR Part 1910.120. This regulation specifies the safety and health requirements for employees involved in clean-up operations at uncontrolled hazardous waste sites being cleaned up under government mandate and in certain hazardous waste treatment, storage, and disposal operations conducted under the Resource Conservation and Recovery Act of 1976 (RCRA). The regulations apply to both emergency response and post-emergency response clean-up of hazardous substance spills. The definition of hazardous substance used in these regulations is much broader than CERCLA, encompassing all materials listed in 49 CFR Part 172. Thus, most oils and oil spill responses are covered by these regulations. Response policies shall be consistent with federal regulations.

The Occupational Safety and Health Administration (OSHA) classifies an area impacted by oil as an uncontrolled hazardous waste site. The role of the site safety and health supervisor is to assess the site, determine the safety and health hazards present, and determine if Federal OSHA regulations apply. If an OSHA field compliance officer is on

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scene, he/she should be consulted to determine the applicability of OSHA regulations. Disputes should be referred to the Department of Labor representative of the RRT.

One key provision of the OSH Act provided 50/50 funding to those states that developed their own state program, which is at least as effective as the federal program in providing safe and healthful employment. The State of Louisiana does not have a federally approved state managed program; therefore, all workers involved with oil spill response activities must comply with the federal regulations.

Louisiana State Health and Safety Guidance

Federal regulations specify minimum training levels for responders to hazardous substance incidents. OSHA enforces the requirements for federal and private workers. State and local employees must follow the same regulations.

Safety Officer Advance Planning

The incident Safety Officer (SOFR) will need personnel and equipment very quickly in the event of an incident. It would be beneficial to have preset lists of resources, equipment, personal protective equipment (PPE), and personnel for a large incident that could be tailored for smaller incidents. This will allow the SOFR to get a request into the Logistics Section quickly while the SOFR begins to tackle the chaotic issues at the beginning of an incident. A go-kit with information resources preprinted (or on an accessible storage device) and safety and detection equipment would increase the response effectiveness of the SOFR. A good Site Safety and Health plan (see below) form that the SOFR is familiar with will be a good guide/checklist to cover the safety issues of an incident and quickly develop the site safety plan. Pre-planning is critical to allow the SOFR to respond quickly to the needs of the personnel responding to an incident.

Site Safety and Health Plans

The following plans can be used as a general guide to facilitate rapid development of site safety and health plans during spill response. They are NON-MANDATORY guidelines intended to support appropriate site-specific planning. They were developed for response personnel involved in EMERGENCY and/or POST-EMERGENCY operations and may not provide sufficient detail for long-term remedial sites.

A generic site safety and health plan is provided for oil/hazardous substance responses along with a PROPOSED ASTM STANDARD Site Safety and Health Plan for oil spill response. Both documents provide a set of attachments that should be used as needed. The generic and proposed ASTM standard site safety plans are not intended to satisfy

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all requirements for written procedures. A site-specific site safety and health plan must be backed up by other documents that add more detailed information, which may not be needed in the field (i.e., a site safety and health program, a respiratory protection program, or a medical monitoring program).

Once the PROPOSED ASTM STANDARD is approved this will replace the generic Site Safety and Health Plan in the policy.

ICS Compatible Site Safety and Health Plan

Purpose

The Site Safety and Health Plan, ICS Form 208, is designed for use during ICS responses. It is intended to meet the requirements of the Hazardous Waste Operations and Emergency Response regulation (29 CFR Part 1910.120). The plan avoids the duplication found between many other site safety plans and certain ICS forms. It is also in a format familiar to users of ICS. Although primarily designed for oil and hazardous substance incidents, the plan can be used from all hazard situations. The most up-to-date ICS compatible Site Safety and Health Plan, ICS Form 208 can be found at the USCG Homeport internet site <http://homeport.uscg.mil/mycg/portal/ep/home.do>, click on library, click on Incident Command System and click on [Coast Guard ICS Forms \(Individual\)](#).

Development

The ICS compatible Site Safety and Health Plan was initiated at USCG Headquarters, Office of Response in 1998. Several Coast Guard personnel were involved in the development and review of the plan. The plan was then reviewed and refined by industry representatives.

Emergency Safety and Response Plan (Form SSP-A)

Purpose

The Emergency Safety and Response Plan provides the SOFR and ICS personnel a plan for safe guarding personnel during the initial emergency phase of the response. It is only used during the emergency phase of the response, which is defined as a situation involving an uncontrolled release/discharge. It is also intended to meet the requirements of the Hazardous Waste Operations and Emergency Response (HAZWOPER) regulation, 29 CFR Part 1910.120.

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Preparation

The SOFR or his/her designated staff starts the Emergency Site Safety and Response Plan. They initially address the hazards common to all operations involved in the response (initial site characterization). Outside support organizations must be contacted to ensure the plan is consistent with other plans (local, state, other federal plans). Form SSP-G need not be completed if this form is used. When the operation proceeds into the post-emergency phase (site stabilized and clean-up operations begun) forms SSP-B and SSP-G should be used. For large incidents, the Emergency Site Safety and Response Plan complements the Incident Action Plan. For smaller incidents, the Emergency Site Safety and Response Plan complements ICS Form 201.

Distribution

The Emergency Safety and Response Plan is completed by the SOFR and forwarded to the Planning Section Chief. Copies are made and attached to the Assignment List(s), ICS Form 204. The Operations Section Chief, Directors, Supervisors, or Leaders get a copy of the plan. They must ensure it is available on site for all personnel to review. The SOFR is responsible for ensuring that the Emergency Site Safety and Response Plan properly addresses the hazards of the operation. The SOFR accomplishes this through on-site enforcement and feedback to the operational units.

Instructions

Item#	Item Title	Instructions
1	Incident Name	Print the name assigned to the incident.
2	Date/Time Prepared	Enter date (month, day, year) prepared.
3	Operational Period	Enter the time interval for which the assignment applies.
4	Attachments	Enter attachments. Safety Data Sheets are mandatory under 1910.120. Safe Work Practices may also be attached.
5	Organization	List the personnel responsible for these positions. IC and SOFR are mandatory.
6	Physical Hazards & Protection	Check off the physical hazards at the site. Identify the major tasks involved in the response (skimming, lightering, overpacking, etc.). Check off the controls that would be used to safeguard workers from the physical hazards for each major task.

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7	Chemicals	List the chemicals involved in the response. Chemicals may be listed numerically. Check off hazards, potential health effects, pathway of dispersion, and exposure route to the chemical. Numbers corresponding to the chemical may be entered into the check blocks to differentiate. Check off PPE to be used. Identify the type of PPE selected (i.e., gloves: butyl rubber).
8	Instruments	Indicate the instruments used for monitoring. List the action levels adjacent to the instruments used. Identify the chemicals being monitored. List the physical parameters of the chemicals. Use a separate form for additional chemicals monitored.
9	Decontamination	Check off the decontamination steps to be used. Numbers may be entered to indicate the preferred sequence. Identify any intervening steps necessary on the form or in a separate attachment.
10	Site Maps	Draw a rough site map. Ensure all the information listed is identified on the map.
11	Potential Emergencies	Identify any potential emergencies that may occur. If none, so state. Check off the appropriate alarms that may be used. Identify emergency prevention and evacuation procedures in the space provided or on a separate attached sheet.
12	Communications	Indicate type of site communications (phone, radio). Indicate phone numbers for frequencies for the command, tactical, and entry functions.
13	Site Security	Identify the personnel assigned. Identify security procedures in the space provided or on a separate attached sheet. Identify the equipment needed to support security operations.
14	Emergency Medical	Identify the personnel assigned. Identify emergency medical procedures in the space provided or on a separate attached sheet. Identify equipment needed to support security operations.
15	Prepared by:	Enter the name and position of the person completing the worksheet.
16	Date/time briefed	Enter the date/time document was briefed to the appropriate workers and by whom.

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Site Safety Plan (Form SSP-B)

Purpose

The Site Safety Plan provides the SOFR and ICS personnel a plan for safeguarding personnel during the post-emergency phase of an incident. The post-emergency phase is when the situation is stabilized and cleanup operations have begun. SSP-B is intended to meet the requirements of the HAZWOPER regulation, 29 CFR Part 1910.120.

Preparation

The SOFR or his/her designated staff starts the Site Safety Plan. They initially address the hazards common to all operations involved in the response (initial site characterization). The plan is reproduced and, as a minimum, sent to ICS Group/Division Supervisors. They amend it according to unique job or on-scene hazards with support from the SOFR and/or his/her staff (detailed site characterization). The plan is continuously updated to address changing conditions. During the first hours of the response, where most response functions are in the emergency phase, the SOFR may chose to use the Emergency Safety and Response Plan (SSP-A) in place of the Site Safety Plan. For large incidents, the SSP-B compliments the Incident Action Plan. For smaller incidents, the SSP-B compliments ICS Form 201. The SOFR is encouraged to use the HAZWOPER Compliance Checklist (Form SSP-K) to ensure the Incident Action Plan and the 201 address the requirements and all other pertinent ICS forms (203, 205, 206, etc.) are completed.

Distribution

The initial Site Safety Plan completed by the SOFR is forwarded to the Planning Section Chief. Copies are made and attached to the Assignments List(s), ICS Form 104. The Operations Section Chief, Directors, Supervisors, or Leaders get a copy and make on-site amendments specific to their operation. They ensure it is available on-site for all personnel to review. The SOFR provides personnel from his/her staff to assist in the detailed site characterization. The SOFR is responsible for ensuring the Site Safety Plan for each assignment properly addresses hazards of that assignment. The SOFR shall ensure completion of the Worker Acknowledgement Form (SSP-I).The SOFR accomplishes this through on site enforcement and feedback to operational units.

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Instructions

Item#	Item Title	Instructions
1	Incident Name	Print the name assigned to the incident.
2	Date/time Prepared	Enter date (month, day, year) prepared.
3	Operational Period	Enter the time interval for which the assignment applies.
4	Safety Officer	Enter the name of the Safety Officer and means of contact.
5	Group/Division Sup Strike Team/TF Leader	The Supervisor/leader who receives this form will enter their name here.
6	Location & size of site	Enter the geographical location of the site and the approximate square area.
7	Site Accessibility	Check the block(s) if the site is accessible by land, water, air, etc.
8	For Emergency Contact	Enter the name and way to contact the individual who handles emergencies.
9	Attachments	Enter attachments. Safety Data Sheets are mandatory under 1910.120. Safe Work Practices may also be attached.
10	Job/Task Activity	Enter Job/Task & Activities, list hazards, list potential injury and health effects, check exposure routes and identify controls. If more detail is needed for controls, provided attachments.
11	Prepared by	Enter the name and position of the person completing the worksheet.
12	Briefed on _____ by	Enter the date/time the document was briefed to the appropriate workers and by whom.

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Site Map for Site Safety Plan (SSP-C)

Purpose

The Site Map for the Site Safety Plan is required by 29 CFR Part 1910.120. It provides, in one place, a visual description of the site, which can help ICS personnel locate hazards, identify evacuation routes, and places of refuge.

Preparation

The Site Map for the Site Safety Plan can be completed by the SOFR, his/her staff, or by ICS personnel (Group Supervisors, Task Force/Strike Team Leaders) working at a site with unique and specific hazards. One or several maps may be developed, depending on the size of the incident and the uniqueness of the hazards. The key is to ensure that the workers using the map(s) can clearly identify the work zones, locations, of hazards, evacuation routes and places of refuge.

Distribution

This form must be located with the Site Safety Plan (SSP-B). It therefore follows the same distribution route.

Instructions

Item#	Item Title	Instructions
1	Incident Name	Print the name assigned to the incident.
2	Date/Time prepared	Enter date (month, day, year) prepared.
3	Operational Period	Enter the time interval for which the assignments apply.
4	Safety Officer	Enter Safety Officer name and means of contact.
5	Supervisor/Leader	The Supervisor/Leader who receives this form will enter their name here.
6	Location & size of site	Enter the geographical location of the site and the approximate square area.
7	Site Accessibility	Check the block(s) if the site is accessible by land, water, air, etc.
8	For Emergency Contact	Enter the name and way to contact the individual who handles emergencies.
9	Include	Ensure the map includes the listed items provided in this block.
10	Prepared by	Enter the name and position of the person completing the worksheet.
11	Briefed on _____ by	Enter the date/time the document was briefed to the appropriate workers and by whom.

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Emergency Response Plan (ICS Form 208D)

Purpose

The Emergency Response Plan provides information on measures to be taken in the event of an emergency. It is used in conjunction with the Site Safety Plan (Form SSP-B). It is required by 29 CFR Part 1910.120.

Preparation

The SOFR, his/her staff member if the Site Supervisor/Leader prepares the Emergency Response Plan. A copy of the Medical Plan (ICS Form 206) shall always be attached to this form.

Distribution

This form must be located with the Site Safety Plan (SSP-B). It therefore follows the same distribution.

Instructions

Item#	Item Title	Instructions
1	Incident Name	Print the name assigned to the incident.
2	Date/Time Prepared	Enter date (month, day, year) prepared.
3	Operational Period	Enter the time interval for which the assignment applies.
4	Safety Officer	Enter the name of the Safety Officer and means of contact.
5	Supervisors/Leader	The Supervisor/Leader who receives this form will enter their name here.
6	Location & size of site	Enter the geographical location of the site and the approximate square area.
7	Emergency Contact	Enter the name and way to contact the individual who handles emergencies.
8	Attachments	Enter attachments. ICS Form 206 must be included.
9	Emergency Alarm	Enter a description of the sound of the emergency alarm and its location.
10	Backup Alarm	Enter a description of the sound of the emergency alarm and its location.
11	Emergency Hand Signals	Enter the emergency hand signals to be used.
12	Emergency Personal Protective Equipment	Enter the emergency PPE that may be needed in the event of an emergency.

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13	Emergency Notification Procedures	Enter the procedures for notifying the appropriate personnel and organizations in the event of an emergency.
14	Places of Refuge	Enter by name the place of refuge personnel can go to in the event of an emergency.
15	Emergency Decon & Evacuation Steps	Enter emergency decontamination steps and evacuation procedures.
16	Site Security Measures	Enter site security measures needed for emergencies.
17	Prepared by	Enter the name and position of the person completing the worksheet.
18	Briefed on _____ by	Enter the date/time the document was briefed to the appropriate workers and by whom.

Daily Air Monitoring Log (Form SSP-E)

Purpose

The Daily Air Monitoring Log provides documentation of air monitoring conducted during an incident. The log is supplement to the Site Safety Plan (SSP-B). It is only required when performing air monitoring operations. The information used from the log can help update the Site Safety Plan.

Preparation

Persons conducting monitoring complete the Daily Air Monitoring Log. Normally these are air-monitoring units under the Site Safety Officer. If there is a decision not to monitor during a spill, the reasons must be available on site, readily available and briefed to all impacted ICS personnel.

Instructions

Item#	Item Title	Instructions
1	Incident Name	Print the name assigned to the incident.
2	Date/Time Prepared	Enter date (month, day, year) prepared.
3	Operational Period	Enter the time interval for which the assignment applies.
4	Safety Officer	Enter the name of the Safety Officer and means of contact.
5	Location & size of site	Enter the geographical location of the site and the approximate square area.
6	Hazards of concern	Enter the hazards being monitored.

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7	Action Levels	Enter the hazards being monitored.
8	Weather	Enter weather information. Ensure units of measure are listed. Include wind direction and wind speed.
9	Air Monitoring Data	Enter the instruments type and number, persons monitoring, results with appropriate units, location of reading, date and time of reading, interferences and comments. Detection limits of the instruments used should be captured in 9.g, interferences and comments.
10	Safety Officer Review	The Safety Officer must review and sign the form.

Personal Protective Equipment (SSP-F)

Purpose

The Personal Protective Equipment (PPE) Form is a list of PPE to be used in operations. The listing of PPE is required by 29 CFR Part 1910.120.

Preparation

The PPE form is completed by the SOFR, or his/her staff. PPE common to all ICS Operations personnel is addressed first. Jobs with unique PPE requirements (i.e. fall protection) are addressed next. When the form is delivered on site, the ICS Director, Supervisor, or Leader may amend the list to ensure personnel are adequately protected from job hazards. It must be completed prior to the onset of any operation, unless addressed elsewhere by Standard Operating Procedures.

Distribution

This form must be located with the Site Safety Plan (SSP-B). It therefore follows the same distribution.

Instructions

Item#	Item Title	Instructions
1	Incident Name	Print the name assigned to the incident
2	Date/Time Prepared	Enter date (month, day, year) prepared
3	Operational Period	Enter the time interval for which the assignment applies
4	Safety Officer	Enter the name of the Safety Officer and means of contact
5	Supervisor/Leader	The Supervisor/Leader who receives this form will enter their name here
6	Location & size of	Enter the geographical location of the site and the

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	site	approximate square area
7	Hazard(s) Addressed	Enter the hazards that need to be safeguarded against
8	For emergencies Contact	Enter the name and way to contact the individual who handles emergencies
9	Equipment	List the equipment needed to address the hazards. If pre-designed Safe Work Practices are used, indicate here and attach form
10	References consulted	List the references used in making the selection of PPE
11	Inspection procedures	Enter the procedures for inspecting PPE prior to donning. If pre-designed Safe Work Practices are used, indicate here and attach to form
12	Donning Procedures	Enter the procedures for putting on the PPE. If pre-designed Safe Work Practices are used, indicate here and attach to form
13	Doffing Procedures	Enter the information for removing the PPE. Of pre-designed Safe Work Practices are used, indicate here and attach to form
14	Limitations and Precautions	List the limitations and precautions when using PPE. Include the maximum time using PPE. Heat Stress concerns, psychomotor skill detracting and other factors
15	Prepared by	Enter the name as position of the person completing the worksheet
16	Briefed on _____ by	Enter the date/time the document was briefed to the appropriate workers and by whom

Decontamination

Purpose

The Decontamination form provides information on how workers can avoid contamination and how to get decontaminated. It is a supplemental form to the Site Safety Plan.

Preparation

The Decontamination Form can be completed by the SOFR, and member of his/her staff, or by the Group/Division Supervisor, Task Force/Strike Team Leader on the site.

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Distribution

This form must be located with the Site Safety Plan (SSP-B). It therefore follows the same distribution.

Instructions

Item#	Item Title	Instructions
1	Incident Name	Print the name assigned to the incident
2	Date/Time Prepared	Enter date (month, day, year) prepared
3	Operational Period	Enter the time interval for which the assignment applies
4	Safety Officer	Enter the Safety Officer name and contact info
5	Supervisor/Leader	The Supervisor/Leader who receives this form will enter their name here
6	Location & size of site	Enter the geographical location of the site and the approximate square area
7	For emergencies Contact	Enter the name and way to contact the individual who handles emergencies
8	Hazard(s) Addressed	Enter the hazards that need to be safeguarded against
9	Equipment	List the equipment needed to address the hazards. If pre-designed Safe Work Practices are used, indicate here and attach form
10	References consulted	List the references used in selecting PPE
11	Contamination Avoidance Practices	Enter procedures for personnel to avoid contamination. If pre-designed Safe Work Practices are used, indicate there and attach to form
12	Decon Diagram	Draw a diagram for the decontamination operation. If pre-designed Safe Work Practices are used, indicate here and attach to form
13	Decon Steps	List the decontamination steps
14	Prepared by	Enter the name and position of the person completing the worksheet
15	Briefed on ____ by	Enter the date/time the document was briefed to the appropriate workers and by whom

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Site Safety Enforcement Log (SSP-H)

Purpose

The Site Safety Plan Enforcement Log is used to help enforce safety during an incident.

Preparation

The SOFR and/or his/her staff complete the Site Safety Plan Enforcement Log. The log is completed as Safety personnel are on scene reviewing the site. It should be completed at a minimum once per day, depending on the size of the incident. Enough should be completed to ensure that site safety is being adequately enforced.

Distribution

The Site Safety Enforcement Log, when completed, is delivered to the SOFR. The SOFR can use the form to amend the Site Safety Plan (SSP-A or B).

Instructions

Item#	Item Title	Instructions
1	Incident Name	Print the name assigned to the incident
2	Date/Time Prepared	Enter date (month, day, year) prepared
3	Operational Period	Enter the time interval for which the assignment applies
4	Safety Officer	Enter Safety Officer name and contact info
5	Supervisor/Leader	The Supervisor/Leader who receives this form will enter their name here
6	Emergencies Contact	Enter name and way to contact the individual who handles emergencies
7	Attachment	List any attached supporting documentation
8	Job/Task Activity	Enter only those Job Task/activated for which a deficiency is noted
8a	Hazards	Enter the hazards not being sufficiently addressed
8b	Deficiency	Enter the deficiency
8c	Action Taken	Enter corrective action taken to address deficiency
8d	Safety Plan Amended?	Enter whether the onsite safety plan was amended
8e	Signature of Supervisor/Leader	Ensure the Supervisor/Leader signs the form to acknowledge the deficiency
9	Prepared by	Enter the name and position of the person completing the worksheet
10	Briefed on____ by	Enter the date/time the document was briefed to the appropriate workers and by whom

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Worker Acknowledgement Form (SSP-I)

Purpose

The Worker Acknowledgement form is used to document workers who have received safety briefings.

Preparation

Those personnel responsible for conducting safety briefings complete this form initially. Once the briefings are completed, workers who were briefed print their name, sign, date, and indicate the time of the briefing.

Distribution

This form is returned to the SOFR or designated representative at the end of each operational period.

Instructions

Item#	Item Title	Instructions
1	Incident Name	Print the name assigned to the incident
2	Site Location	Indicate the location where the briefings are held
3	Attachment	Indicate any attachments used as part of the briefings
4	Type of briefing	Check the block next to the type of briefing
5	Presented by	Enter the name of the person conducting the briefing
6	Date	Enter the date of the briefing
7	Time	Enter the time of the briefing
8	Worker Name	Workers receiving the briefing print their name, sign, date, and enter the time they acknowledge the briefing

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Emergency Safety and Response Plan Compliance Checklist (SSP-J)

Purpose

The purpose of the Emergency Safety and Response Plan 1910.120 Compliance Checklist is to ensure that incident response operations are in compliance with 29 CFR Part 1910.120, HAZWOPER. It also identifies how from SSP-J can be used to satisfy the HAZWOPER requirements. This checklist is an optional form.

Preparation

The Emergency Safety and Response Compliance Checklist is completed by the SOFR or his/her staff as frequent as necessary whenever the SOFR wants to ensure regulatory compliance. It is best used in conjunction with the Site Safety Plan Enforcement Log (SSP-H). The Site Safety Plan Forms (A-G) best meet some of the requirements. The Incident Action Plan is suited to address other requirements, and the SOFR should ensure the IAP addresses them. Other requirements are performance based and are best evaluated on scene by the SOFR or his/her staff.

Distribution

The SOFR should maintain the Emergency Safety and Response Plan 1910.120 Compliance Checklist.

Instructions

Item#	Item Title	Instructions
1	Incident Name	Print the name assigned to the incident
2	Date/Time prepared	Enter date (month, day, year) prepared
3	Operational Period	Enter the time interval for which the assignment applies
4	Supervisor/Leader	The Supervisor/Leader who receives this form will enter their name here
5	Location of site	Enter site location
6	Cites	These are the regulatory cites within 1910.120. The major headings are highlighted in bold. Informational cites or cites that are duplicative are not included
7	Requirements	This lists the requirements in a question format. Some require documentation or action
8	ICS Form	List this requirements covered in SSP-A
9	Check Block	Enter the check if the site satisfies the requirement

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10	Comments	This provides additional information on the requirement. The user may also enter comments
11	Prepared by	Enter the name and position of the person completing the worksheet

HAZWOPER 1910.120 Compliance Checklist

Purpose

The purpose of the HAZWOPER 1910.120 Compliance Checklist is to ensure that incident response operations are in compliance with 29 CFR Part 1910.120, HAZWOPER. It also identified how other ICS forms can be used to satisfy the HAZWOPER requirements. This is an optional form.

Preparation

The HAZWOPER 1910.120 Compliance Checklist is completed by the SOFR or his/her staff as frequently as necessary whenever the SOFR wants to ensure regulatory compliance. It is best used in conjunction with the Site Safety Plan Enforcement Log (SSP_H). The Site Safety Plan Forms (A-G) best meet some of the requirements. The Incident Action Plan is suited to address other requirements, and the SOFR should ensure the IAP addresses them. Other requirements are performance based and are best evaluated on scene by the SOFR or his/her staff.

Distribution

The HAZWOPER 1910.120 Compliance Checklist should be maintained by the SOFR.

Instructions

Item#	Item Title	Instructions
1	Incident Name	Print the name assigned to the incident
2	Date/Time prepared	Enter date (month, day, year) prepared
3	Operational Period	Enter the time interval for which the assignment applies
4	Supervisor/Leader	The Supervisor/Leader who receives this form will enter their name here
5	Location of site	Enter site location
6	Cites	These are the regulatory cites within 1910.120. The major headings are highlighted in bold. Informational cites or cites that are duplicative are not included
7	Requirements	This lists the requirements in a question format. Some

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		require documentation or some form of action.
8	ICS Form	List those ICS Forms that cover the requirement. IAP designations mean it should be covered in the IAP, it does not guarantee it is covered. The SOFR must ensure this
9	Check Block	Enter the check if the site satisfies the requirement
10	Comments	This provides additional information on the requirement. The user may also enter comments
11	Prepared by	Enter the name and position of the person completing the worksheet

HAZWOPER 1910.120 Drum Compliance Checklist (SSP-L)

Purpose

The purpose of the HAZWOPER 1910.120 Drum Compliance Checklist is to ensure that incident response operations are in compliance with 29 CFR Part 1910.120, HAWOPER whenever drums are encountered during an incident. This is an optional form.

Preparation

The HAZWOPER 1910.120 Drum Compliance Checklist is completed by the SOFR of his/her staff as frequently as necessary whenever the SOFR wants to ensure regulatory compliance. It is best used in conjunction with the Site Safety Plan Enforcement Log (SSP-H). This Site Safety Plan Forms (A-G) best meet some of the requirements. Other requirements are performance based and are best evaluated on scene by the SOFR or his/her staff.

Distribution

The HAZWOPER 1910.120 Drum Compliance Checklist should be maintained by the SOFR.

Instructions

Item#	Item Title	Instructions
1	Incident Name	Print the name assigned to the incident
2	Date/Time prepared	Enter date (month, day, year) prepared
3	Operational Period	Enter the time interval for which the assignment applies
4	Safety Officer	Name of the SOFR and contact info
5	Supervisor/Leader	The Supervisor/Leader who receives this form will

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		enter their name here
6	Location & Size of the site	Enter the geographical location of the site and the approximate square area
7	Emergencies Contact	Enter the name and way to contact the individual who handles emergencies
8	Note	<u>Tanks and vaults</u> should also be treated in the same manner as described in the checklist (1910.120(j)(9))
9	Cites	These are the regulatory cites within 1910.120. The major headings are highlighted in bold. Informational cites or cites that are duplicative are not included
10	Requirements	This lists the requirements in a question format. Some require documentation or some form of action
11	Check Block	Enter the check if the site satisfies the requirement
12	Comments	This provides additional information on the requirement. The user may also enter comments
13	Prepared by	Enter the name and position of the person completing the worksheet

Site Safety Plan Attachments (SSP-ATTACH 1-#)

Purpose

The Site Safety Plan attachments provide ready-made safe work practices for the SOFR and ICS Personnel. They are optional documents designed to assist the SOFR in communicating and enforcing control of safety hazards. They were derived from the U.S. Coast Guard's National Strike Force's Guide for Developing Oil Spill Site Safety Plans (NSFCCINST N16465.2).

Preparation

The SSP-Attachments require little to no preparation. Some of them have blank sections (due to information changing) that are required to be filled in by the SOFR or his/her staff. The SOFR is encouraged to use the format presented by the attachments for developing his/her own additional safe work practices.

Distribution

These forms must be located with the Site Safety Plan (SSP-A/B); therefore, following the same distribution.

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Volunteer Plan

Use of Volunteers during a Pollution Incident

The demands of an incident may exceed the resources of government organizations. Volunteers can support response efforts in many ways but the use of volunteers during an oil spill response is not automatic. The decision to employ volunteers will take into account the benefits gained versus safety and liability realities. The UC will make the decision whether volunteers will be employed and capabilities in which they can serve.

The use of volunteers to assist in oil spill responses is recognized in the NCP, 40 CFR Part 300.185(c). The definition section of the NCP includes “volunteer” as follows:

A Volunteer is any individual accepted to perform services by the lead agency which has authority to accept volunteer services (examples: See 16 U.S.C. 742f(c)). A volunteer is subject to the provisions of the authorizing statute and the NCP.

Volunteers fall into two general categories:

Affiliated Volunteers

Affiliated volunteers are those individuals associated with an Affiliated Volunteer Organization prior to an incident. They usually have received sufficient training to allow them to contribute to their host organization, although individuals may not be trained in oil spill response. Affiliated Volunteer Organizations generally hold a non-profit status and provide some form of training, maintain an affiliated volunteer database, and have volunteer functions to facilitate current volunteer experience and communication. These groups also accept donations of money or materials.

Convergent Volunteers

Convergent volunteers are individuals not affiliated with an existing Affiliated Volunteer Organization. After a spill has occurred, convergent volunteers may express a spontaneous desire to participate in a response effort, but may have little to no oil spill response training. Oil spills typically receive significant press coverage and produce strong public concern for public health and injury to wildlife and the environment. This visibility and concern motivates citizens to assist where they can in the oil spill response. The ability to give the public an opportunity to volunteer during an oil spill can be helpful for their emotional experience and can assist in altering public perception in a positive manner.

Human health and safety is the first priority in a decision regarding use of volunteers. The benefit of volunteer efforts must be weighed against concerns for volunteer safety. Based on the conditions specific to an incident, the UC will determine the suitability of integrating volunteers, whether affiliated or convergent, into an oil spill response.

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Unaffiliated/Convergent Volunteer Management Planning

Local government and nonprofit sector agencies are generally responsible for the mobilization, management, and support of volunteers, with support from the State and Federal levels. Specialized planning, information sharing, and management structure are necessary to coordinate efforts and maximize the benefits of volunteer involvement.

Consistent and timely communication should be utilized in order to educate the public, minimize confusion, and clarify expectations. Volunteers can be successful participants in emergency management systems when they are flexible, cooperative, aware of risks, and willing to be coordinated by local emergency management experts. Ideally, all volunteers should be affiliated with an established organization and trained for specific disaster response activities. However, the spontaneous nature of individual volunteering is inevitable; therefore, it must be planned for and managed.

The successful integration of citizen involvement in an emergency management setting is imperative to prepare for, respond to, recover from, and mitigate the effects of disasters in our communities. Therefore, all unaffiliated volunteers should be directed toward State Volunteer Coordinators or non-governmental organizations.

Volunteer Organization in ICS

During an initial response before volunteer interests have been expressed, the ICS structure may not contain positions specifically dedicated to volunteer management. As the Unified Command (UC) becomes aware of individuals or organizations interested in providing volunteer services, the UC should make assignments for a Volunteers Unit in the Planning Section. During preparation for the tactics meeting phase of the Planning "P", the Resource Unit Leader (RESL), Planning Section Chief (PSC), and Operations Section Chief (OSC) will determine specific roles, site locations, safety requirements, and required number of volunteers needed in the applicable operational period. When the UC approves the use of volunteers, the UC will have the options of:

- Assigning a Volunteer Coordinator within the Planning Section if volunteer interest is low;
- Assigning a Volunteer Unit Leader (VUL) within the Planning Section if volunteer interest is moderate; or
- Expanding the Command Staff to include a Volunteer Officer (VO).

The UC will supply logistical support to volunteers while operationally deployed (regardless of status condition), engage in logistical support, and continue this relationship with volunteers regarding and issues resulting from volunteerism during the response. Volunteers will not report directly to the Command Post for registration and training, but will be registered, trained, and deployed from an alternate location.

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If the UC makes a decision to coordinate with Local Government in using volunteers (other than oiled wildlife), Local Government representatives will be notified via the LNO or the VUL. Local Government will advise the UC regarding their ability to assist in the requested volunteer effort. If a particular local government cannot assist in volunteer coordination, the UC or VUL can request a neighboring city or Parish to facilitate volunteer coordination for the un-assisting local government. After participating local governments partners have received, registered, and trained the requisite volunteers, that local agency will continue to coordinate with the VUL in the management of volunteers throughout the response. Volunteers shall only be deployed through direct written tasking from the UC during the tactics meeting via the IAP process.

Volunteer Coordinator/Volunteer Unit Leader

The National Response Framework identifies the VUL as ideally being a Federal, State, or local official trained in managing volunteers, knowledgeable in contingency operations, and capable of providing leadership. This guidance should be considered when assigning a Volunteer Coordinator for incidents with low volunteer interest.

In the event that volunteer interest during an incident is low, a Volunteer Coordinator will be assigned within the Planning Section to handle all volunteer associated issues. The Volunteer Coordinator workload should be periodically evaluated by the PSC to determine if assigning a VUL is necessary, as volunteer interest may change dramatically during an incident.

For incidents with moderate to high volunteer interest, a VUL will be established under the Planning Section. To effectively manage volunteers, the VUL should have additional staff trained in the managing and training of volunteers. This staff should include representatives from local government agencies within the affected jurisdictions, as much as possible.

The VUL is responsible for managing and overseeing all aspects of volunteer participation, including coordination with local government agencies. The VUL is part of the Planning Section and reports to the RESL. The VUL responsibilities include:

- Ensure proper registration, tracking, and implementation of volunteers, according to UC guidance;
- Coordinate with RESL to determine where volunteers are needed;
- Coordinate with the JIC to advise the public of scheduled volunteer information sessions, where/how to register volunteer interest, whether volunteers are/are not needed; how volunteers might interfere with response workers and the limited roles volunteers may perform if needed (i.e. potential health risks; cannot pick up oiled rocks or wildlife unless specially trained);
- Identify any necessary skills and training needs;

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- Verify minimum additional training needed, as necessary, with the SOFR or units requesting volunteers (if special skills are required);
- Activate, as necessary, standby contractors for various training needs;
- Activate pre-identified and pre-trained volunteers as necessary;
- Coordinate with Logistics Section Chief for Volunteer housing and meal accommodations;
- Assist with volunteer special needs, as possible; and
- Maintain Unit/Activity Log (ICS form 214).

Federal Agency Volunteer Management Policy

The three primary federal regulations governing oil spill response, 40 CFR Part 300, 29 CFR Part 1910.120 (Occupational Safety and Health Standards/Hazardous Waste Operations and Emergency Response) and 40 CFR Part 311 (Worker Protections) do not exclude the use of volunteer organizations. However, all spill response operations must comply with these regulations. 29 CFR Part 1910.120 outlines various health and safety requirements for different on-site activities. In addition, various federal property owners (e.g. DOD and DOE) may have specific regulations, policies, or national security concerns regarding the use of volunteers. The Coast Guard requires a “hold harmless” clause to be signed by each volunteer. The legal representative of these organizations must be consulted prior to employing volunteers.

Policy/Regulations/Other Guidance

- June 2009 COMDTNOTE (081453Z) “Use of Volunteers During Oil Spills; Interim Policy”.
- Emergency Response Program to Hazardous Response Releases, 29 CFR 1910.120(q); see also Appendix E.
- 8182 Department of Labor OSHA 3172.
- 40 CFR Part 311.
- <http://www.training.fema.gov/is/> (free IS100 and IS700 training).

Volunteer Policy of the SELACP

The general policy accepted by the SELACP is that volunteers will normally be used in low risk activities and only after receiving safety training appropriate for their designated activities. If volunteers are used for higher risk activities such as wildlife rehabilitation or

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pre-cleaning beaches, specialized training and, in some cases, licensing may be required.

Volunteers associated with an Affiliated Volunteer Organization and with documented specialized training will be given higher priority.

Convergent volunteers must participate through either local government or an Affiliated Volunteer Organization.

Use of unpaid, Convergent Volunteers will supplement, not replace, the work of professional responders.

For safety, liability, and management reasons, volunteers will not be used during hazardous substance or WMD incidents.

Health and Safety Standards

The minimum training required for volunteers involved in removal operations should be consistent with the Hazardous Waste Operations (HAZWOPER) standards set forth in Emergency Response Program to Hazardous Response Releases, 29 CFR Part 1910.120(q).

Some states have federally approved state plans outlining health, safety, and training requirements based on HAZWOPER standards. These states are called state-plan states. Louisiana is NOT an OSHA state-plan state and therefore does not have an OSHA approved state-plan to which can be referred. If volunteer tasks do not require HAZWOPER, such training should not be conducted or mandated.

Safe Use/Training of Volunteers

- Appropriate training shall be provided to volunteers prior to participation in spill response.
- In accordance with the National Contingency Plan for Oil and Hazardous Substances (40 CFR Part 300), volunteers SHOULD NOT participate in the physical removal or clean-up activities during the oil spill response and should be limited to non-hazardous activities.
- Volunteers SHOULD NOT be deployed or be used in exclusionary hot zones.
- Volunteers who do take part in spill response operations must be trained in accordance with 29 CFR Part 1910(q) and any applicable state requirements.
- 29 CFR Part.120, Appendix E, Section C, 'Emergency response training', provides OSHA's recommendations to employers, employees or volunteers in public sector emergency response organizations if they are outside of Federal OSHA jurisdiction.

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- Volunteers should have IS100 and IS700 training if they will be assigned any duties within the Incident Command Post. This training is free at <http://www.training.fema.gov/is/>.

Basic Guidelines on Handling Volunteers

Volunteer coordination in an oil spill offers complications not normally encountered in response. Some considerations may include:

- Unaffiliated/Convergent volunteers who arrive unannounced should be escorted by authorized safety personnel.
- Using volunteers at the ICP may create an information security risk. Volunteers should not have access to certain information not previously determined to be releasable to the public. Any requests for information shall be subject to the Freedom of Information Act (FOIA) process and/or authorized by the PIO.
- There are many agencies involved in oil spill response. The UC should be aware of any litigious issues between agencies, OSROs, and subsequent access to sensitive or confidential information.
- Volunteers should not be deployed or used in the same locations as Oil Spill Removal Organizations (OSROs), Natural Damage Assessment (NRDA) teams, or Wildlife Search and Collection Teams, unless previously authorized/approved.

State Volunteer Coordinators

Volunteer Louisiana

State Library Building
701 North 4th Street
Baton Rouge, LA 70802

Contact: Judd Jeansonne, Executive Director

Phone: (225) 342-2038

Fax: (225) 342-0106

Email: jjeansonne@crt.la.gov

Contact: Nicholas Auck, Director of Volunteer Outreach

Phone: (225) 342-6289

Email: Nauck@crt.la.gov

Website: www.VolunteerLouisiana.gov

Oil Spill Response Volunteer Louisiana Hotline

Phone: (866) 448-5816

Website: <http://www.volunteerlouisiana.gov/>, <http://emergency.louisiana.gov/>

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Volunteer Assignments

The following is a pre-established list of where volunteers may be utilized during an incident; however, the UC may perform a risk-benefit analysis to determine if properly trained volunteers may be used for tasks not specified on this list. At a minimum, all volunteers are required to attend a 2-hour Workplace Health and Safety Training and Site Safety Training, prior to conducting any volunteer work.

Accounts Specialist

Maintains files and accounts of expenses attributable to the volunteer effort; communicates with Finance Section to determine accounting needs and system used.

Skills Required: Must be detail-oriented; experienced with 10-key data entry and be familiar with common computer software accounting and spreadsheet systems.

Training required: 2-Hour Workplace Health and Safety Training, Site Safety.

Administrative Coordinator/Office Manager

Oversees office administration activities, supervises work of file and data specialists; oversees development, maintenance and accuracy of computer and paper files of volunteer records; procures and distributes reports and provides updates to the VUL as required.

Skills Required: Good working knowledge of computer work processing and spreadsheet software, excellent organizational, supervisory, and communication skills.

Training Required: 2-Hour Workplace Health and Safety, Site Safety.

Command Center Administrative Specialist

Provides backup and supplemental skills for IC/UC Command Center staff.

Training Required: 2-Hour Workplace Health and Safety, Site Safety.

Communications Specialist

Established and maintains the volunteer communication plan. Tests and sustains communication equipment and bulletin board. Compiles updates of volunteer needs.

Skills Required: Public communications background with knowledge of local communications and systems preferred.

Training Required: 2-Hour Workplace Health and Safety, Site Safety.

Computer Operator

Enter personnel information into established computer database.

Skills Required: Familiarity with computer use.

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Training Required: 2-Hour Workplace Health and Safety, Site Safety.

Crowd Control/Site Security

Volunteers may be used in cooperation with law enforcement officers to set up police barricades as long as the work does not involve physical contact with onlookers. Oversees access points to ensure only authorized persons enter and habitat is protected. Task may include boat operators directing other vessels away from contaminated areas while allowing work vessels in. Boat operators will not be allowed in the hot zone. Boat operators may transport assessment teams or cleanup crews in areas outside the hot zone. Security personnel should be prepared to direct volunteers to appropriate information sites.

Skills Required: Experience in oil and storm-spotting and law enforcement preferred. Experience in boat operations, if applicable. Must be able to lift 35 lbs.

Training Required: 2-Hour Workplace Health and Safety, Site Safety.

Data Entry Specialist

Enters information into established computer database(s).

Skills Required: Familiarity with computer use. Particular software may be taught on the job if necessary.

Training Required: 2-Hour Workplace Health and Safety, Site Safety.

Documentation Unit Worker

Responsible for the maintenance of accurate, up-to-date volunteer-related files. Documentation includes reports, training, communication logs, injury claims, situation status reports, and documentation from the following Volunteer Unit entities: Interviewer, Liaison Chief, Medical Unit Worker, Orientation and Training Coordinator, Photographer, PIO, Safety Officer Assistant, Scheduler/Time Card Assistant. Ensures each section is maintaining and providing appropriate documents (including volunteer signatures). Receives, complies, and organizes all volunteer-related paperwork and training. Store files for legal, analytical, and historical purposes. Position will provide duplication and copying services for all other sections.

Skills Required: Excellent organizational, filing, copying; and communication skills. Must be detail-oriented.

Training Required: 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS700.

Driver

Provides ground transportation services as needed; may transport people using a sedan or van; may transport wildlife and wildlife food to various facilities or sites by

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truck; loads and unloads coolers used to transport animal food; picks up food from suppliers and delivers to facilities; keeps vehicle bed clean (if applicable). All driving responsibilities require current driver's license, clean driving record, and proof of insurance.

Training Required: Site Safety, 4-Hour HAZWOPER Awareness Level.

Equipment Repair Technician

Maintains and repairs vehicles and response equipment after decontamination.

Skills Required: A background in mechanics as applicable. Must be able to lift 35 lbs.

Training Required: Site Safety, 4-Hour HAZWOPER Awareness Level.

File Clerk/Office Assistant

Performs general office tasks; files documents in office as appropriate; prepares outgoing memos and mail; sends and receives faxes; makes photocopies.

Skills Required: Telephone skills, word processing, and development of graphic presentations. Computer spreadsheet/database experience is desirable but not required.

Training Required: 2-Hour Workplace Health and Safety, Site Safety

First Aid Responder

Provides emergency first aid for volunteers and other responders.

Skills Required: Current First Aid Certification.

Training Required: 2-Hour Workplace Health and Safety (If the Volunteer will be acting as a First Aid Responder in the Warm or Hot Zone shall be trained 24-Hour HAZWOPER) Site Safety.

Food Unit Worker

Supplies food and water for responders (outside the hot zone) and volunteers, including those in remote locations. Sets up and breaks down refreshment stations for responders outside the hot zone.

Skills Required: Experience in the food industry/catering preferred. Current State Food Handler's Permit required. Must be able to lift 35 lbs. All driving responsibilities require current driver's license, clean driving record, and proof of insurance.

Training Required: Workplace Health and Safety, Site Safety.

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Housing/Lodging Assistant

Works with the Facilities Unit of the Logistics Section to identify housing for volunteers; receives housing requests; procures and distributes housing materials (sleeping bags, blankets, tents), if necessary; makes housing assignments and maintains expense records related to housing.

Training Required: 2-Hour Workplace Health and Safety, Site Safety.

Information Management Assistant

Coordinates and insures adequate information technology is provided for volunteer management. Oversees operation of phone bank. Matches volunteers to volunteer agencies in conjunction with the interviewer and Scheduler/Time Card Assistant. Works with the Communications Specialist and File Clerk/Office Assistant. Ensures the utilization of data entry procedures to expedite information-sharing.

Skills Required: Knowledge of information management technologies. Familiarity with computers, job-related applications, and phone skills.

Training Required: 2-Hour Workplace Health and Safety, Site Safety.

Interpreter

Interprets/translates within the Volunteer Unit as needed. May assist the UC.

Skills Required: Credentials from an organization such as the American Consortium of Certified Interpreters preferred, but not necessary. Ability to speak, read, and write applicable languages preferred.

Training Required: 2-Hour Workplace Health and Safety, Site Safety.

Interviewer

Works with the Volunteer Unit, processing volunteers who arrive in the area or persons referred to the Volunteer Unit by a local agency; establishes rapport with prospective volunteers to appropriate tasks or jobs based on their experience and current volunteer job needs in the response effort.

Training Required: 2-Hour Workplace Health and Safety, Site Safety.

Liaison Chief

Serves as a contact point between the Volunteer Officer, Volunteer Coordinator, or Volunteer Unit Leader and agencies in need of volunteers. Distributes Volunteer Request Forms to entities that may request volunteers. Relays requests for volunteers to the Volunteer Officer, Volunteer Coordinator, or Volunteer Unit Leader. Works with the Interviewer to determine volunteer placement, the Orientation and Training Coordinator to ensure applicable training, and the Scheduler/Time Card Assistant to

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determine volunteer availability. Provides copies of Volunteer Request Forms to the Documentation Unit Worker.

Skills Required: Must be detail-oriented with good communication skills and possess a strong command of the English language.

Training Requirements: 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS 700.

Medical Unit Worker

Works with the Safety Officer Assistant and the Medical Unit Leader in the Logistic Section. Responsible for developing the Volunteer Medical Plan, procedures for managing medical emergencies, providing medical aid when necessary, and assisting Finance/Administration with processing injury-related claims. Work as a First Aid Responder dispatcher. Transports sick or injured personnel. Provides copies of all signed volunteer injury-related documentation to the Documentation Unit Worker.

Skills Required: Current First Aid and CPR Certification. Must be able to lift 35 lbs. Certified Emergency Medical Services Technicians preferred. Automated external defibrillator training preferred. All driving responsibilities require current driver's license, clean driving record, and proof of insurance. Experience in hospital administration or a related field preferred.

Training Required: 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS700.

Orientation and Training Coordinator

Upon receipt of volunteer placement information from the Interviewer, ensures all training requirements are fulfilled. Receives signed Volunteer Waiver and Release of Liability Forms. Coordinated training and orientation sessions with the help of the Training Assistant. Ensures all Health and Safety requirements are met. Provides copies of all signed training documentation and Release of Liability Forms to the Documentation Unit Worker.

Skills Required: Knowledge of applicable laws, regulations, and training requirements. A working knowledge of the Volunteer Plan (can be trained on-site). Must be detail-oriented with good communication skills and possess a strong command of the English language.

Training Requirements: 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS700.

Personnel Support

Provides messages and other general coordination support activities for responders and volunteers such as doing laundry.

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Training Required: 2-Hour Workplace Health and Safety Site Safety.

Photographer

Provides photographic coverage of the incident for data collection, historic documentation, and future training purposes.

Skills Required: Experience with still photography and/or handheld video photography is required. Experience with photographing wildlife, preferably in documentary and fast action settings is desirable.

Equipment Required: Personal photographic equipment.

Training Required: 24-Hour HAZWOPER, Site Safety.

Public Information Assistant

Responsible for the formulation and release of information of volunteer activities to the PIO. Prepares volunteer press releases as needed. All press releases must be approved through the UC and the PIO before being released to the public. Organizes materials for use in media briefings/press releases. Provides all press releases to Documentation Unit Worker.

Skills Required: Experience in communications, journalism, or public relations with project leader responsibility preferred. Strong written and oral presentation skills.

Training Required: 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS700.

Pre-Impact Beach Cleanup/Surveillance

Conducts pre-impact shoreline debris removal (removes non-oiled debris and trash prior to oiling). Patrols outside the known hot zone for potential strikes. Volunteers are to report stranded or free-floating oil to the Safety Officer Assistant and leave the area immediately. Volunteers are not allowed in the hot zone. Works as a field observer, including beach conditions and weather surveillance. Relays information concerning oiled wildlife and hazing effectiveness to wildlife services.

Skills Required: Must be able to lift 35 lbs. Experience in oil and storm-spotting preferred.

Training Required: Site Safety, 4-Hour HAZWOPER Awareness Level.

Receptionist

Greets personnel arriving at ICP and directs them through the processing stages.

Training Required: 2-Hour Health and Safety, Site Safety.

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Runner/Courier

Shuttles messages and materials among incident locations, such as between the ICP to other spill response sites.

Skills Required: Must possess a valid driver's license, clean driving record, and proof of insurance.

Training Required: 2-Hour Workplace Health and Safety, Site Safety.

Safety Officer Assistant

Works with the Medical Unit Worker(s) and Safety Officer. Assists in developing Site Safety Plans. Ensures proper PPE distribution through the Supply Assistant. Ensures volunteer adherence to both the Medical Plan and the Site Safety Plans. Ensures Volunteer Emergency Action Plans are completed and readily available. Ensures volunteers know how to report injuries. Documents volunteer injuries. Addresses safety concerns. Provides copies of volunteer signed documentation to the Documentation Unit Leader.

Skills Required: Familiarity with the Medical Plan, Emergency Action Plans, and Site Safety Plans. Excellent writing and organizational skills. Current first aid and CPR certification preferred. Experience in a safety-related field desirable.

Training Required: 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS700.

Scheduler/Time Card Assistant

Assures maintenance of sign-in and sign-out records for volunteers and responders. Ensures that all volunteers and responders on site are properly cleared and trained (and are not exceeding scheduled hours, in accordance with the UC guidance). Develops and monitors scheduling to ensure that sufficient volunteers are on hand at all times, according to the needs of the sites, facilities and staff.

Training Required: 2-Hour Workplace Health and Safety, Site Safety

Supply Assistant

Assists with identification of logistical requirements with issue and control of personal equipment and supplies to volunteers and potentially responders.

Skills Required: Experience in ordering, issuing, stocking, accounting for, maintenance, and recovery of equipment and supplies from user personnel.

Training Required: 2-Hour Workplace Health and Safety, Site Safety.

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Technical Support Specialist

This position is opened only upon request from the Scientific Support Coordinator (SSC) or Environmental Unit Leader. Supports the SSC. Identifies environmentally sensitive areas, species of concern, and pertinent cultural/historical resources. Provides GIS/mapping and computer support, weather forecasts, and current and tide data to help determine spill trajectory, fate, and impacts.

Skills required: Must have extensive knowledge of area and applicable tasks. The SSC will determine additional skills needed.

Training Required: 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS700. Additional training is task-specific and to be determined by the SSC.

Traffic Monitor

Oversees site access points to ensure only authorized persons enter, ensures habitat protection.

Training Required: 2-Hour Workplace Health and Safety, Site Safety.

Training Assistant

Coordinates required trainings, arranges for class presentations by trainers, oversees audiovisual equipment and programming, schedules volunteer training sessions.

Skills Required: Excellent organizational and communications skills.

Training Required: 2-Hour Workplace Health and Safety, Site Safety.

Transportation Assistant

Works with the Transportation Unit of the Logistics Section to determine volunteer transportation needs including frequency, routing, and type of transportation (car, van, truck, commercial shuttle, bus). Determines volunteer drop-off and pick-up schedules for multiple sites. Coordinates and verifies appropriate volunteer driver authorizations. Monitors vehicle condition and maintenance among vehicles assigned to volunteer use, in accordance with the guidance of the UC and maintains appropriate vehicle use records.

Training Required: 2-Hour Workplace Health and Safety, Site Safety.

Volunteer Supervisor

Monitors volunteers to ensure they are following health and safety practices.

Training Required: 2-Hour Workplace Health and Safety, Site Safety, additional trainings may apply depending on volunteer supervisory assignment. At a minimum, the Volunteer Supervisor must be trained at or above the level of the volunteer workforce being supervised.

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Wildlife Notification

See Pre-Impact Beach Cleanup/Surveillance. As part of beach control activity, volunteers may be used to notify wildlife services, USFWS and LWLF of injured wildlife and hazing effectiveness. Volunteers are not allowed to handle or transport wildlife without proper certification. Urges public to avoid areas and wildlife that are affected as untrained people can cause further damage to the environment and stress on wildlife.

Skills Required: Experience with wildlife and background in the natural sciences preferred.

Training Requirements: Site Safety, 4-Hour HAZWOPER Awareness Level

Wildlife Recovery and Rehabilitation

Wildlife recovery and rehabilitation organizations generally manage their own database of trained volunteers that operate outside the scope of this plan. Therefore, volunteers in this area are only utilized if wildlife services exhaust resources. Approval from the USFWS and LDWF and the lead wildlife response organization is needed before volunteers are assigned any position in wildlife recovery, rehabilitation, or release. Volunteers are not allowed to handle or transport wildlife without proper certification.

Wildlife Rehabilitation Facility Maintenance Specialist

May include carpentry, air conditioning, plumbing, welding, and electrical support to the wildlife rehabilitation facility as requested. Involves pool/cage construction and maintenance. Volunteers are not allowed to handle or transport wildlife without proper certification.

Skills Required: Skills applicable to maintenance task. Must be able to lift 35 lbs.

Training Required: 2-Hour Workplace Health and Safety, Site Safety.

Wildlife Rehabilitation Facility Support Specialist

Cleans animal pens and holding areas. Moves and cleans equipment as needed. Prepares food and feeds wildlife. Volunteers are not allowed to handle or transport wildlife. Washes vehicles, washes and folds towels used for drying animals, and cleans and disinfects carrying cages and other animal capture and transport equipment following decontamination. Follows established protocols.

Skills Required: Experience with wildlife and background in the natural sciences preferred. Custodial experience preferred. Must be able to lift 35 lbs.

Training Required: Site Safety, 4-Hour HAZWOPER Awareness Level

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Use of Volunteers within Specific ICS Units

Location of VOLUNTEER JOB *Noted with a C if appropriate for Convergent Volunteers	Task	Training
Logistics Branch		
C	Inventory Control Photocopying, filing, clerical support Distribution of PPE, equipment, supplies Construction of support structures	2-Hour Workplace Health and Safety, Site Safety unless otherwise noted in Job Description
Transportation Unit		
C	Driver (Carpools, Trucking) Scheduling Dispatching Runner	2-Hour Workplace Health and Safety, Site Safety unless otherwise noted in Job Description
Interpretation		
C	Language translation (this will fall into any function needing language support)	2-Hour Workplace Health and Safety, Site Safety
Medical Assistance Unit		
C	Inventory and delivery of medical supplies First Aid Responder	2-Hour Workplace Health and Safety, Site Safety unless otherwise noted in Job Description
Personnel Services Unit		
C	Housing Assistant Laundry Services	2-Hour Workplace Health and Safety, Site Safety

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Public Information Unit		
C	Receptionist Volunteer registration, scheduling coordination Photocopying, filing, clerical support Media monitoring, recording, Web searches Community door to door distribution	
On-Scene		
C	On-Scene Support, Driver, First Aid Responder, Volunteer Supervisor, and Traffic Monitor	See specific Job Description. At minimum 2-Hour Workplace Health and Safety, Site Safety. If operating in the warm or hot zone shall have the 24-Hour HAZWOPER
Shoreline Cleanup		
	Clean-up of non-oiled debris and materials prior to oil impact ONLY Beach Patrol/Wildlife Notification See below for information on utilizing volunteers for shoreline clean-up.	2-Hour Workplace Health and Safety, Site Safety, 4-Hour HAZWOPER

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Use of Volunteers for Shoreline Cleanup

Volunteers will not automatically be used for shoreline cleanup. The benefit of volunteer efforts must be weighed against concerns for public safety.

Based on the conditions specific to that incident the UC will determine the suitability of employing volunteers for shoreline cleanup missions. When considering the use of volunteers of federally administered lands, the FOSC will consult with and gain the concurrence of the cognizant Federal Lands Manager prior to the use of volunteers on Federal Lands.

In reviewing the potential use of volunteers in shoreline clean-up missions the UC will consider the following factors:

- Primary safety hazards (volume, exposure potential, size type, and toxicity of discharged oil)
- Secondary safety hazards (sneaker waves, tides, visibility, slips/falls)
- OSHA guidance
- Possible clean-up locations
- Logistics and administrative support requirements (Training, PPE, Multi-jurisdictional coordination, public information)
- Local government desire to manage volunteers (including recruiting, administering, training, deployment, recovery/decontamination)
- Weather/tidal conditions

Volunteer Training Courses

Volunteers will be given appropriate training before being assigned. Training must be current. Any prior volunteer HAZWOPER training shall be renewed with new oil spill training sessions to satisfy a current oil spill volunteer response. This may cause delays in assignment if the volunteer has to be trained at the spill site, but it will avoid needless injuries. Volunteers must be trained to perform the tasks they are asked to do. An inexperienced and untrained volunteer will not be assigned to perform a task requiring training and/or experience.

24-Hour HAZWOPER

Volunteers are identified prior to a spill who will back up the Wildlife Rehabilitation Unit capturing oil birds and mammals. They would be in the hot or warm zone, within permissible exposure limits. The Wildlife Rehabilitation Unit has primary responsibility

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for capture and care of oiled wildlife; therefore, other volunteers will be called only when the capacity of the Wildlife Rehabilitation Unit is exhausted.

8-Hour HAZWOPER

Is required for volunteers who have had 24-hour training, but need an annual refresher to be current. The Office of Oil Spill Prevention and Response will provide refresher training for a pre-determined number of volunteers who are identified as Wildlife Rehabilitation Unit back-up.

4-Hour HAZWOPER

If the supply of 24-Hour HAZWOPER trained volunteers is exhausted, and more are needed, a 4-Hour on-scene HAZWOPER training will be given to non-24-Hour trained volunteers. Individuals trained at the 4-Hour level may use this training only once, at a single incident. If the individual finds that they may need to attend future spills, this person must secure training at the appropriate level.

4-Hour Hazard Communications (HazCom)

For volunteers who could be a back-up in a rehabilitation facility. There is no refresher. The volunteer cannot be in the warm or hot zone. The 4-Hour HazCom includes:

- Fundamentals of Toxicology
- Chemical/physical properties of petroleum products
- Physical Hazards (noise, thermal, lifting safety, slips, trips, and falls, and electrical safety)
- Biological Hazards (zoonotic diseases, soil/water borne diseases, alligators, snakes, spiders and insects of concern)
- Personal protective equipment (boots, gloves, work suits, safety glasses, and hearing protectors)
- Decontaminations of personnel and equipment
- Reporting injuries (worker compensations forms and deadlines)

2-Hour Workplace Health and Safety Training

This training will be conducted onsite for volunteers who will be working in the support zone (will not be in the warm or hot zone). The 2-Hour training includes:

- Physical Hazards (safe lifting, slips, trips, and falls; general office ergonomics, general electrical safety)
- Chemical hazards (toner, disinfectants, rubber cement, etc.)

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- Safe Driving
- Rest breaks/replacement for exhauster workers
- Reporting of injuries, worker compensations forms and deadlines

Site Safety

This training is to orient the volunteers of specific hazards at the site of the spill.

Wildlife Rehabilitation Facilities

USFWS and LDWF will contact licensed rehabilitators and participate in the identification of rehabilitation supply needs. Oil spill wildlife rehabilitation organizations will clean and rehabilitate oiled animals captured by the aforementioned entities. Wildlife rehabilitation organizations not recognized by USFWS and LDWF are not viable responders, and therefore irrelevant to volunteer activities. Rehabilitators and trained personnel working with them (those named in their permit) are the only persons permitted to collect and rehabilitate oiled wildlife.

Policy Regarding Donations

The Volunteer Unit does not accept donations.

Press Releases

The example press release contained in this plan is to be revised to accommodate each specific incident and issued through the PIO. As an incident and the status of volunteer utilization changes, the Volunteer Officer, Volunteer Coordinator, or the Volunteer Unit Leader prepares additional press releases and presents them to the UC and the PIO or JIC Manager for approval for editing and distribution to the media.

Demobilization and Debriefing

As the need for volunteers winds down, the UC will de-activate the Volunteer Unit. As activities subside at the Volunteer Unit the Volunteer Officer, Volunteer Coordinator, or the Volunteer Unit Leader will manage ongoing volunteer operations. Final duties for the Volunteer Unit staff should include coordinating debriefing opportunities for volunteers, as well as any follow-up recognition that local governments or the State/province would like to provide to citizens who volunteered their time and energy in the response.

Guidelines on Personal Protective Equipment

This list identifies the suggested minimum PPE for volunteers. A basic assumption is that the atmosphere is safe to breathe and work in; therefore, respiratory protection is not necessary. The primary hazards encountered during response activities for a coastal area are slips, trips, and falls.

- Suggested minimum PPE:

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- Impermeable jacket, pants, and gloves
- Safety boots that may be cleaned and reused (Hazmat over-boots may be used over shoes)
- Eye protection (goggles)
- Head protection (hard hat)

NOTE: Expect to dispose of gloves, overboots, and synthetic coveralls after each days use.

- Other PPE to consider depending on site, environmental conditions, extent of duties, and nature of work:
 - Chest waders
 - Day-glow vest
 - Ear plugs
 - Heavy fabric work gloves
 - Personal flotation device (life jacket)
 - Safety glasses or face shields

Volunteer ICS-204

5. Operations Personnel							
Operations Section Chief				Division/Group Supervisor			
Branch Director				Supervisor Number			
6. Resources Assigned							
ST/TF/Single Resource	Leader	# of Persons	Trans. Needed	Drop Off PT/Time	Pick Up PT/Time		
Logistics Unit							
Transportation Unit							
Food Preparation							
Medical Assistance							
*Shoreline							
Personnel Services							
Public Relations							
7. Control Operation <i>01 Safety Officer per 10 volunteers</i>							
8. Special Instructions <i>Volunteers will NEVER be in contact with potential contaminants or pollutants.</i>							
9. Division/Group Communication Summary							
Function	System	Channel	Frequency	Function	System	Channel	Frequency
Command				Support			

Volunteer Request Form

Date/Time: _____

Requesting Organization/Agency/Unit: _____

Name of Contact: _____ Phone: _____ Fax: _____

VOLUNTEER NEEDS

Total Number of Volunteers Needed: _____

Job Title/Description: _____

Duties	Experience/Skills	Training Provided?

Equipment/Special Clothing Needs: _____

Description of Training to be provided: _____

Job Location: _____

Date/Time Volunteers Needed: _____

Please Check if Available: _____ Restrooms _____ Parking

_____ Safety Equipment _____ Telephone

_____ Transportation to Work Site

Volunteer(s) should report to the following person for additional training/instruction: _____

Name: _____ Phone: _____ Fax: _____

Location: _____

For Office Use Only

Follow up date & time: _____

Follow up action: _____

Position(s) filled? _____

Volunteer Name(s): _____

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Sample Volunteer Press Release *

(City Name) –In response to the approximate ____ -gallon oil spill in/at _____, the Unified Command has activated the Volunteer Hotline #: 800-XXX-XXXX. Hotline staff will record the caller's name, telephone number, availability, and applicable skills or training. The caller will be informed if or when volunteers will be utilized for spill response and briefed on other event-specific information as needed.

Federal, State, and local governments have determined what tasks are appropriate for volunteer effort, have identified and pre-trained an existing group of volunteers statewide, and have developed a system to activate those volunteers. The system will be activated if the Unified Command at the spill decides that volunteers are needed for the response effort. At that time a volunteer operations center will be established. If additional volunteers are needed, the hotline listing will be publicized through the news media.

The public is advised to stay away from the spill site, as their presence can hamper clean-up efforts and increase danger factors. Oil is a hazardous material, and to work in or near the oil, one is required to complete 8 to 40 hours of training in Hazardous Waste Operations and Emergency Response (HAZWOPER). Additionally, for the safety of both the public and animals, only trained wildlife specialists should attempt to handle oiled wildlife.

The public can help at this by reporting any oiled animals to the Oiled Wildlife Hotline #: 800-XXX-XXXX (not the volunteer hotline #). Trained professional entities that focus on individual oiled animals and their survival after an oil spill will be notified. Modern technology, properly equipped facilities, and new rehabilitation protocols standardize care throughout the State, increasing wildlife survival rates. Wild animals' survival rates increase with a decrease of human contact.

Please call the Volunteer Hotline number for frequent updates.

* All press releases must be approved by the Unified Command/PIO before statements are released to the media/public.

Volunteer Timesheet

Volunteer Name: _____

Telephone Number: _____

[illegible]

Supervisor Signature: _____

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Volunteer Operations Center (VOC) Guidance

Establishment

In setting up the VOC, the Volunteer Officer/Coordinator/Unit Leader should consider the following:

- Arrange space to allow for foot traffic and to maximize wall space.
- Face tables and chairs so that information can be viewed easily.
- Allow enough space, pens, clipboards, etc. so that volunteers can fill out registration materials.
- Clearly identify the reception desk/area.
- Provide seating.
- Post signs directing potential volunteers to the building/room.
- In the event of a large spill response where sufficient staffing is available at the VOC and volunteer needs are extensive, set up stations for each major class of work, such as:
 - Administration/Clerical
 - Wildlife Rehabilitation Center
 - Pre-impact Beach Cleanup/Surveillance
 - Logistical
 - Technical
 - Medical
 - Public Relations
- Assign early volunteers as couriers, bringing information about volunteer needs from the ICP to the VOC.
- Set aside time and space for training and orientation.
- Set up an information bulletin board. This area may serve as an informal information and referral area.

Early volunteers should be used to supplement staffing of the VOC. Early staffing needs at the VOC include (see Volunteer Assignments for more details):

- Receptionist
- Administrative Coordinator/Officer Manager
- Driver

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- Interviewer
- Communications Specialist
- Information Management Chief
- Liaison Chief
- Medical Unit Worker
- Orientation and Training Coordinator
- Public Relations and Community Liaison
- Safety Officer Assistant
- Scheduler/Time Card Assistant
- Volunteer Supervisor
- Runner/Courier

Volunteers arriving on-scene that have not first checked in must be referred back to the VOC for assignment.

Recommended Equipment Set-up (adjust according to size and scope of operation):

- Waiting area - any couches or comfortable chairs available, locate near entrance.
- Reception Station - Near entrance, 1-2 tables, 3 chairs.
- Registration Station - 2-3 rectangular tables, 6-8 chairs.
- Volunteer Officer/Coordinator/Unit Leader's Desk - a desk or small table, 2 chairs.
- Orientation and Training Station – One rectangular table or two small tables, 3-4 chairs.

VOC Equipment and Supplies List

Many of the following items can be gathered prior to an incident and kept in a “Go-Kit” ready to deploy upon activation. It is especially helpful to have copies of all the necessary forms for registering and placing volunteers so they are organized and ready to go. “Go-kits” can also contain basic office supplies, local maps, cellular phones, and any other items useful for beginning operations.

- Guidelines on PPE
- Volunteer Timesheets
- Volunteer Waivers and Release of Liability

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- Authorization to Use Private Vehicle Forms
- Volunteer Registration Forms
- HAZCOM training course description
- Emergency Action Plan training description
- HAZWOPER training course descriptions
- Workplace Health and Safety training description
- ICS course descriptions
- Volunteer Position Descriptions
- Volunteer section of ACP
- Local maps
- Poster board and large marker pens (for signage)
- Clipboards
- Pens and pencils
- Folder and labels
- Stapler, paper, staplers, pencil sharpener, tape, scissors, post-it notes, push pins, etc.
- Spiral notebooks (to create logbooks)
- Duct tape
- Fax machine
- Phones and phone lines
- Printers
- Copier
- Computers
- Bulletin boards
- Cellular phones
- Several large tables and chairs to set up stations for medium to large-scale operation
- Volunteer Instructions

Sample Volunteer Registration Form

If this document is retained and filed by a federal agency, do NOT file by name or other personally identifiable information of the volunteer. Doing so may be a violation of the Privacy Act, 5 U.S.C. 552a.

Volunteer Registration Form

Name: _____ Date: _____

Phone (day): _____ (eve.) _____ (fax): _____

E-mail: _____

Address: _____

Age (must be over 18): _____

Present employer: _____ Occupation: _____

Availability: _____

Do you have a current Driver's License? _____

Are you affiliated with any response organization/volunteer group? If so, which?

Are you in good health and not pregnant? _____

Do you suffer from any heart or respiratory condition? _____

Are you able to lift 35 lbs? _____

Health Insurance Provider/Contact information: _____

Do you speak any language other than English? _____

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Are you certified in any of the following? Certification Type/Agency* Exp. Date

Bird Rescue/Rehab.: _____

Hazmat/HAZWOPER: _____

First Aid/CPR: _____

Coast Guard licenses: _____

ICS Training: _____

Other training/experience: _____

Oil spill experience: _____

Placement Preference:

Wildlife Rehabilitation Center _____

Pre-impact Beach Cleanup/Surveillance _____

Administrative/Clerical _____ Basic Needs/Logistics _____

Technical _____ Mechanical _____ Public Relations _____

Other: _____

Geographic area preference: _____

Emergency Contact

Name: _____

Phone (day and eve.) _____

Address: _____

Signature: _____ Date: _____

Printed Name: _____

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Joint Information Center Manual

Introduction

This guide is designed to help communicators during response to environmental emergencies that do or may occur in the Southeast Louisiana Area Committee's area of responsibility. In recognition of the National Response Plan, Emergency Support Function #15 - External Affairs Annex is included in the Resources Section. This JIC Guide is based on and draws heavily from the National Response Team (NRT) JIC Model.

National Response Plan, Emergency Support Function #15 - External Affairs Annex:
<http://www.fema.gov/pdf/emergency/nrf/nrf-esf-15.pdf>

Incident Management System

Functional Units

The SELACP requires the use of the National Incident Management System to manage environmental emergencies. The organization of incident management is built around five major functions, including:

Command

The Command sets objectives and priorities; has overall decision-making responsibility. The Information Officer and the Liaison Officer are appointed by and report directly to the Incident Commander.

Operations

The Operations function conducts tactical operations to carry out response; develop tactical objectives and directs all resources.

Planning

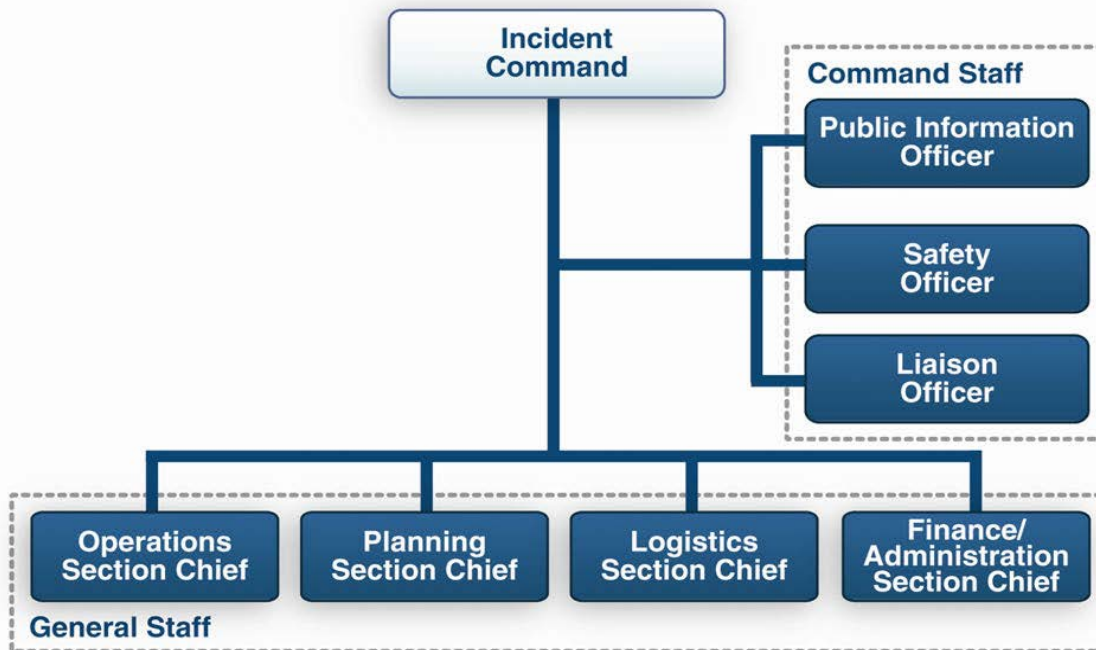
The Planning function develops plans to accomplish objectives; collects, evaluates, and provides most incident information; maintains resource status.

Finance/Administration

The Finance/Administration function monitors and analyzes costs; provides accounting, procurement, and time recording.

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Mandates

Certain federal laws require incident response to be managed or co-managed by a Federal On-Scene Coordinator (FOSC) for the U.S. Environmental Protection Agency (EPA) or the U.S. Coast Guard (USCG) and, in some cases, the U.S. Department of Defense (DOD) or the U.S. Department of Energy (DOE). In addition, some of these laws grant broad legal authorities to the Federal On-Scene Commander.

Individual state mandates also contain requirements for designation of a State On-Scene Coordinator. Federal on-scene coordination using ICS is required under these mandates or programs:

- National Oil and Hazardous Substance Pollution Contingency Plan;
- Comprehensive Environmental Response, Compensation, and Liability Act;
- Oil Pollution Act;
- Clean Water Act; and
- Occupational Safety and Health Act.

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Unified Command

When multiple organizations are involved in response, a Unified Command (UC) is established. A Joint Information Center (JIC) is activated when the UC model is used.

Joint Information System

In response to most “routine” or “minor” environmental incidents, public information activities are carried out by the lead response agency, in coordination with other organizations. In these cases, the lead Information Officer usually conducts activities from the office or another remote location, as directed by the Incident Commander (IC), via phone and e-mail with agency counterparts. Early notification and coordination includes timely review of draft news releases and other materials, and collaboration to determine other information needs.

Public Records

Most information (with the exception of information about active enforcement, investigations and security sensitive matters) collected, generated, or distributed during incident response is part of the public record and can be potentially released to the media and public if requested. All response personnel should adhere to these public trust responsibilities and ensure that copies of all documents are maintained and submitted daily to the Documentation Unit.

Initial Information Officer - Pre-JIC

When an incident occurs, there is high demand for quick information. Public perception is often shaped by impression formed in the first few hours of response.

When a state environmental or emergency management agency, the Coast Guard or the EPA first learns about a spill, the respective Public Information Officers (PIO) should quickly contact one another to share information in an effort to release a joint media statement. The goal should be to get this first release issued within 30 minutes of the initial notification and no longer than two hours after notification is received.

Until a JIC is established, communication with the media and other key audiences is carried out by a lead agency’s information office, either remotely or on-site. This Initial Information Officer carries out activities with or without assistance. The time needed to travel to the command post and have basic JIC operations in place will affect decisions about how and by whom communications are conducted. For example, issuing the initial news release within 30 to 120 minutes of notification may require that facts be provided over the phone or electronically to an agency PIO operating from the office of a remote location.

The Initial Information Officer is concerned with both communications (who to communicate with, both media and public) and logistics (how to communicate), if operating from the command post or remote locations.

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In order to build trust with the public and among agencies responding to the incident, every press release should include a “cooperative response statement.” This statement should include, by name, all the primary participating agencies responding to the spill incident.

Activities of Initial Information Officer

The following activities include tasks an Initial Information Officer should accomplish within the first 24 hours of an incident response to set up a functional JIC:

- Share latest information immediately with other lead agencies;
- Sign in and receive necessary identification or clearance if operating on-scene (although it is not mandated, consider having the federal Transportation Worker Identification Credential (TWIC) card;
- Make contact with the Incident Commander or Unified Command;
- Obtain objectives for the response;
- Establish a dedicated phone line, e-mail address and website, if possible, for inquiries from the media;
- Gather basic facts about the incident - who, what, when, where, how;
- Make contact with the Situation Unit Leader and Environmental Unit Leader for incident information;
- Draft, spell-check, and proofread news releases and information released to a website;
- Obtain, review, and approve all news releases and web information by IC/UC;
- Proofread and finish release. (If significant changes are made, the release must be re-approved by the Incident Commander or Unified Command);
- Obtain approval for fact sheets and web-based information;
- Attach or post fact sheets, photographs, video footage or other information if relevant to the incident;
- Distribute initial news release to media, affected agencies, and other audiences within 30 minutes whenever possible, but no later than two hours;
- Contact other local agency communicators for assistance/information about their community;

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- Respond to media calls and other requests for information;
- Conduct media interviews;
- Begin to develop a media plan, setting the next time and place for updates, briefings, news conference, etc. This should be closely coordinated with the Incident Commander and the Planning Section Chief;
- File copies or create a log of callers, time of calls, questions, and responses;
- Find answers to questions by media or key audiences;
- Brief the next shift of Information Officers; and
- Assess the need for community relations personnel.

Joint Information Center

A Joint Information Center (JIC) is created under the UC to effectively manage communication resources and public message when multiple organizations are involved in incident response. The need to form a JIC is determined by the IC/UC as advised by the Incident Information Officer. Ideally, a JIC should be located in or near the incident command post (ICP) and staffed by personnel from the participating organizations. If the JIC is located in the ICP it is imperative any media representatives present be given an adequate work space that is physically separated from working Command and General Staff personnel. Satellite JICs may be needed for response to major incidents involving large geographic areas.

Primary JIC Objectives

- Gather, package, and distribute accurate information and data in a timely manner;
- Inform the public, primarily through the news media and a dedicated website;
- Analyze public perception and community expectations; and
- Evaluate communications.

Overall JIC Objectives

- Gather, analyze, produce, and distribute information about the incident;
- Ensure timely release of accurate information to media and other audiences;
- Establish and maintain the official incident website;

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- Review, for approval or revisions, any public information developed in response to the incident by other agencies;
- Capture digital images in video and photos for use by response organizations and media;
- Develop, recommend, and execute public information products, plans, and strategies;
- Coordinate closely with the Liaison Officer;
- Monitor and measure media content and public perception of the incident;
- Inform the IC/UC regarding public reaction, attitudes, perceptions and needs;
- Prepare appropriate response personnel for news conferences and interviews;
- Identify and correct rumors and misinformation;
- Evaluate response communications when the JIC is deactivated; and
- Produce a log and organize all JIC materials for distribution to the Documentation Unit each day.

JIC Set-up and Logistics

A Logistics Section staff member, in consultation with local community leader(s) or state emergency management agency, may help select a location for and set up the JIC. A dedicated Information Technology Specialist may also be recruited. JIC spaces should:

- Be located in or as near the command post as possible;
- Be large enough to accommodate the anticipated number of JIC personnel and the Liaison Officer, if possible, working in a given shift;
- Have adequate numbers of tables, chairs, and AC outlets or power strips approved within fire codes;
- Accommodate a phone bank with dedicated lines and computers connected to the internet; and
- Provide quick access to printers, copier(s), fax, and e-mail.

Two things are needed immediately:

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- A phone - if landlines are initially scarce, consider using a dedicated landline to take incoming calls from media and use cell phones to call out; and
- A computer with necessary software, printer, and internet capability, electronic distribution of news releases can be handled by the JIC or by an office of a participating agency.

JIC Deactivation

The IC/UC, with advice from the PIO, determined when to deactivate the JIC. When deactivating a JIC:

- Notify community and local officials about closing and provide regional contact information;
- Notify media and agency communication managers about closing and provide regional contact information;
- Prepare comprehensive deactivation news release for lead-agency headquarters approval and distribution;
- Provided casebooks to communications managers whose organizations will assume responsibility for ongoing information;
- Complete after-action report and participate in evaluation discussions;
- Return equipment and supplies;
- Update list of equipment and supplies; and
- Inventory and replenish “go kits”.

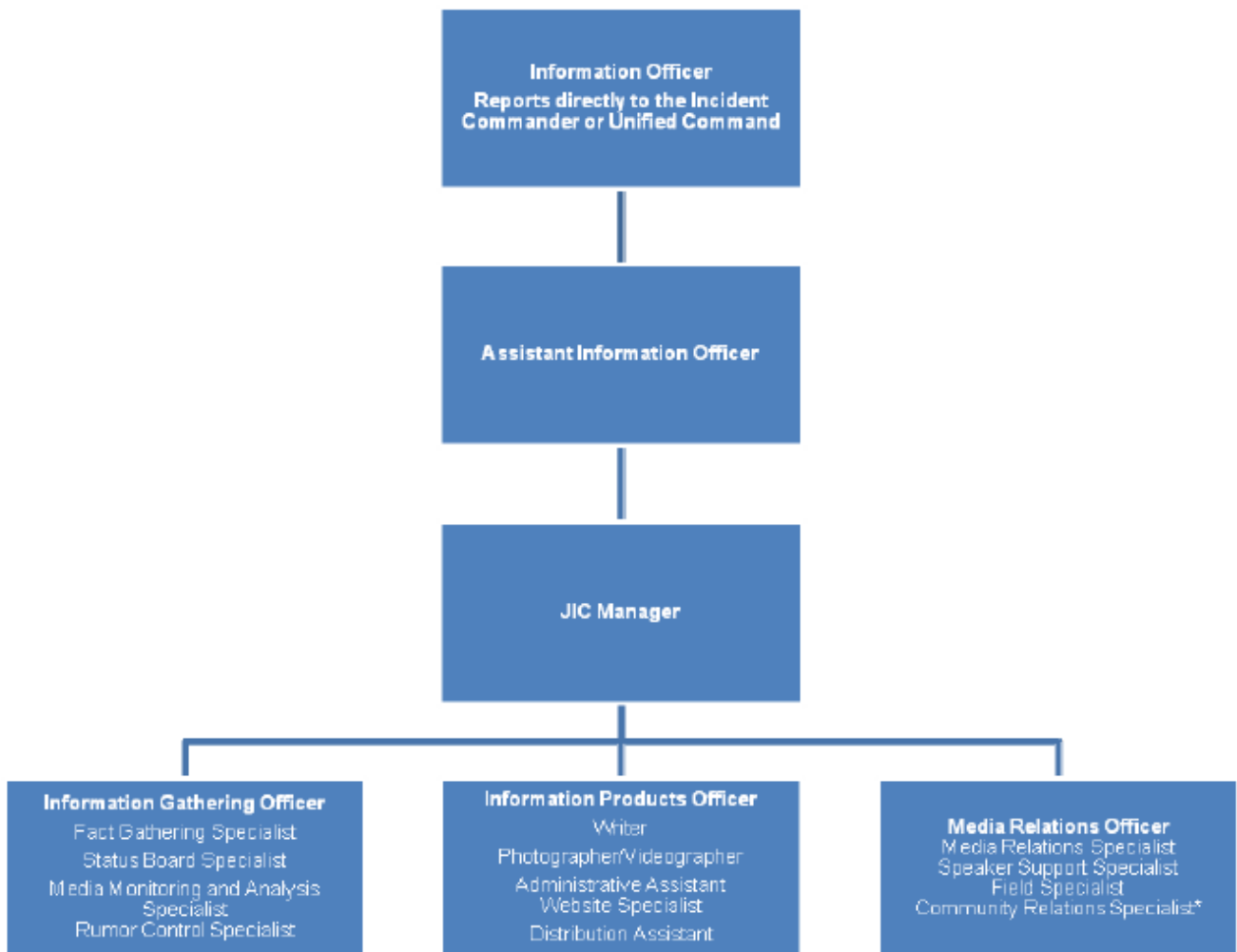
JIC Organization, Positions, and Responsibilities

JIC Organization

A JIC is flexible organization that can expand or contract, depending on the incident and number of available personnel. Staff within the JIC may be assigned to fill different roles from day to day, depending on priorities. While no two JICs are structured exactly the same, they should generally operate with key functional units filled by one or more personnel.

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* An incident may require a significant community relations effort. In these cases, a separate Community Relations Unit should be formed.

Incident Information Sources

The Situation Unit within the Planning Section generates and coordinates nearly all incident information. JIC personnel should review the job description found in the Field Operations Guide for Resource Unit Leader, Situation Unit Leader, and Environmental Unit Leader and be familiar with the information these groups can provide the JIC. A schedule must be established for information updates from these groups each day that conforms as closely as possible to the Planning Cycle established by the Planning Section Chief. Determine what visual materials or displays you will need for a press conference, work with the Situation Unit Leader to produce maps, or order display needs from the Logistics Section.

Examples of displays include:

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- Base Maps - used in the field by field observers; these depict where the oil is, from a ground perspective, and where workers are;
- Over Flight Map - used during over flights and depict where oil and equipment actually are located;
- Resource Status Map - depict where majority of response resources are operating;
- Situation Maps - depict where the oil is located; also depict various Geographical Response Strategies (GRSs) in the area, staging areas, command post, and other relevant materials;
- Natural Resources at Risk and Protection Strategy Maps - show where natural, cultural, and economic resources at risk are located and activities being done to protect them;
- Trajectory Maps - depict where the National Oceanic and Atmospheric Administration (NOAA) predict the oil will go over time;
- Road Maps - depict road closures;
- Nautical Charts; and
- Digital Photographs and/or Video.

Public Information Officer (IO)

The Southeast Louisiana Area Committee (SELAC) prefers that the responsible party not fill the PIO position. This applies to both government agency and private industry responsible parties. However, the RRT/SELAC recognizes that the UC holds the discretion to fill the position with whomever they choose. UC should consider credibility with the media and public, as well as previous experience in drills or spills, familiarity with the SELAC and policies within Emergency Support Function #15. Upon concurrence of the UC, the responsible party may fill the PIO position.

The SELAC encourages responsible parties to designate an Assistant Information Officer (see below) to participate in meetings attended by the PIO and to be present during briefings by the PIO or delegate.

The PIO is appointed by and reports to the IC/UC. The PIO should be trained in ICS, be familiar with the SELACP, and be experienced in public affairs, public speaking, crisis communication, media relations, and principles of JIC management.

The PIO will:

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- Oversee JIC operations in accordance with this JIC Manual, ensuring adequate space, equipment, and personnel are available;
- Appoint personnel to key positions based on skill level and previous training;
- Participate in Unified Command meetings and provide advice for handling issues;
- Develop public information plans, goals, and strategies for specific operational periods;
- Analyze public perception and make necessary strategic adjustments;
- Provide direction for handling controversial and sensitive issues;
- Establish daily schedules for news conferences, briefings, tours and public meetings. These should be closely coordinated with the Operational Planning Cycle. This ensures that the PIO has the latest information available;
- Prepare Unified Command for news conferences;
- Moderate news conference and assist with public meetings. It is suggested that the task of news conference moderator be assigned to someone other than the responsible party, if the responsible party is filling the PIO position;
- Conduct media briefings;
- Develop plans for media tours and assist the Liaison Officer with VIP tours and visits;
- Obtain approval from the UC to disseminate public information products;
- Seek general approval from UC to post simple, factual updates to the incident website without UC review;
- Monitor traditional, electronic and social media, correct misinformation and identify trends and issues;
- Coordinate exchange of information among other sections and participating agencies; and
- Resolve disputes among JIC personnel or organizations involved with public information.

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Assistant Public Information Officer

The Assistant PIO (from the responsible party) helps the PIO by carrying out assignments and tasks as directed by the PIO. The Assistant PIO may attend all the same meetings as the PIO. The Assistant PIO should have the same level of technical capacity and qualifications as the primary PIO, and should be prepared to assume the duties if the PIO is unable to carry them out. Unlike a deputy, the assistant does not have decision-making authority unless specifically delegated by the PIO and cannot step in for the PIO in his/her absence.

JIC Manager

When a JIC Manager is required he/she is appointed by and reports to the PIO to supervise and coordinate activities of the Information Gathering, Information Products, and Media Relations Units. The position should be filled by an experienced public information specialist with a similar level of technical capability and qualifications as the primary PIO. They must be familiar with ICS. Necessary skills include managing people and projects, writing, editing, proofreading, and community and public outreach skills.

The JIC Manager:

- Ensures JIC operations and personnel are functioning well and promptly addressing emerging needs;
- Assigns JIC positions, work, and deadlines;
- Notifies agency communications managers when the JIC has been activated;
- Reviews and revises, when necessary, public information materials developed by government agencies prior to posting to the web or distribution;
- Sets staff work hours and daily JIC operations schedule;
- Established internal communication procedures;
- Ensures approved, spell-checked news releases adhere to Associated Press style and other materials are distributed internally and externally;
- Requests Information Technology (IT) support from the Logistics Unit to install and provide expertise in computers and telephone equipment or programs; (JIC IT support typically is most needed in the first days of incident response and for ongoing periodic troubleshooting);
- Completes daily unit log;

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- Ensures all JIC costs are accounted for, including travel and other reimbursement vouchers, and provided to the Finance/Administration Section; and
- Briefs JIC personnel at the beginning of each shift.

Information Gathering Unit

Information Gathering personnel are responsible for gathering, analyzing, and displaying up-to-date information about incident response. They also monitor and respond to traditional and social media coverage and attempt to control rumors. Information Gathering positions should be assigned to people with any combination of skills in public affairs, crisis response, journalism, JIC operations and management.

Information Gathering personnel:

- Gather, manage, and analyze information from all parts of the JIC and UC;
- Post and distribute incident information to JIC personnel and to the Documentation Unit for posting in the command post;
- Respond rapidly to requests for information from Media Relations Specialists;
- Analyze and respond to media and social media reports; and
- Respond rapidly to breaking news and rumors.

Fact Gathering Specialist

Fact Gathering Specialists gather, analyze, and distribute up-to-date information about incident response to other JIC personnel. A Fact Gathering Specialist essentially fills the role of “internal reporter” and must possess good listening, note-taking, and writing skills. Fact Gatherers should be familiar with ICS, especially the Planning Section’s Situation Unit, and have a working knowledge of key concepts, terminology including Operations Sections briefings and Planning Section meetings. Fact Gathering Specialists should also request the Situation Unit Leader obtain specific types of information for the JIC.

The Fact Gathering Specialist:

- Attends Planning/Situation meetings, takes good notes, and seeks clarification when needed;
- Routinely checks for new or updated information from the Situation Unit;
- Quickly finds and provides answers to questions from JIC personnel; and

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- Located fact sheets, maps, aerial photos, and other resources to be attached to and distributed with news releases or posted on the incident Website.

Media Monitoring and Analysis Specialist

The Media Monitoring and Analysis Specialists evaluate the content and accuracy of news and social media reports and identifies and trends or developing issues. Persons in this position should provide daily or more frequent coverage synopses of prominent/sensitive issues, inaccuracies and viewpoints and recommendations for corrections to the Media Relations Officer.

The Media Monitoring and Analysis Specialist:

- Monitor blogs and social media/networking sites;
- Monitors, clips, and distributes all incident-related news from print and electronic media;
- Gathers perspectives from the media, public, affected communities and other stakeholders about the progress of the response efforts; and
- Identifies potential issues of concern, problems and rumors and reports information to the PIO, Rumor Control Specialist, and appropriate agency or staff.

Rumor Control Specialist

The Rumor Control Specialist receives, verifies, and ensures that facts are disseminated to dispel false rumors regarding the incident.

The Rumor Control Specialist:

- Monitors incoming emails, online communities (blogs, social networks), local print and broadcast media to evaluate/validate rumors;
- Receives rumor reports from others in response (e.g., Media Relations Specialist or Community Relations Specialist or those who work with the media or the public in the field);
- Identifies and reports rumors that may cause great concern or problems to the Information Gathering Officer, Information Products Officer, Media Relations Officer, and Community Relations Officer/Specialist; and
- Reports results of each rumor investigation to Unit Officers noted above.

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Information Products Unit

Information Products personnel are responsible for developing, writing, and distributing information-based materials. Information Products positions should be assigned to people with some combination of skills in public information, journalism, photography, web management, desktop publishing, ICS and JIC experience.

Writer

Writers produce news releases and nearly all other print material. At least one and often more, news releases should be produced each day. Other products include fact sheets, talking points, meeting agendas, and presentation materials. Depending on staffing levels and skills, Writers may collaborate with Media Relations Specialists (see below), who format material for posting on the official incident website and provide that material to other organizations for posting.

Writers should possess a combination of skills in writing, editing, design, and layout. The Writer:

- Develops communication and outreach products (e.g., news releases, talking points, briefings, fliers, fact sheets, public service announcements, etc);
- Takes publication-quality digital photographs for media and other users;
- Produces digital broadcast-quality video clips, radio feeds, and Public Service Announcements; and
- Develops briefing packets and handouts for news conferences, VIP tours, public meetings and other venues.

Photographer/Videographer

The Photographer/Videographer shoots high quality digital photos or video for release to the public and media. Personnel in this position should possess advance skills and experience in digital photography, digital videography, and digital editing and broadcast productions. In addition, it is possible that the Safety Officer may require HAZWOPER certification for the Photographer/Videographer to capture images from the hazard site.

The Photographer/Videographer:

- Shoots and edits photographs of high (print) quality;
- Shoots and edits video of broadcast quality;
- Catalogs and manages all photos and videos;
- Provides all photo and video to the Administrative Assistant for the casebook and the Website Specialist for the JIC Website; and

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- Obtain high quality photos or video from responders when possible.

Administrative Assistant

An Administrative Assistance provides support to the Information Products Officer and his/her staff. This position ensures all information posted on the incident website is timely, accurate, continuously updated, and approved by the Unified Command.

The Administrative Assistant:

- Provides support from media briefings and town meetings;
- Works with Logistics Section to obtain set up and run audio/visual support for briefings;
- Provides all JIC files and products to the Documentation Unit by the end of each shift;
- Establishes contacts and schedules regular times to retrieve information from all sections within the ICS structures;
- Catalogs, files and copies all JIC printed materials; and
- Produces and maintains a casebook.

Website Specialist

The Website Specialist ensures all information posted on the incident website is timely, accurate, continuously updated, and approved by the Unified Command. The position also provides material to other organizations for web posting and, if practical, monitors those websites. The position should be filled by a person with strong skills in creating and formatting web pages and working with digital images.

The Website Specialist may be located in the command post or in a response agency's office to:

- Maintain and update incident website and incident social media accounts;
- Route email inquiries to Media or Community Relations Specialists;
- Ensure appropriate approval of all items prior to posting on incident website, blog, or social media accounts;
- Maintain JIC blog is applicable;

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- Use incident website and social media accounts as forums to address questions, concerns, or misinformation found on other websites, blogs, and chat rooms; and
- Establish a link that directs users to the incident website when the command post is deactivated.

Distribution Assistant

Distribution Assistants are appointed by and report to the JIC Manager. They are responsible for e-mailing news releases, fact sheets, and other materials developed for the media and public. They may also distribute information door-to-door, when necessary. Coordination with the Liaison Officer will ensure distribution to numerous non-media audiences.

Media Relations Unit

The Media Relations Unit is largely responsible for communication with the media and the public. Personnel selected for these positions must possess experience in journalism, media relations, public affairs, public speaking, and crisis communications.

Media Relations Personnel:

- Provide support of news conferences, briefings, public meetings, tours, and other activities;
- Support development and modification of communications and outreach strategies;
- Support development of materials and logistics for VIP tours;
- Field inquiries from reporters (Stay on message. Stick with facts approved by UC);
- Serve as incident spokesperson in print and broadcast media;
- Assist in organizing and hosting news conferences, media briefings, and public meetings;
- Coordinate with the Liaison Officer;
- Analyze news coverage and community feedback to determine effectiveness of communication efforts;
- Recommend and develop strategies for providing information to news media;
- Escort reporters and other during tours;

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- Develop and implement community outreach programs;
- Identify and correct rumors or misinformation;
- Maintain records of media calls;
- Maintain contacts list of media; and
- Promote story and feature ideas to target media.

Media Relations Specialist

Media Specialists rely on Fact Gathering Specialists to provide and update information. Media Relation Specialists should have experience interacting with the media. Media Relations Specialists:

- Serve as incident spokespeople;
- Staff the media phone-bank and respond quickly to information requests, using talking points, news releases, and fact sheets as resources;
- Conduct print and broadcast media interviews;
- Prepare speakers prior to interviews; and
- Provide other Media Relations and JIC support as assigned.

Speaker Support Specialist

Speaker Support Specialists coordinate meetings, interviews and other engagements. Speaker Support Specialists:

- Identify, schedule, and prepare response personnel and subject matter experts for news briefings and interviews;
- Advise the PIO and JIC Manager on times for news briefings; and
- Work with the Administrative Assistant regarding the set-up and audiovisual needs for news briefings and media interviews.

Field Specialist

Field Specialists provide support to the media and various JIC personnel in the field. Field Specialists:

- Coordinate with the Safety Officer to make sure that it is safe to escort people to the incident scene;

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- Ensure that media are properly prepared with information and equipment prior to field visits; and
- Accompany media to incident scene and other field locations.

Community Relations Specialist

Community Relations Specialists are appointed by and report to the JIC Manager. However, they may work jointly with, or directly for the Liaison Officer, depending on incident-specific needs. The Community Relations Specialist should possess skills in public involvement, community outreach, public speaking, listening, and strategy development.

The Community Relations Specialists disseminates site-specific information developed by the Information Gathering Unit to the local community by methods other than mass media. Dissemination methods include:

- Community and public meetings;
- Community bulletin boards;
- Community websites;
- Community web calendar(s);
- Walk-in or walk-up information centers;
- Central community phone hotline (part of JIC; use “dispatchers” to take all initial calls from both media and public; information about wildlife or where spilled oil is located must be reported to the Operations Section);
- Recorded message information;
- Door-to-door canvassing;
- Use of volunteers to disseminate community information;
- Contacts with schools and churches and community centers; and
- Contacts with non-profit and service organizations, including neighborhood groups.

A Community Relations Specialist:

- Assists the Liaison Officer with arranging tour logistics for elected officials;

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- Assesses public perception, summarizes public concerns, or analyzes content when requested by the PIO or JIC Manager;
- Elevates important community concerns or site-specific knowledge through the proper chain of command;
- Interprets (oral) or translates (written) incident information for non-English speaking communities;
- Provides background and context to the PIO and JIC Manager about affected communities including information about local economics and cultural concerns, past impacts from spills or other disasters/emergencies, organizations that can provide community and individual support, and opinion leaders;
- Maintains records of public calls;
- Recommends and coordinates community outreach efforts or programs; and
- Determines need for and format of public meetings and other public gatherings.

JIC Protocols and Procedures

A JIC is responsible for media relations and public information during incident response. The following protocols and procedures guide JIC activities.

Unified Command Approves News Releases

The UC must approve all news releases prior to distribution. The UC should review draft releases for factual accuracy while avoiding copy-editing.

The PIO is responsible for ensuring the Unified Command review and approval occurs quickly. If approval is delayed because of a disagreement about factual statements, the PIO should employ two tactics:

- Re-word statement to satisfy Unified Command; or
- Delete disputed statement(s) and try to resolve any issue before the next news cycle.

Unified Command Approval of Web Content, Publications, and other Materials

Besides press releases, the UC must also approve other public information developed by individual agencies responding to an incident. Review and approval must occur prior to publication, web posting, or distribution. The PIO or delegate will help facilitate this process. Whenever possible, review is completed as soon as practical, but no more than within two hours. In some instances, such as posting simple factual updates from

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the Situation Unit (ICS-209-OS), the PIO may negotiate with the UC whether these products need their prior review.

Coordination of Public Information among Other Agencies

Coordination of public information by other agencies is required when the PIO or JIC Manager notifies agency communication managers that a JIC has been activated. Coordination also occurs when public information specialists operate from their agency officers to form a “virtual JIC.” Especially in the case of a virtual JIC, the PIO should ensure that news releases list points of contact from all organizations participating in the JIC. The coordination loops help avoid surprises and aids the UC to speak with a consistent voice. The Information Officer, on behalf of the UC, may be called upon to resolve disagreements that may arise.

Coordination with the Liaison Officer

Coordination with the Liaison Officer (LOFR) is an important responsibility of JIC personnel. A LOFR is appointed by and reports to the UC. The LOFR is the point of contact for federal, state, and local agency representatives and elected officials with a vested interest in the response. The LOFR coordinates all calls from public and private entities offering assistance or requesting information. The PIO is responsible for ensuring that the Liaison Officer’s messages are consistent with those from the JIC.

Communications Plan

Communication plans for the JIC provide the context and tactics for achieving communication objectives. These plans should not be confused with the communications plan developed by the Communications Unit of the Logistics Section for the operational and tactical response. Plans are developed by the PIO for a specific operational period to help the JIC “get ahead of a story” or anticipate issues, pitfalls, problems, and opportunities. Personnel from various parts of the IC/UC may be responsible for certain plan deliverables. Any response personnel affected by a communication plan should be included as early as possible.

Incident Website and Social Media Accounts

The incident website may include news releases, fact sheets, photographs, video clips, maps, and other approved documents. The Website Specialist works closely with the JIC Manager to ensure all information posted is accurate, updated, and approved.

As early as possible after the initial response, the PIO is advised to secure general consent from the UC to post simple factual updates on the website and via established social media accounts without further UC involvement/approval. Such approval is meant to help the JIC be the first and best source of information. This will also help the Information Products and Media Relations Units manage rumors and supply time-sensitive and vetted information from a single release point.

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Documents to the Documentation Unit

All documents generated by the JIC must be provided to the Planning Section's Documentation Unit at the end of each shift. These materials include:

- News releases;
- Fact sheets;
- Other material developed for the media or public;
- Talking points;
- Media query forms;
- Rumor forms;
- Phone messages;
- Copies of electronic messages, such as emails and social media entries; and
- Communications plans.

While electronic files may be kept, a hard copy is vital for overall documentation of incident response from all sections of UC. The Administrative Assistant is responsible for collecting all documentation at the end of a shift and providing it to the Documentation Unit.

News Releases

A news release is a written document distributed to media via e-mail within 30 minutes of response activation and thereafter as needed. The JIC should strive to meet news cycles (10:30 to 11 a.m. and 3:30 to 4 p.m.) and provide up-to-date information as much as possible throughout each operational period. The process can be streamlined by following these guidelines:

- Limiting length to 250-300 words (about one printed page);
- Using 12-point Times Roman or 11-point Arial fonts (universal for all computers);
- Use sound judgement when considering quote use. Deciding who is quoted and what they say can take considerable time, but quotes can be important statements of empathy. Early narrative news releases represent the best place opportunities for quotes – ongoing releases are largely quantitative in content and do not need quotes;

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- Avoiding logos or other layout flourishes that can keep press releases from getting past newsroom spam blocking programs and complicated electronic transmittal;
- Summarizing quantitative information; and
- Using an asterisk to indicate new information when updating frequently.

Procedures for News Releases

1. Write, edit, spell-check, and proofread draft release;
2. Get review, approval from UC or Incident Commander. (If significant changes are made, the news release must be re-approved);
3. Proofread and finish approved release;
4. The news release should have “Joint Information Center” in the heading even though it may be distributed by a state agency, Coast Guard, EPA, etc;
5. Post on JIC tracking board. Distribute to Unified Command and the Planning Section Distribution Unit to ensure distribution within the command post; and
6. Use news releases as key information sources when responding to calls and conducting JIC briefings/tours.

The news release process should roughly follow this process:

- **Fact Gathering Specialist:** Attends briefings or meeting, and obtains news information from Situation Unit; provides information to the Writer(s).
- **Writer:** Writes news releases, spell-checks, and proofreads; provides draft to the PIO for approval by UC.
- **PIO:** Obtains approval from UC and returns to Writer.
- **Writer:** Incorporates changes and finishes the release. If changes are substantive, PIO resubmits to UC for approval.
- **Website Specialist:** Formats and posts on incident website.
- **Distribution Assistant:** Distributes to Media Relations Specialist externally via e-mail and internally to designated locations.

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News Release Distribution

Timely distribution is crucial. Electronic distribution can be handled by either the JIC or a response agency's office; whichever is most expedient and up-to-date. News releases and updates should be distributed to:

- News media;
- Governor's Officer;
- JIC Staff and other interested personnel in the response organization;
- Response organizations' headquarters and/or regional offices;
- State and congressional elected officials from that area;
- Tribal officials;
- Local officials and local emergency management departments;
- Special publications; and
- Environmental and other advocacy organizations.

The Community Relations Specialist and Liaison Officer are responsible for non-media distribution and they jointly maintain those distribution lists.

Handling Media Calls

The JICs primary activity is handling media phone calls and electronic queries. News releases provide the basic reference for Media Relations Specialists who field calls from reporters or conduct on-camera interviews. It is essential adequate personnel be assigned to the media phone bank. Media Relations Specialists should use Media Query forms to track all media calls, questions, and answers. As much as possible, incoming calls from reporters should not be transferred to voice mail.

News Conferences

News conferences should be held when there is new, important information. A news conference is generally held within the first 12-24 hours of a response and thereafter daily (or as needed) for major incidents. The Incident Commander or Unified Command personnel are the primary speakers at news conferences; however, technical specialists from other sections may also be needed. Personnel from nearly all positions in the JIC will play some part in preparation.

News conferences should not be held inside the ICP due to privacy concerns and potential distractions to respond personnel. Establish a consistent area to conduct

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media news conference/interviews that will not impact response personnel. To hold a news conference:

- Select the appropriate time. Typically about two hours before news deadlines (10 a.m. or 3 p.m.), or as soon as possible after a major development;
- Whenever possible, select and schedule a location that is easily accessible, has power, adequate parking, minimal background noise, and a good backdrop;
- Set up space (audio-visual, chairs, public address system, etc.);
- Notify media about time, location for the news conference, including a map or driving directions;
- Produce briefing packets with news releases, fact sheets, FAQs, maps, etc;
- Identify speakers' order of presentation;
- Schedule and conduct speaker preparation in advance of the news conference. Speaker preparation is essential. Time spent will depend on incident circumstances. Each speaker should have one to three main messages that contribute to a good overall picture;
- Develop or rehearse Q&A for each speaker. Not for distribution but to prepare each member of the Unified Command to anticipate answers to questions that may be asked;
- Appoint a news conference moderator, typically the PIO who will:
 - Greet the assembly;
 - Explain the purpose of the news conference;
 - Set the agenda;
 - Introduce the speakers;
 - Discuss format;
 - Call on reporters;
 - Provide sources for additional information;
 - Control the amount of time spent on any given subject; and

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- End the news conference on time.
- Sign in attendees;
- Call on local reporters first or early in the Q&A;
- Assign a JIC staff person to record the event with a digital recorder or camera;
- Assign a JIC staff person to take written notes of each question asks (and by whom), and answers given; and
- Assist reporters with any additional need immediately following the news conference.

Moderators

Moderators set the tone and facilitate news conferences and public meetings. Have a predetermined message for each news conference. Provide correct spelling and titles for any speaker or place names with peculiar spellings. State the speakers' organizations and positions in the Unified Command.

- Do not let any one speaker or reporter dominate the news conference. Limit each speaker to about three minutes. Stick to that time.
- Remain available after the news conference.

Media Briefings

Media briefings are less formal than a news conference and generally done by the PIO or designee. A media briefing quickly provides certain types of information such as where cleanup crews will be working or where photographers and camera crews can get photos and video footage. They are a good way to give reporters the day's general schedule and time of the next news conference, public meeting, etc. Ensure to send an advisory to reporters or make calls at least an hour in advance of JIC media briefings. All meetings and briefings should be scheduled on the daily meeting schedule, ICS Form 230, so that no conflicts occur.

Tours for Media and VIPs

Tours for media and VIPs should be planned for early in major incidents. Several JIC personnel will be involved in logistics, preparation, and escort. Coordination occurs with the Liaison Officer, Safety Officer, and Logistics Section to address protocol, safety requirements, transportation, and escort concerns. The Unified Command should be informed and may wish to accompany certain VIPs. To coordinate a tour:

- Work with the Operations Section to choose a few good vantage points for viewing incident effects and response work;

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- Work with the Operations Section to make sure affected field personnel are alerted to tour schedules and that someone is designated to answer questions about their work;
- Work with the Logistics Section to arrange for group transportation;
- Obtain necessary safety gear and safety briefing for group members;
- Prepare information packets and talking points for tour guides, using only information approved by the Unified Command;
- Choose a technical responder, such as someone working in the Planning Section Environmental Unit, to accompany the tour and answer technical questions; and
- Drive and time the tour in advance.

Media Pools

Media pools (for tours) may be necessary if access is restricted and should be used only as a last resort. Reporters do not like them, but will accept the decision if they understand the necessity. The IO will determine the need for media pools. It is key that journalists selected for media pools understand they are expected to supply copy, video, audio, or still photographs to all reporters requesting the material. Make sure local reporters are included in pools whenever possible. Follow the steps above for media tour preparation. A media pool should consist of:

- One TV video crew (camera operator, sound technician, and reporter);
- One still photographer from wire service, newspaper, or magazine;
- One print reporter from wire service, newspaper, or magazine; and
- One radio reporter.

Editorial Board Meetings

An editorial board meeting might be requested if an ICP operated longer than 10 days, or when there is strong and substantial public interest. Editors are a conduit to community opinion leaders. A JIC representative requests a meeting with a newspaper's managing editor and opinion page editor. Two or three UC representatives should attend. Reporters may or may not be present.

Editorial board meetings do not typically result in a story, but may result in an opinion piece or serve as background for future stories. Editorial board participants should receive as much speaker preparation as they would before a news conference. Editorial board meetings are nearly always held at the newspapers primary office. To prepare for an editorial board meeting:

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- Review articles about the incident and editorials from previous days and weeks to have a sense about what editors are thinking and reporters are writing;
- Develop two to three key messages for each speaker;
- Conduct a dry run of speakers and prepare with Q&A;
- Develop information packets that include names and contact numbers;
- Provide corrections if the paper has published serious factual errors its reporters and/or editors have refused to correct. Do not belabor minor points; and
- Expect the meeting to last 30-45 minutes.

Community Relations Protocols and Procedures

Public Meetings

Public meetings are necessary under a variety of circumstances. Many JIC personnel play a role in organizing and hosting public meetings. The JIC Manager works with the Community Relations Specialist and Liaison Officer as well as other JIC staff to determine the need and format of meetings. Options include open house events with multiple information displays, or more traditional venues featuring speakers with audience questions. The Liaison Officer coordinated with local elected officials who may or may not wish to participate. A representative of the responsible party, if known, should consider using a public meeting as an opportunity to express regret about the incident.

Based on the IO's recommendations, the UC will make decisions on whether to hold public meetings and/or mobilize a Community Relations Specialist or Unit. IO recommendations should be based on one or more factors including:

- Injuries or deaths as a result of the incident;
- Potential health risks;
- Degree of community outrage, fear, grief;
- Damage to the natural environment or potential harm to wildlife;
- Proximity of incident, command center, or staging area to neighborhoods, schools, and other key community resources;
- Lack of local news and information sources or disproportionate media attention;

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- Need for road detours and other emergency measures;
- Damage to or restriction from community resources like parks or public buildings;
- Damage to cultural resources;
- Response efforts continuing for several days or more;
- Widespread rumors and other unconfirmed or inaccurate information; and
- A community's or RPs past history with a disaster or emergency response.

To prepare for a public meeting:

Select the time and location that is easily accessible and Americans with Disabilities Act (ADA) compliant, with appropriate parking, power, and minimal background noise. It is always best to conduct a meeting at the end of the work day to ensure adequate time for community members to arrive after getting off work;

Determine meeting format (open house, audio/visual presentation, panel discussion, web conference);

Ensure adequate set-up (tables, chairs, easels, displays, sound system, etc);

Identify speakers with technical expertise (health, wildlife, fish/shell fish, tribal interests, economic impacts, etc);

- Schedule and conduct speaker preparation;
- Arrange for language interpreters, if needed;
- Develop talking points and internal Q&A for speakers;
- Develop and package handouts and presentation materials;
- Appoint a meeting moderator;
- Staff a sign-in table and information posts; and
- Handle inquiries from media and public.

Community Bulletin Boards

Community bulletin boards can be places at frequently-visited locations in communities such as grocery stores, libraries, schools, churches, Chamber of Commerce office, fire

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stations, ferry terminal, bus stops, park-and-rides, tourist information center, public boat launches/marinas, coffee shops, community centers, and fishing licensing outlets.

These bulletin boards convey information that is especially pertinent to local residents or recreationists, including road closures, transportation detours, boating restrictions, health considerations, reporting oiled birds or wildlife, etc. Posted materials can include maps, fact sheets, news releases, and contact information. Bulletin boards must be updated frequently. Postings must be removed when information is outdated or no longer relevant.

Community Websites

Community websites and web calendars can also serve as credible communication tools for the same type of information posted on community bulletin boards. Some public access channels can also provide simultaneous webcasting and/or cable broadcasting of meetings.

Information Centers

Walk-in or walk-up information centers should be considered when there is a high demand for public information due to circumstances such as evacuations, human health risks, property damage, and environmental damage.

Telephone Hotlines

Telephone hotlines or recorded message lines can be a useful tool to provide residents with a phone call number dedicated for community calls. This helps ensure citizen calls are not pre-empted by other priorities and keeps the main JIC line reserved for media. Recorded messages may be appropriate to inform residents about rapidly-changing conditions such as road closures, potentially harmful exposure to pollution, and progress about incident response. Recorded messages should be updated frequently. If a hotline is established, the Community Relations Unit needs to be adequately staffed to handle the volume of calls.

Door-to-Door Canvassing

Door-to-door canvassing can be used when it is important to warn, instruct, or reassure residents. This method can help inform residents about what they are hearing, seeing, or smelling, and can correct rumors or misperceptions. If an evacuation is recommended and/or required, notification is generally the responsibilities of the local sheriff's office and should not be initiated by the JIC.

Elevating Information

Elevating information that may have value to the UC/IC is a rare, but important, function of the Community Relations Specialists/Unit. For example, if a local citizen or group raises an issue or has knowledge that may aid or hamper the response, that information should be elevated through the proper chain-of-command.

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Interpretation and Translation

Interpreting or translating incident information into other languages may be needed in communities with a large non-English speaking population.

Some agencies maintain a list of employees with language skills who might be recruited for incident response. Some communities have readily-available resources for overcoming language barriers.

Other resources that may have language services include community groups, community centers, and local churches. While community members may have credibility and trust within the community, they may lack the translation skills for technical information. It is good to keep in mind that many languages have different dialects which can hamper interpretation.

Using Volunteers

Using credible community volunteers to disseminate information door-to-door or staff an information center can be useful in building trust. Volunteers also can be a critical resource when many residents need to be individually contacted in a short amount of time. The UC must approve using volunteers. They must be properly trained to understand the scope and limitations of their role. For more information regarding the use of Volunteers, please refer to the SELACP Appendix L, Volunteer Policy.

School Districts

Local school districts should be notified immediately. In addition to providing necessary safety precautions for students, schools have excellent systems for providing information to families. Schools are also good places for public meetings and other response assistance.

Local Churches, Non-Profit, and Service Organizations

To provide the UC with the best possible communications guidance, a JIC must have accurate, ongoing analyses of public perception and media content. Given the quick pace of an incident response, this analysis may not be formal. The Community Relations Specialist and Media Monitoring and Analysis Specialist will play a big role in determining public perception and working with JIC personnel to:

- Monitor primary newspaper, radio, television, and websites;
- Attend town meetings;
- Conduct phone or door-to-door surveys;
- Coordinate and facilitate focus groups, depending on the magnitude of the incident;
- Track calls and requests from reporters and the public;

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- Identify potential problems or rumors, and report them immediately to the IP and appropriate agency or office; and
- Identify significant minority communities and determine the most effective ways to communicate with them.

Content Analysis

Content analysis is the review of both media reports and community comments to help determine the effectiveness of JIC communication efforts. Areas for evaluation include visual images, information sources, factual statements, and key messages. In conducting an evaluation, consider:

- Overall themes or key messages in media reports and quotes by local citizens;
- Statements about confusion, fear, or anger;
- Visual images used by media or described by citizens, including metaphors, analogies, or stories;
- Information sources quoted by media reports or community members; and
- Accuracy of “factual” statements.

Media Content Analysis

Media content analysis includes:

- Length of a news report, either as broadcast minutes, newspaper column-inches, and number and time of media blog entries;
- Placement of news articles: lead stories, front page, or placed elsewhere;
- Sources quoted in news reports;
- Accuracy of “factual” statements;
- Key messages stated by sources, quoted in the report, or implied as the overall theme of the report or interview;
- Visuals such as pictures, word analogies, or anecdotal stories that help explain environmental, health, or safety issues; and
- Negative words or phrases that might influence public perception or understanding of the issue.

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Community Feedback

Community feedback helps a JIC shape, modify, and target communication products and strategies, especially when there is a high degree of public outrage. Community feedback tools include questionnaires at public meetings or posted on website/blog sites, surveys conducted door-to-door or by phone, and focus groups. Use of these methods are dependent on the magnitude of the incident.

Telephone Surveys

Telephone surveys can be conducted randomly or targets to elected officials, organizations, directors, church pastors, school principles or counselors, neighborhood association officers, police or fire department personnel, and others in the affected community.

Focus Groups

Focus groups involve a moderator who interviews and facilitates a discussion among multiple people at the same time. Focus groups yield a great deal of qualitative information. The moderator should be skilled in interview techniques and facilitation, with good listening abilities.

Sometimes, specific concerns point to the need to target a distinct group, such as Indian Tribes, or workers or residents directly affected by the incident. In other cases, a broad assessment is desired, with people representing different organizations, points of view, ethnic backgrounds, neighborhoods, incomes, professions, or other variables. The goal is to get as complete a picture as possible of the different perceptions regarding incident response.

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Daily Briefing Checklist (for IO or designee)

Date/Time:

Name of Lead IO:

Name of JIC Manager:

Date/Time of press conference:

Inquiries:

Name of Field escorts:

Media analysis:

Speaker prep:

Editorial board prep:

Community outreach:

Inquiries:

Public meetings:

Community feedback:

Volunteer inquiries/organizations:

Protocol:

Tour support:

Escorting:

News releases:

Fact Sheets:

Photo/video:

Audio/visual support:

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JIC Supplies Checklist

Necessities

- ☐ Cell phones:
 - ☐ Information Officer
 - ☐ Assistant Information Officer
 - ☐ Joint Information Center Manager
 - ☐ Internal Affairs Manager
 - ☐ External Affairs Manager
 - ☐ Community Relations Manager
- ☐ Computers, at least 3 needed with external drive and software
- ☐ Computer memory stick (at least 8 GB memory each; virus scanned)
- ☐ Computer software (Windows, Word, Adobe Acrobat Reader, Internet Explorer, Outlook)
- ☐ Computer Wi-Fi card
- ☐ Internet connectivity
- ☐ Landlines (DSL and/or normal cords)
- ☐ Phone/e-mail lists with internal state/federal contacts
- ☐ Phone/e-mail lists with external state/federal contacts
- ☐ Phone/e-mail lists with JIC participants and ICS contacts
- ☐ Media phone/e-mail list
- ☐ Printer

Supplies:

- ☐ Batteries, replacement for all equipment (AAA, AA, 9-volt, C, D, camera, lithium, etc.)
- ☐ Binder clips, various sizes
- ☐ Binders (3-ring) with dividers, several
- ☐ Clipboards
- ☐ Copier
- ☐ Digital Cameras (still and video)

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- ☐ Digital recorders
- ☐ Dry erase markers and eraser
- ☐ Easels
- ☐ Extension cords with 3 prongs - (4) 20' cords
- ☐ File folders
- ☐ Flip charts, 4 pads
- ☐ 3-hole punch
- ☐ Name tags
- ☐ Power surge protectors
- ☐ Printer cartridges - at least 4
- ☐ Printer paper - 6 reams (4 white, 2 colored)
- ☐ Push pins
- ☐ Radio, AM/FM
- ☐ Staplers (with extra staples)
- ☐ Scissors
- ☐ Tablets (writing)
- ☐ Tape (clear, masking, blue, duct)
- ☐ TV and DVD player/recorder
- ☐ White sheet (if A/V screen is unavailable)
- ☐ Whiteboard

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New Orleans Area Media Contacts by Media Market

Media	Address	City	State	Zip	COTP ZONE	Day Phone	Night Phone	FAX
Rayne Independent	P.O. Box 428	Rayne	LA	70648	MC	318-334-2128		318-334-2120
Kinder Courier	P.O. Drawer AK	Kinder	LA	70648	PA	318-738-5642		318-738-5777
Donaldsonville Chief	402 Railroad Avenue	Donaldsonville	LA	70346	NO	504-473-3101		504-473-4060
Assumption Pioneer	P.O. Drawer 428	Napoleonville	LA	70390	MC	504-369-7153	504-369-7153	504-369-7153
Cajun Gazette	3929 Highway 70	Pierre Part	LA	70339	MC	504-252-6835	504-252-6835	504-252-7100
Bunkie Record	P.O. Box 179	Bunkie	LA	71322	NO	318-346-7642		
Weekly News	P.O. Box 523	Marksville	LA	71351	NO	318-253-9247		318-253-7223
Beauregard Daily News	P.O. Box 1999	Sulpher	LA	70663	PA	318-463-6204		318-463-5347
Bienville Democrat-Ring	P.O. Box 29	Arcadia	LA	71001	NO	318-263-2922		318-263-8897
Bossier Press-Tribune	P.O. Box 6267	Bossier City	LA	71111	NO	318-747-7900		318-747-5298
Caddo Citizen	P.O. Box 312	Vivian	LA	71082	NO	318-375-3294	318-375-3294	318-375-4578

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KSLA-TV- Ch.12 CBS-	P.O. Box 41812	Shreveport	LA	71134	NO	318-222-1212	318-677-6705
KTAL-TV- Ch.6 NBC-	P.O. Box 7428	Shreveport	LA	71134	NO	318-425-2422	318-425-2488
KTBS-TV- Ch.3 ABC-	P.O. Box 44227	Shreveport	LA	71134	NO	318-868-3644	318-862-9431
KLPC-TV- Ch.7 NBC-	P.O. Box 1488	Lake Charles	LA	70602	PA	318-439-9071	318-437-7600
KVHP-TV- Ch.29	129 W. Prien Lake Rd.	Lake Charles	LA	70601	PA	318-474-1316	318-474-9028
Lake Charles American	P.O. Box 2893	Lake Charles	LA	70602	PA	318-433-3000	318-494-4081 318-494-4008
S.W. Daily News	P.O. Box 1999	Sulphur	LA	70664	PA	318-527-7075	318-528-3044
W.L. Moss Bluff News	P.O. Box 127	Westlake	LA	70669	PA	318-436-0583	318-528-3044
Caldwell Watchman- Progress	P.O. Box 68	Columbia	LA	71418	NO	318-649-6411	318-649-9368
Cameron Par. Pilot	P.O. Box J	Cameron	LA	70631	PA	318-786-8131	800-256-7323
Cameron Parish Pilot	P.O. Box 995	DeQuincy	LA	70633	PA	318-786-8131	318-786-8131
Catahoula News Booster	P.O. Box 188	Jonesville	LA	71343	NO	318-757-3646	318-757-3001

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Guardian Journal	P.O. Box 119	Homer	LA	71040	NO	318-927-3541	318-927-3541	318-927-3542
Concordia Sentinel	P.O. Box 312	Ferriday	LA	71334	NO	318-757-3646		318-757-3001
The Enterprise	P.O. Box 840	Mansfield	LA	71052	PA	318-872-4120		318-872-6038
The Advocate	P.O. Box 588	Baton Rouge	LA	70821	NO	504-388-0128	504-383-1111	504-388-0164
Business Report	P.O. Box 1949	Baton Rouge	LA	70821	NO	504-928-1700		504-923-3448
Morning Advocate	P.O. Box 588	Baton Rouge	LA	70821	NO	504-388-1111		504-388-0371
WAFB-TV-Ch.9 CBS-	P.O. Box 2671	Baton Rouge	LA	70821	NO	504-383-9999	504-379-7876	504-379-7891
WBRZ-TV-Ch.2 ABC-	P.O. Box 2906	Baton Rouge	LA	70821	NO	504-336-2338	504-336-2338	504-336-2246
WGMB-TV-Ch.44 FOX-	5800 Florida Boulevard	Baton Rouge	LA	70806	NO	504-926-4444		504-926-9462
WLPB-TV-Ch.27 PBS-	7860 Anselmo Lane	Baton Rouge	LA	70810	NO	504-767-5660		504-767-4299

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WVLA-TV- Ch.33 NBC-	P.O. Box 14685	Baton Rouge	LA	70898	NO	504-766-3233	504-766-4112
Banner Democrat	313 Lake St.	Lake Providence	LA	71254	NO	318-559-2750	318-559-2750
Watchman	P.O. Box 368	Clinton	LA	70722	NO	504-683-5195	
Ville Platte Gazette	P.O. Box 220	Ville Platte	LA	70586	NO	318-363-3939	318-363-2841
The Franklin Sun	P.O. Box 550	Winnsboro	LA	71295	NO	318-435-4521	318-435-9220
The Chronicle	505 2nd St.	Colfax	LA	71417	NO	318-627-3737	318-627-3019
The Daily Iberian	P.O. Box 9290	New Iberia	LA	70562	MC	318-365-6773	318-367-9640
Post/South	P.O. Box 589	Plaquemine	LA	70764	NO	504-687-3288	504-687-1814
The Jackson Independent	P.O. Box 520	Jonesboro	LA	71251	NO	318-259-2551	318-259-1148
Jennings Daily News	P.O. Box 910	Jennings	LA	70546	PA	318-824-3011	318-824-3019
St. Bernard News	3010 Lausat Street	Metairie	LA	70001	NO	504-832-1481	504-837-5923
The Times Picayune	3800 Howard Avenue	New Orleans	LA	70140	NO	504-826-3279	504-826-3007

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Daily Advertiser	P.O. Box 3268	Lafayette	LA	70502	MC	318-235-8511	318-237-8940
KADN-TV-Ch.14 FOX-	1500 Eraste Landry Rd	Lafayette	LA	70506	MC	318-237-1500	318-237-2237
KATC-TV-Ch.3 ABC-	P.O. Box 93133	Lafayette	LA	70509	MC	318-235-3333	318-234-3580
KLFY-TV-Ch.10 CBS-	P.O. Box 90665	Lafayette	LA	70509	MC	318-981-4823	318-984-8323
The Times of Acadiana	P.O. Drawer 3528	Lafayette	LA	70502	MC	318-237-3560	318-233-7484
Lafourche Gazette	P.O. Drawer 1450	Larose	LA	70373	MC	504-693-7229	504-693-8282
The Daily Comet	P.O. Box 5328	Thibodaux	LA	70301	MC	504-447-4055	504-448-7606
Jena Times	P.O. Box 1384	Jena	LA	71342	NO	318-992-4121	318-992-2287
The Ruston Daily Leader	P.O. Box 520	Ruston	LA	71273	NO	318-255-4353	318-255-4006
Denham Springs News	P.O. Box 1529	Denham Springs	LA	70727	NO	504-665-5176	504-665-5176 504-667-0167
Livingston Leader	P.O. Box 300	Livingston	LA	70754	NO	504-665-5176	504-667-0167
Madison Journal	300 S. Chesnutt Street	Tallulah	LA	71282	NO	318-574-1404	318-574-4219
Bastrop Daily Enterprise	P.O. Box 311	Bastrop	LA	71221	NO	318-281-2691	318-283-1699
Natchitoches Times	P.O. Box 448	Natchitoches	LA	71458	NO	318-352-3618	318-352-7842

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City Business	111 Vet. Blvd, Ste. 1810	Metairie	LA	70005	NO	504-834-9292	504-837-2258
Gambit	4141 Bienville Street	New Orleans	LA	70119	NO	504-486-5900	504-488-7263
Louisiana Weekly	P.O. Box 53008	New Orleans	LA	70153	NO	504-524-5563	504-527-5826
N.O. Tribune	2335 Esplanade Ave.	New Orleans	LA	70119	NO	504-945-0772	504-949-4129
St. Bernard	P.O. Box 88	Arabi	LA	70032	NO	504-279-7488	504-277-2231
The Times Picayune	3800 Howard Avenue	New Orleans	LA	70140	NO	504-826-3300	504-826-3800
The Times Picayune Pub. Corp.	3800 Howard Avenue	New Orleans	LA	70140	NO	504-826-3279	504-826-3007
WDSU-TV-Ch.6 NBC-	520 Royal Street	New Orleans	LA	70130	NO	504-527-0606	504-527-0145
WGNO-TV-Ch.26 IND.-	2 Canal St., Ste. 2800	New Orleans	LA	70130	NO	504-581-2600	504-522-1885
WVUE-TV-Ch.8 ABC-	1025 S. Jefferson Davis	New Orleans	LA	70125	NO	504-486-6161	504-483-1212
WWL-TV-Ch.4 CBS-	1024 N. Rampart Street	New Orleans	LA	70116	NO	504-529-4444	504-592-1949
WYES-TV-Ch.12 PBS-	916 Navarre	New Orleans	LA	70124	NO	504-486-5511	504-483-8408
KNOE-TV-Ch.8 CBS-	P.O. Box 4067	Monroe	LA	71211	NO	318-388-8888	318-325-4448 318-325-3405
KTVE-TV-Ch.10 NBC-	2909 Kilpatrick Blvd.	Monroe	LA	71201	NO	318-323-1300	318-323-1300 318-322-8844

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News Star	P.O. Box 1502	Monroe	LA	71210	NO	318-322-5161	318-362-0278
Ouachita Citizen	810 Natchitoches St.	West Monroe	LA	71291	NO	318-322-3161	318-325-2285
Plaquemines Gazette	P.O. Box 700	Belle Chasse	LA	70037	NO	504-392-1619	504-393-9327
Plaquemines Gazette	7952 Highway 23	Belle Chasse	LA	70037	NO	504-392-1619	504-393-9327
Plaquemines Watchman	P.O. Box 700	Belle Chasse	LA	70037	NO	504-392-1619	504-393-9327
Pointe Coupee Banner	P.O. Box 400	New Roads	LA	70760	NO	504-638-7155	504-638-8442
Alexandria Daily Town Talk	P.O. Box 7558	Alexandria	LA	71306	NO	318-487-6397	318-487-6397 318-487-6315
KALB-TV-Ch.5 NBC-	P.O. Box 951	Alexandria	LA	71309	NO	318-445-2456	318-445-6937 318-442-7427
KLAX-TV-Ch.31 ABC-	P.O. Box 8818	Alexandria	LA	71306	NO	318-473-0031	318-473-0412 318-442-4646
Coushatta Citizen	P.O. Drawer F	Coushatta	LA	71019	NO	318-932-4201	318-932-4285
Richland Beacon News	P.O.Box. 209	Rayville	LA	71269	NO	318-728-6467	318-728-5991
Sabine Index	P.O. Box 871	Many	LA	71449	PA	318-256-3496	318-256-9151
St. Bernard Voice	234 Mehle Avenue	Arabi	LA	70032	NO	504-279-7488	504-277-2231
St. Charles Herald	P.O. Box 159	Norco	LA	70079	NO	504-764-6141	504-764-6454

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St. Charles Herald-Guide	P.O. Box 1199	Boutte	LA	70039	NO	504-758-2795	504-758-2795	504-758-7000
River Par. Guide	P.O. Box 1199	Boutte	LA	70039	NO	504-758-2795		504-758-7000
The St. Helena Echo	P.O. Box 190	Greensburg	LA	70441	NO	504-222-4541		504-748-7104
The Enterprise	P.O. Drawer 9	Vacherie	LA	70090	NO	504-265-2120		504-265-2120
News Exam.	P.O. Drawer 460	Lutcher	LA	70071	NO	504-869-5784		504-869-4386
News Examiner	P.O. Drawer 460	Lutcher	LA	70071	NO	504-869-5784		504-869-4386
L'Observateur	P.O. Box 1010	LaPlace	LA	70069	NO	504-652-9545		504-652-3885
The Daily World	P.O. Box 1179	Opelousas	LA	70570	NO	318-942-4971		318-948-6572
The Eunice News	P.O. Box 989	Eunice	LA	70535	NO	318-457-3061		318-457-3122
Banner Tribune	115 Wilson Street	Franklin	LA	70538	MC	318-828-3706		318-395-7036
The Daily Review	P.O. Box 948	Morgan City	LA	70381	MC	318-384-8370		318-384-4255
Franklin Banner Tribune	P.O. Box 566	Franklin	LA	70538	MC	318-828-3706		318-828-2874
Jean. Enter.	P.O. Box 327	Jeanerette	LA	70544	MC	318-276-5171		318-367-9640
St. Mary Journal	1014 Front Street	Morgan City	LA	70381	MC	318-384-1350		318-384-4255
Teche News	P.O. Box 69	St. Martinville	LA	70582	MC	318-394-6232		318-394-7511

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The Teche News	P.O. Box 69	St. Martinville	LA	70582	MC	318-394-6232	318-394-7511
Slidell Sentry News	P.O. Box 910	Slidell	LA	70459	NO	504-643-4918	504-643-4966
St. Tamm. News Ban	P.O. Drawer 90	Covington	LA	70434	NO	504-892-7980	504-892-8242
St. Tammany Farmer	321 N. New Hampshire	Covington	LA	70433	NO	504-892-2323	504-892-2325
St. Tammany Farm.	P.O. Box 269	Covington	LA	70434	NO	504-892-2323	504-892-2325
The Amite Tangi Digest	P.O. Box 698	Amite	LA	70422	NO	504-748-7156	504-748-7104
Daily Star	P.O. Box 1149	Hammond	LA	70404	NO	504-345-2333	504-542-0242
The Enterprise	P.O. Box 218	Ponchatoula	LA	70454	NO	504-386-6537	504-386-6537
Hammond Vindicator	P.O. Box 2848	Hammond	LA	70404	NO	504-748-7156	504-748-7104
Ponchatoula Times	P.O. Box 743	Ponchatoula	LA	70454	NO	504-386-3877	504-386-0458
Tangi Talk	110 S.W. Central Ave.	Amite	LA	70422	NO	504-748-6343	504-748-7104
Tensas Gazette	P.O. Box 25	St. Joseph	LA	71366	NO	318-766-3258	318-766-4273
The Courier	P.O. Box 2717	Houma	LA	70361	MC	504-879-1557	504-857-2229
Houma Daily Courier.	3030 Barrow Street	Houma	LA	70360	MC	504-879-1557	504-857-2229
Gazette	P.O. Drawer 722	Farmerville	LA	71241	NO	318-368-9732	318-368-7331
Abbeville Meridional	P.O. Box 400	Abbeville	LA	70511	MC	318-893-4223	318-898-9022

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Gueydan Journal	P.O. Box 536	Gueydan	LA	70542	PA	318-536-6016	318-536-6016
Kaplan Herald	P.O. Box 236	Kaplan	LA	70548	MC	318-643-8002	318-643-1382
The Meridional	P.O. Box 400	Abbeville	LA	70511	MC	318-893-4223	318-898-9022
Leesville Daily Leader	P.O. Box 619	Leesville	LA	71446	PA	318-239-3444	318-238-1152
The Era-Leader	1044 Main Street	Franklinton	LA	70438	NO	504-839-9077	504-839-2439
Minden Press Herald	P.O. Drawer J	Minden	LA	71055	NO	318-377-1866	318-377-1895
West Side Journal, Inc.	P.O. Box 260	Port Allen	LA	70767	NO	504-343-2540	504-344-0923
West Carroll Gazette	P.O. Box 1007	Oak Grove	LA	71263	NO	318-428-3207	318-428-2747
St. Francisville Democrat	P.O. Box 1876	St. Francisville	LA	70775	NO	504-635-3366	
Winn Parish Enterprise	P.O. Box 750	Winnfield	LA	71483	NO	318-628-2712	318-628-6196

News Conference/Public Meeting Worksheet

Event:

Date:

Time:

Location:

Methods for notifying public:

Translation/Interpretation Needs:

Length of conference or meeting:

Audio/Visual materials:

Moderator:

1. Presenter/Handout:
2. Presenter/Handout:
3. Presenter/Handout:
4. Presenter/Handout:
5. Presenter/Handout:

Refreshments:

Special needs arrangements:

Notes:

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Please Sign In

[illegible]

Moderator Script Outline

Welcome to today's (this morning's/ tonight's) news conference. My name is:

We will be presenting information on:

With us today are:

We will begin with brief statements by representatives of the Unified Command, and then we will open the floor to your questions. Because of the on-going response need, we will be available for ____ minutes today. Please allow time for everyone here to ask questions.

Following the news conference, staff of the Joint Information Center and I will try to help you with any further needs.

Field Escort Equipment and Communications Checklist

Personal Protective Equipment (to be determined by the Safety Officer) which may include:

- Hard Hat
- Goggles
- Gloves
- Rubber Boots
- PFD
- Respirator

Communications

- VHF radio
- Cell Phone

Information

- Assignment List: ICS Form 204
- Incident Status Summary: ICS Form 209

Sample Questions for Focus Group or Interviews

The following are sample questions that can be used for obtaining feedback through focus groups or in interviews.

1. What was your reaction when you first learned of the incident? How and when did you first learn about it?
2. Have you discussed the incident/response with friends, family, neighbors, or colleagues? What are they saying?
3. How are you getting information about the response?
4. What are your preferred means of getting information?
5. In your mind, what questions remain unanswered?
6. In general, how would you rate the effectiveness of the response, on a scale of one to ten, ten being the highest?
7. What do or would you tell others about how the response is being carried out?
8. If you could change one thing about the response, what would you change? What is the main reason that one thing needs changing?
9. What would it take for the response agencies to get an “A” for their efforts to respond to this type of incident?
10. What two positive things can you tell me about the response? What are two negative things about the response?

Focus Group Preparation

Ideally, two or three sessions are held, with a different group in each. About two hours should be scheduled for each group session. The location should be a comfortable, “neutral” meeting room. The host should provide coffee, tea, and snacks. Check to make sure your meeting location complies with ADA requirement.

Optimum group size is 8 to 12 people. The more people you have in each group, the more time you will need for discussion; but the broader perspective you will have. Be realistic. In a group of 10, for instance, each person would have about ten minutes of dialogue in a two-hour meeting. In other words, each person would have about one minute to respond to each of ten questions.

Be clear about your goals as you craft your interview questions. They need to yield answers that help you understand how to better respond to community needs.

Develop and print an agenda for distribution among group members. You might also include a packet of materials already generated to seek feedback on their effectiveness. Focus group sessions should be taped (audio or video), along with note taking by the moderator and another appointed JIC staff in attendance. You may want to record comments on a flip chart.

Be on hand early to greet all participants as they arrive. Have printed name tags and table placards.

SAMPLE AGENDA

Moderator	Welcome and brief introduction	2 minutes
Members	Round robin introductions	3 minutes
All	Q&A discussion	About 10 minutes per question
Moderator	Wrap-up, closing remarks	3 minutes

Joint Information Center Communication Plan Outline

Operational period:

Communication goal(s):

Summary of issues, problems, opportunities:

Key message(s):

Target audience:

Need for Translation/Interpretation:

Tools, tactics, and methods (how to notify or inform target audiences):

Deliverables - who will do what by when:

Media Content Analysis Worksheet

Date of News:

Media outlet name:

Broadcast times:

Coverage synopses:

Issues:

Inaccuracies:

View point:

Fixes:

Who replied to:

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Section 9000
Appendix N
Liaison Manual

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Liaison Manual

Introduction

Incidents that are multi-jurisdiction, or have several agencies involved, may require the establishment of the Liaison Officer (LNO) position on the Command Staff. This manual is designed to establish a common framework and policy for agency and responsible party communicators during responses to environmental emergencies that occur within the Southeast Louisiana Area Committee (SELAC) boundaries. This Liaison Manual serves as Section 9000, Appendix N of the Southeast Louisiana Area Contingency Plan.

The Liaison Unit is responsible for proactively fostering good communication and cooperation within and outside of the Unified Command (UC). This position and unit is essential for facilitating a close working relationship between people and organizations, and is necessary to assist the Command in establishing and maintaining unity of purpose, command, and message. The Liaison Unit is also responsible for being the external ears of the UC that is listening to, capturing, responding to, and forwarding external concerns to the Command, Planning and the Joint Information Center (JIC).

The Liaison Unit supports the UC's strategic goal of implementing a rapid, aggressive, and well-coordinated response action. The LNO and their team are specifically responsible for working with Command and the JIC to ensure the UC is the primary source of timely and credible information for the public, their elected officials and others.

Liaison Group

Liaison Officer

One of the primary incident objectives is to keep government officials, agencies, the public and other interested parties informed during a spill incident. The Liaison staff is responsible for meeting this objective by ensuring that elected officials and other key stakeholders are informed of the status of the incident, the decisions made, and actions taken by the Unified Command.

LNO Staffing

The SELAC recognizes there is a shared responsibility among UC representatives to ensure accurate and credible information is made available. It is also the shared role of the UC to ensure appropriate staffing in all positions within the Incident Command System. To ensure public confidence and trust, it is the policy of the SELAC for the LNO position to be filled by a qualified representative of a federal, state, tribal, or local agency, if available. If no such agency representative is initially available, qualified, or willing to be the LNO, a responsible party representative will fill that role. The SELAC also encourages responsible parties to designate an Assistant LNO, who will participate in all the meetings attended by and briefings made by the LNO.

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LNO Responsibilities

The LNO has the following responsibilities:

- Be a contact point for elected officials, and assisting and cooperating agency responsibilities;
- Maintain a list of assisting and cooperating agencies and agency representatives, including name and contact information. Monitor check-in sheets daily to ensure that all agency representatives are identified;
- Assist in establishing and coordinating interagency contacts;
- Keep elected officials, tribes, and agencies supporting the incident, aware of incident status;
- Monitor incident operations to identify current or potential inter-organizational problems;
- Participate in planning meetings, providing limitation and capabilities of assisting agency resources;
- Coordinate response resource needs for Natural Resource Damage Assessment and Restoration (NRDAR) activities with the OSC during oil and hazardous substance responses;
- Coordinate response resource needs for incident investigation activities for the OSC;
- Coordinate activities of visiting dignitaries;
- Ensure that all required agency forms, reports, and documents are completed prior to demobilization;
- Brief Command on official's and agency issues and concerns;
- Have debriefing session with the IC prior to demobilization; and
- Maintain Unit Log.

Liaison and Natural Resource Damage Assessment

Natural Resource Damage Assessment (NRDA) involves identifying the type and degree of impacts to public biological and cultural resources in order to assist in restoring those resources. NRDA may involve a range of field surveys and studies used to develop a monetary damage claim, or may involve immediately developing a

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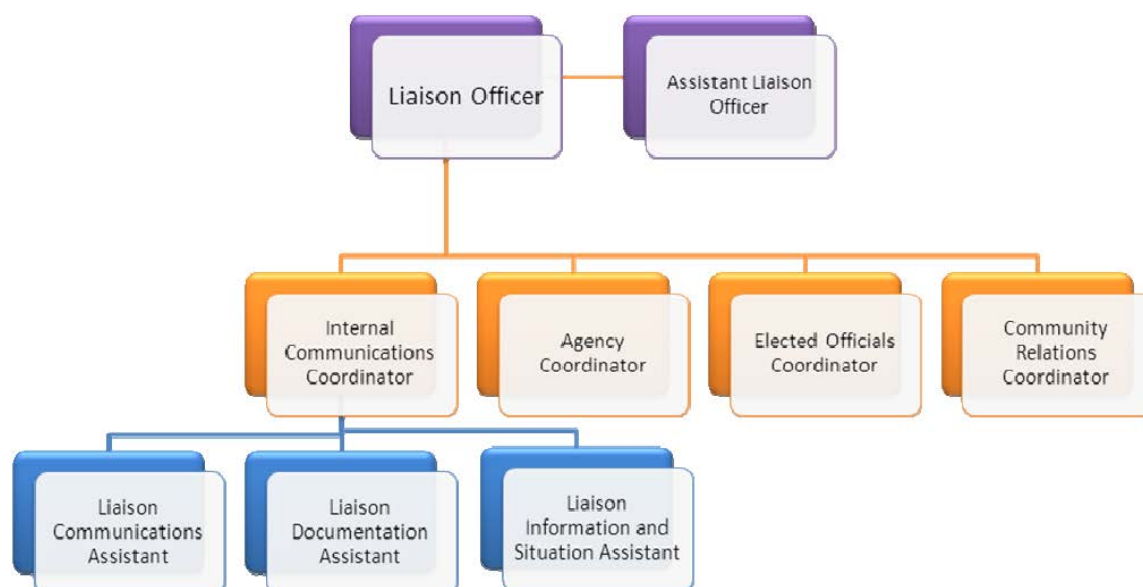
restoration plan with the responsible party. NRDA activities overlap with environmental assessment performed for the sake of spill response. NRDA is carried out by natural resource trustee agencies and/or their contractors; therefore, personnel limitations may require staff to perform NRDA and response activities simultaneously. NRDA staff should remain coordinated with the spill response organization, and work with the LNO to coordinate with the UC, Environmental Unit, Wildlife Rescue/Rehabilitation Branch and the NOAA Scientific Support Coordinator to resolve any problems or address areas of overlap. While NRDA resource requirements and cost may fall outside the responsibility of the Logistics and Finance sections, coordination is again important.

Liaison and Incident Investigations

Civil and criminal investigators from federal and state agencies will not normally be a part of the UC, except to the extent that such expertise may help identify the cause(s) of the accident. While investigations personnel may report to individuals within the UC; the investigators are separate and should be clearly delineated as such so as not to introduce potentially polarizing forces into the UC where collaboration and cooperation are essential to a rapid and well-coordinated response. Coordination with, and access to UC is done through the Liaison Officer.

Liaison Coordination and the Joint Information Center

The LNO and the JIC require close coordination. This coordination is essential because lines of jurisdiction may be blurred and the external message must be accurate and consistent. It is recommended the Liaison function be located adjacent to the JIC if possible. If not, a runner must be assigned to ensure good coordination and that information is shared in a timely manner.



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Assistant Liaison Officer

- Assist the LNO and provides overall direction and oversight of the Liaison group while the LNO is in meetings, etc;
- Coordinate communications between Liaison group and the LNO; keeps the whole group informed of incident status and overall tasking;
- Handles routine team management, assigns task and keeps staff and work moving; tracks the status of all Open Action Items.

Agency Coordinator

- Contacts and communicates with assisting and cooperating agencies at the ICP or other off-site locations (EOC, others);
- Established communications links and determines agency concerns and addresses the appropriately;
- Maintain a list and contact information of assisting and cooperating agencies;
- Identify and track developing and potential issues of concern. Report these issues to the LNO. Coordinates with Logistics for accessing local resources, including volunteer opportunities;
- Develop an action plan to ensure regular communication and coordination with appropriate stakeholders and submit draft of plan to LNO for review and approval;
- Keeps the LNO up-to-date and informed of who is listed and what their roles and interests are;
- Contacts and coordinates the above activities with any affected Native American Tribes, unless a dedicated coordinator is assigned to liaise with Tribes assisting and/or potentially affected by the incident.

Elected Official Coordinator

- Notifies and maintains close communication with elected and other officials. Coordinates closely with the JIC and Agency Coordinator(s) to get consistent early messages out before media release;
- Develops an action plan to ensure regular communication and coordination with appropriate elected officials and submit draft of plan to LNO for review and approval;
- Leads the development of community and VIP meetings;

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- Manages VIP visits and tours at the ICP. Identifies and tracks developing and potential issues of concern; reports these issues to the LNO who will pass them on to the UC/JIC.
- Coordinates with the LNO when arranging logistics for tours for elected officials;
- Identifies and maintain lists and contact information of elected officials and other key stakeholders; and
- Keeps LNO informed if any elected official adverse feeling/relationship challenges develop.

Community Relations Coordinator

- Establishes community and public meetings,
- Determines need for the following community outreach methods:
 - Community bulletin boards
 - Community websites
 - Walk-in or walk-up information centers
 - Recorded message information
- Door-to-door canvassing. Provides information to the IO and the JIC about affected communities including local economic and cultural concerns, past impacts from spills or other disasters/emergencies, organizations that can provided community and individual support, and opinion leaders;
- Identified and maintains lists and contact information of communities, including schools, churches, community centers, non-profit service organizations;
- Ensure contact with affected tribes and tribal concerns are integrated. Assign a Tribal Communication Coordinator and Business Community Relations Coordinator, depending on the complexity of the incident;
- Establish contact with key business community leaders and local chambers of commerce to ensure information is shared and economic concerns are integrated; and
- Keeps the LNO up-to-date and informed of community roles and interests.

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Internal Communications Coordinator

- Supervises the following staff if needed:
 - Liaison Documentation Assistant;
 - Liaison Information and Situation Assistant; and
 - Liaison Communications Assistant.
- Ensures staff complete tasks; and
- Update LNO on progress on a regular schedule.

Liaison Documentation Coordinator

- Responsible for maintaining Liaison paper and electronic communication records and security;
- Maintains the Unit Log (ICS 214);
- Assists with the tracking documentation;
- Works closely with the Documentation Unit; and
- Assists with documentation needs of the Liaison Information and Situation Assistant.

Liaison Information and Situation Assistant

- Develops and maintains the Liaison situation board;
 - Work with the situation unit to get started
 - Updates phone numbers and meeting schedule
 - Website & District maps
 - Order maps and other tools from the Logistics Section
- Communicates directly with the JIC and others at the ICP as directed by the internal communication coordinator;
 - Helps to develop documents that may be needed for local officials briefings, VIP tours or community meetings
 - Ensures coordination on meetings

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- Identifies and establish communication link with NRDA and Incident Investigators.

Liaison Communications Assistant

- Receives calls and messages coming into the ICP. Works with them directly or routes them appropriately;
- Works closely with Agency Coordinator, and the Elected Official Coordinator; and
- Keeps the Internal Communications Coordinator up-to-date on important communications.

Liaison IT Assistant

- Immediately provide IT support to allow for immediate external communications;
- Establish communications between laptops, printers, etc.;
- Create email accounts for liaison staff and external stakeholders to exchange information;
- Set up web and phone conferences for official meetings and communication sharing; and
- Create email account to share information between JIC and Liaison Section.

Liaison Strategies and Tactics

Daily Phone Briefs

- Communicate with large number of people;
- May require one for elected officials, one for agencies, and one for business interests; and
- Set for same time each day.

Community Meeting

- Provide information on spill details;
- Public Health issues and evacuation plans;
- Claims and compensations process; and
- Volunteer opportunities.

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Elected Official Briefing

- May be given at the local government Emergency Operations Center;
- Provides first hand information on the spill;
- ICS process updates; and
- Constituent issues aired.

VIP Tour

- Invitation List;
- Command Post;
- Spill Site; and
- Aerial tour.

Liaison Tools

VIP/Visitors Tools

- VIP Tour Checklist;
- VIP Tour Agenda;
- VIP Tour ground rules;
- Elected Officials Briefing Agenda; and
- Calling elected officials script.

Command Post Tools

- Organizational Charts (laminated for multiple use);
- Position assignment list;
- Supplies checklist;
- Projector;
- Printer; and
- Maps of legislative districts.

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Information for Handouts

- Factsheets: Overview of Area Planning;
- Factsheets: Oil Spill Prevention, Planning and Response Measures;
- Factsheets: Geographical Response Strategies;
- Factsheets: Containment and Recovery of Spilled Oil;
- Pamphlets: Oil Spill Shoreline Assessment and Cleanup;
- Pamphlets: In-Situ Burning in Oil Spill Response;
- Pamphlets: Dispersants in Oil Spill Response;
- Pamphlets: Incident Command System in Incident Response;
- Pamphlets: Non-Floating Oils and the Environment;
- Pamphlets: Bioremediation in Oil Spill Response;
- Pamphlets: Oil Spills and Seafood;
- Pamphlets: Oil Spill Notification Requirements;
- Pamphlets: Tar Balls in the Coastal Environment;
- Pamphlets: Volunteers at Oil Spill Clean-ups;
- Pamphlets: Effects of Oil on the Environment;
- Pamphlets: Effects of Oil on Mangroves;
- Pamphlets: Effects of Oil on Marine Mammals;
- Pamphlets: Effects of Oil on Marine Shellfish;
- Pamphlets: Effects of Oil on Seagrass; and
- Pamphlets: Effects of Oil on Wildlife.

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Useful ICS Forms for the Liaison Group

The following is a list of the most commonly used ICS forms for the Liaison Group.

ICS-214 Unit Log - Maintained by the Liaison Documentation Assistant or as directed by Liaison Officer. Used to capture activities the unit has taken and staffing and useful for developing after action reports.

ICS-214a Individual Log - Maintained by each member of the Liaison Group. A 214a is a personal log of activities and major events.

ICS-213 General Message May be used by any member of the Liaison Group. Used to capture information or requests and actions taken. Used to announce significant events to other members of the ICS organization. Each is reviewed by the LNO or Assistant.

Stakeholder Contact List (adapted from the ICS 205a) Used by the Agency Coordinator, Elected Official Coordinator and the Liaison Communications Assistant. Used as a list of contacts made with stakeholders. It should be reviewed regularly to ensure new additions are added to the master-list contact/communications sheets.

ICS-230 Daily Meeting Schedule The Liaison Information, Situation Assistant and Community Relations Coordinator are responsible for ensuring that significant liaison related meetings are included on this form. The completed form will be available from the Situation Unit and will track all Command Post meetings.

ICS-231 Meeting Summary Used to capture notes from external meetings and Liaison Group meetings. Use the ICS form 233 Open Action Tracker to make assignments and track action items from meetings.

ICS Form 233 Open Action Tracker Used to make assignments and track action items.

ICS-211p Check in List Personnel made available by a Check-in/Status Recorder of the Resources Unit in the Planning Section. Entries are made by each Liaison Group member at the beginning and end of each work period.

ICS-202 Incident Objectives Describes the basic incident strategy, control objectives, command emphasis/priorities and safety considerations for the respective Operational Period. This form includes general direction to the Liaison Group from the Command and may be useful as a presentation tool for stakeholders.

Useful Tips

The following tips may be useful in establishing and maintaining an effective Liaison Group.

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- Develop an immediate message to be broadcasted to key elected and tribal officials, and agency representatives. Coordinate closely with JIC to ensure messaging is consistent and timely. It is important to inform them early even if information is incomplete.
 - As soon as practicable, follow-up with more detailed messages as incident situation is clarified/verified. Ensure you highlight corrections to any prior information passed that may have been inaccurate.
 - Set a regular daily meeting/briefing schedule for elected officials and key government agencies and tribes.
- Maintain your individual logs (ICS 214a) as a rolling journal of your activities and communications.
- When scheduling a meeting, make sure it does not conflict with the commonly held meetings already listed, especially if you need to have members of the UC present at your meetings.
 - Ensure you account for travel time for external meetings that will involve the UC to ensure availability.
- Develop templates for messages, meeting agenda announcements, etc. to facilitate timely and complete communications.
- Develop email distribution lists for key officials and agencies (update regularly) for major geographic regions.
- Develop a “To-Do” List using an Open Action Tracker (ICS-233). If feasible, project image or create Poster-size form and place in prominent location for entire group to maintain visibility of Open Action Items.
- Ensure key Agency Representatives are included whenever possible.
 - For incidents involving international trans-boundary issues and separate ICPs are established, ensure liaisons are integrated into the respective ICPs to optimize coordination between international regimes.
 - Ensure U.S. Department of State is contacted for any international trans-boundary incident.
- Staffing permitting, assign two Assistant Liaison Officers to facilitate group functionality. One Assistant would accompany the Liaison Officer at all meetings and maintain information loop for Liaison group while the second Assistant Liaison coordinates work of the Liaison Group as a whole.

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- If feasible, establish wireless router for multiple computer users to facilitate communication/networking ability.
- Use “To-Go” or WebEx online meetings to maximize direct participation and interaction with key officials and stakeholders.
- Collaborate between Liaison and Joint Information Center if possible.
 - Work closely with IO/JIC to develop incident website content and messaging appropriate for officials’ briefings.

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Communications Plan

Reference Appendix AA Incident Action Plan

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Disposal Guidelines

Purpose

The purpose of this appendix is to provide guidance for making a waste determination for proper disposal of materials (i.e. sorbents, solidifiers, etc.) and debris [i.e. Personal Protective Equipment (PPE), rags, soil, etc.] impacted with hydrocarbons. This appendix describes the chronology of activities necessary for decision making for coordinating proper disposal of materials impacted with hydrocarbons in accordance with all local, state and federal regulations, and provides exemptions for Exploration and Production (E&P) Waste in accordance with US EPA guidance.

It should be noted *that waste determinations are made by the generator of the waste* such that the generator may: 1) manage the waste appropriately and legally (in accordance with all local, state and federal regulations); and 2) *provide valid proof* (i.e. analytical and/or SDS) *to the disposal facility* regarding the matrix/constituents of the waste generated such that the disposal facility may make an acceptance determination to accept the waste in compliance with their own operating permit(s).

The Louisiana Oil Spill Coordinators Office defers to the Louisiana Department of Environmental Quality concerning waste disposal.

Definitions

Discharge or Hazardous Waste Discharge: The accidental or intentional spilling, leaking, pumping, pouring, emitting, emptying, or dumping of hazardous waste into or on any land or water.

Disposal: The discharge, deposit, injection, dumping, spilling, leaking, or placing of any solid waste or hazardous waste into or on any land or water so that such solid waste or hazardous waste or any constituent thereof may enter the environment or be emitted into the air or discharged into any waters, including ground waters.

Disposal Facility: A facility or part of a facility at which hazardous waste is intentionally placed into or on any land or water, and at which waste will remain after closure. The term disposal facility does not include a corrective action management unit into which remediation wastes are placed.

Exploration and Production Waste (E&P Waste) – drilling wastes, salt water, and other wastes associated with the exploration, development, or production of crude oil or natural gas wells and which is not regulated by the provision of, and, therefore, exempt from the Louisiana Hazardous Waste Regulations and the Federal Resource Conservation and Recovery Act, as amended. (LAC 43:XIX.501).

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Hazardous Waste: See 40 CFR 261.3

Incinerator: Any enclosed device that:

- Uses controlled flame combustion and neither meets the criteria for classification as a boiler, sludge dryer, or carbon regeneration unit.
- Meets the definition of infrared incinerator or plasma arc incinerator.

Industrial Solid Waste – Solid waste generated by a manufacturing, industrial, or mining process, or that is contaminated by solid waste generated by such a process. This term does not include hazardous waste regulated under the Louisiana hazardous waste regulations or under federal law, or waste that is subject to regulation under the LDNR Office of Conservation's Statewide Order No. 29-B or by other agencies (LAC 33:VII.115).

Landfill: A disposal facility or part of a facility where hazardous waste is placed in or on land and which is not a pile, a land treatment facility, a surface impoundment, an underground injection well, a salt dome formation, a salt bed formation, an underground mine, a cave, or a corrective action management unit.

Oil: Oil of any kind or in any form, including, but not limited to: fats, oils, or greases of animal, fish, or marine mammal origin; vegetable oils, including oils from seeds, nuts, fruits, or kernels; and, other oils and greases, including petroleum, fuel oil, sludge, synthetic oils, mineral oils, oil refuse, or oil mixed with wastes other than dredged spoil.

Petroleum oil: Petroleum in any form, including but not limited to crude oil, fuel oil, mineral oil, sludge, oil refuse, and refined products.

Solid Waste: See 40 CFR 261.2

Solidifier: Product composed of dry high molecular weight polymers that have a porous matrix and large oleophilic surface area which form a physical bond with oil.

Sorbent: An insoluble material or mixture of materials used to recover liquids through the mechanisms of absorption or adsorption, or both.

Organic Compounds: Peat moss, straw, cellulose fibers, cork, corn cobs, chicken, duck or other bird feathers, etc.

Mineral Compounds: Volcanic ash, perlite, vermiculite, zeolite, etc.

Synthetics Products: Polypropylene, polyethylene, polyurethane, polyester, etc.

Type I Facility – A facility used for disposing of industrial solid wastes (e.g., a landfill, surface impoundment, or landfarm). (LAC 33:VII.115).

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Waste Determination for Disposal Coordination

In determining a waste stream's classification, a generator may use *process knowledge* and/or *analytical testing* by approved EPA methods (i.e. SW-846).

Process knowledge is applying knowledge of the hazardous characteristics of the waste in light of the materials or processes used. For example, a Safety Data Sheet (SDS) may indicate that a material used in a process contains no hazardous constituents or exhibits no hazardous characteristic. The waste may be determined non-hazardous if the process itself contributes no hazardous constituents and does not result in the waste exhibiting a hazardous characteristic.

Analytical testing is information about a waste provided from laboratory analysis. Waste classification must be properly documented in a written and/or electronically stored format that is reasonably accessible and easily reproducible. The first step in classifying your waste is referred to as "making a *hazardous waste determination*."

The waste determination will determine how and where (i.e. landfill, incinerator, etc.) the waste will be properly disposed. A hazardous waste determination is made based on the following questions:

- Is the waste a "solid waste?" Does it meet the regulatory definition of a "solid waste" in accordance with 40 CFR §261?
- Is the waste a listed hazardous waste in accordance with 40 CFR §261?
- Does the waste exhibit any of four (4) characteristics: ignitability, corrosiveness, reactivity, or toxicity?
- Is it a mixture?

If a hazardous waste and a non-hazardous waste are mixed, the resulting mixture may inherit the hazardous classification. Mixing in any amount of a listed waste will cause the mixture to be considered hazardous if it exhibits the more concerning characteristic.

Listed Hazardous Waste Determination

The EPA lists some 400 hazardous wastes. Descriptions of listed waste are found in 40 CFR Part 261, Subpart D, Sections 261.31–33, and are often referred to as:

- "F" listed waste (waste from nonspecific sources, Section 261.31).
 - The first five F listed categories, F001-F005, cover a range of solvents used in a variety of applications.
- "K" listed waste (wastes from specific sources, Section 261.32).

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- “P” listed waste (unused acutely hazardous off-specification materials as well as container residues and spill residues of these materials, Section 261.33).
 - There are about 239 different “acutely toxic” substances listed under about 135 different waste codes.
- “U” listed waste (unused toxic hazardous off-specification materials as well as container residues and spill residues of these materials, Section 261.33).
 - There are about 472 distinct materials listed under about 247 different waste codes.

Characteristic Hazardous Waste Determination Wastes may be hazardous if they display any of four characteristics: ignitability, corrosiveness, reactivity, or toxicity.

Ignitability (D001):

- Liquid wastes [other than those aqueous wastes that have a flash point less than 60°C (140°F)]. The test method is the Pensky-Martens closed cup tester, using the test method specified in ASTM Standard D-93-79 or D-93-80, or a Setaflash closed cup tester, using the test method specified in ASTM Standard D-3278-78.
- Non-liquid wastes that, under standard temperature and pressure, are capable of causing fire through friction, absorption of moisture, or spontaneous chemical changes and, when ignited, burn so vigorously and persistently that they create a hazard.
- Wastes that meet the definition of an ignitable compressed gas (see 49 CFR Section 173.300).
- Wastes that meet the definition of an oxidizer (see 49 CFR Section 173.151).

Corrosiveness (D002):

- Aqueous wastes with a pH of 2 units or below or of 12.5 units or above.
- A liquid waste that corrodes steel at a rate greater than 6.35 mm (0.250 inches) per year.

Reactivity (D003):

- It is capable of detonation or explosive decomposition or reaction at standard temperature and pressure.
- If subjected to a strong ignition source, or if heated under confinement.

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- When mixed with water, it is potentially explosive, reacts violently, or generates toxic gases or vapors.
- If a cyanide or sulfide-bearing waste is exposed to pH conditions between 2 and 12.5, it can generate enough toxic gases, vapors, or fumes to present a danger to human health or the environment.
- If a waste generates 250 ppm or more of reactive cyanides or 500 ppm or more of reactive sulfides, it is considered a reactive waste. (Note: these levels of reactive compounds are just guidance. Each waste must be evaluated for reactivity on a case-by-case basis).
- It is normally unstable and readily undergoes violent change without detonating.
- It is a forbidden explosive (as defined in 49 CFR 173.51, or a Class A explosive as defined in 49 CFR 173.53).
- It is a Class B explosive (see 49 CFR Section 173.88).

Toxicity (D004-D043):

- If the Toxicity Characteristic Leaching Procedure (TCLP) shows a representative sample from the waste contains one or more constituents at or above the levels listed in Table 3-1. The TCLP is described in EPA Method 1311 (SW-846).

For certain wastes, you can test waste for Total constituent content and apply the "Rule of Twenty" (apply the 20-fold dilution factor inherent in the TCLP method) to determine whether a sample has to be tested using the TCLP method. The TCLP test method is generally more expensive than the test required to determine Total constituent concentrations. A TCLP test is not required if total analysis demonstrates that contaminants are not present or are present in such low concentrations they could not possibly exceed the toxicity regulatory limits. The assumption in the "Rule of Twenty" is that all of the contaminant of concern is dissolved in the extraction fluid, which is then analyzed. Since this calculation assumes a 100% extraction efficiency of the TCLP, it represents a conservative assumption that the waste is not TC hazardous. Therefore, if the analytical total concentration of a constituent in a solid is "x," and "x" divided by 20 is still less than the regulatory TCLP concentration, then the solid can be assumed not to fail the TCLP test and not to exhibit the hazardous characteristic of toxicity. **Note: that this "rule" will not work for any waste that has greater than or equal to 0.5% liquids.** This calculation can only be used for materials that are in a solid form since liquids themselves (i.e., wastes containing less than 0.5% dry solid material) are defined as the TCLP extract; hence, the 20-fold dilution factor calculation is not relevant. Therefore, this procedure is acceptable for soils and other wastes in a dry, solid form.

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It is up to the discretion of the disposal facility to accept the waste based on information provided regarding the waste. The TSDf will generally conduct any necessary testing or sampling at the site where the product is currently stored by the generator, before assuming responsibility for the material, to ensure they can receive and properly dispose of the material. Once waste materials have been properly recovered, a representative sample of the waste should be obtained for analytical testing by an accredited environmental laboratory. Safety Data Sheets (SDS) for the material released may be utilized for waste disposal profiling if the disposal facility allows; however, sampling provides a better representation of the waste stream.

Analytical testing should be as follows:

Diesel fuel impacted:

- Total Petroleum Hydrocarbons (TPH)
- Total Lead (Pb)
 - *Note that TCLP Pb may be required for acceptance by the landfill. See "Rule of twenty" reference above.*
- Benzene, Toluene, Ethylbenzene, Xylene (BTEX)

Unleaded fuel impacted:

- Total Petroleum Hydrocarbons (TPH)
- Total Lead (Pb)
 - *Note that TCLP Pb may be required for acceptance by the landfill. See "Rule of twenty" reference above.*
- Benzene, Toluene, Ethylbenzene, Xylene (BTEX)

Used Oil impacted:

- Total Petroleum Hydrocarbons (TPH)
- Total RCRA Metals
- Benzene, Toluene, Ethylbenzene, Xylene (BTEX)
- TOX

Virgin Oil impacted:

- Total Petroleum Hydrocarbons (TPH)
- Total Lead (Pb)
 - *Note that TCLP Pb may be required for acceptance by the landfill. See "Rule of twenty" reference above.*

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- Benzene, Toluene, Ethylbenzene, Xylene (BTEX)

Crude Oil impacted:

- Total Petroleum Hydrocarbons (TPH)
- Total Lead (Pb)
 - *Note that TCLP Pb may be required for acceptance by the landfill. See "Rule of twenty" reference above.*
- Benzene, Toluene, Ethylbenzene, Xylene (BTEX)

Below is a list of Maximum Allowable Levels which differentiate between hazardous and non-hazardous constituents. If analytical methods determine that the analyzed levels are at or above these listed levels, then the waste is considered hazardous and will maintain the waste code associated with the waste.

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PARAMETER	WASTE CODE	MAX. ALLOWABLE		ANALYTICAL METHODS
		LEVELS		
		TCLP (mg/L)	TOTAL (mg/kg)	
TCLP METALS				
Arsenic	D004	<5.0	100	SW-846-1311/SW-846-6010
Barium	D005	<100.00	2000	SW-846-1311/SW-846-6010
Cadmium	D006	<1.0	20	SW-846-1311/SW-846-6010
Chromium	D007	<5.0	100	SW-846-1311/SW-846-6010
Lead	D008	<5.0	100	SW-846-1311/SW-846-6010
Mercury	D009	<0.2	4	SW-846-1311/SW-846-7470
Selenium	D010	<1.0	20	SW-846-1311/SW-846-7740
Silver	D011	<5.0	100	SW-846-1311/SW-846-6010
TCLP VOLATILES				
Benzene	D018	<0.5	10	SW-846-1311/SW-846-8260
Carbon Tetrachloride	D019	<0.5	10	SW-846-1311/SW-846-8260
Chlorobenzene	D021	<100.0	2000	SW-846-1311/SW-846-8260
Chloroform	D022	<6.0	120	SW-846-1311/SW-846-8260
1,2-Dichloroethane	D028	<0.5	10	SW-846-1311/SW-846-8260
1,1-Dichloroethylene	D029	<0.7	14	SW-846-1311/SW-846-8260
Methyl Ethyl Ketone	D035	<200.0	4000	SW-846-1311/SW-846-8260
Tetrachloroethylene	D039	<0.7	14	SW-846-1311/SW-846-8260
Trichloroethylene	D040	<0.5	10	SW-846-1311/SW-846-8260
Vinyl Chloride	D043	<0.2	4	SW-846-1311/SW-846-8260
TCLP SEMI-VOLATILES (Base Neutrals)				

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1,4 Dichlorobenzene	D027	<7.5	150	SW-846-1311/SW-846-8270
Hexachlorobenzene	D032	<0.13	2.6	SW-846-1311/SW-846-8270
Hexachlorobutadiene	D033	<0.5	10	SW-846-1311/SW-846-8270
Hexachloroethane	D034	<3.0	60	SW-846-1311/SW-846-8270
Nitrobenzene	D036	<2.0	40	SW-846-1311/SW-846-8270
Pyridine	D038	<5.0	100	SW-846-1311/SW-846-8270
2,4-Dinitrotoluene	D030	<0.13	2.6	SW-846-1311/SW-846-8270
TCLP SEMI-VOLATILES (Acid Compounds)				
o-Cresol	D023	<200.0	4000	SW-846-1311/SW-846-8270
m-Cresol	D024	<200.0	4000	SW-846-1311/SW-846-8270
p-Cresol	D025	<200.0	4000	SW-846-1311/SW-846-8270
Cresol, Total	D026	<200.0	4000	SW-846-1311/SW-846-8270
Pentachlorophenol	D037	<100.0	2000	SW-846-1311/SW-846-8270
2,4,5-Trichlorophenol	D041	<400.0	8000	SW-846-1311/SW-846-8270
2,4,6-Trichlorophenol	D042	<2.0	40	SW-846-1311/SW-846-8270
TCLP HERBICIDES				
2,4-D	D016	<10.0	200	SW-846-1311/SW-846-8080
2,4,5-TP (Silvex)	D017	<1.0	20	SW-846-1311/SW-846-8080
TCLP PESTICIDES				
Chlorodane	D020	<0.03	0.6	SW-846-1311/SW-846-8080
Endrin	D012	<0.02	0.4	SW-846-1311/SW-846-8080
Heptachlor	D031	<0.008	0.16	SW-846-1311/SW-846-8080
Lindane	D013	<0.4	8	SW-846-1311/SW-846-8080
Methoxychlor	D014	<10.0	200	SW-846-1311/SW-846-8080
Toxaphene	D015	<0.5	10	SW-846-1311/SW-846/8080

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GENERAL			
pH	D002	≤ 2.0 ≥ 12.5	SW-846-9045
Ignitability (Liquids Only)	D001	>140o F (60o C)	SW-846-C7
Free Liquids		NO FREE LIQUIDS allowed at Landfills (must pass Paint Filter)	SW-846-9095
PCB's		<50 mg/kg or ppm	SW-846-8080
TPH		Varies by Disposal facility and/or disposal application	SW-846-8015, EPA 418.1 API- (GC/FID), ASTM-D3987-85/SW- 846-9070

REFERENCE AGENCIES AND/OR REFERENCES

- USEPA - 40 Code of Federal Regulations (CFR)
- Railroad Commission of Texas (RRC) (Statewide Rule 98)

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U.S. EPA E&P Waste Exemption

In 1988, the EPA issued a regulatory determination stating that control of E&P wastes under RCRA Subtitle C regulations is not warranted and have hence remained exempt. The RCRA Subtitle C exemption did not preclude these wastes from control under state regulations, under the less stringent RCRA Subtitle D solid waste regulations, or under other federal regulations. In addition, although they are relieved from regulation as hazardous wastes, the exemption does not mean these wastes could not present a hazard to human health and the environment if improperly managed.

With respect to crude oil, primary field operations include activities occurring at or near the wellhead and before the point where the oil is transferred from an individual field facility or a centrally located facility to a carrier for transport to a refinery or a refiner.

With respect to natural gas, primary field operations are those activities occurring at or near the wellhead or at the gas plant, but before the point where the gas is transferred from an individual field facility, a centrally located facility, or a gas plant to a carrier for transport to market. Examples of carriers include trucks, interstate pipelines, and some intrastate pipelines.

Primary field operations include exploration, development, and the primary, secondary, and tertiary production of oil or gas. Crude oil processing, such as water separation, de-emulsifying, degassing, and storage at tank batteries associated with a specific well or wells, are examples of primary field operations. Natural gas often requires processing to remove water and other impurities prior to entering the sales line; therefore, gas plants are considered to be part of production operations regardless of their location with respect to the wellhead.

The exempt status of an E&P waste depends on how the material was used or generated as waste; not necessarily whether the material is hazardous or toxic. It is important to remember that *all* E&P wastes require proper management to ensure protection of human health and the environment.

Mixing exempt and non-exempt wastes creates additional considerations. Determining whether a mixture is an exempt or non-exempt waste requires an understanding of the nature of the wastes prior to mixing and may require a chemical analysis of the mixture. Whenever possible, avoid mixing non-exempt wastes with exempt wastes. If the non-exempt waste is a listed or characteristic hazardous waste, the resulting mixture might become a non-exempt waste and require management under RCRA Subtitle C regulation. Furthermore, mixing a characteristic hazardous waste with a non-hazardous or exempt waste for the purpose of rendering the hazardous waste non-hazardous or less hazardous might be considered a treatment process subject to appropriate RCRA Subtitle C hazardous waste regulation and permitting requirements.

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In a policy letter dated September 25, 1997, EPA clarified that a mixture is exempt if it contains exempt oil and gas exploration and production (E&P) waste mixed with non-hazardous, non-exempt waste. Mixing exempt E&P waste with non-exempt characteristic hazardous waste, however, for the purpose of rendering the mixture non-hazardous or less hazardous, could be considered hazardous waste treatment or impermissible dilution.

Exempt and non-exempt E&P Waste is listed herein. Please consult with state regulations for state-specific waste exemptions.

Exempt E&P Waste:

- Produced water
- Drilling fluids
- Drill cuttings
- Rigwash
- Drilling fluids and cuttings from offshore operations disposed of onshore
- Geothermal production fluids
- Hydrogen sulfide abatement wastes from geothermal energy production
- Well completion, treatment, and stimulation fluids
- Basic sediment, water, and other tank bottoms from storage facilities that hold product and exempt waste
- Accumulated materials such as hydrocarbons, solids, sands, emulsion from production separators, fluid treating vessels, and production impoundments
- Pit sludges and contaminated bottoms from storage or disposal of exempt wastes
- Gas plant dehydration wastes, including glycol-based compounds, glycol filters, and filter media, backwash, and molecular sieves
- Work over wastes
- Cooling tower blowdown

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- Gas plant sweetening wastes for sulfur removal, including amines, amine filters, amine filter media, backwash, precipitated amine sludge, iron sponge, and hydrogen sulfide scrubber liquid and sludge
- Spent filters, filter media, and backwash (assuming the filter itself is not hazardous and the residue in it is from an exempt waste stream)
- Pipe scale, hydrocarbon solids, hydrates, and other deposits removed from piping and equipment prior to transportation
- Produced sand
- Packing fluids
- Hydrocarbon-bearing soil
- Pigging wastes from gathering lines
- Wastes from subsurface gas storage and retrieval, except for the non-exempt wastes listed herein
- Constituents removed from produced water before it is injected or otherwise disposed of
- Liquid hydrocarbons removed from the production stream but not from oil refining

Non-Exempt E&P Waste:

- Unused fracturing fluids or acids
- Gas plant cooling tower cleaning wastes
- Painting wastes
- Waste solvents
- Oil and gas service company wastes such as empty drums, drum rinsate, sandblast media, painting wastes, spent solvents, spilled chemicals, and waste acids
- Vacuum truck and drum rinsate from trucks and drums transporting or containing non-exempt waste

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- Refinery wastes
- Liquid and solid wastes generated by crude oil and tank bottom reclaimers
- Used equipment lubricating oils
- Waste compressor oil, filters, and blowdown
- Used hydraulic fluids
- Waste in transportation pipeline related pits
- Caustic or acid cleaners
- Boiler cleaning wastes
- Boiler refractory bricks
- Boiler scrubber fluids, sludges, and ash
- Incinerator ash
- Laboratory wastes
- Sanitary wastes
- Pesticide wastes
- Radioactive tracer wastes
- Drums, insulation, and miscellaneous solids

Although non-E&P wastes generated from crude oil and tank bottom reclamation operations (e.g., waste equipment cleaning solvent) are non-exempt, residuals derived from exempt wastes (e.g., produced water separated from tank bottoms) are exempt. For a further discussion, see the Federal Register notice, Clarification of the Regulatory Determination for Waste from the Exploration, Development, and Production of Crude Oil, Natural Gas and Geothermal Energy, March 22, 1993, Federal Register Volume 58, Pages 15284 to 15287.

Reference: Exemption of Oil and Gas Exploration and Production Wastes from Federal Hazardous Waste Regulations, EPA530-K-01-004, October 2002
Oil Spill Waste Management – In Louisiana, the regulatory responsibilities of waste/materials generated during an oil spill(s) are shared by the Louisiana

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Department of Environmental Quality (LDEQ) and Louisiana Department of Natural Resources, Office of Conservation (LDNR). LDEQ has authority over any industrial, municipal, or medical waste(s) as defined in LAC 33:VII generated during an oil spill. While LDNR has authority over any E&P waste(s) generated as defined in LAC 43:XIX.

LDEQ E&P Waste Exemptions

The following solid wastes are not subject to the provisions of the LDEQ's solid waste regulations (LAC 33:VII, Parts 1 and 2): produced-waste fluids and mud resulting from the exploration for or production of petroleum and geothermal energy, and all surface and storage waste facilities, incidental to oil and gas exploration and production, within the jurisdiction of the Department of Natural Resources, Office of Conservation. LAC 33:VII.301.A.1.c. This exemption applies specifically to E&P Wastes Type 1 [Salt Water (produced brine or produced water)], Type 2 [Oil-based drilling wastes (mud, fluids, and cuttings)], and Type 16 (Crude oil spill cleanup waste).

The following solid waste are not subject to the provisions of the LDEQ's hazardous waste regulations (LAC 33:V.Subpart 1): drilling fluids, produced waters, and other wastes associated with the exploration, development, or production of crude oil, natural gas, or geothermal energy (LAC 33:V.105.D.2.e.)

Solid Waste Management

Debris from the Oil Spill shall be managed in accordance with the LDEQ Comprehensive Plan for Disaster Clean-up and Debris Management ("the DMP") (revised September 29, 2010 or current version). Specifically, portions of Section 9, "Final Disposal Options," address oil contaminated debris and hazardous waste.

Additional Solid Waste Management requirements may be required by any Emergency Declaration and Administrative Orders issued by the State of Louisiana and/or the LDEQ.

Waste(s) under the jurisdiction of the LDNR will be managed in accordance with their rules, regulations, and/or emergency orders.

Waste Categories

Louisiana has identified the following categories of waste/materials to be managed during a crude oil spill. Tables C-1 and C-2 include guidance from the LDEQ and LDNR regarding the classification(s) and disposal options for identified E&P waste.

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Waste Stream	Waste Classification	State	Disposal/Treatment Option
Disposable Oil Booms – Oil has been removed to the extent practical Containment booms – Final Disposal – Oil has been removed to extent practical Oil Contaminated Rags, Gloves, Disposal Personal Protective Equipment, etc. Oil Contaminated Debris – Cups, Styrofoam Containers, etc. Tar balls/tar patties	Solid Waste/Industrial Waste	Solid	Disposed of at a LDEQ-permitted Type I landfill
Oil Contaminated Soils and Vegetative Debris	E&P waste, waste Type 16, Crude oil spill clean-up waste	Solid	Disposed of at LDNR permitted transfer station or commercial facility site or at LDEQ-permitted Type 1 landfill.
Containment Booms – Wash-off waste fluids and solids not contaminated with hazardous waste. Oily Wastewater	E&P waste, waste Type 16, Crude oil spill clean-up waste	Liquid	Dispose of at approved LDNR permitted site

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not contaminated with hazardous waste			
Dead or Injured Wildlife	LA Department of Wildlife and Fisheries	Solid	This will be managed by LDWF and will only be managed as a waste, if and when directed by the agency.
Oil Removed from Booms	E&P waste, waste Type 16, crude oil spill cleanup waste or waste type 50, salvageable hydrocarbons bound for permitted salvage oil operators	Liquid	Disposed of at approved LDNR permitted site.

Other materials/waste that can be expected:

	Material Type/Waste Stream	State	Disposal/Reclaim/Recycle Option
Crude oil skimmed from the water and spill source or oil removed from booms	Reclaimable/Recyclable oil/E&P Waste	Liquid	Recovered Oil
Potential hazardous waste collected as part of oil spill cleanup operations	Potential hazardous waste	Liquid/Solid/Mixed	Approved RCRA Permitted TSD facility
Uncontaminated Trash (Food waste, wrappings, paper, cardboard, soda can, etc.)	Municipal Trash	Liquid/Solid/Mixed	Disposed of at LDEQ Permitted Type II facility

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Plastic bottles and aluminum cans	Recyclables	Solid	Recycling Facility

The Responsible Party (RP) shall develop oil spill specific plans necessary to characterize and manage the wastes generated pursuant to applicable Federal, State, and local requirements. These plans may include waste sampling and analysis plans, waste management plans, site safety plans, SPCC, etc.

Waste Recovery and Recycling

The RP will develop a strategy to facilitate the reclamation or recycling of as much materials/oil as practical prior to sending the material for disposal. These strategies may include but not be limited to the following:

- Recovery of oil prior to disposal;
- Reuse/recycling of containment boom;
- Recycling of municipal solid waste such as paper, aluminum, plastics, etc.

The RP will also develop Best Management Plan(s) (BMP) and/or Standard Operation Procedures (SOP), which will include waste/material management procedures for the collection, staging, transportation, and final disposal/recycling of the waste/materials.

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Louisiana Type 1 and 2 Solid Waste Landfills (Source LDEQ Webpage)

Parish	Master AI #	Name	Company Phone	Type 1	Type 2	Facility's physical address
Acadia	20036	Acadia Parish Police Jury - Acadia Parish Sanitary Landfill	(337) 783-4834		X	611 Petal Rd. Egan, LA 70531
Allen	52277	IESI Corp - Timerlane Landfill	(337) 753-2296	X		1158 Landfill Rd. Oakdale, LA 71463
Ascension	4803	BFI - Colonial Landfill	(225) 675-8021	X	X	5328 Hwy 70 Sorrento, LA 70778
Ascension	51910	Belle Co LLC - Landfill	(225) 473-7251	X	X	4 Mi N of HWYs 70 & 1 Donaldsonville LA 70346
Calcasieu	324	BFI - Woodland Hill Landfill	(337) 882-1477	X	X	2500 HWY 108 S Sulphur LA 70663
Jefferson	6961	Jefferson Parish Sanitary Landfill	(504) 436-0152	X	X	5800 HWY 90 W Avondale, LA 70094
Jefferson	32219	River Birch Inc. - River Birch Landfill	(504) 436-1288	X	X	2000 S Kenner Ave Avondale, LA 70094
Jefferson Davis	12389	Jefferson Davis Parish Sanitary Landfill Commission	(337) 734-4135	X	X	16157 Landfill Rd Welsh, LA 70591
St. Mary	9340	St Mary Parish Government - Harold J "Babe" Landry Landfill	(985) 385-4531	X	X	752 Thorguson Dr. Berwick, LA 70342
Plaquemines	20061	Tidewater Landfill LLC - Coast Guard Road Sanitary Landfill	(504) 361-0094	X	X	266 Coast Guard Rd. Venice, LA 70091
Vermilion	148	Vermilion Parish Police Jury - Municipal Landfill	(337) 898-4228		X	HWY 696 Meaux, LA 70555

A complete list of LDEQ permitted solid waste landfills can be found at the link below:

<http://www.deq.louisiana.gov/portal/DIVISIONS/WastePermits/SolidWastePermits.aspx>

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Louisiana E&P Commercial Facilities (Source DNR SONRIS/2000 Database)

Parish	Site Id	Name	Company Phone	Type	Facility's Physical Address
Acadia	101	Guillory Tank Truck Service	(337) 684-6741	B	200 Saltwater Lane Eunice, La 70535
Acadia	102	Saline Injection Systems Co	(337) 783-5028	B	219 Sisco Road Egan, LA 70531
Acadia	104	Habetz Oilfield Saltwater Services	(337) 783-4677	B	P.O. Box 1552 Crowley, LA 70527
Ascension	301	Colonial Solid Waste Landfill	(225) 252-9038	DE	5328 Hwy 70 Sorrento, LA 70778
Calcasieu	1003	Louisiana Tank, Inc	(337) 436-1000	B	Old Town Road Lake Charles, LA 70615
Calcasieu	1005	Chemical Waste Management	(337) 583-3613	A	7170 John Brannon Road Sulphur, LA 70665
Cameron	1205	Newpark Environmental Services – Cameron	(888) 984-4445	T	434 Davis Road Cameron, LA 70631
Cameron	1207	US Liquids of LA - Cameron	(337) 824-3194	T	Wakefield Road Cameron, LA 70631
Jefferson	2602	River Birch - Avondale	(504) 436-1288	DE	2000 South Kenner Road Avondale, LA 70094
Jefferson Davis	2701	US Liquids of LA - Mermentau	(337) 824-3194	A	Hwy 90 East Jennings, LA 70546
Jefferson Davis	2704	SWD, Inc	(337) 433-5929	B	18342 Miller Oilfield Road Iowa, LA 70647
Jefferson Davis	2705	MBO, Inc Lacassine	(337) 588-4558	A	19141 GRO Racca Road Iowa, LA 70647

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Jefferson Davis	2707	CHI - Jennings	(337) 824-8184	B	4050 Hwy 1126 Jennings, LA 70546
Lafourche	2901	US Liquids of LA - Bourg	(337) 824-3194	A	771 Bourg-Larose Hwy Bourg, LA 70343
Lafourche	2910	Newpark Environmental Services - Fourchon I	(888) 984-4445	T	17th Street Pass Fourchon, LA 70357
Lafourche	2911	US Liquids of LA - Port Fourchon	(337) 824-3194	T	17th Street at E-Slip Pass Fourchon, LA 70357
Lafourche	2913	Newpark Environmental Services - Fourchon II	(888) 984-4445	T	16th StreetGolden Meadow, LA 70357
Lafourche	2919	US Liquids of LA - Port Fourchon 2	(337) 824-3194	T	153 17th Street Port Fourchon, LA 70357
Plaquemines	3809	Newpark Environmental Services - Venice	(888) 984-4445	T	213 Coast Guard Rd Venice, LA 70091
Plaquemines	3813	US Liquids of LA - Venice	(337) 824-3194	T	367 Tidewater Road Venice, LA
Plaquemines	3815	Premier Environmental SFI	(985) 626-8758	A	20487 Hwy 15 Bohemia, LA
St. Martin	5001	FAS Environmental Services	(985) 252-8825	B	1081 "B" Hwy Pierre Part, LA 70339
St. Martin	5002	FAS Environmental Services	(985) 252-8825	T	Atchafalaya River Basin Belle River, LA 70339
St. Mary	5101	US Liquids of LA - Bateman Island	(337) 824-3194	A	On Intracoastal Waterway Bateman Island, LA 70381
St. Mary	5102	Newpark Environmental Services - Morgan City	(888) 984-4445	T	Hwy 90 East Morgan City, LA 70381
St. Mary	5108	PSC Industrial Outsourcing, Inc.	(337) 233-4889	A	LA Hwy 87 Jeanerette, LA 70544

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St. Mary	5109	US Liquids of LA - Berwick	(337) 824-3194	T	Berry Bros Dock Berwick, LA 70342
St. Mary	5111	US Liquids of LA - MCY	(337) 824-3194	T	1200 Youngs Road Morgan City, LA 70380
Terrebonne	5501	Houma SaltWater Disposal Corp	(985) 868-2477	B	1034 Coteau Road Houma, LA 70364
Terrebonne	5503	Houma SaltWater Disposal	(985) 868-2477	T	1035 Coteau Road Houma, LA 70364
Vermilion	5703	Newpark Environmental Services - Intracoastal City Yard	(888) 868-2477	T	Broussard Bros Doc Intracoastal City, LA 70510
Vermilion	5710	US Liquids of LA - Intracoastal City Yard	(337) 824-3194	T	24915 Highway 333 Intracoastal City, LA 70519

A complete list of LDNR E&P Waste Facilities can be found at the links below:

List: http://reports.dnr.state.la.us/reports/rwservlet?SRCN46830_p

Map: http://dnr.louisiana.gov/assets/OC/env_div/ep_waste_sec/LA_Commercial_Facilities_102610.pdf

Louisiana Commercial Hazardous Waste Treatment, Storage and Disposal Facilities (TSDF)

Parish	Master #	Name	Company Phone	Facility's Physical Address	HW ID No.
East Baton Rouge	1516	Clean Harbors Baton Rouge, LLC	(225) 778-3511	13351 Scenic Highway, Baton Rouge, LA 70807	LAD010395127
Rapides	32096	Clean Harbors Colfax, LLC	(318) 627-3443	3763 Highway 471 Colfax, LA 71417	LAD981055791
Tangipahoa	24512	Lamp Environmental	(985) 345-4775	46257 Morris Road, Hammond, LA 707401	LAO000365668
Calcasieu	742	Chemical Waste Management	(337) 583-2169	7170 John Brannon Road, Sulphur, LA 70665	LAD000777201
East Baton Rouge	1314	Rhodia, Inc	(225) 359-3722	1275 Airline Highway, Baton Rouge, LA 70805	LAD008161234

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Under Development

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Section 9000
Appendix R
Area Response
Resource Inventory

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Area Response Resource Inventory

Introduction

This appendix contains the response resource information specific to the Southeast Louisiana Area Committee's Area of Responsibility from the National Strike Force Coordination Center's (NSFCC) Response Resource Inventory database. Oil Spill Response Organizations (OSROs) and Non-OSRO entities are encouraged to input and maintain owned spill response equipment in this database for inclusion to this appendix. Equipment can be registered at: <https://cgrri.uscg.mil>.

Government and non-OSRO equipment owners can also register equipment in the NSFCC's Response Resource Inventory. Government Agencies and Non-OSROs can register by calling (252) 331-6000.

Resources

Booms

Booms are devices for controlling the spread of oil to reduce the chance of polluting shorelines and other natural resources.

Boom Types

The different types of booms are listed and explained below:

Curtain - flexible skirt which is free to move independently of the floats.

Fence - a rigid or semi-rigid material used as a vertical screen against oil floating on the water.

Fire - includes both fence and curtain types; designed to withstand heat and stress of in-situ burning.

Intertidal - uses air or foam for buoyancy and water for ballast. It floats free at high tide and seals to the mud or sand at low tide. When grounded, the heavy water ballast seals the boom to the shoreline and prevents oil from moving along the intertidal zone.

Other - any type of boom that is not curtain, fence, fire, or intertidal boom.

Connector Types

Boom connector - a boom end-connector device permanently attached to a boom and used for joining boom section to one another or to other devices associated with it.

The following list contains the type of connectors:

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ANSI Connector - built to the standard defined by the American National Standards Institute.

ASTM Connector - built to the specifications of the American Society of Testing and Materials. The ASTM specifications define it as a quick Z-connector, secured with a self-locking cross pin attached to each end of the boom by a lanyard, long enough to reach the cross pin hole.

Bolt Connector - used by inserting through matching holes in the fabric on both ends of the boom and secured with a nut or wing nut.

Quick Connector - jointed and secured with a wing nut or pin. There is no male or female connector to worry about; this allows any two ends to be joined.

Slide Connector - the Slide Connector has a male and female attachment on opposite ends of the boom.

Slotted Tube Connector - the Slotted Tube Connector has a plastic slotted tube which slides over a seated rope in each end of the boom. There is no male or female connector.

Universal Slide Connector - two ends that slide together from top or bottom. There is no male or female connector, so any two can be joined, as long as one is up and one is down.

Other Connector - a Connector that is not ANSI, ASTM, Bolt, Quick, Slide, Slotted Tube, or Universal Slide Connector.

Boom Height

The height of the boom is the total height above and below the waterline of a boom and is measured in inches (in). The height is calculated by using the following formula: Boom Height = Freeboard + Draft. The boom freeboard is the vertical height measurements of the boom above the water line. This measurement includes the inflated float and is measured in inches. The boom draft is the length of the boom directly under the floatation.

Boom Length

The total length of the boom from one end to the other. The measurement should be in feet.

Boom Weight

The total weight of the boom is the weight of all lengths of boom at a site. The measurement is made in pounds (lbs.)

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Boom Storage Volume

The total cubic storage area required for all boom at a site. The measurement is calculated by using the following formula: **Height x Width X Length= Cubic Feet** (cu.ft.).

Boom Status

The status of the boom is one or more of the following:

Available - an indicator of the availability of a particular resource item outside the local area (COTP Zone).

Dedicated - determines if the boom is ONLY able to operate with oil spills and not hazardous substances.

Packaged - an indicator that the resource is packaged for transportation. The number of packages of a resource is the number of individual packages of the resource that are contained in the total length of the resource at a site.

Skimmers

A device used to remove spilled oil from the surface of the water through means of mechanical suction, adhesion, absorption, or some similar mechanism of action that allows separation and recovery of spilled oil from the water's surface. Skimmers may be self-propelled, towed, or pushed through the water.

Skimmer Types

The following is a description of the types of skimmers.

Air - an Air Skimmer is a Vacuum system or an air conveyer attached to a hose which may be fitted with specially designed skimmer heads.

Belt Adhesion - a Belt Adhesion Skimmer provides either (a) upward rotating belts which carries the oil and squeezes off into a storage tank, or (b) downward rotating belts which first submerge the oil; which then surfaces behind the belt into a defined area within the vessel.

Disc Adhesion - a Disk Type of Skimmer uses disks that rotate through the oil. Oil adheres to the disk surface, then removed by a scraper to a central point and is pumped to storage.

Oleophilic - an Oleophilic Rope Adhesion Skimmer has a central tension core rope, forming a long continuous mop. The floating mop is pulled by powered rollers around a return pulley. The oleophilic surface of the rope causes the oil to adhere to the rope and rollers squeeze the oil from the rope into a tank.

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Vortex Suction - a Vortex Suction type Skimmer is induced by an impeller and causes the oil to concentrate at the center of the vortex due to centrifugal effects. The collected oil is pumped from the top and the free water released from the bottom.

Weir Suction - a Weir Suction Skimmer uses the force of gravity to cause the oil floating on the surface of the water to flow over a self-leveling weir into the well of the skimmer. It is then pumped to storage.

Other - a skimmer type that is not Air, Belt Adhesion, Disc Adhesion, Oleophilic, Vortex Suction, or Weir Suction type skimmer.

Skimmer Measurements

The following is a list of measurements for a skimmer resource.

Skimmer Pump Capacity - the flow rate for a pump associated with a skimmer. Measurements are made in gallons per minute (GPM).

Skimmer Quantity - the quantity of a skimmer resource that is owned and located at an organization site of a particular skimmer type. Quantity measurement is a number.

Skimmer Weight - Weight is the total weight of a single skimmer. This is important information for logistics. Measurement is made in pounds (lb).

Skimmer Status

The status of the skimmer is one or more of the following:

Available - an indicator of the availability of a particular resource item outside of the COTP Zone.

Dedicated - determines if the skimmer is ONLY available to operate with oil spills.

Transportable - an indicator that the resource can be transported.

Temporary Storage

Resources that provide a capacity to contain and hold material recovered during an oil spill incident. Temporary Storage may also provide the facility to transport these materials from the spill site.

Temporary Storage Types

Temporary Storage Equipment consists of the following types:

Inflatable - an inflatable device such as a rigid dracone or bladder that can be used as a portable site for recovered oil.

Modular Storage Container - modular Storage containers are a type of portable storage.

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Oil Storage Bag - Oil Storage Bags are a type of portable storage.

Tank Truck - a Tank Truck is considered a portable storage device.

Temporary Storage Draft

The draft is the depth of the temporary storage beneath the water. The measurement is made in feet (ft).

Temporary Storage Capacity

The capacity is the amount of oil storage capacity a temporary storage unit has. The measurement is made in gallons (gal).

Temporary Storage Quantity

The quantity of a temporary storage resource that is owned and located at an organization site. Quantity measurement is a number.

Temporary Storage Weight

The total weight of the Temporary Storage is the weight in pounds (lbs). This is an important measurement for logistic information.

Vacuum Systems

A resource that has a vacuum system for removing oil. It usually provides the capability for storage and the transport of the oil away from the spill site.

Vacuum System Measurements

The following list describes the measurements necessary for vacuum systems:

Vacuum Rate - the Vacuum Rate is the maximum number of gallons per minute the pump on the vacuum system is able to vacuum.

Vacuum Holding Capacity - the Holding Capacity is the maximum number of gallons a vacuum system is able to hold.

Vacuum Quantity - the quantity of a vacuum system resource that is owned and located at an organization site.

Vacuum System Status

The status of the vacuum system resource is one of more of the following:

Skimming Capable - determines if the vacuum system has skimming capabilities.

Available - an indicator of the availability of a particular resource item outside the COTP Zone.

Dedicated - determines if the system is ONLY capable to cleanup oil spills.

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Solid Capable - determines if the vacuum system is able to operate for solid substances.

Liquid Capable - determines if the vacuum system is able to operate in liquid substances.

Vessels

Boats or other water forms of transportation that are able to aid during an oil spill incident.

Vessel Type

The following are the vessel description types of the RRI, *Crane Barge, Deck Barge, Hotel Barge, Jon Boat, Trawler, Utility Work Boat, and Other.*

Vessel Name

The name given and registered for the vessel.

Vessel Length

The Vessel Length is the total length of the vessel from bow to stern, measures in feet (ft).

Vessel Beam

Vessel Beam is the width of the vessel at the widest point or at the mid-point of the length. The beam is measured in feet (ft).

Vessel Draft

The vertical distance between the waterline and the bottom of the vessel hull.

Vessel Weight

The Vessel Weight is the total weight of the vessel. This is important information of logistics. Measurement is made in pounds (lbs).

Vessel Storage Capacity

The maximum number of gallons a vessel is able to hold.

Vessel Quantity

The quantity of a vessel resource that is owned and located at an organization site. Quantity measurement is a number.

Vessel Status

The status of a vessel is one or more of the following:

Skimming Capable - determines if the vessel has skimming capabilities.

Available - an indicator of the availability of a particular resource item outside the Captain of the Port Zone.

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Dedicated - determines if the equipment is used ONLY for oil spills.

Night Capabilities - determines if the vessel is operable at night or when it is dark.

Shallow Water - determines if the vessel is able to operate properly in shallow water.

Packaged - an indicator that the resource is packaged transportation.

Number of Packages - the number of individual packages of the resource that are contained in the total length of the resource at a site.

Equipment on Board

Additional equipment on board the vessel should be entered in the text box provided.

Beach Cleaners

Resources used to clean spilled oil from a beach area.

Beach Cleaner Types

Beach cleaners consist of the following types:

Manual Cleaners - Involves the use of shovels, rakes, sorbents, and hand pickup to clean areas of a beach. Used in areas where mechanical cleaning is impractical or would damage a sensitive environment. Manual cleaning generally involves the use of ordinary construction equipment.

Mechanical Cleaners - Mostly commercially manufactured beach cleaning equipment. Mechanical Cleaners are designed for use on flat sandy or mud beaches. In their simplest form, mechanical cleaners include specialized equipment either self-propelled or attached to tractors or road equipment.

Mechanical/Hydraulic - Specialized mechanical cleaner attached to tractors or road equipment and uses hydraulic propulsion.

Paddle Belt - a Paddle Belt Beach Cleaner operates like a paddle belt skimmer, except it picks up the oiled beach surface.

Screening Belt - Transports surface beach materials up a conveyor belt, deposits them in a truck, or processes them and returns the cleaned sand to the beach.

Vacuum Washer - Mobile vacuum equipment. In many cases, the units provide for water washing. Oil adhering to various surfaces is first washed off, and then recovered with the vacuum. Vacuum beach cleaning is usually done where there is good road access. Vacuum trucks and portable units are frequently used in such areas.

Sorbent - i.e., pads, booms, pillows, particulates, granules, etc.

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Other - any type of beach cleaner that is not a manual cleaner, mechanical cleaner, mechanical/hydraulic, paddle or screening belt, vacuum washer, or sorbent beach cleaner.

Beach Cleaner Weight

The total weight of the beach cleaner.

Beach Cleaner Quantity

The quantity of a Beach Cleaner resource that is owned and located at an organization site.

Beach Cleaner Status

The status of the beach cleaner is one or more of the following:

Available - an indicator of the availability of a particular resource item outside the COTP Zone.

Transportable - an indicator the resource can be transported. Any details about whether the resource is packaged or not, and how it can be transported.

Packaged - an indicator that the resource is packaged for transportation.

Self-Supported - an indicator whether a Beach Cleaner can operate on its own power.

Dispersants

Chemicals that are used to react with oil in water. The active ingredient(s) in dispersants are surface active agents or surfactants. Surfactants have varying actions toward water and oil.

Dispersant Quantity

Quantity is the only measurements for a dispersant resource. Quantity measurement is a number.

Dispersant Status

The status of the dispersant is one or more of the following.

Available - an indicator of the availability of a particular resource item outside the COTP Zone.

Transportable - an indicator that the resource can be transported.

Packaged - an indicator that the resource is packaged for transportation.

Dispersant Delivery

Systems used in spill cleanup to apply dispersant rapidly, particularly over slicks that cover a large area.

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Dispersant Delivery Types

Systems used in spill cleanup to apply dispersants rapidly, particularly over slicks that cover a large area. The types of Dispersant Delivery Types in the RRI are plane and vessel.

Dispersant Delivery Status

The status of the dispersant delivery resource is one or more of the following:

Available - an indicator of the availability of a particular resource item outside the COTP Zone.

Transportable - an indicator that the resource can be transported.

Packaged - an indicator that the resource is packaged for transportation.

Firefighting Equipment

A broad range of equipment used in fighting marine fires.

Firefighting Equipment Types

Firefighting equipment types in the RRI are broken into three types. Foam stockpile, vessel, and other.

Weight

The weight is the total weight of the selected type of firefighting equipment. The weight measurement is made in pounds (lbs).

Quantity

The quantity of the selected type of firefighting equipment resource that is owned and located at an organization site. Quantity measurement is a number.

Firefighting Equipment Status

The status of the firefighting equipment is one or more of the following:

Available - an indicator of the availability of a particular resource item outside the COTP Zone.

Transportable - an indicator that the resource can be transported.

Package - an indicator that the resource is packaged for transportation.

Oily Water Separators

Oily Water Separators (OWS) physically separate oil from oily water. OWS's are used as a secondary cleanup method, and have oil water input and non-harmful discharge water output.

OWS Types

The following is a list of OWS types:

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Centrifuge - A centrifuge type OWS; uses centrifugal forces to separate the oil and water.

Coalescing - A coalescing type OWS; uses oleophilic material to cause the oil in the water to adhere for easier separation.

Filter - A filter type OWS; uses a filtering mechanism to separate the oil from water.

Gravity - A gravity type OWS; uses natural gravity forces to separate oil from water.

Other - A type of OWS; that is not Centrifuge, Coalescing, Filter, or Gravity.

OWS Measurements

The following is a list of measurements for OWS resources.

OWS Capacity - The capacity is the flow rate for an OWS. The measurement is made in gallons per minute (GPM).

OWS Discharge Capacity - The discharge capacity of an OWS is the value of the amount of oil in the water being discharged by an OWS. The measurement for discharge capacity is parts per million (ppm).

OWS Weight - The total weight of the OWS. This is important information for logistics. The measurement is made in pounds (lbs).

OWS Quantity - The quantity of an OWS resource that is owned and located at an organization site.

OWS Status

The status of an OWS resource is one or more of the following:

Available - an indicator of the availability of a particular resource item outside the COTP zone.

Transportable - An indicator that the resource can be transported.

Packaged - An indicator that the resource is packaged for transportation.

Product Transfer Pumps

Product Transfer Pump Types

Archimedean Screw - Developed especially for moving highly viscous oil mixed with debris. It is referred to variously as screw pump, positive displacement pump, and Archimedean Screw Pump. It employs a progressive Archimedean screw, generally with

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sharp blades, to move the viscous oil to almost any elevation. It has limited suction and simply drives the oil up and out of the tank or hopper.

Bladeless - A series of parallel flat or concave discs attach to a powered shaft. When fluid is introduced at the center of these rotating discs, boundary layer drag on both sides of the discs imparts energy to it. The fluid moves in an outward helical path, discharging into a diffuser outside the pump case.

Centrifugal - Uses spinning impeller vanes to increase velocity of the fluid as it moves from the center of the pump to the outer edge.

Diaphragm - Uses a pumping action, which results from alternative compression and relation of a specially designed resilient hose. The hose is compressed between the inner wall of the housing and the compression shoes on the rotor. A liquid lubricant in the housing minimizes sliding friction. The fluid being pumped is only in contact with the inner wall of the hose. During compression, abrasive particles in the fluid are cushioned in the thick inner hose wall, returning to the fluid stream after compression. The pump has no seats, seals, or valves. It is self-priming and is designed for industrial use.

Peristaltic - Uses a pumping action, which results from alternate compression and relation of a specially designed resilient hose. The hose is compressed between the inner wall of the housing and the compression shoes on the rotor. The liquid lubricant in the housing minimizes sliding friction. The fluid being pumped is only in contact with the inner wall of the hose. During compression, abrasive particles in the fluid are cushioned in the thick inner hose wall, returning to the fluid stream after compression. The pump has no seats, seals, or valves. It is self-priming and is designed for industrial use.

Progressive Cavity - A positive displacement type of pump that reciprocates with rubber pistons. The pumping action results from rotation of three or more eccentric discs that fits into three plastic displacement chambers (shoes) lined with synthetic. Each disc reciprocates horizontally in its shoe, like a piston in cylinder. At the same time it makes the shoe reciprocate vertically, so that ports in the base of the shoe alternatively open and close discharge ports. Delivery from each shoe is intermittent.

Other - A transfer pump type that is not Archimedean Screw, Bladeless, Centrifugal, Diaphragm, Peristaltic, Progressive Cavity, and Sliding Shoe.

Product Transfer Pump Measurements

Transfer Pump Transfer Rate

Transfer Pump Weight - This is the total weight of the resource.

Transfer Pump Quantity - The quantity of the resource that is owned and located at an organization site.

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Product Transfer Pump Status

Available - An indicator of the availability of a particular resource item outside the COTP zone.

Transportable - An indicator that the resource can be transported.

Dedicated - An indicator that the piece of equipment is used ONLY for oil cleanup.

Support Equipment

Miscellaneous logistical support equipment that is used to supplement other oil spill removal resources.

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New Orleans Response Resource Inventory

Jefferson Parish

Bertucci Industrial Services

#7 RIVER ROAD,
JEFFERSON, LA 70181

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
RANDY PARISH,

Contact Email:
placeholder@placeholder.com

OSRO Number:
5

Phone:
(504)733-8899

FAX:
(504)733-0720

Status:
Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	ABASCO	Universal Slide	~	18	1500

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
Other	~	1	N/A	25	600	0	~
Deck Barge	~	1	N/A	110	0	0	~
Deck Barge	~	3	N/A	180	0	100	~
Other	~	1	N/A	12	75	0	~
Other	~	1	N/A	16	425	0	~
Other	~	1	N/A	40	600	0	~

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

River Ridge

100 Florida Street,
River Ridge, LA 70123

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Region - 6

Point of Contact:

Tony Cunningham , Michelle Matoka

Contact Email:

tony@midgulfrecovery.com

OSRO Number:

393

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Phone:
(504)737-1600

FAX:
(504)737-1660

Status:
Owned

BOOMS

No Booms Registered

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

Southeast Louisiana Area Contingency Plan

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PERSONNEL

No Personnel Registered

USES - Harvey

3540 River Road,
Harvey, LA 70058

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Region - 6

Point of Contact:

Dennis Schenck, Jose Delgado

Contact Email:

dschenck@usesgroup.com

OSRO Number:

38

Phone:

(888)279-9930

FAX:

(504)279-7756

Status:

Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	ACME PRODUCTS CO.	Universal Slide	~	18	2000

BEACH CLEANERS

No Beach Cleaners Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

DISPERSANTS

No Dispersants Registered

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
John Boat	~	1	LA	16	25	0	Loaded on trailer

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

Premier Industries Harvey

3450 Peters Rd.,
Harvey, LA 70058

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Region - 6

Point of Contact:
Bill Darby, Sam Poole

Contact Email:
bdarby@prem-ind.com

OSRO Number:
374

Phone:
(985)774-3446

FAX:
(504)394-3773

Status:
Owned

BOOMS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	**NOT A LISTED MANUFACTURER	ANSI	lamore slickbar	18	15000

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

Vacuum Truck/Trailer	VIN	Holding Capacity (gallons)	Vacuum Rate (Gpm)	Quantity
TRUE	2fzhade86av69396	2940	66	1
TRUE	1npsl70x3cd13626	2940	66	1
TRUE	1htwysbt4bj177365	2940	66	1
TRUE	1htwysb9bj177345	2940	66	1

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Marine Pollution Control (New Orleans, LA)

1136 5th ST.,
Gretna, LA 70053

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Region - 6

Point of Contact:

Mike Popa, Jeff Stamper

Contact Email:

placeholder@placeholder.com

OSRO Number:

3

Phone:

(313)849-2333

FAX:

(313)849-1623

Status:

Owned

BOOMS

No Booms Registered

BEACH CLEANERS

No Beach Cleaners Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable Quantity	
Centifugal	**NOT A LISTED MANUFACTURER	Diesel	2200	TRUE	1

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Poydras

2505 Buccaneer Dr.,
Marrero, LA 70072

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Region - 6

Point of Contact:

Adam Evans,

Contact Email:

aevans70072@gmail.com

OSRO Number:

407

Phone:

(757)831-1093

FAX:

~

Status:

Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	ACO POLYMER PRODUCTS, INC.	Other	~	18	40000

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

Southeast Louisiana Area Contingency Plan

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No Dispersants Registered

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
Deck Barge	~	1	LA7834	78	0	150000	~

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Drum	BRENNER STAINLESS	TDS-118	42	0	5

VACUUM SYSTEMS

Vacuum Truck/Trailer	VIN	Holding Capacity (gallons)	Vacuum Rate (Gpm)	Quantity
TRUE	~	50000	100	1

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

Southeast Louisiana Area Contingency Plan

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TEMPORARY STORAGE

Storage Type	Manufacturer	Model	Draft	Storage Capacity	Quantity
Inflatable	ASPRA, INC	~	0	100000	2

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

Bertucci Industrial Services

19 Veterans Memorial Blvd,
Kenner, LA 70062

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Jeff Hall,

Contact Email:
bis@bisnola.com

OSRO Number:
5

Phone:
(504)628-1165

FAX:
(504)733-0720

Status:
Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	AMERICAN BOOM & BARRIER CORP.	Quick	RIVER BOOM	18	1500

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
Utility	SB-1	1	LA 3310	28	230	0	Boom

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Work Boat			ES				deployment Personnel movement
Utility Work Boat	~	5	~	16	25	0	

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Air/suction	**NOT A LISTED MANUFACTURER	DUCKBILL	300	0	1
Air/suction	**NOT A LISTED MANUFACTURER	DUCKBILL	200	0	2

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

Storage	Manufacturer	Model	Draft	Storage	Quantity
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Southeast Louisiana Area Contingency Plan

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Type				Capacity	
Other	**NOT A LISTED MANUFACTURER	SALVAGE DRUM	1	85	100
Other	**NOT A LISTED MANUFACTURER	DOT17H	1	55	100

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

Employment Catagory	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	~	~	5	0
Operator/Technician	~	~	10	0
Laborer	~	~	2	15
Other	~	~	~	~
Pilot	~	~	~	~

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Aerial Observer ~ ~ ~ ~

Industrial Cleanup, Inc. (ICI)

Associated Gulf Coast Responders, 1213 River Road
Westwego, LA 70094

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Region - 6

Point of Contact:

Rustin D. Johnson, President, Ron A.
Kirsch, Vice President

Contact Email:

placeholder@placeholder.com

OSRO

Number:
23

Phone:

(800)436-0883

FAX:

(504)436-3140

Status:

Owned

BOOMS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Booms Registered

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

OMI-NES (Gretna, LA)

1125 Fourth Street,
Gretna, LA 70053

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Donald J. Nalty Jr., Joseph J.
Smith

Contact Email:
placeholder@placeholder.com

**OSRO
Number:**
12

Phone:
(504)362-8850

FAX:
(504)361-5372

Status:
Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	STD	18	2500
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	STD	18	3200
Curtain	**NOT A LISTED	Universal	STD II	19	450

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	MANUFACTURER	Slide			
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	STD	18	1000
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	River	10	900

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Weir/Suction	**NOT A LISTED MANUFACTURER	DD3	230	0	3
Weir/Suction	**NOT A LISTED MANUFACTURER	DD2	160	0	2
Weir/Suction	**NOT A LISTED MANUFACTURER	GR3	278	0	1
Weir/Suction	FOILEX AB	TDS200	290	0	1
Other	**NOT A LISTED MANUFACTURER	C44E	110	0	1
Other	**NOT A LISTED	C14E	7	0	1

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	MANUFACTURER				
Other	**NOT A LISTED MANUFACTURER	CV46H	110	0	1
Other	**NOT A LISTED MANUFACTURER	ORD Magna	120	0	1
Other	**NOT A LISTED MANUFACTURER	ORD (LT)	30	0	2
Other	**NOT A LISTED MANUFACTURER	ORD	50	0	3

VACUUM SYSTEMS

Vacuum Truck/Trailer	VIN	Holding Capacity (gallons)	Vacuum Rate (Gpm)	Quantity
TRUE	~	1680	165	2

PRODUCT TRANSFER PUMPS

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable	Quantity
Diaphragm	**NOT A LISTED MANUFACTURER	Air	230	TRUE	3
Diaphragm	**NOT A LISTED MANUFACTURER	Air	160	TRUE	2
Centifugal	GORMANN-RUPP CO.	Diesel	278	TRUE	1

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Storage Type	Manufacturer	Model	Draft	Storage Capacity	Quantity
FIXED FACILITY TANK	**NOT A LISTED MANUFACTURER	IMTT A#A-103	1	630000	1
FIXED FACILITY TANK	**NOT A LISTED MANUFACTURER	IMTT A#B-1	1	70392	1
FIXED FACILITY TANK	**NOT A LISTED MANUFACTURER	IMTT G#111	1	72072	1
FIXED FACILITY TANK	**NOT A LISTED MANUFACTURER	IMTT G#110	1	106344	1
FIXED FACILITY TANK	**NOT A LISTED MANUFACTURER	IMTT G#108	1	70392	1

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

PERSONNEL

Employment Category	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	~	~	~	~
Operator/Technician	~	~	21	0
Laborer	~	~	20	0
Other	~	~	~	~
Pilot	~	~	~	~
Aerial Observer	~	~	~	~

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

National Response Corporation (New Iberia, LA)

5619 Port Road, c/o AMPOL
New Iberia, LA 70562

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Mike Noel,

Contact Email:
iocdo@nrcc.com

OSRO Number:
16

Phone:
(281)899-4848

FAX:
(281)899-4849

Status:
Owned

BOOMS

No Booms Registered

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity	Storage Capacity	Quantity
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Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

		(Gpm)			
Disc Adhesion	**NOT A LISTED MANUFACTURER	Weir Disc Skimmer WD-102	200	0	1

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

USES Box - Marrero

5000 River Rd,
Marrero, LA 70072

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Point of Contact: Dennis Schenck, Jose Delgado	Contact Email: dschenck@usesgroup.com	OSRO Number: 38
Phone: (888)279-9930	FAX: (504)279-7756	Status: Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	CONTAINMENT SYSTEMS	Quick	River	18	600

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

No Skimmers Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

St. James Parish

OMES

6410 St. James Terminal Rd,
St James , LA 70086

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Robert George,

Contact Email:
robertgeorge@omies.com

OSRO Number:
12

Phone:
(800)645-6671

FAX:
~

Status:
Owned

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	ABASCO	Quick	Beta-I B	18	1000

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

OMES

1601 4th Street,
Harvey, LA 70058

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Robert George,

Contact Email:
robertgeorge@omies.com

OSRO Number:
12

Phone:
(800)645-6671

FAX:
(504)367-7567

Status:
Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	ACME PRODUCTS CO.	Quick	~	18	10000

BEACH CLEANERS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Plaquemines Parish

USES Venice LA

42156 Highway 23 S, P. O. Box 830
Venice, LA 70091

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact: Dennis Schenck, Buddy Boudreaux	Contact Email: dschenck@usesgroup.com	OSRO Number: 38
Phone: (888)279-9930	FAX: (504)534-2013	Status: Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	ACME PRODUCTS CO.	Universal Slide	~	18	1800
Curtain	ACME PRODUCTS CO.	Universal Slide	~	18	2000
Curtain	ACME PRODUCTS CO.	Universal Slide	~	18	2000
Curtain	ACME PRODUCTS CO.	Universal Slide	~	18	8000

BEACH CLEANERS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
John Boat	~	3	LA	16	25	0	On trailers
John Boat	~	7	LA	16	25	0	~
Utility Work Boat	~	1	LA6396FG	30	450	0	~
Utility Work Boat	~	1	LA6801FU	26	230	0	~
Utility Work Boat	~	1	LA6800FU	26	230	0	~
Utility Work Boat	~	1	LA4893FX	36	500	0	~
Utility Work Boat	~	1	LA4004FX	36	500	0	Radar, GPS, VHF-FM, Generator, A/C

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Drum	**NOT A LISTED	Crucial	85	0	2

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Drum	MANUFACTURER	1D18P-24	85	0	1
	**NOT A LISTED	Crucial			
	MANUFACTURER	1D18P-36			

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable Quantity	
Centifugal	**NOT A LISTED MANUFACTURER	Gas	132	TRUE	6
Other	**NOT A LISTED MANUFACTURER	Diesel	132	TRUE	2
Other	**NOT A LISTED MANUFACTURER	Diesel	400	TRUE	1
Diaphragm	**NOT A LISTED MANUFACTURER	Air	115	TRUE	2
Diaphragm	**NOT A LISTED MANUFACTURER	Air	80	TRUE	3
Centifugal	**NOT A LISTED MANUFACTURER	Diesel	170	TRUE	2

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

Storage Type	Manufacturer	Model	Draft	Storage Capacity	Quantity
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Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Other	**NOT A LISTED MANUFACTURER	Open Top Steel Overpack	0	85	3
Other	**NOT A LISTED MANUFACTURER	Open Top Steel Drum	0	55	5
Other	**NOT A LISTED MANUFACTURER	Poly Overpack	0	95	4

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

Equipment	Type/Make	Quantity
Pick up Trucks	~	9
Pick-up Trucks	2 WD	3
Trailer	20' Emergency Response	1
Sorbent Boom	Ergon, 5", 40' Bag	150
Oil Snare	~	50
Wildlife Scare-away Guns	~	4
Cellular Phones	Nationwide Coverage	30
Command Base	Motorola, 851-855 MHZ	1
Handheld Radio	MTX 8000	27
Trailer	Response	1

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Trailer	Response	1
Sorbent Pads	Bale/100	350
Sorbent Boom	5", 40' Bag	150
Sorbent Boom	8", 40' Bag	250
Handheld Radio	MTX 8000	10
Trailer	Response	1
Sorbent Roll	Ergon, 100'	10
Sorbent Pads	Ergon, 100/Bale	300
Sorbent Boom	Ergon, 8", 40' Bag	250

PERSONNEL

Employment Category	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	~	~	1	0
Operator/Technician	~	~	4	0
Laborer	~	~	~	~
Other	~	~	~	~
Pilot	~	~	~	~
Aerial Observer	~	~	~	~

ES&H - BELLE CHASSE

2305 N. Concord Road,
BELLE CHASSE, LA 70037

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Point of Contact: TREY BOUCVALT, Kevin Lormand placeholder@placeholder.com	Contact Email: placeholder@placeholder.com	OSRO Number: 50
Phone: (504)340-0336	FAX: (504)340-0326	Status: Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	ACME PRODUCTS CO.	Universal Slide	~	10	1000
Curtain	ACME PRODUCTS CO.	Universal Slide	~	18	1000

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
John Boat	~	1	LA 7968 FK	16	25	0	~
John Boat	~	1	LA 3839 FM	16	25	0	~
Utility	Responder	1	LA 6192	26	300	0	Radar, GPS,

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Work Boat	#4		FR				VHF radio
Utility Work Boat	Responder #10	1	LA-3002-FD	26	230	0	Radar, GPS, VHF Radio
John Boat	~	1	LA-3783-EN	16	25	0	~
John Boat	~	1	LA-3782-EN	16	25	0	~

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Drum	ELASTEC, INC.	TDS-118	35	0	6
Drum	ELASTEC, INC.	TDS-136	70	1	4

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable Quantity	
Centrifugal	**NOT A LISTED MANUFACTURER	Gas	210	TRUE	15
Centrifugal	**NOT A LISTED MANUFACTURER	Diesel	100	TRUE	2
Diaphragm	**NOT A LISTED MANUFACTURER	Gas	88	TRUE	1

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Diaphragm	**NOT A LISTED MANUFACTURER	Gas	88	TRUE	9
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OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

Equipment	Type/Make	Quantity
Generator	5KW	2
NEXTEL 2-WAY RADIO/PHONE	COMMUNICATIONS EQUIPMENT	6
PRESSURE WASHER	DECONTAMINATION EQUIPMENT	3

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

PORTABLE PRINTER	OFFICE EQUIPMENT	1
LAPTOP COMPUTER	OFFICE EQUIPMENT	1
FAX MACHINE	COMMUNICATIONS EQUIPMENT	1
COPY MACHINE	OFFICE EQUIPMENT	1
GLOBAL POSITIONING SYSTEM	COMMUNICATIONS EQUIPMENT	1
2-WAY RADIO	COMMUNICATIONS EQUIPMENT	1
SENSIDYNE GAS DET. PUMP	SAFETY EQUIPMENT	2
MSA PASSPORT AIR MONITOR	SAFETY EQUIPMENT	2
10 CFM AIR COMPRESSOR	DECONTAMINATION EQUIPMENT	6
CALIBRATION KIT	SAFETY EQUIPMENT	2
MARINE VHF RADIO	COMMUNICATIONS EQUIPMENT	2
PRINTER	OFFICE EQUIPMENT	1
COMPUTER MONITOR AND CPU	OFFICE EQUIPMENT	1

PERSONNEL

Employment Category	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	~	~	1	0
Operator/Technician	~	~	4	0
Laborer	~	~	~	~
Other	~	~	~	~
Pilot	~	~	~	~
Aerial Observer	~	~	~	~

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Belle Chasse

10624 Highway 23,
Belle Chasse, LA 70037

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Region - 6

Point of Contact:

JD Futch,

Contact Email:

jd.futch@ilesllc.com

OSRO Number:

322

Phone:

(504)912-5458

FAX:

(504)322-7137

Status:

Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	ACME PRODUCTS CO.	ASTM	6x12 boom	18	6000

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

BEACH CLEANERS

Beach Cleaner Type	Manufacturer	Model	Quantity
Vacuum Washer	**NOT A LISTED MANUFACTURER	barrel vacuum 55 gallon	1
Manual Cleaner	**NOT A LISTED MANUFACTURER	rakes	150
Mechanical Hydraulic	**NOT A LISTED MANUFACTURER	hotsy unit	2
Sorbent	**NOT A LISTED MANUFACTURER	sorbent pad bales	50
Manual Cleaner	**NOT A LISTED MANUFACTURER	~	50

DISPERSANTS

No Dispersants Registered

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
OSRV	~	1	LA 9532-FW	30	280	0	~
OSRV	~	1	LA 9531-FW	30	280	0	~
OSRV	~	1	LA 8541-FW	30	280	0	~
OSRV	~	1	LA 8543-FW	34	280	0	~
OSRV	~	1	LA 8542-FW	34	280	0	~

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Drum	**NOT A LISTED MANUFACTURER	~	35	0	5

VACUUM SYSTEMS

Vacuum Truck/Trailer	VIN	Holding Capacity (gallons)	Vacuum Rate (Gpm)	Quantity
TRUE	~	4000	35	1
TRUE	~	3300	35	1
TRUE	~	3800	35	1

PRODUCT TRANSFER PUMPS

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable	Quantity
Centrifugal	**NOT A LISTED MANUFACTURER	Hydraulic	50	TRUE	2
Diaphragm	**NOT A LISTED MANUFACTURER	Air	35	TRUE	2

OILY WATER SEPARATORS

Separator Type	Manufacturer	Model	Flow Rate (Gpm)	Discharge Capacity	Quantity
Centrifuge	**NOT A LISTED MANUFACTURER	~	5000	20	3

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

TEMPORARY STORAGE

Storage Type	Manufacturer	Model	Draft	Storage Capacity	Quantity
Modular Storage Container	**NOT A LISTED MANUFACTURER	Tidal Tank 180 Round Bttm Frac Tank	0	21000	5

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

Equipment Type	Model	Quantity
Other	flame retardent suites	2
Other	6 inch suction hose w camlock 120 feet	1
Other	5 inch supply line fire hose 500 feet	1
Other	2000 gallon water truck	1
Other	purple k fire extinguisher	3

SUPPORT EQUIPMENT

Equipment	Type/Make	Quantity
life jackets	~	50
4 gas detect meter	~	1
chain saws	~	8

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

weed eaters	~	11
scba cylinders	~	10
scba	~	10
tyvex suits	white	500
hotsy unit	~	2
hose/pipe quick couplers	~	15
cell phones	~	25
safety cones	~	500
barricades	~	110
hoses suction / discharge	2 inch/ 200 foot	2
hoses suction / discharge	3 inch/ 300 foot	2
welder	millers	1
light plant / generator	~	1
all terrain utility vehicles	polaris	9
utility trailers	16 foot	3
skid steers	bobcat	2
mini excavator	bobcat	1
excavators	cat	2
Dump truck	~	1
Box truck	~	1
Pick up trucks	~	10
Decontamination Trailers	16 foot	6
Response Trailers	20 foot	1

PERSONNEL

Employment Category	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	4	0	7	0
Operator/Technician	2	0	3	0
Laborer	8	0	2	0
Other	0	0	0	0
Pilot	0	0	0	0
Aerial Observer	0	0	0	0

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Premier Industries Oil Spill Response

308 Haliburton Rd.,
Venice, LA 70091

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Region - 6

Point of Contact:

Bill Darby,

Contact Email:

bdarby@prem-ind.com

OSRO Number:

374

Phone:

(504)362-5440

FAX:

(504)394-3773

Status:

Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	**NOT A LISTED MANUFACTURER	ANSI	Lamore Slickbar	18	15000

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
Other	Premier Explorer	1	d527280	208	2200	0	20 ton dynamic crain 4 ea mooring wenches 150 ton ea. fast rescue craft 22 aluminum work boat full coms package global nav package coast guard certs certified marine crew

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Drum	**NOT A LISTED MANUFACTURER	Crucial Model 1D18P-36	35	0	4

VACUUM SYSTEMS

Vacuum Truck/Trailer	VIN	Holding Capacity (gallons)	Vacuum Rate (Gpm)	Quantity
FALSE	~	10	500	4

PRODUCT TRANSFER PUMPS

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate	Transportable Quantity
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Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

			(Gpm)		
Centrifugal	**NOT A LISTED MANUFACTURER	Diesel	500	TRUE	8

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

Storage Type	Manufacturer	Model	Draft	Storage Capacity	Quantity
Tank Trucks	**NOT A LISTED MANUFACTURER	~	0	4200	11
Other	**NOT A LISTED MANUFACTURER	250bbl marine cargo transport tank	0	10500	10
Other	**NOT A LISTED MANUFACTURER	500bbl marine cargo transport tank	0	21000	24

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

Equipment	Type/Make	Quantity
PPE	tyvek	1788
sorbent sweep	bales	1650
pom poms 60ft rope	bales	4000
15"x18" sorbent pads	bales	2000
8" sorbent boom	bales	864
5" sorbent boom	bales	9000
16ft Response Trailer	enclosed	1
25hp out board motors	Suzuki	2
14ft flat boats	alweld	11
F-350 Ford Van	13 passenger	1
Forklift	6 ton / taylor	1
Forklift	4 ton Ingersol Rand	1
Forklift	10 ton Hoist	1
Crain	Manitowoc 4000w 150 ton 120ft boom	1

PERSONNEL

Employment Category	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	1	0	1	2
Operator/Technician	2	0	0	10
Laborer	0	0	0	50
Other	0	0	0	0
Pilot	0	0	0	0
Aerial Observer	0	0	0	0

USES - JW Stone

2003 Concord Road,
Belle Chasse, LA 70037

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Region - 6

Point of Contact:

Dennis Schenck,

Contact Email:

dschenck@usesgroup.com

OSRO Number:

38

Phone:

(888)279-9930

FAX:

(504)279-7756

Status:

Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	ACME PRODUCTS CO.	Universal Slide	~	18	2000

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

National Response Corporation (Belle Chasse, LA)

2305 N Concord Road, ES&H
Belle Chasse, LA 70037

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Mike Noel,

Contact Email:
iocdo@nrcc.com

OSRO Number:
16

Phone:
(281)899-4848

FAX:
(281)899-4849

Status:
Owned

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

BOOMS

No Booms Registered

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Weir	VIKOMA INTERNATIONAL LTD	Fasflo Skimmer FFP-010	805	0	1

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Personnel Registered

Phillips PSC /VENICE

40360 HIGHWAY 23 SOUTH,
BOOTHVILLE, LA 70038

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Region - 6

Point of Contact:

MIKE STEVENS, DAN SHARLOU placeholder@placeholder.com

Contact Email:

OSRO Number:

25

Phone:

(800)797-9992

FAX:

(504)534-2876

Status:

Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Other	CONTAINMENT SYSTEMS	Quick	~	18	2000

BEACH CLEANERS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
John Boat	~	2	la	14	25	0	~
Other	~	1	la	18	115	0	~

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

Vacuum Truck/Trailer	VIN	Holding Capacity (gallons)	Vacuum Rate (Gpm)	Quantity
FALSE	~	0	60	1
FALSE	~	0	75	2

PRODUCT TRANSFER PUMPS

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable Quantity
Other	**NOT A LISTED MANUFACTURER	Diesel	416	TRUE 2
Other	**NOT A LISTED MANUFACTURER	Air	205	TRUE 4
Other	**NOT A LISTED MANUFACTURER	Air	135	TRUE 2

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

Storage Type	Manufacturer	Model	Draft	Storage Capacity	Quantity
Modular Storage Container	**NOT A LISTED MANUFACTURER	U.S.C.G. APPROVED	0	10500	20
Other	**NOT A LISTED MANUFACTURER	U.S.C.G. APPROVED	0	630	15
Other	**NOT A LISTED MANUFACTURER	~	0	1100	25
Other	**NOT A LISTED MANUFACTURER	~	0	1	1

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

Equipment	Type/Make	Quantity
2 WAY RADIO	MOTOROLA HAND HELD	2

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

CELLULAR PHONE	MOTOROLA	1
CELLULAR PHONES	MOTOROLA	2
85 LB. ANCHORS	DANFORTH	5
SPILL RESPONSE TRAILER	~	1
2 TON PICK UP TRUCKS	FORD	2
PICK UP TRUCKS	FORD	4

PERSONNEL

Employment Catagory	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	~	~	4	0
Operator/Technician	~	~	10	0
Laborer	~	~	~	~
Other	~	~	~	~
Pilot	~	~	~	~
Aerial Observer	~	~	~	~

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Clean Harbors Environmental (Belle Chasse, LA)

251 Walker Road,
Belle Chasse, LA 70037

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Region - 6

Point of Contact:

Don Caldera,

Contact Email:

caldera.don@cleanharbors.com

OSRO Number:

13

Phone:

(504)656-8288

FAX:

(504)656-0709

Status:

Owned

BOOMS

No Booms Registered

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Support Equipment Registered

PERSONNEL

No Personnel Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Belle Chasse, LA 70037

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Region - 6

Point of Contact:

Scott Butaud, Gordan Rice

Contact Email:

sbutaud@triadresponsegroup.com

OSRO Number:

385

Phone:

(504)392-4099

FAX:

(504)394-7220

Status:

Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	~	8	100
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	~	12	700
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	~	18	2500

BEACH CLEANERS

Beach Cleaner Type	Manufacturer	Model	Quantity
Manual Cleaner	**NOT A LISTED MANUFACTURER	~	200

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Other	**NOT A LISTED MANUFACTURER	2-4D Rope Mop	260	0	1
Other	**NOT A LISTED MANUFACTURER	TDS-118	260	0	1
Other	**NOT A LISTED MANUFACTURER	Markleen Multiskimmer MS 30	500	0	1
Drum	**NOT A LISTED MANUFACTURER	TDS-118	260	0	2

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable	Quantity
Centifugal	**NOT A LISTED MANUFACTURER	Gas	189	TRUE	2

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

Equipment Type	Model	Quantity
Other	20 Fire & Safety Trailer	1

SUPPORT EQUIPMENT

Equipment	Type/Make	Quantity
Tanks	15 BBL	2
Pickup Truck	Ford F-350 Dually 4x4	1
Pickup Truck	Ford F-350 4x4	1
Containment Boom trailer	24 Pace	1
Oil Spill Trailer	32 VMA/PAMU	1
Air Compressor	10 CFM Air Compressor	2
Diaphragm Pump	3" Diaphragm Pump (gas)	1
Wash Pump	2" Cetifugal	2

PERSONNEL

Employment Catagory	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	3	0	0	0
Operator/Technician	4	0	0	0
Laborer	0	0	0	200
Other	1	0	0	0
Pilot	0	0	0	0
Aerial Observer	0	0	0	0

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

National Response Corporation (Belle Chasse, LA)

145 Keating Drive, Oil Mop
Belle Chasse, LA 70037

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Mike Noel,

Contact Email:
iocdo@nrcc.com

OSRO Number:
16

Phone:
(281)899-4848

FAX:
(281)899-4849

Status:
Owned

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	Inflatable Sweep BM43-363	42	200

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Belt Adhesion	MARCO POLLUTION CONTROL	Class XI AB-113	3500	0	1
Weir/Suction	ACME	WH-226	1	0	1

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

PRODUCTS CO.

VACUUM SYSTEMS

Vacuum Truck/Trailer	VIN	Holding Capacity (gallons)	Vacuum Rate (Gpm)	Quantity
FALSE	VTU 226	1008	6857	1

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

PREPO - Fort Jackson/Venice Site

c/o Louisiana Responder, 100 Herbert Harvey Lane
Buras, LA 70041

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Tony Palmisano, Tony Palmisano

Contact Email:
palmisanot@msrc.org

OSRO Number:
22

Phone:
(800)259-6772

FAX:
(504)433-4146

Status:
Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
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Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	LAMOR Ocean	67	5280
Curtain	ENGINEERED FABRICS CORPORATION	Slide	Sea Sentry II 23-44	67	2640
Curtain	ACME PRODUCTS CO.	ANSI	OK Corral	18	100
Curtain	SLICKBAR PRODUCTS CORP.	ASTM	Mk 7-24"	24	1000
Curtain	ENGINEERED FABRICS CORPORATION	Slide	Sea Sentry II 23-44	67	2640

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
OSRB	MSRC 452	1	D588572	310	0	1890000	~
OSRV	Louisiana Responder	1	D983115	210	3000	756000	~
Other	~	2	123	48	0	16800	non-self propelled SBS
Utility Work Boat	~	2	123	28	630	0	~

SKIMMERS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Disc Adhesion	**NOT A LISTED MANUFACTURER	Crucial Disk 88/30	1622	0	2
Other	FOILEX AB	FOILEX 200	290	0	1
Weir/Suction	**NOT A LISTED MANUFACTURER	STRESS I	2310	0	1
Weir	FOILEX AB	Foilex 250	580	0	1
Weir/Suction	PHAROS MARINE	GT-185	200	0	1
Weir/Suction	DE SMITHSKE A/S	DESMI OCEAN	440	0	1
Other	FRANK MOHN A/S	TRANSREC 350	1541	0	1
Weir/Suction	**NOT A LISTED MANUFACTURER	Walosep W4	440	0	1

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable	Quantity
Other	DE SMITHSKE A/S	Diesel	440	TRUE	4

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

Equipment	Type/Make	Quantity
HPU	Type 3	1
HPU	Type 2	4
HPU	Type 1	3

PERSONNEL

Employment Category	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	0	0	1	0
Operator/Technician	0	0	4	0
Laborer	0	0	0	0
Other	6	0	0	0
Pilot	~	~	~	~

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Aerial Observer ~ ~ ~ ~

Calcasieu Parish

Clean Harbors Environmental (Sulphur, LA)

3201 Petro Drive,
Sulphur, LA 70663

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Peri Bryan, Brad Dickes

Contact Email:
bryan.peri@cleanharbors.com

OSRO Number:
13

Phone:
(337)882-1025

FAX:
(337)882-1029

Status:
Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	~	18	3000

BEACH CLEANERS

No Beach Cleaners Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

DISPERSANTS

No Dispersants Registered

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
John Boat	~	1	LA	18	25	0	~
John Boat	V291	1	LA	18	25	0	~
Utility Work Boat	V283	1	LA	22	115	0	~

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Disc Adhesion	**NOT A LISTED MANUFACTURER	~	50	0	1

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable Quantity
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Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Diaphragm	**NOT A LISTED MANUFACTURER	Other	35	TRUE	1
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OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Employment Category	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	3	0	0	0
Operator/Technician	5	0	0	0
Laborer	0	0	0	0
Other	0	0	1	0
Pilot	0	0	0	0
Aerial Observer	0	0	0	0

National Response Corporation (Sulphur, LA)
2208 Industrial Drive, c/o Miller Environmental Services

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Sulphur, LA 70663

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Mike Noel,

Contact Email:
iocdo@nrcc.com

OSRO Number:
16

Phone:
(281)899-4848

FAX:
(281)899-4849

Status:
Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	BM21-322	18	100

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Weir	**NOT A LISTED MANUFACTURER	Fasflo FFP-002	200	0	1
Weir/Suction	ACME PRODUCTS CO.	WH-216	1	0	1
Weir/Suction	ACME PRODUCTS CO.	WH-206	1	0	1
Weir/Suction	VIKOMA INTERNATIONAL LTD	Cascade Skimmer WS-002	805	0	1

VACUUM SYSTEMS

Vacuum Truck/Trailer	VIN	Holding Capacity (gallons)	Vacuum Rate (Gpm)	Quantity
FALSE	VTU 206	1008	1000	1
FALSE	VTU-216	1008	1000	1

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Storage Type	Manufacturer	Model	Draft	Storage Capacity	Quantity
Other	**NOT A LISTED MANUFACTURER	Portable Barge 407-408	0	9996	1

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

East Baton Rouge Parish

PREPO - Baton Rouge

EXXON MOBIL CORP, 4045 SCENIC HIGHWAY
Baton Rouge, LA 70805

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Region - 6

Point of Contact:

John Buller, Theo Camlin

Contact Email:

buller@msrc.org

OSRO Number:

22

Phone:

FAX:

Status:

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

(800)259-6772

(337)475-6401

Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	ACME PRODUCTS CO.	ANSI	OK Corral	18	50

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
Utility Work Boat	~	1	1	28	630	0	~
Other	~	1	123	48	200	16800	~

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
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Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Weir/Suction	PHAROS MARINE	GT-185	200	0	1
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VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

Clean Harbors Environmental (Baton Rouge, LA)

13351 Scenic Hwy,
Baton Rouge, LA 70807

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Region - 6

Point of Contact:

Jeff McGraw,

Contact Email:

mcgraw.jeffery@cleanharbora.com

OSRO Number:

13

Phone:

(225)778-3612

FAX:

(225)778-3510

Status:

Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	ACME PRODUCTS CO.	Slide	~	18	3000
Curtain	ACME PRODUCTS CO.	Universal Slide	~	18	10000
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	~	18	1000

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
John Boat	V276	2	la	16	25	0	~
Utility Work Boat	V232	1	la	26	230	0	~

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Disc Adhesion	**NOT A LISTED MANUFACTURER	~	35	0	1
Drum	**NOT A LISTED MANUFACTURER	~	50	0	1
Drum	**NOT A LISTED MANUFACTURER	~	50	0	1
Other	**NOT A LISTED MANUFACTURER	~	160	0	1

VACUUM SYSTEMS

Vacuum	VIN	Holding Capacity	Vacuum Rate	Quantity
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Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Truck/Trailer		(gallons)	(Gpm)	
FALSE	~	5000	250	1
TRUE	~	3000	250	1
TRUE	~	3000	250	1
TRUE	~	3000	250	1

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

Storage Type	Manufacturer	Model	Draft	Storage Capacity	Quantity
FIXED FACILITY	**NOT A LISTED				
TANK	MANUFACTURER	~	0	20000	13
Other	IHC HOLLAND	~	0	5000	1
Other	**NOT A LISTED				
	MANUFACTURER	~	0	5000	2

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

Employment Catagory	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	0	0	1	0
Operator/Technician	0	0	7	0
Laborer	0	0	0	0
Other	0	0	4	0
Pilot	~	~	~	~
Aerial Observer	~	~	~	~

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

I.C.I.,(Baton Rouge W/H; 1-D)

11245 Airline Highway, Warehouse 440 Front
Baton Rouge, LA 70816

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Region - 6

Point of Contact:

Rustin D. Johnson, President,

Contact Email:

placeholder@placeholder.com

OSRO Number:

23

Phone:

(800)436-0883

FAX:

(504)291-4456

Status:

Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	~	18	2500

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
John Boat	~	1	LA	15	25	0	~
Utility Work Boat	~	2	1	27	180	0	~
Utility Work Boat	~	1	LA-7559-EK	16	48	0	~
Utility Work Boat	~	1	LA-5905-EJ	16	25	0	~
Deck Barge	~	1	1	120	0	0	~

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable Quantity	
Diaphragm	**NOT A LISTED MANUFACTURER	Air	110	TRUE	2
Centrifugal	**NOT A LISTED MANUFACTURER	Diesel	170	TRUE	2
Centrifugal	**NOT A LISTED MANUFACTURER	Diesel	316	TRUE	1
Diaphragm	**NOT A LISTED MANUFACTURER	Air	78	TRUE	2

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Centrifugal	**NOT A LISTED MANUFACTURER	Diesel	830	TRUE	1
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OILY WATER SEPARATORS

Separator Type	Manufacturer	Model	Flow Rate (Gpm)	Discharge Capacity	Quantity
Gravity	**NOT A LISTED MANUFACTURER	N/A	300	300	2

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Employment Category	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	~	~	2	0
Operator/Technician	~	~	1	0
Laborer	~	~	2	0
Other	~	~	~	~
Pilot	~	~	~	~
Aerial Observer	~	~	~	~

St. John the Baptist Parish

ES&H - LaPlace

1085 Bert Street,
LaPlace, LA 70068

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Trey Boucvalt, Kevin Lormand

Contact Email:
kevinl@esandh.com

OSRO Number:
50

Phone:
(985)652-4885

FAX:
(985)652-4854

Status:
Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	ACME PRODUCTS CO.	Universal Slide	~	10	1100

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Drum	ELASTEC, INC.	TDS-118	35	1	5

VACUUM SYSTEMS

Vacuum Truck/Trailer	VIN	Holding Capacity (gallons)	Vacuum Rate (Gpm)	Quantity
FALSE	~	500	1870	1

PRODUCT TRANSFER PUMPS

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable	Quantity
Diaphragm	**NOT A LISTED MANUFACTURER	Air	255	TRUE	21
Centifugal	**NOT A LISTED MANUFACTURER	Gas	205	TRUE	1
Diaphragm	**NOT A LISTED MANUFACTURER	Diesel	159	TRUE	2
Diaphragm	**NOT A LISTED MANUFACTURER	Gas	88	TRUE	3

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

Equipment	Type/Make	Quantity
BW 5 Air Monitor	Air Monitor	1
375 CFM Air Compressor	Air Compressor	3
10 CFM Air Compressor	Air Compressor	1

PERSONNEL

Employment Category	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	6	0	0	0
Operator/Technician	4	0	0	0
Laborer	0	0	0	0
Other	0	0	0	0
Pilot	0	0	0	0
Aerial Observer	0	0	0	0

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

I.C.I., (Garyville W/H; 1-A)

West End of West Azalea, Highway 54
Garyville, LA 70051

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Rustin D. Johnson,

Contact Email:
placeholder@placeholder.com

OSRO Number:
23

Phone:
(800)436-0883

FAX:
(504)436-3140

Status:
Owned

BOOMS

Boom	Manufacturer	Connector	Model Name	Boom	Boom
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Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Type		Type	and Number	Height	Length
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	~	18	5000
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	~	12	3000

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
Utility Work Boat	~	2	LA-7556-EK	16	25	0	~

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Other	OIL MOP, INC.	Mark II-9D	14	187	1
Other	OIL MOP, INC.	Mark II-4D	5	47	1

VACUUM SYSTEMS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable	Quantity
Centifugal	**NOT A LISTED MANUFACTURER	Diesel	170	TRUE	2

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

Storage Type	Manufacturer	Model	Draft	Storage Capacity	Quantity
Other	**NOT A LISTED MANUFACTURER	~	1	504	2

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

Employment Catagory	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	~	~	2	0
Operator/Technician	~	~	2	0
Laborer	~	~	20	80
Other	~	~	~	~
Pilot	~	~	~	~
Aerial Observer	~	~	~	~

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

I.C.I., (Garyville, LA)

Highway 54,
Garyville, LA 70051

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Rustin D. Johnson, President,

Contact Email:
placeholder@placeholder.com

OSRO Number:
23

Phone:
(800)436-0883

FAX:
(504)436-3140

Status:
Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	OIL STOP, INC.	Universal Slide	~	30	1400
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	~	24	1000
Curtain	KEPNER PLASTICS FABRICATORS, INC.	Universal Slide	~	56	5000
Curtain	OIL STOP, INC.	Universal Slide	~	30	700
Curtain	OIL STOP, INC.	Universal Slide	~	43	4500

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	~	36	10500
Curtain	KEPNER PLASTICS FABRICATORS, INC.	Universal Slide	~	42	1700
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	~	18	14000

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
Tank Barge	~	2	1	18	0	2100	~
Deck Barge	~	2	1	18	0	0	~
Utility Work Boat	~	1	1	36	240	0	~
Utility Work Boat	~	4	LA-5394-EF	16	25	0	~
Utility Work Boat	~	2	~	27	180	0	~
Other	~	1	~	48	385	0	~
Utility Work Boat	~	1	LA-1438-BW	18	70	0	~

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Utility Work Boat	~	1	LA-7563-EK	18	40	0	~
Utility Work Boat	~	1	LA-7564-EK	20	60	0	~

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Other	OIL MOP, INC.	Mark I-4D	14	0	1
Weir/Suction	FOILEX AB	TDS 200 Screw Pump	290	0	1
Other	**NOT A LISTED MANUFACTURER	walosep W4	396	0	2
Weir/Suction	**NOT A LISTED MANUFACTURER	Skimming Barrier	600	0	1
Weir/Suction	DOUGLAS ENGINEERING	Skim-Pak 4700 SH	60	0	3
Other	OIL MOP, INC.	ZRV, 38' length	158	2000	1
Other	OIL MOP, INC.	Mark II-9D	14	187	1
Other	OIL MOP, INC.	Mark II-4D	5	47	2
Other	OIL MOP, INC.	Mark II-4D	20	47	2
Other	OIL MOP, INC.	ORD-21H	50	0	1

VACUUM SYSTEMS

Vacuum Truck/Trailer	VIN	Holding Capacity (gallons)	Vacuum Rate (Gpm)	Quantity
TRUE	~	3000	300	2

PRODUCT TRANSFER PUMPS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable Quantity	
Centifugal	**NOT A LISTED MANUFACTURER	Gas	308	TRUE	1
Centifugal	**NOT A LISTED MANUFACTURER	Gas	162	TRUE	2
Centifugal	**NOT A LISTED MANUFACTURER	Diesel	320	TRUE	1
Centifugal	**NOT A LISTED MANUFACTURER	Diesel	170	TRUE	6
Diaphragm	**NOT A LISTED MANUFACTURER	Air	78	TRUE	6

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

Storage Type	Manufacturer	Model Draft		Storage Capacity	Quantity
Other	**NOT A LISTED MANUFACTURER	~	1	504	2
Other	**NOT A LISTED MANUFACTURER	~	6	50400	2
Other	KEPNER PLASTICS FABRICATORS, INC.	~	4	5040	1

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

Equipment	Type/Make	Quantity
Pick-up Truck	Ford	3
Flat Bed Truck	Ford	3
4-Door ER Vehicle	Ford, 1-Ton	4
Field Testing Equipment	~	1
PPE	~	1
Air Compressor	~	1
Air Compressor	~	1
Portable Generator	~	3
Pressure Washer	~	2
Cold Water Blaster	~	1
Hot Water Blaster	~	2
45' Trailer	~	1
24' Utility Trailer	~	2
20' Utility Trailer	~	2
16' Utility Trailer	~	2
32'Chem. Response Trailer	~	1
36'Chem. Response Trailer	~	1
24' Mobile Field Office	Ford, self-contained	1
30' Mobile Field Office	Southwind, self-contained	1
42' Mobile Command Center	Trailer	1

PERSONNEL

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Employment Category	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	~	~	8	0
Operator/Technician	~	~	6	0
Laborer	~	~	2	0
Other	~	~	~	~
Pilot	~	~	~	~
Aerial Observer	~	~	~	~

Phillips PSC

P.O. Drawer 550, 268 Power Blvd
Reserve, LA 70084

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Point of Contact: John Belloni, Robert George	Contact Email: placeholder@placeholder.com	OSRO Number: 25
Phone: (504)536-7612	FAX: (504)536-4656	Status: Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Other	CONTAINMENT SYSTEMS	Quick	~	36	1000
Other	AMERICAN BOOM & BARRIER CORP.	Quick	~	18	2000

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
Other	~	1	LA8618ET	24	230	0	~
Other	~	1	LA 5855EN	18	50	0	~
John Boat	~	3	LA 5885 EI	14	25	0	~

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Weir/Suction	**NOT A LISTED MANUFACTURER	36" Pelican	68	0	1
Weir/Suction	**NOT A LISTED MANUFACTURER	24" Pelican	38	0	2
Other	OIL MOP, INC.	MK II-4	5	1	2
Other	OIL MOP, INC.	MK I-4	5	42	3
Other	MARCO POLLUTION CONTROL	HARBOR 28	140	1200	1

VACUUM SYSTEMS

Vacuum Truck/Trailer	VIN	Holding Capacity (gallons)	Vacuum Rate (Gpm)	Quantity
TRUE	~	3300	110	8
FALSE	~	5460	110	2

PRODUCT TRANSFER PUMPS

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable	Quantity
Centrifugal	**NOT A LISTED MANUFACTURER	Hydraulic	2200	TRUE	1
Other	**NOT A LISTED MANUFACTURER	Diesel	416	TRUE	4
Other	**NOT A LISTED MANUFACTURER	Air	205	TRUE	12
Other	**NOT A LISTED MANUFACTURER	Air	135	TRUE	3

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Other	GORMANN-RUPP CO.	Diesel	2500	TRUE	3
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OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

Storage Type	Manufacturer	Model	Draft	Storage Capacity	Quantity
Other	**NOT A LISTED MANUFACTURER	~	0	14700	18

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

Equipment	Type/Make	Quantity
Roll Off Boxes	25 cu yd	200

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

4 GAS METER	LUMIDOR	1
LEL/02 METER	MSA	1
AIR MONITORING EQUIPMENT	DRAEGER	2
FULL FACE RESPIRATORS	SCOTT	12
S.C.B.A. 30 MINUTE PACKS	SCOTT	5
DELIVERY TRAILER	30" GOOSENECK	1
2 WAY RADIOS	MOTOROLA	7
40 LB. ANCHORS	DANFORTH	30
SUPPLIED AIR RESPIRATORS	MSA	20
SUPPLIED AIR RESPERATOR	SCOTT	15
CELLULAR PHONE	MOTOROLA (VEHICLE MOUNT)	4
CELLULAR PHONE	MOTOROLA (BAG PHONE)	3
HIGH INTENSITY LIGHTS	TOWER	2
BREATHING AIR TRAILER	CASCADE	3
4 WHEEL ATV W/TRAILER	HONDA	1
INFLATEABLE DECON POOL	30' X 15'	1
INFLATEABLE DECON POOL	100' X 20'	1
2500 PSI PRESSURE WASHER	LANDA	2
PORT-O-LETS	~	135
PORTABLE LIGHT TOWERS	DIESEL POWER	2
185 CFM AIR COMPRESSOR	SULLAIR	2
375 CFM AIR COMPRESSOR	SULLAIR	3
24' RESPONSE TRAILER	GRUMAN	1
40' TRAILER	BOX VAN	1
24' BOOM TRAILER	GOOSENECK	2
24' RESPONSE TRAILER	GOOSE NECK	1
STRAIGHT TRUCKS	MACK TRUCKS	3
TRACTORS FOR TRAILERS	INTERNATIONALS	15
PICK UP TRUCK	3/4 TON	8
PICK UP TRUCKS	ONE TON	3

PERSONNEL

Employment Catagory	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	~	~	5	0

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Operator/Technician	~	~	30	0
Laborer	~	~	~	~
Other	~	~	~	~
Pilot	~	~	~	~
Aerial Observer	~	~	~	~

Lafourche Parish

ES&H - Golden Meadow

21148 Hwy 1,
Golden Meadow, LA 70357

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Region - 6

Point of Contact:

Trey Boucvalt, Kevin Lormand

Contact Email:

kevinl@esandh.com

OSRO Number:

50

Phone:

(985)475-3030

FAX:

(985)475-3031

Status:

Owned

BOOMS

No Booms Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
Utility Work Boat	Responder #9	1	LA 4787FS	26	230	0	Radar & GPS

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable	Quantity
Diaphragm	**NOT A LISTED MANUFACTURER	Air	35	TRUE	1

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Diaphragm	**NOT A LISTED MANUFACTURER	Diesel	100	TRUE	1
Centrifugal	**NOT A LISTED MANUFACTURER	Gas	210	TRUE	6
Diaphragm	**NOT A LISTED MANUFACTURER	Gas	88	TRUE	3

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Equipment	Type/Make	Quantity
Air Monitor	BW 4 Gas Air Monitor	1
Steam Cleaner	3000 PSI steam cleaner	1
Air Compressor	10 CFM Air Compressor	2

PERSONNEL

Employment Catagory	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	1	0	0	0
Operator/Technician	1	0	0	0
Laborer	0	0	0	0
Other	0	0	0	0
Pilot	~	~	~	~
Aerial Observer	~	~	~	~

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Phillips PSC /GOLDEN MEADOW

21148 HIGHWAY 1,
GOLDEN MEADOW, LA 70357

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
ANDY DUFRENE, LEROY
CHERAMIE

Contact Email:
placeholder@placeholder.com

**OSRO
Number:**
25

Phone:
(504)475-7770

FAX:
(504)475-5916

Status:
Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Other	CONTAINMENT SYSTEMS	Quick	~	18	1600

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
John Boat	~	2	LA	16	25	0	~
Other	~	1	LA	20	90	0	~

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Weir/Suction	**NOT A LISTED MANUFACTURER	24" Pelican	38	0	2

VACUUM SYSTEMS

Vacuum Truck/Trailer	VIN	Holding Capacity (gallons)	Vacuum Rate (Gpm)	Quantity
FALSE	~	5400	110	1

PRODUCT TRANSFER PUMPS

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable	Quantity
Other	**NOT A LISTED MANUFACTURER	Gas	200	TRUE	2
Other	**NOT A LISTED MANUFACTURER	Diesel	416	TRUE	2

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

Storage Type	Manufacturer	Model Draft		Storage Capacity	Quantity
Other	**NOT A LISTED MANUFACTURER	~	0	1050	25
Other	**NOT A LISTED MANUFACTURER	~	0	630	15
Other	**NOT A LISTED MANUFACTURER	~	0	1050	15

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Equipment	Type/Make	Quantity
2 WAY RADIO	HAND HELD	2
5 MINUTE ESCAPE PACK	SCOTT	6
S.C.B.A. 30 MINUTE PACKS	SCOTT	3
BREATHING AIR TRAILER	CASCADE SYSTEM	1
CELLULAR PHONE	MOTOROLA	1
CELLULAR PHONES	MOTOROLA	4
RESPONSE TRAILER	24' BOX	1
2500 PSI PRESSURE WASHER	LANDA	3
250 CFM AIR COMPRESSOR	SULLAIR CORPORATION	2
2 TON FLAT BED PICK UP	DODGE	1
PICK UP TRUCKS	FORD	7

PERSONNEL

Employment Catagory	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	~	~	4	0
Operator/Technician	~	~	6	0
Laborer	~	~	~	~
Other	~	~	~	~
Pilot	~	~	~	~
Aerial Observer	~	~	~	~

St. Bernard Parish

U. S. Environmental Services

P.O. Box 949, 2809 E. Judge Perez Drive

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Meraux, LA 70075

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Dennis Schenck, Jose Delgado

Contact Email:
dschenck@usesgroup.com

OSRO Number:
38

Phone:
(888)279-9930

FAX:
(504)279-7756

Status:
Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	ACME PRODUCTS CO.	Universal Slide	~	18	7000
Curtain	ACME PRODUCTS CO.	Universal Slide	~	18	6000
Curtain	ACME PRODUCTS CO.	Universal Slide	~	18	2000
Curtain	ACME PRODUCTS CO.	Universal Slide	~	18	1000
Curtain	ACME PRODUCTS CO.	Universal Slide	~	18	1000

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
Utility Work Boat	~	1	LA5300FX	36	500	0	Radar, GPS, VHF-FM, Generator, A/C
Utility Work Boat	~	1	LA4757FX	36	500	0	Radar, GPS, VHF-FM, Generator, A/C
John Boat	~	28	LA	16	0	0	~
John Boat	~	10	LA	16	25	0	Stored, not on trailers
John Boat	~	1	LA6229FW	16	25	0	~
Utility Work Boat	~	1	LA	18	90	0	~
Utility Work Boat	~	1	LA1335FM	26	300	0	~
Utility Work Boat	~	1	LA6462FK	26	300	0	~
Utility Work Boat	~	1	OR436ABX	28	300	0	~
Utility Work Boat	~	1	LA8092FH	28	300	0	~

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Drum	**NOT A LISTED	Alloy	85	0	1

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

	MANUFACTURER	Technology - Goo Gobbler 36"			
Drum	**NOT A LISTED MANUFACTURER	Crucial 1D18P- 36	85	0	3

VACUUM SYSTEMS

Vacuum Truck/Trailer	VIN	Holding Capacity (gallons)	Vacuum Rate (Gpm)	Quantity
TRUE	~	2940	150	5
TRUE	~	3300	150	2
TRUE	52W1077220	5460	150	1

PRODUCT TRANSFER PUMPS

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable	Quantity
Centrifugal	**NOT A LISTED MANUFACTURER	Gas	220	TRUE	10
Diaphragm	**NOT A LISTED MANUFACTURER	Gas	85	TRUE	7

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

Storage Type	Manufacturer	Model	Draft	Storage Capacity	Quantity
Other	**NOT A LISTED MANUFACTURER	95-Gallon Poly Overpack	0	95	5

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Other	**NOT A LISTED MANUFACTURER	Open Top Steel Drum	0	55	20
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DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

Employment Catagory	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	~	~	8	0
Operator/Technician	~	~	27	0
Laborer	~	~	~	~
Other	~	~	~	~
Pilot	~	~	~	~
Aerial Observer	~	~	~	~

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Ascension Parish

SWS Environmental Services Gonzales

10049 Industriplex, P.O. Box 1800
Gonzales, LA 70707

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Region - 6

Point of Contact:

Don Caldera, Michael Guichard

Contact Email:

placeholder@placeholder.com

OSRO Number:

247

Phone:

(800)336-0909

FAX:

(225)677-5163

Status:

Owned

BOOMS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	CONTAINMENT SYSTEMS	Universal Slide	Beta	18	300

BEACH CLEANERS

Beach Cleaner Type	Manufacturer	Model	Quantity
Mechanical Cleaner	**NOT A LISTED MANUFACTURER	580	1
Other	**NOT A LISTED MANUFACTURER	Hi PRO	2

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable Quantity	
Centrifugal	**NOT A LISTED MANUFACTURER	Hydraulic	300	TRUE	1
Other	**NOT A LISTED MANUFACTURER	Hydraulic	100	TRUE	1
Diaphragm	**NOT A LISTED MANUFACTURER	Air	100	TRUE	2
Diaphragm	VERSATECH PRODUCTS, INC.	Air	50	TRUE	1
Diaphragm	VERSATECH PRODUCTS, INC.	Air	100	TRUE	2

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

Storage Type	Manufacturer	Model	Draft	Storage Capacity	Quantity
Modular Storage Container	**NOT A LISTED MANUFACTURER	Frac Tank	0	20000	1

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

Equipment	Type/Make	Quantity
Haul Truck	International	1
Decon Trailer	Wells Fargo	1
ATV	Honda	1
Weed Eater	Echo	2
Generator	Generac	2
Welder	Lincoln	1
Air Compressor	CiQ71083V	2
Air Compressor	Speed Air	1

PERSONNEL

Employment Category	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	~	~	3	0
Operator/Technician	~	~	10	0
Laborer	~	~	6	0
Other	~	~	~	~
Pilot	~	~	~	~
Aerial Observer	~	~	~	~

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

USES Geismar LA

6338 Highway 73,
Geismar, LA 70734

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Dennis Schenck, Jose Delgado

Contact Email:
dschenck@usesgroup.com

OSRO Number:
38

Phone:
(888)279-9930

FAX:
(225)677-9549

Status:
Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	ACME PRODUCTS CO.	Universal Slide	~	18	2000

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Dispersants Registered

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
John Boat	~	2	LA	16	25	0	~
Utility Work Boat	~	1	LA3228FZ	18	90	0	~

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Weir/Suction	**NOT A LISTED MANUFACTURER	24" Aluminum Weir Skimmer	415	0	1

VACUUM SYSTEMS

Vacuum Truck/Trailer	VIN	Holding Capacity (gallons)	Vacuum Rate (Gpm)	Quantity
TRUE	~	3360	300	1

PRODUCT TRANSFER PUMPS

Transfer Pump Type	Manufacturer	Power Source	Transfer Rate (Gpm)	Transportable Quantity
Diaphragm	**NOT A LISTED	Air	80	TRUE 1

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

	MANUFACTURER				
Centifugal	**NOT A LISTED MANUFACTURER	Gas	132	TRUE	1

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

Storage Type	Manufacturer	Model	Draft	Storage Capacity	Quantity
Other	**NOT A LISTED MANUFACTURER	150 bbl tank	0	6300	5
Other	**NOT A LISTED MANUFACTURER	500 bbl tank	0	21000	5
Other	**NOT A LISTED MANUFACTURER	55-GAL OPEN TOP	0	55	25

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

SUPPORT EQUIPMENT

Equipment	Type/Make	Quantity
Absorbent Particulate	Bags	40
Oil Snare	~	15
Nextel Radios	~	5
Stake Truck	~	6
Sorbent Pads	Bale/100	50
Sorbent Boom	8", 40' Bag	25
Trailer	Flatbed	1

PERSONNEL

Employment Category	Full Time On Site	Full Time Off Site	Part Time On Site	Part Time Off Site
Supervisor	~	~	4	0
Operator/Technician	~	~	19	0
Laborer	~	~	~	~
Other	~	~	~	~
Pilot	~	~	~	~
Aerial Observer	~	~	~	~

Orleans Parish

USES - Alabo

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

702 Alabo Street,
New Orleans, LA 70117

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Dennis Schenck, Jose Delgado

Contact Email:
dschenck@usesgroup.com

OSRO Number:
38

Phone:
(888)279-9930

FAX:
(504)279-7756

Status:
Owned

BOOMS

No Booms Registered

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
Utility Work Boat	~	2	LA	20	180	0	~

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

CGA Gulf Coast totals

650 Poydras ST,
New Orleans, LA 70130

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Region - 6

Point of Contact:

Frank Paskaawitch,

Phone:

(504)799-3035

Contact Email:

paskewich@msrc.org

FAX:

~

OSRO Number:

369

Status:

Owned

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	~	42	30000

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Drum	ELASTEC, INC.	~	65	0	24

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

Storage Type	Manufacturer	Model Draft		Storage Capacity	Quantity
Other	**NOT A LISTED MANUFACTURER	~	0	2100	3
Other	**NOT A LISTED MANUFACTURER	~	0	4200	22

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

USES Box - Algiers

434 Powder St.,
New Orleans, LA 70114

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Dennis Schenck, Jose Delgado

Contact Email:
dschenck@usesgroup.com

OSRO Number:
38

Phone:
(888)279-9930

FAX:
(504)279-7756

Status:
Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
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Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Curtain	CONTAINMENT SYSTEMS	Quick	River	18	300
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BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Oily Water Separators Registered

TEMPORARY STORAGE

Storage Type	Manufacturer	Model	Draft	Storage Capacity	Quantity
Other	**NOT A LISTED MANUFACTURER	55 Gallon Open Top Drum	0	55	5

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

Equipment	Type/Make	Quantity
Sorbent Pads	100 sheets/bale	25
Sorbent Sweep	100' bags	9

PERSONNEL

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Personnel Registered

St. Charles Parish

Mid-Gulf Recovery Services, LLC

10567 Airline Drive,
Saint Rose, LA 70087

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact: Tony Cunningham, Michelle Matoka	Contact Email: tony@midgulfrecovery.com	OSRO Number: 393
Phone: (504)737-1600	FAX: (504)737-1660	Status: Owned

BOOMS

No Booms Registered

BEACH CLEANERS

No Beach Cleaners Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

USES Box - Hahnville

15370 River Road,
Hahnville, LA 70057

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Dennis Schenck, Jose Delgado

Contact Email:
dschenck@usesgroup.com

OSRO Number:
38

Phone:
(888)279-9930

FAX:
(504)279-7756

Status:
Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	CONTAINMENT SYSTEMS	Quick	River	18	500

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Vessels Registered

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

Equipment	Type/Make	Quantity
Sorbent Pads	100 pads per bale	30
Sorbent Boom	Ergon 5", 40' Bag	15

PERSONNEL

No Personnel Registered

OMES

11966 River Road,
St Rose, LA 70087

COTP Zone:

New Orleans - DISTRICT 8

EPA Region:

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Region - 6

Point of Contact:

Robert George,

Contact Email:

robertgeorge@omies.com

OSRO Number:

12

Phone:

(800)645-6671

FAX:

(504)712-6949

Status:

Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	ABASCO	Quick	Beta-I B	18	1000

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

No Skimmers Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

USES - Valero St. Charles

14902 River Road,
Norco, LA 70079

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Dennis Schenck,

Contact Email:
dschenck@usesgroup.com

OSRO Number:
38

Phone:
(888)279-9930

FAX:
(504)279-7756

Status:
Owned

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	ACME PRODUCTS CO.	Universal Slide	~	18	1000

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Personnel Registered

Vermilion Parish

GulfRim Navigation

1401 South State Street,
Abbeville, LA 70510

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Larry Campisi, Dominic Campisi

Contact Email:
larry@gulfrim.com

OSRO Number:
270

Phone:
(337)893-0789

FAX:
(337)893-6256

Status:
Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	**NOT A LISTED	Quick		24	4000

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

MANUFACTURER

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Clean Harbors Environmental (New Iberia, LA)

1205 Tool Drive,
New Iberia, LA 70562

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:

Virgil Blanchard,

Contact Email:

blanchard.virgil@cleanharbors.com

OSRO Number:

13

Phone:

(337)365-9811

FAX:

~

Status:

Owned

BOOMS

Boom Type	Manufacturer	Connector Type	Model Name and Number	Boom Height	Boom Length
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	~	18	5300
Curtain	**NOT A LISTED MANUFACTURER	Universal Slide	~	18	7500

BEACH CLEANERS

No Beach Cleaners Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

DISPERSANTS

No Dispersants Registered

VESSELS

Vessel Type	Vessel Name	Quantity	Official State #	Length	Horse Power	Storage Capacity	Equipment on Board
Utility Work Boat	V366 V368 V369 V370	4	LA	30	400	0	~
Utility Work Boat	V352	1	LA	26	250	0	~

SKIMMERS

Skimmer Type	Manufacturer	Model Name and Number	Pump Capacity (Gpm)	Storage Capacity	Quantity
Weir/Suction	JBF SCIENTIFIC CO., INC.	VOSS	35	0	1
Weir/Suction	JBF SCIENTIFIC CO., INC.	VOSS	35	0	1
Other	**NOT A LISTED MANUFACTURER	Hydraulic Lamor 5160 5157 5161 5159	35	0	4
Weir	SKIM-PAK	Douglas Weir	95	0	11

VACUUM SYSTEMS

No Vacuum Systems Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

Equipment	Type/Make	Quantity
UTV	Polaris Ranger XP 800cc (red,camo,greys,green)	6

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

UTV	400cc red	2
UTV	Honda Big Red 4x4	3

PERSONNEL

No Personnel Registered

Bossier Parish

ES&H Bossier City

101 Crown Court Place,
Bossier City, LA 71112

COTP Zone:
New Orleans - DISTRICT 8

EPA Region:
Region - 6

Point of Contact:
Trey Boucvalt, Kevin Lormand

Contact Email:
klormand@esandh.com

OSRO Number:
50

Phone:
(318)746-5620

FAX:
~

Status:
Owned

BOOMS

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

No Booms Registered

BEACH CLEANERS

No Beach Cleaners Registered

DISPERSANTS

No Dispersants Registered

VESSELS

No Vessels Registered

SKIMMERS

No Skimmers Registered

VACUUM SYSTEMS

No Vacuum Systems Registered

PRODUCT TRANSFER PUMPS

No Product Transfer Pumps Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

OILY WATER SEPARATORS

No Oily Water Separators Registered

TEMPORARY STORAGE

No Portable Storage Registered

DISPERSANT DELIVERY SYSTEMS

No Dispersant Delivery Systems Registered

AERIAL OIL TRACKING AIRCRAFT

No Aerial Oil Tracking Aircraft Registered

FIRE FIGHTING EQUIPMENT

No Fire Fighting Equipment Registered

SUPPORT EQUIPMENT

No Support Equipment Registered

PERSONNEL

No Personnel Registered

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

Lower Mississippi River Deepwater Port Asset Inventory

LMR Public Port	Equipment	Contact
Port of New Orleans	Mobile Command Center	504 891-7585
	45ftx34ft 2007 Freightliner	
	56,00 lbs,	
	300 H.P. turbo-charged diesel	
	50x16 ft Dauntless Class	504 891-7585
	Twin 5016-V 875 Caterpillar Diesels	
	Multi-Purpose Public Safety Vessel	897-6844
	95x26 ft, 7 foot Draft	
	3600 HP total	
	4 main engines	
Port of South Louisiana	M/V John James Charles	866-536-3678
	80' x 16.5'	985-536-3678
	PSL Accardo	866-536-3678
	49' Dauntless-class patrol boat	985-536-3678
	PSL Responder	866-536-3678
	57' x 16' (4.5' draft)	985-536-3678
	Zodiac RHIB	985-536-3678
	Ford Expedition 4x4	985-536-3678
	Chevrolet 3500 Pickup	985-536-3678
Plaquemines Parish Port	17' Diamondback Airboat	
	18' Alumaweld Flatboat	
	50' fireboat (Authority I)	504-912-3991
	50' fireboat (Authority II)	504-912-3981
	90' fireboat (Authority III)	504-715-6913
	tilt-bed truck	
	tilt-bed truck	
	Sunstrom 480B helicopter	
	with cargo hook, Spectra	
	Lab SX-5 searchlight;	
	Gyrocam DS Infrared	
	camera system	
	Mobile Communications	
	and Surveillance Unit	

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix R Area Response Resource Inventory

4 Pickup trucks

Southeast Louisiana Area Contingency Plan

Section 9000
Appendix S
Geographic
Response Strategies

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix S Geographic Response Strategies

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Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix S Geographic Response Strategies

Table of Contents

Introduction 1

Scope..... 1

Geographic Response Strategies

Introduction

The Geographic Response Strategies (GRS) are the primary tool used during an initial phase of the response and fairly broad in their scope, they are not intended to minimize impacts to all possible sensitive areas that could be affected by an oil spill. GRSs are not intended to be an exhaustive list of all the tactical strategies that could, or should, be implemented during a spill.

Scope

The Geographic Response Strategy is intended to help first responders of an oil discharge or hazardous substance release avoiding initial confusion associated with an incident. This document serves as the as the federal and state on-scene-coordinators “orders” during an incident in the area covered by this GRS. As such all strategies have been approved by the U.S. Coast Guard Sector New Orleans, the Louisiana Oil Spill Coordinator’s Office, and Parish Representatives. Changes to these documents are expected as testing is conducted through drills, site visits, and actual use in an incident.


The scope of the GRSs is to identify sensitive sites to be considered for protection in the first 24 to 48 hours of an incident and the generic response for these sites considering unique characteristics, noted hydrology and climatic considerations.

For access to all GRSs visit <http://homeport.uscg.mil/nola>.

**New Orleans Area Contingency Plan
Geographic Response Plan - Ascension Parish**



**Ascension Parish Geographic Response Plan
Signature Page**



Wayne R. Arguin
Captain, U.S. Coast Guard
Commander, Sector New Orleans
Federal On-Scene Coordinator, New Orleans



Marty Chabert
Louisiana Oil Spill Coordinator



Richard Webre
President, Ascension Parish OHSEP

Please Note: Signatures were obtained prior to official name change to Southeast Louisiana Area Committee and Geographic Response Strategy.

New Orleans Area Contingency Plan

Geographic Response Plan - East Baton Rouge Parish



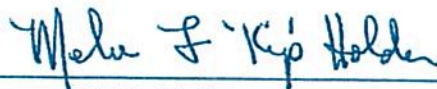
East Baton Rouge Parish Geographic Response Plan Signature Page



Wayne R. Arguin
Captain, U.S. Coast Guard
Commander, Sector New Orleans
Federal On-Scene Coordinator, New Orleans



Marty Chabert
Louisiana Oil Spill Coordinator



Melvin Holden
President, East Baton Rouge Parish


APPROVED

PARISH ATTORNEY'S OFFICE

New Orleans Area Contingency Plan
Geographic Response Plan - Iberville Parish



Iberville Parish
Geographic Response Plan Signature Page



Wayne R. Arguin
Captain, U.S. Coast Guard
Commander, Sector New Orleans
Federal On-Scene Coordinator, New Orleans



Marty Chabert
Louisiana Oil Spill Coordinator



J. Mitchell Ourso, Jr.
President, Iberville Parish

Please Note: Signatures were obtained prior to
official name change to Southeast Louisiana Area
Committee and Geographic Response Strategy.

New Orleans Area Contingency Plan

Geographic Response Plan - St. Charles Parish



St. Charles Parish Geographic Response Plan Signature Page

A blue ink signature of Wayne R. Arguin, written over a horizontal line.

Wayne R. Arguin
Captain, U.S. Coast Guard
Commander, Sector New Orleans
Federal On-Scene Coordinator, New Orleans

A blue ink signature of Marty Chabert, written over a horizontal line.

Marty Chabert
Louisiana Oil Spill Coordinator

A blue ink signature of Larry Cochran, written over a horizontal line.

Larry Cochran
President, St. Charles Parish

Please Note: Signatures were obtained prior to
official name change to Southeast Louisiana Area
Committee and Geographic Response Strategy.

New Orleans Area Contingency Plan
Geographic Response Plan - St. James Parish



St. James Parish
Geographic Response Plan Signature Page

A blue ink signature of Wayne R. Arguin, written in a cursive style, positioned above a horizontal line.

Wayne R. Arguin
Captain, U.S. Coast Guard
Commander, Sector New Orleans
Federal On-Scene Coordinator, New Orleans

A blue ink signature of Marty Chabert, written in a cursive style, positioned above a horizontal line.

Marty Chabert
Louisiana Oil Spill Coordinator

A blue ink signature of Timmy Roussel, written in a cursive style, positioned above a horizontal line.

Timmy Roussel
President, St. James Parish

Please Note: Signatures were obtained prior to official name change to Southeast Louisiana Area Committee and Geographic Response Strategy.

New Orleans Area Contingency Plan

Geographic Response Plan - St. John the Baptist Parish



St. John the Baptist Parish Geographic Response Plan Signature Page

A handwritten signature in blue ink, appearing to read "W. R. Arguin", positioned above a horizontal line.

Wayne R. Arguin
Captain, U.S. Coast Guard
Commander, Sector New Orleans
Federal On-Scene Coordinator, New Orleans

A handwritten signature in blue ink, appearing to read "M. Chabert", positioned above a horizontal line.

Marty Chabert
Acting, Louisiana Oil Spill Coordinator

A handwritten signature in blue ink, appearing to read "Natalie Robottom", positioned above a horizontal line.

Natalie Robottom
President, St. John the Baptist Parish

Please Note: Signatures were obtained prior to
official name change to Southeast Louisiana Area
Committee and Geographic Response Strategy.

**New Orleans Area Contingency Plan Geographic
Response Plan - Tangipahoa Parish**



**Tangipahoa Parish
Geographic Response Plan Signature Page**

A blue ink signature of Wayne R. Arguin, written over a horizontal line.

Wayne R. Arguin
Captain, U.S. Coast Guard
Commander, Sector New Orleans
Federal On-Scene Coordinator, New Orleans

A blue ink signature of Marty Chabert, written over a horizontal line.

Marty Chabert
Louisiana Oil Spill Coordinator

A blue ink signature of Robert Miller, written over a horizontal line.

Robert Miller
President, Tangipahoa Parish

Please Note: Signatures were obtained prior to
official name change to Southeast Louisiana Area
Committee and Geographic Response Strategy.

New Orleans Area Contingency Plan

Geographic Response Plan - West Baton Rouge Parish



**West Baton Rouge Parish
Geographic Response Plan Signature Page**

A blue ink signature of Wayne R. Arquin, written over a horizontal line.

Wayne R. Arquin
Captain, U.S. Coast Guard
Commander, Sector New Orleans
Federal On-Scene Coordinator, New Orleans

A blue ink signature of Marty Chabert, written over a horizontal line.

Marty Chabert
Louisiana Oil Spill Coordinator

A blue ink signature of Riley Berthelot Jr., written over a horizontal line.

Riley Berthelot Jr.
President, West Baton Rouge Parish

Please Note: Signatures were obtained prior to official name change to Southeast Louisiana Area Committee and Geographic Response Strategy.

Southeast Louisiana Area Contingency Plan

Section 9000
Appendix T
MOUs/MOAs

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Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix T MOU/MOA

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Section 9000 Appendices, Appendix T MOU/MOA

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MOU/MOA Policy

Introduction

A MOU is a document that describes very broad concepts of mutual understanding, goals and plans shared by the parties. In contrast, a MOA is a document describing in detail the specific responsibilities of, and actions to be taken by, each of the parties so that their goals may be accomplished. A MOA may also indicate the goals of the parties, to help explain their actions and responsibilities.

Every MOU/MOA that the Coast Guard is a party to must be consistent with the Coast Guard mission and be authorized by federal law, regulations and funding constraints. Additionally, the existence of a MOU or MOA does not eliminate or diminish the need for additional contracts, documents, or agreements to execute the activities contemplated by the parties. An MOU/MOA cannot be used as the sole authority or means to acquire or procure goods or services, exchange funds or property, or transfer or assign personnel. The originating offices shall ensure that all interested program offices and the servicing legal office have reviewed the MOU/MOA.

MOU's/MOA's that involve the Coast Guard must have an appropriately designated approving official that has the authority to commit the Coast Guard to the agreement.

For additional information regarding Coast Guard MOU/MOA guidance please review COMDTINST 5216.18.

Current MOU's/MOA's

This appendix contains the following Memorandum of Understanding/Agreement:

- U.S. Coast Guard and EPA Region VI Memorandum of Agreement
- U.S. Coast Guard and the Bureau of Safety and Environmental Enforcement Memorandum of Agreement
- Endangered Species Act Memorandum of Agreement

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix T MOU/MOA

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Southeast Louisiana Area Contingency Plan

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Oils

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Section 9000 Appendices, Appendix U Nonfloating Oil

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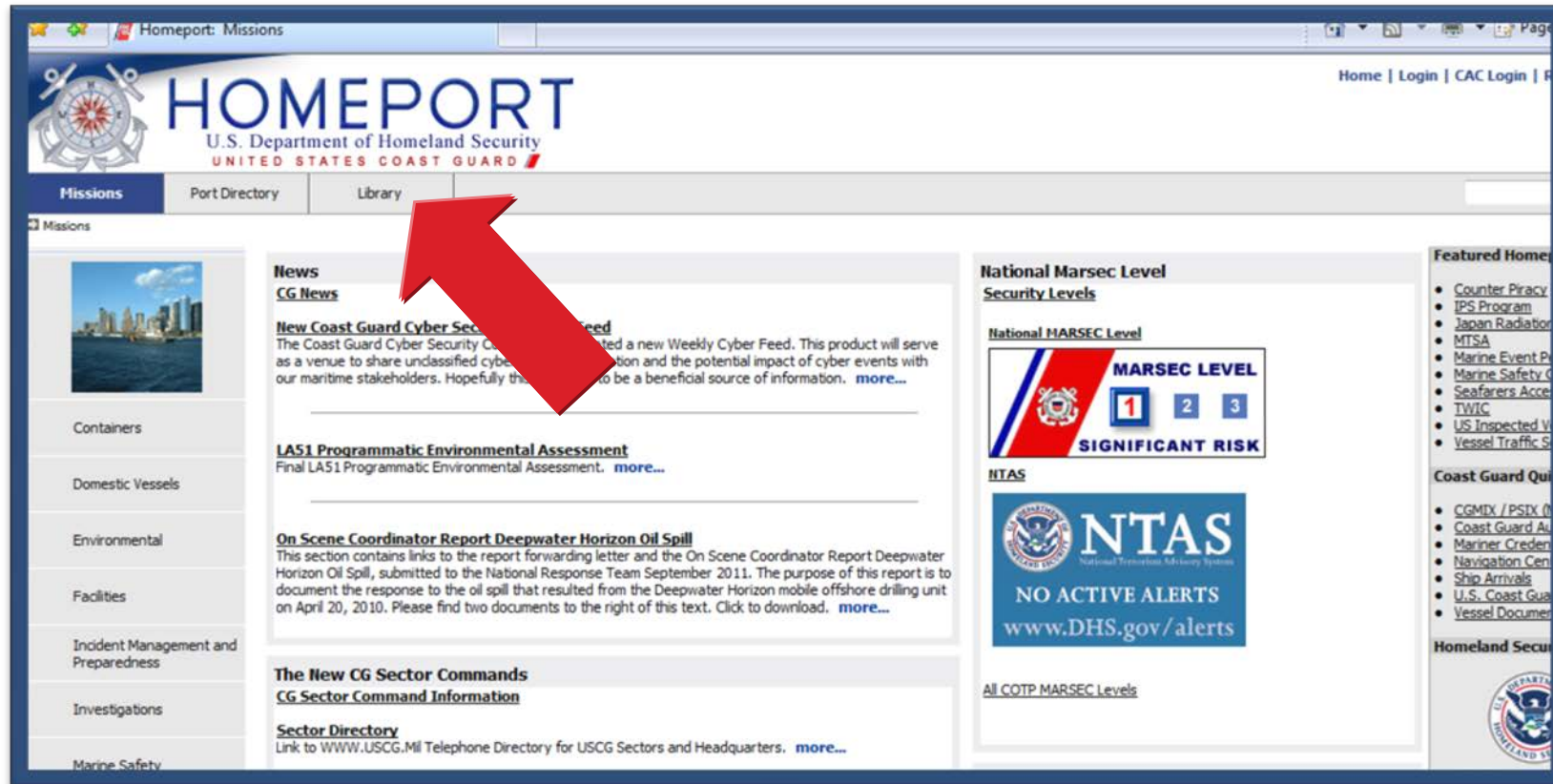
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Appendix V
ICS Position Specific
Job Aids

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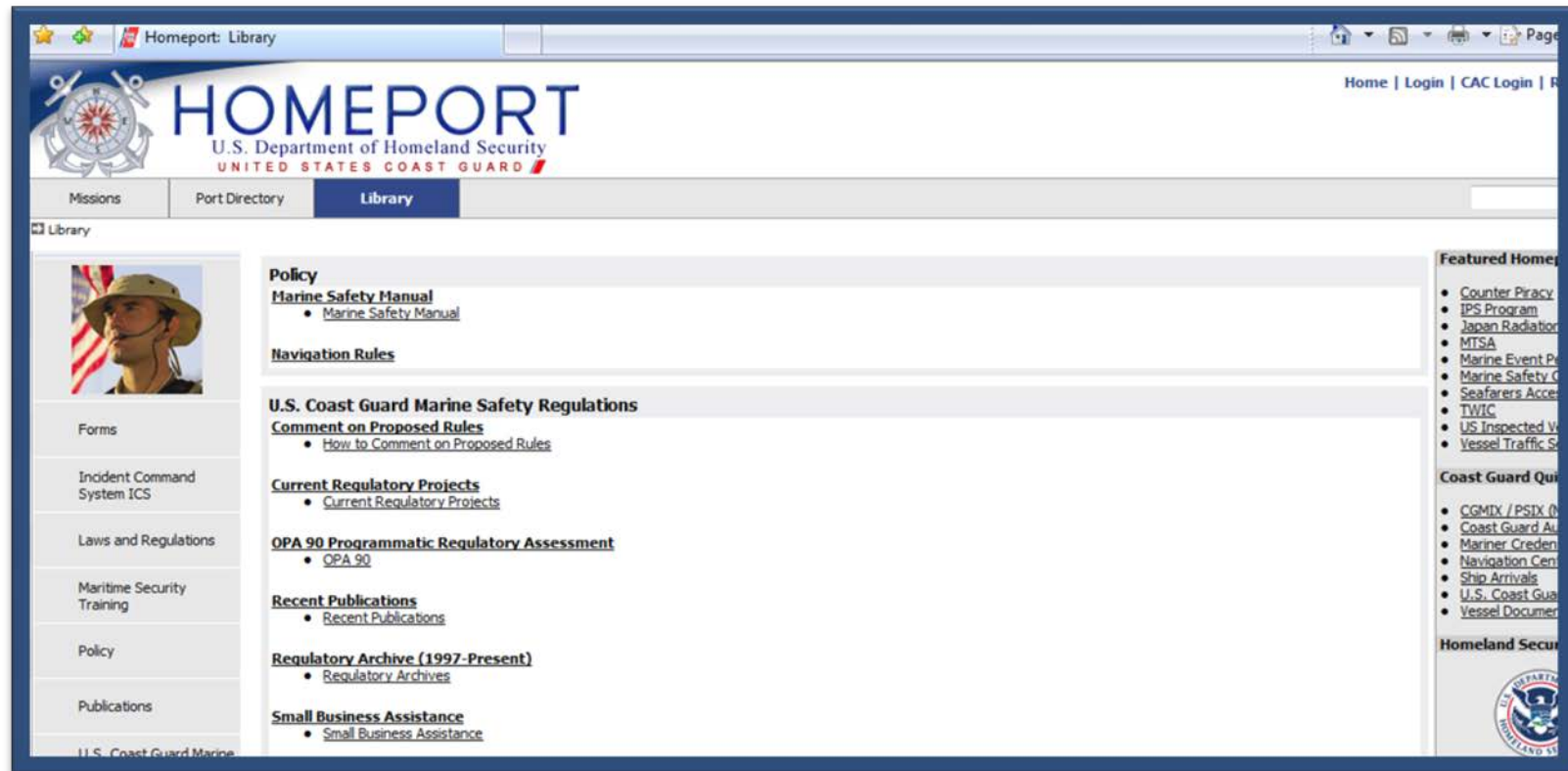
Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix V ICS Position Specific Job Aids

Incident Command System position specific job aids can be found at <https://homeport.uscg.mil/>. Follow the below instructions to access the U.S. Coast Guard ICS position specific job aids.



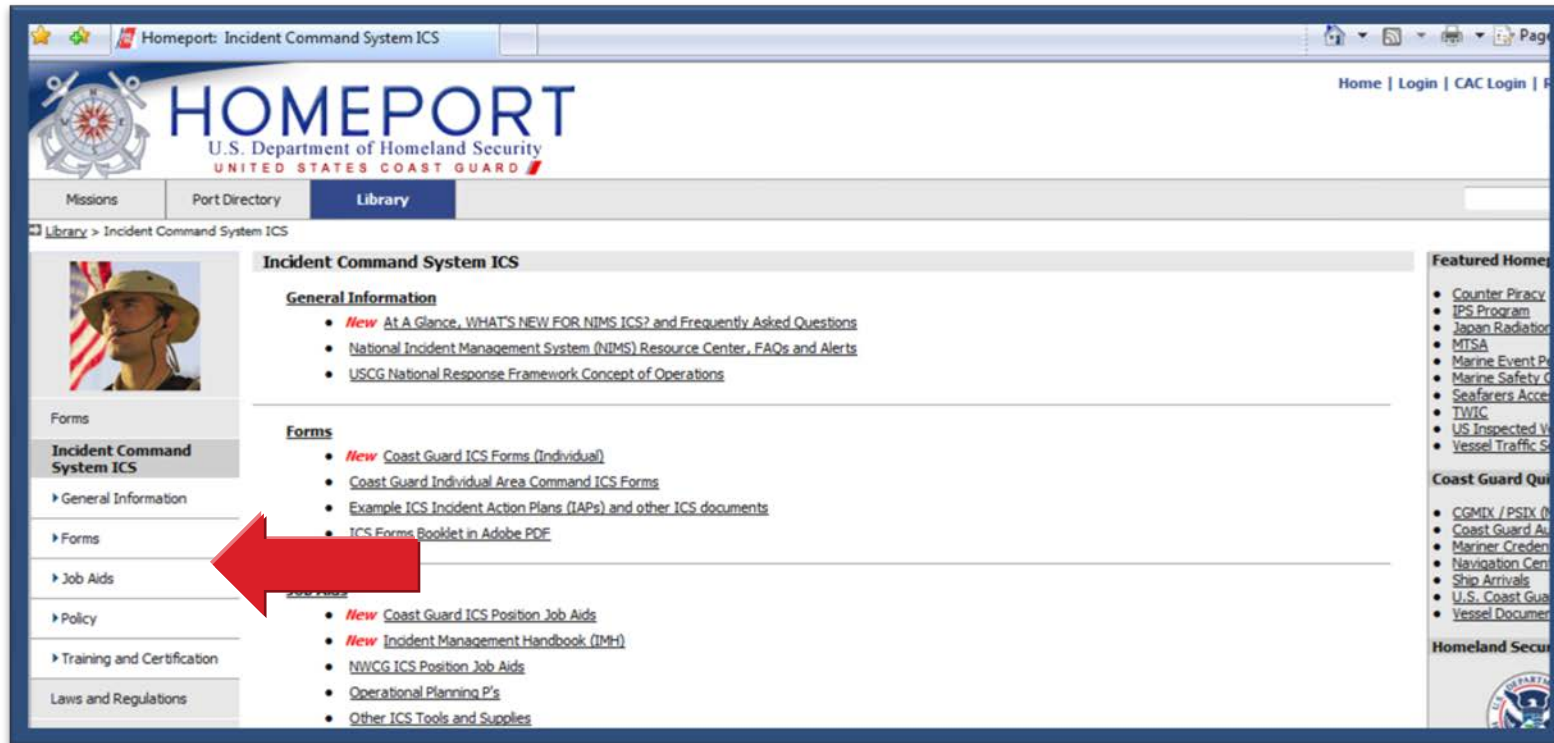
From the <https://homeport.uscg.mil/> homepage, select Library on the top left hand corner of the page.



From the Library page select Incident Command System (ICS) on the left hand side of the page.

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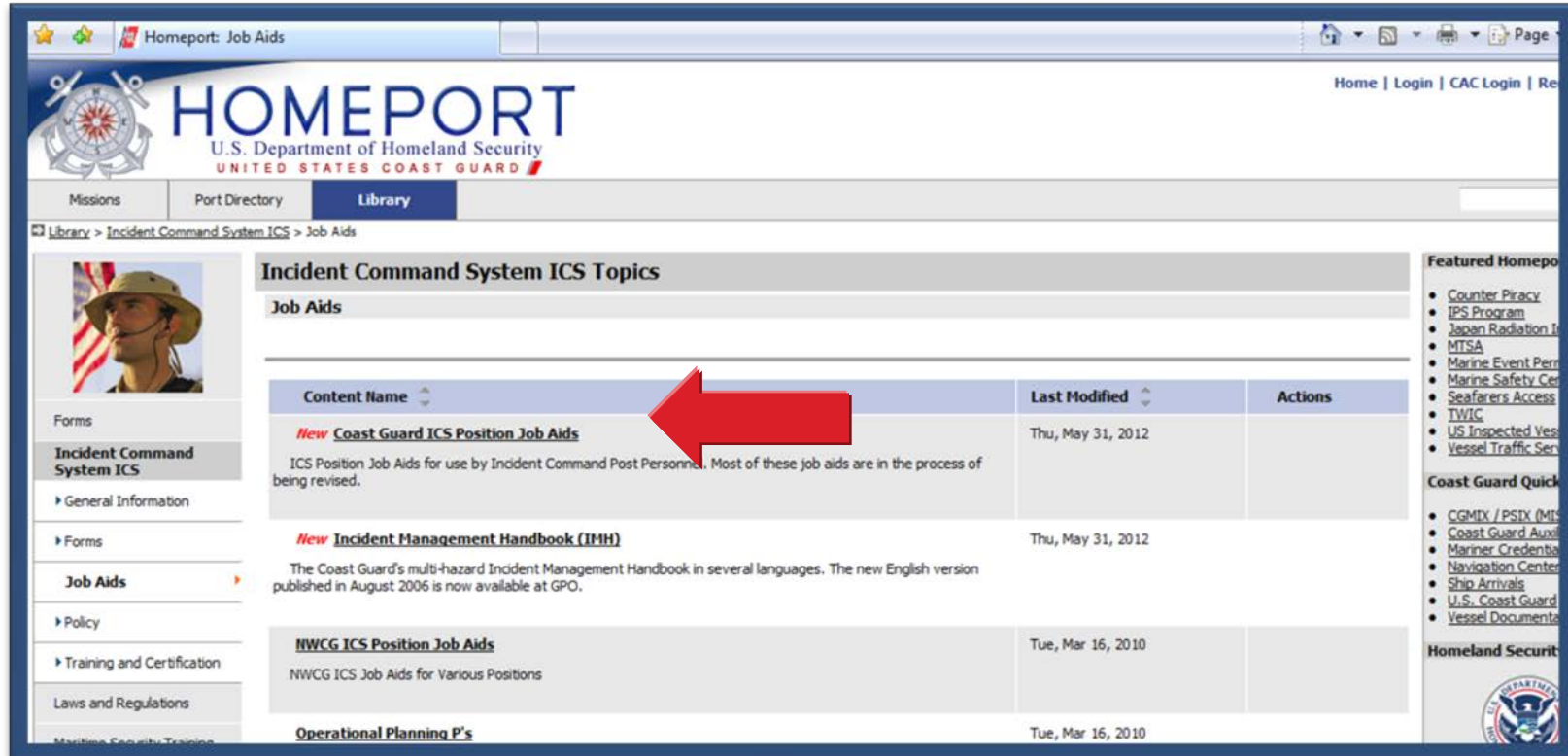
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From the ICS Page select Job Aids from the left side of the screen.

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Section 9000 Appendices, Appendix V ICS Position Specific Job Aids



The screenshot shows the Homeport website interface. The top navigation bar includes links for Home, Login, CAC Login, and Register. The main header features the Homeport logo and the U.S. Department of Homeland Security, United States Coast Guard. The left sidebar contains a menu with options like Missions, Port Directory, Library, Forms, Incident Command System ICS, General Information, Policy, Training and Certification, Laws and Regulations, and Maritime Security Training. The main content area is titled 'Incident Command System ICS Topics' and includes a 'Job Aids' section. A table lists various job aids, with a red arrow pointing to the 'New Coast Guard ICS Position Job Aids' entry. The table has columns for Content Name, Last Modified, and Actions.

Content Name	Last Modified	Actions
New Coast Guard ICS Position Job Aids ICS Position Job Aids for use by Incident Command Post Personnel. Most of these job aids are in the process of being revised.	Thu, May 31, 2012	
New Incident Management Handbook (IMH) The Coast Guard's multi-hazard Incident Management Handbook in several languages. The new English version published in August 2006 is now available at GPO.	Thu, May 31, 2012	
NWCG ICS Position Job Aids NWCG ICS Job Aids for Various Positions	Tue, Mar 16, 2010	
Operational Planning P's	Tue, Mar 16, 2010	

Select the Coast Guard ICS Position Job Aids.

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix V ICS Position Specific Job Aids

The screenshot shows a web browser window with the address bar displaying "Homeport: Coast Guard ICS Position Job Aids". The page has a navigation menu at the top with "Missions", "Port Directory", and "Library". Below the menu, the breadcrumb trail reads "Library > Incident Command System ICS > Job Aids > Coast Guard ICS Position Job Aids".

The main content area is titled "Coast Guard ICS Position Job Aids". It includes a summary: "Summary: ICS Position Job Aids for use by Incident Command Post Personnel. Most of these job aids are in the process of being revised." To the left of the summary is a small image of a Coast Guard crew member in a hat.

On the right side of the page, there is a "Supporting Documents" section listing various PDF files with their sizes:

- Area Cmd - Job Aid 03-07.pdf - 118 KB
- Chaplain job aid 03-08.pdf - 436 KB
- CISM Specialist Job Aid 7-09.pdf - 531 KB
- COML Job Aid-Sep11.pdf - 4 MB
- DIVS Job Aid-Aug09.pdf - 5 MB
- Documentation Unit Leader (rev 10/02) - 104 KB
- FSC Job Aid-Aug09.pdf - 4 MB
- Incident Commander Job Aid (rev 10/02) - 125 KB
- Liaison Officer (rev 10/02) - 73 KB
- LSC Job Aid-Aug09.pdf - 6 MB
- MTSL Job Aid 8-08.pdf - 133 KB
- Operations Section Chief (Rev 10/02) - 107 KB
- Planning Section Chief (rev

On the far right, there are two additional sections: "Featured Homeport" with a list of links including "Counter Piracy", "IPS Program", "Japan Radiation", "MTSA", "Marine Event Per", "Marine Safety Co", "Seafarers Access", "TWIC", "US Inspected V", and "Vessel Traffic Ser"; and "Coast Guard Quick" with links for "CGMIX / PSTX (M", "Coast Guard Aux", "Mariner Credenti", "Navigation Cente", "Ship Arrivals", "U.S. Coast Guard", and "Vessel Document". Below these is a "Homeland Security" section with a "CFATS" link and a Coast Guard seal.

The Coast Guard ICS Job Aids can be found on the right side of the page.

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Section 9000
Appendix W
U.S. Coast Guard-
Relevant, Instructions,
Guidelines,
Procedures, and
Practices List

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Section 9000 Appendices, Appendix W U.S. Coast Guard- Relevant Instructions, Guidelines, Procedures, and Practices List

U.S. Coast Guard- Relevant Instructions, Guidelines, Procedures, and Practices List

The following U.S. Coast Guard Commandant Instructions (COMDTINST/CI), policies, and publications provide prevention, planning, and preparedness, response, and external cooperation/coordination guidelines and responsibilities for all Coast Guard units to follow.

Subject/Title	COMDTINST/CI/COMDTPUB
Alignment with the National Incident Management System and National Response Plan	COMDTINST 16000.27
Area Contingency Plan Organization, Revision, Cycle, and Distribution	COMDTINST 16471.3
CERCLA Non-Incident Funds	COMDTINST M7100.3D

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Section 9000 Appendices, Appendix W U.S. Coast Guard- Relevant Instructions, Guidelines, Procedures, and Practices List

Coast Guard Participation in the Marine Sanctuary Program	COMDTINST 16004.3A
Coastal Zone Management, Federal Consistency Procedures	COMDTINST 16451.1
District Response Advisory Team Assistance Procedures	COMDTINST 16465.41A
Emergency Contracts for Responding to Discharges which Pose a Substantial Threat to Public Health or Welfare	COMDTINST 16460.5
Environmental Compliance Evaluation (ECE) Program	COMDTINST 16478.5
Floodplain Management And Protection	Executive Order 11988

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Section 9000 Appendices, Appendix W U.S. Coast Guard- Relevant Instructions, Guidelines, Procedures, and Practices List

Guidance for Coast Guard Coordination of Marine Transportation System (MTS) Improvement Efforts as the Regional and Local Level

COMDTINST 16010.9

Guidelines for Implementation and Enforcement of Vessel Response Plans, Facility Response Plans, and Shipboard Oil Pollution Emergency Plans

COMDTINST 16450.32A

Marine Safety Manual, Marine Environmental Preparedness and Response Procedures

COMDTINST M16000.14, Volume IX

Place of Refuge Policy

COMDTINST 16451.9

Preservation of the Nation's Wetlands

DOT Or. 5660.1A

Protection of Living Marine Resources Program

COMDTINST 16475.7

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Section 9000 Appendices, Appendix W U.S. Coast Guard- Relevant Instructions, Guidelines, Procedures, and Practices List

Use of Special Monitoring of Applied Response Technology (SMART) Protocols	COMDTINST 16470.1
U.S. Coast Guard Incident Management Handbook	COMDTPUB P3120.17B
Spill of National Significance (SONS) Response Management	COMDTINST 16465.6

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Environmental
Sampling Guidance

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Section 9000 Appendices, Appendix X Environmental Sampling Guidance

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Section 9000 Appendices, Appendix X Environmental Sampling Guidance

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Environmental Sampling Guidance

Summary

This document has been prepared by the Response Science and Technology subcommittee of the Southeast Louisiana Area Committee. It intends to describe the environmental sampling that may occur during an emergency response to an oil spill or hazardous materials release. The reader should refer to agency, or company, protocols and procedures for detailed information for executing sampling appropriately.

Sampling during an incident is a highly complex and variable activity that requires specific field and laboratory methods for each type of sample, and a rigorous chain-of-custody for all samples to be considered valid. The term sampling and samples includes collecting physical materials, photography, surveys, documentation, etc. All types of sampling should be done with a pre-specified plan that includes a workable data management plan for the scale of the incident or incident phase.

Sampling and ICS

The Unified Command may require the Environmental Unit to produce an Environmental Sampling Plan for the coordinated collection, documentation, storage, transportation and sample submittal to appropriate laboratories for analysis and/or storage. The SSC will coordinate the development of sampling plans with agency and industry technical specialists and the NRDA Trustees as appropriate. The plan is executed by Operations Section staff. Additionally, when an Environmental Sampling Plan is needed, standard operating procedures should be prepared so that sample collection activities, sample documentation, and sample nomenclature are defined and standardized across all parties performing the activities. Note that there may not be existing procedures for the types of sample collection being performed. Furthermore, a Quality Assurance Project Plan may also need to be prepared to tie in the data quality objectives from the sampling efforts with the analytical activities that are performed, inclusive of specifying the frequency and type of field and laboratory quality control samples that will be collected. In the initial stages of a response incident, decisions should be made with an eye towards what information will be needed by those personnel evaluating data and making decisions from the collected data.

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Section 9000 Appendices, Appendix X Environmental Sampling Guidance

Sampling Purpose

During the initial phase of an incident, sampling will focus primarily on: 1) determining the pollution source or product being released, 2) determining the spread of the product, 3) determining background data for comparison to current conditions.

Sampling may be conducted for human health and safety, response decision making, criminal investigations, natural resource damage assessment (NRDA), etc. Plans for those purposes will usually be developed by specialists in those fields.

Sampling Strategy

A source sample should be taken as close to the release point as safe and practical. This provides for the least weathered or diluted sample of the product being released into the environment. This sample will be used for many purposes, including product identification and chemical composition, and will act as the standard that other samples are compared against.

A spill sample should be taken within the affected area to determine how the released material is altering or impacting the environment. Motivations could include human health and safety, affects on biota or modeling ground-truthing. A background sample should be taken in an unaffected area to determine a baseline that existed prior to the release. This should include water, sediment/soil, air, and biota samples.

The agencies that could be involved with sampling for an incident that occurs within the scope of this Area Contingency Plan include: U. S. Coast Guard, the Environmental Protection Agency, National Oceanic and Atmospheric Administration, Department of Interior, U.S. Fish and Wildlife Service, Louisiana Oil Spill Coordinator's Office, Louisiana Department of Environmental Quality, Louisiana Department of Wildlife and Fisheries, LA State Police and Parish Agents.

Analytical Laboratory Services

In the event that a spill or hazardous substance release occurs and non-routine analytical services are required, a laboratory and back-up laboratory will need to be identified that have capability, turn-around time, and capacity to perform the desired analyses; meet the defined data quality objectives; and have the capability to substantiate the reported analytical results by supplying the project-defined full data package deliverable and electronic data deliverable.

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Section 9000 Appendices, Appendix X Environmental Sampling Guidance

Data Reporting

During a large-scale incident, the preparation of a data management plan may be needed to define the data collection and reporting processes. Agencies involved in responding to an incident should identify the database platform that will be utilized to collect all sample and analytical data and define the primary keys for the electronic data deliverable that will be used. Sampling and analytical firms responding to the incident will be required to meet the data management plan to supply field-collected data and analytical data, respectively. Additionally, the location of where, when, and how the data was collected should be made available.

Data Evaluation

Prior to the release of data external to those responding to the incident, data should undergo an evaluation for completeness, correctness, compliance, and usability of the reported results. The level of scrutiny should be defined prior to sample collection and should be based upon the data quality objectives and data use.

Elements of a Sampling and Monitoring Plan

The following outline illustrates the most commonly used elements of a sampling and monitoring plan. It is not expected for an actual plan generated during an incident to copy the outline below:

- Introduction and Purpose
- Field Equipment
- Monitoring
 - Target Analytes and Detection Limits
 - Fixed Real-Time Monitoring Locations
 - Mobile Platforms for Monitoring
- Sampling
 - Sampling Procedures
 - Sample Preservation
 - Sample Labels
 - Shipping and Handling of Samples
 - Holding Times for Samples

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- Documentation Methodology
- Calibration and Maintenance of Equipment
- Equipment Decontamination
- Chain of Custody
- Laboratory and Analytical Methods
- Laboratory Deliverables
- Data Quality and Management
- Data Analysis
- Project Organization and Management

Contributions

The Response Science and Technology subcommittee would like to thank the following organizations for their contributions to this document: US Coast Guard, National Oceanic and Atmospheric Administration, Louisiana Department of Environmental Quality, Environmental Standards Inc and Louisiana State University.

References

USCG Marine Safety Laboratory, New London, CT,
<http://www.uscg.mil/hq/cg5/msl/>

NOAA Office of Response and Restoration, Seattle, WA,
<http://response.restoration.noaa.gov/>

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Natural Disaster
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Natural Disaster Response Plan

Background

Oil and chemical production and storage facilities in southeastern Louisiana are susceptible to dangerous hurricanes and severe weather. More than 30 hurricanes have passed close to the Louisiana coastal zone in the last century, causing severe damage from wind and storm surge. On average, a tropical storm or hurricane is expected to strike somewhere along Louisiana's coast about once a year. Louisiana's flat coastal zone makes tropical storms and hurricanes especially dangerous. Storm surge pushed by an approaching hurricane can reach heights of more than 20 feet and spread far inland, devastating anything in its path. After a hurricane, access to most of southeastern Louisiana is very difficult as the roads and supporting infrastructure are either flooded or destroyed by the storm. High water, waterways closures, and obstructions, in what were deemed as safe navigable waters prior to the hurricane, eliminate many conventional transportation methods.

Unlike most oil discharges and chemical releases, where there is a single point source at one location from which the spill spreads, the pollution associated with hurricanes and tropical storms are usually widespread throughout more than 2,500 square miles of southeastern Louisiana, due to wide distribution of oil and chemical production activities within the State. In addition to pollution from production facilities, oil storage tanks, and pipelines, there will typically be smaller discharges of refined oil products such as diesel fuel and gasoline from fishing vessels, small fuel storage tanks, as well as trucks and automobiles. In addition to the massive amounts of oil spilled, the total destruction caused by a storm can leave tens of thousands of containers of industrial hazardous materials and household hazardous waste dispersed throughout the area.

Pollution response, under the umbrella of the National Response Framework (NRF), will be successful because of the plans, capabilities, and partnerships forged in accordance with the National Contingency Plan (NCP), combined with the effective use of the Incident Command System (ICS). However, the NCP should not get lost in the shuffle of the massive federal, state and local response associated with the full implementation of the NRF.

One of the most essential keys to successfully responding to a natural disaster is effective management of large amounts of discrete pollution targets at one time. Incident management teams must ensure that the data management tools

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selected can be continuously changed or updated to suit the dynamic information needs of the response and be scalable

Funding Authorities

FEMA Mission Assignments

When a natural disaster is of such magnitude that a State government's resources are overwhelmed, the State may request Federal response assistance to supplement ongoing disaster relief activities. The reimbursement of Federal agency expended funds in support of Federal Emergency Management Agency (FEMA) disaster relief efforts is permitted when support is provided under a Mission Assignment (MA). A MA is a work order issued to a Federal agency by FEMA directing the completion of a specific task, and citing funding, management controls, and guidance. Although most agencies assigned a MA will be reimbursed for their efforts, the possibility exists under the Stafford Act that FEMA can task agencies without expectation of reimbursement. MAs are directives issued by FEMA; they are not contracts or Interagency Agreements (IAAs) but they are an agreement between FEMA and the responding agencies. In most cases, MAs are issued only for assistance under the Stafford Act, not for assistance provided that would normally fall under an agency's independent authorities or responsibilities. For example, the Coast Guard would not receive an MA for search and rescue activities conducted offshore after a hurricane because this would be a mission conducted under the Coast Guard's statutory authority.

MAs are typically assigned by FEMA to address actions required under one of the 15 different Emergency Support Functions (ESFs) described in the NRF. The NRF establishes a comprehensive all-hazards approach to enhance the ability of the Federal government to manage domestic incidents. Consequently, the ESFs are categorized around the major response and recovery functions associated with an incident, such as ESF 1 – Transportation, ESF 9 – Search and Rescue, and ESF 10 – Oil and Hazardous Materials. The Coast Guard has primary for ESF 9 and ESF 10. Therefore, the Coast Guard may receive tasking by FEMA under several MAs for different ESFs; e.g. an air station launches a helicopter to provide damage assessments for FEMA (ESF-5 Emergency Management) and launches a second helicopter to provide transportation (ESF-7 Logistics Management and Resource Support) for disaster personnel and supplies.

Oil Spill Liability Trust Fund (OSLTF)

The (OSLTF) pays for removal costs and damages resulting from oil spills or substantial threats of oil spills to navigable waters of the United States. The

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OSLTF is used for costs not directly paid by the polluter, referred to as the responsible party (RP). The fund is also used to pay, costs to respond to "mystery spills," for which the source has not been identified. Since mystery spills are anticipated before a storm impacts southeast Louisiana, it's likely the FOSC will have a relatively small OSLTF funding stream open to get contracted resources deployed as quickly possible after the storm passes. The ceiling limit on this OSLTF project will vary depending on the needs of the response and how soon a mission assignment can be issued to take over the costs. It's likely that responsible parties, natural resource trustees and other third parties will submit claims against the OSLTF after the storm.

Comprehensive Environmental Response, Compensation, and Liability ACT (CERCLA)

CERCLA enables Federal agencies to respond immediately to hazardous substance releases and contamination problems that pose a threat to public health and the environment. Removal costs are recovered from the RP(s) by EPA. Post-storm, the threat to public health will be prevalent as citizens return to their parishes after the flooded and impacted areas are accessible, and orphaned containers have been deposited in yards, schools and playgrounds, places of employment, and various other locations easily accessible to the general population. Threats to the environment exist when orphaned containers are deposited into the wetlands, wildlife refuges, and many other sensitive ecosystems. Additional threats include releases from chemical facilities, chemical transfer facilities, and various other facilities that use, produce, transport, or have a supply of hazardous substances. The Superfund was designed to address discrete incidents and not multiple chemical releases across a large region. Hence, the full impact of hazardous substances to the public and the environment cannot be ascertained in totality with limited CERCLA funding. For HAZMAT, an ESF-10 mission assignment is **critical** to completing a comprehensive needs assessment and mitigating all actual and potential releases of hazardous substances that are an imminent and substantial threat to the coastal zone.

The highest priority HAZMAT targets will be those that are actively leaking, an imminent threat to public health or welfare and/or have actual or potential impact to navigable waterway. Where the responsible parties are known, an effort initially shall be made, to the extent practicable, to determine whether they can and will perform the necessary removal action promptly and properly.

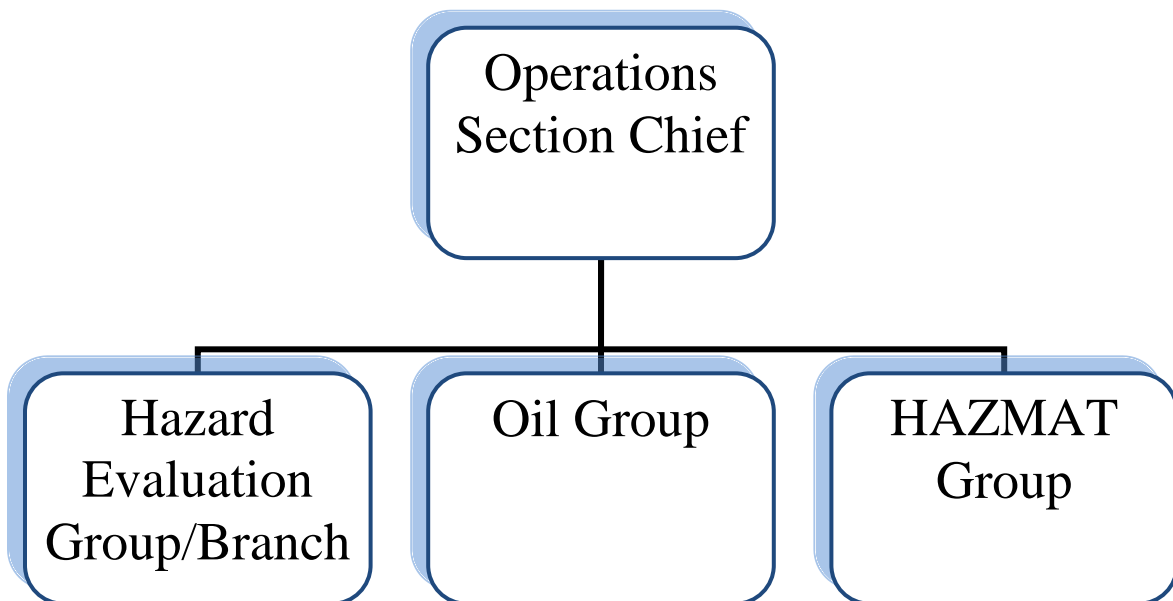
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ICS Positions

Oil and hazardous material data needs to be collected into a central response database in order to track all targets for prioritization, management of resources and situational awareness. The following positions play a critical role in the collection and dissemination of target data for operational decision making.

Operations Section



Hazard Evaluation (HEG) Group/Branch evaluates the impacted areas to determine the magnitude of the event, map the geographical boundaries of the event, and identify immediate threats to public health and the environment during the initial phase of a response. The HEG Group will determine the most heavily impacted areas, assess critical infrastructure (e.g. public water supplies and wastewater treatment facilities) and facilities for damage. Any active releases and discharges will be reported back to command as quickly as practicable. A secondary function is to identify locations for Incident Command Post (ICP), Forward Operating Bases (FOB) and determine operational challenges (roadways destroyed and areas of flooding, etc). Once the initial assessments are complete, the HEG conducts detailed evaluation and documentation of oil and hazardous material targets to direct ground forces and determine operational requirements. As the response dictates, HEG members will merge with other Operation Section branches or

Hazard Evaluation Group
Leader: USCG/DEQ
Members: Federal & State Reps

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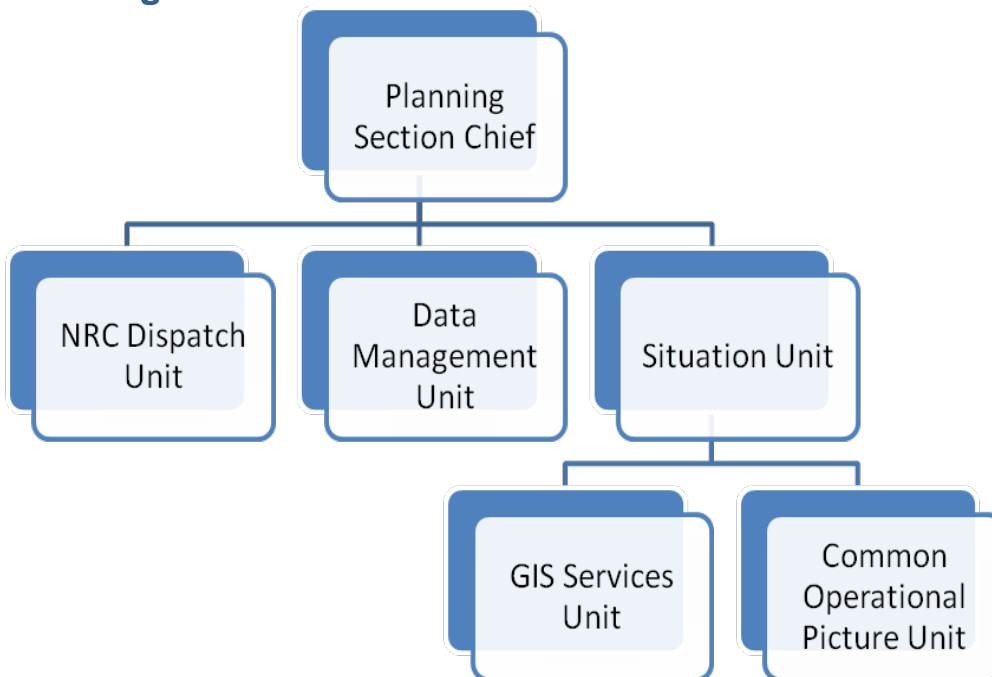
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transition to SCAT teams in the Environmental Unit to utilize their situational knowledge.

OIL/HAZMAT Groups are responsible for ensuring that oil discharges and hazmat releases are properly mitigated and/or recovered. Each group will have their own supervisor.

Group Leader: USCG/DEQ Members: Federal & State Reps

Planning Section



NRC Dispatch Unit (NRC Dispatch) is within the Planning Section and works in close coordination with the Data Management Unit (DMU). The NRC Dispatch is responsible for monitoring the NRC inbox and conducting initial investigations on all reported discharges/releases reported via the NRC. After investigation, the NRC will prioritize the targets and refer the information to the DMU for further clarification/prioritization. Sources of information outside Operations Section (Command Center, SCAT, entities outside official response, etc...), will debrief with the NRC Dispatch Unit and NRC Dispatch Unit will ensure all information is reported to the NRC via online reporting (www.nrc.uscg.mil) or telephone (1-800-424-8802). The NRC Dispatch may encourage secondary reporters to call/report to the NRC; however, the ultimate responsibility lies with the NRC Dispatch Unit. The NRC Dispatch Unit

NRC Dispatch Unit Leader: USCG NRC Dispatchers: USCG x2

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will debrief with all sources of information outside Operations Section and conduct data entry into the response database. The NRC Dispatch Unit will be staffed with Coast Guard members. These members must be proficient in data entry as well as competent in performing thorough initial investigations.

Data Management Unit (DMU) is within the Planning Section and is responsible for compiling data submitted by field teams, disseminating information to end users, generating reports and overall management of the response database. **The Data Management Unit is not responsible for data entry or primary Quality Assurance and Quality Control (QA/QC).**

Data Management Unit
Leader: NOAA
Members: USCG/DEQ

The Operations Section and NRC Dispatch Unit must take ownership over data entry and work with the Data Management Unit to ensure their work is being captured correctly. When the DMU receives information of new oil and hazardous material targets/threats, the information will also be referred to the NRC Dispatch Unit for proper reporting. Operations Section will have several DMU members attached to them to ensure field personnel properly input data and QA/QC is conducted prior to submission to DMU.

Work Schedule: DMU will work hours similar to Operation Section to ensure cohesive flow of data from field to the SOD, some offsetting of hours may be necessary to avoid burnout and optimize usage of man hours. When down time exists, cooperation with NRC Dispatch Unit should occur.

Geographic Information Systems (GIS) Services Unit (GSU) is subordinate to Situation Unit (SIT) and provides mapping services, such as generating maps for field teams, supplying the Common Operational Picture (COP) and managing GPS/photographic data from field teams. GSU will be staffed by two NOAA GIS technicians and at least one USCG person with familiarity with GIS and/or COP. **Work Schedule:** GSU Leader and Deputy will work 1200 to 2400 to handle the data flow. The NOAA member of DMU can handle GIS demands during morning hours. The COP Manager will work similar hours to Situation Unit Leader and support the proper usage of the COP during briefings.

GIS Services Unit
Leader: NOAA
Deputy: NOAA

Display Processor (DPRO) is subordinate to the Situation Unit Leader (SITL) and manages incident status information obtain from FOBS, resource status reports, photographs, videos and other imagery. Provide the overall Common

Display Processor
Leader: USCG

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Operational Picture by developing required displays in accordance with time limits for completion. This includes GIS information, demographic information, incident projection data, etc.

Other Units

Other Units that can contribute valuable field data to the response (i.e. SCAT, Wildlife, NGO's) should work directly with the NRC Dispatch Unit to ensure proper inputting/updating of data. The NRC Dispatch Unit will ensure that submissions are incorporated into the response database by the Data Management Unit. These other contributors should not go directly to the DMU. to the size and scope

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TAB A – Data Management Plan

Summary

The pollution response component of a natural disaster response presents a set of challenges unlike other pollution responses. The pollution threats are numerous and spread over a large geographic area. The multitude of pollution targets can be from a variety of sources, including wellheads, facilities, orphan containers or vessels. Effective data management is critical during a multi-target response in order to ensure appropriate use of resources. The follow document is to help ensure the success of data management during a natural disaster response.

Procedures for Field Data Documentation

Field documentation is critical for the success of any response, either for a single barrel of oil being discharged by a vessel or for a large scale Type 1 incident. The command cannot make sound decisions without sound data flowing from the field. To that end, the field personnel are responsible for ensuring quality data is being captured in the field.

Data Fields and Valid Values

Data fields are the pre-determined pieces of information that the response wants to capture and valid values are the acceptable inputs for those data fields. Agreement on the data fields and their valid values is critical to ensure the response is getting the data it needs to make decisions. Once an agreement is reached, the field data collection forms, response database and other deliverables are created to meet the needs of the response. The data fields and valid values discussed within this plan are considered a minimum description of oil and hazardous material target and DOES NOT alleviate the need for traditional investigation, SCAT, reporting to NRC and required documentation of a target. The data fields, valid values and resulting products are intended to capture baseline data for Unified Command and Operations Section to properly manage their resources and mitigate oil and hazardous material threats during a post-natural disaster response with multiple targets.

Unique Identifier

A unique identifier is an alpha-numeric label identifies a particular target for tracking purposes. The NRC number usually plays this role, but during a post-natural disaster response, an NRC number might not be immediately available. As a gap fill, a temporary unique identifier for each target shall be assigned in the

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following format: YYYYMMDD_Team Name_Daily Number. For example:
20121006_HEG2_002 = the second target found by HEG Team 2 on Oct 06, 2012.

The unique identifier should not change over time and should not change as teams subsequently visit the same target. After the first assessment, if a team goes back out or the item is mitigated they should be referencing the unique identifier. For continuity and ease of identification, if field teams can, they should mark the target (with a sticker, hanging tag or spray paint) so that any team visiting the target will know that this target was previously assessed and has been assigned a unique identifier. When a target's unique identifier changes from the temporary unique identifier to the primary NRC number, this update should be reflected on the labeling of the target itself. The temporary unique identifier, primary NRC number and secondary NRC number(s) will be listed in the database for cross reference purposes.

Latitude and Longitude

Obtain a latitude/longitude point with a satellite enabled GPS unit for observed discharges or releases at facilities, vessels or other sources. If the oil and hazardous material target covers an area (not a single point location) obtain lat/long points that outline the target. Make certain that the GPS unit is set to use "WGS84" as the horizontal datum, set to read coordinates in decimal degrees (dd.ddddd) and Auto Tracking is turned on. Documentation needs latitude/longitude to 5 decimal points. The safest location for observing an oil and hazardous material target is upwind.

All personnel **MUST VERIFY** all lat/long position data by comparing observations against satellite imagery by means of GIS application (Google Earth, ERMA, EnterpriseGIS, SONRIS, Response Manager, etc). This step, when combined with data entry, is time consuming and field personnel should return to ICP/FOB early enough in day to ensure sufficient time is dedicated to data entry and QA/QC.

Photo Documentation

Prior to departure to field, ensure that camera is set to local time and spare batteries are available. A clear photo of GPS unit with the time (in 24-hr, hh:mm:ss format) taken at the beginning of operations will allow for geo-referencing of photos by using the Track Log from GPS unit.

It is more important to take a few good photos instead of many useless photos. Utilization of photo scales, recognizable landmarks and "the rule of thirds" will

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help ensure photos are useful to an audience that is crammed in command post or is not on-scene.

Aerial Team Procedures

Aerial Team could consist of a Rapid Needs Assessment Task Force or a Hazard Evaluation Group Task Force. Aerial Assessment Teams are not expected to conduct detailed documentation of targets, but are expected to capture critical data for decision makers. A special form with limited data entry has been created to reduce the data collection requirements and expedite the assessment process. Data that aerial assessment teams will be capturing are primarily nature of oil versus hazardous material, source, location, and size of affected area.

Surface Team Procedures

Surface Assessment Team (ground and/or water) and other group task forces will conduct more detailed documentation and complete a more thorough field data collection process because ground assets generally travel slower and have more time to make detailed observations. The field data collection forms will contain most all the data fields.

Procedures for Processing Field Data

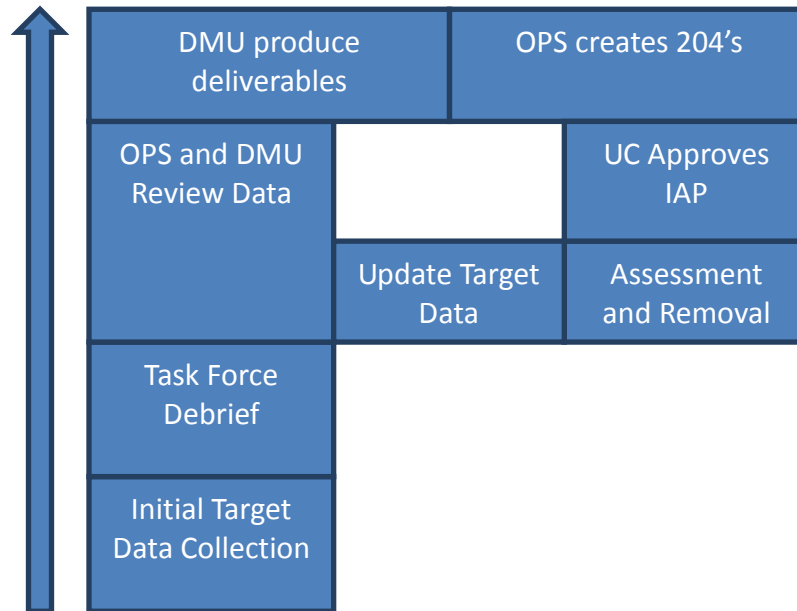
The most challenging aspect of data processing is ensuring that the incoming data is of high quality. In order to overcome this challenge, it has to be emphasized to field personnel the importance of thorough observations and proper documentation. The quality of the incoming data will directly affect the quality of the deliverables that the Unified Command, Section Chiefs and other decision makers will be using to manage the response. The illustrations below illustrate the general flow of data from the field to decision makers. Refer to the diagram below.

Please note that the two data cycles described below intersect at “OPS Chief reviews data.”

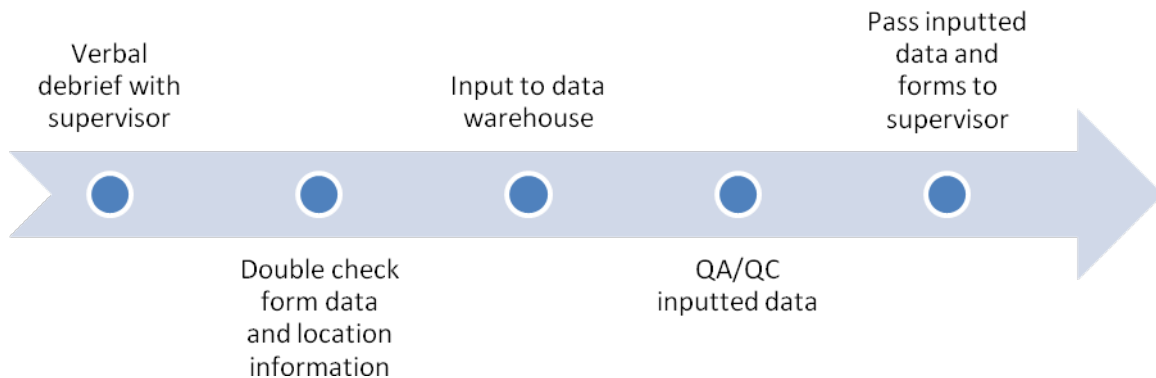
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Data Flow



Task Forces Debrief



Task Forces are the eyes and ears in the field for the response and collect invaluable data not only about targets, but also about operational challenges and recommendations. This acquired knowledge needs to be debriefed to their respective supervisor and inputted into the response database for processing. The team leader is responsible for initial data entry and initial QA/QC of data because they are the experts about their own field observations. Generally, the team leader is the most experienced member of the team.

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Data Fields and Valid Values

The following table describes the data fields and valid values for Louisiana Natural Disaster Response Plan - Marine Environmental Response. The data fields and valid values in this table define the jargon utilized during the response to ensure clear communication. The response database and associated forms are built around these data fields and valid values. The data fields and valid values establish a minimum description of a target and DOES NOT alleviate the need for traditional investigation, SCAT, reporting to NRC and required documentation of a target. These data fields, valid values and resulting products are intended to capture minimum data for Unified Command to properly manage their resources and mitigate pollution threats during a post-natural disaster response with multiple pollution targets.

Data Field	Format	Valid Values
Date Initially Assessed	YYYYMMDD	Date that target was first discovered
Field Team Initially Assessed	AAA0	Three letters and one number – the field team which discovered target
Daily Number	Three digit number	000 to 999, resets each day for each team
Date Updated	YYYYMMDD	Date that entry to spreadsheet is modified, this will allow for tracking the timeline of changes to target information
Field Team Updated	AAA0	Three letters and one number – tracking which field team has provided updated information about target
Location Name	BLANK BAYOU	Waterway, street, landmark, etc
Responsible Party	BLANK ENERGY	When known
Target Latitude	DD.DDDDDD	Positive Number, 0 to 90
Target Longitude	DD.DDDDDD	Negative Number, 0 to 180
Grid	A00	One letter and two numbers
Hazardous Category Not explicitly in form	OIL or HAZ	To delineate for OPS

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HAZ Type Only for HAZ targets (CERCLA)	Three letter code	DRM = Drum CYL = Cylinder TOT = Tote BCK = Bucket TNK = Tank FAC = Facility DBL = Debris Line (not a single target)
HAZ Count Only for HAZ targets (CERCLA)	Number	Number, or approximate number, of HAZ targets within a debris field or contained within the specified target
Oil Type Only for oil targets (OPA 90)	Three letter code	VSL = Vessel PPL = Pipeline FAC = Facility WHD = Wellhead SHN = Sheen UNK = Unknown, Mystery Source
% Coverage Only for oil targets (OPA 90)	Percentage of area being covered by product	Percentage of oil within the given length, width
Length For 2D targets	Number in feet	For debris fields and oil targets
Width For 2D targets	Number in Feet	For debris field and oil targets
Capacity	Number in Gallons	5, 55, 250, 1000, UNK, Worst Case Discharge
Discharge/Release Amount	Number in Gallons, lbs, cubic meters 1 Oil Barrel = 42 US gallons	50, 100, 10000, UNK – units of measure need to be noted!
Condition	Three letter code	DNO = Damage-No Discharge/Release DDR = Damaged-discharge/release NOD = No damage FIR = Fire EMG = Emergency UNK = Unknown

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Status	Three letter code Color designation is for target maps	<u>RED</u> FAR = Further Assessment Required RP = Requires RP action SOP = Requires Special Ops <u>YELLOW</u> MIT = Mitigation underway RDY = Ready for stakeholder site visit and sign off <u>GREEN</u> INF = Item not found REF = Refer to other agency (and agency is noted in comments) LIP = leave in place and no further action NFA = No Further Action REM = Removed and brought to pad RRP = Removed by RP DIS = Disposed SGN = closed by stakeholder site visit and sign off
Concurrence	Drop-down	<i>No Concurrence (No Sign-off)</i> <i>No Further Action (Signed-off)</i> <i>Referred to Regulatory Agency (Signed-off)</i> <i>Unfounded (Signed-off)</i>
Concurrence Note	Comment Box	Notes about concurrence
Action Taken	Text Box	Details to support the chosen STATUS
Recommendations	Text Box	Recommendation for mitigation
Resource Needs	Text Box	Supporting the recommendations
Comments	Text Box	Catch all for other data
Photographs	Text Box	For listing the names of photographs associated with target

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Primary NRC Number	123456	This should have only one value and used as the primary NRC number
Support NRC Number(s)	123456	This is a listing of other NRC numbers associated with this one target i.e. 123456. 234567, 345678, 987654

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TAB B – Surface Hazard Evaluation Form

Field Team:		TIME - 24hr Format	End:
Date (YYYYMMDD):		Start:	
Evaluation by: Foot / Boat / Airboat / Helicopter / Plane		Weather: Sun / Cloud / Fog / Rain / Snow / Windy	
Start Latitude:		Start Longitude:	
End Latitude:		End Longitude:	
Name	Organization	Phone	
Unique Identifier: (i.e. 20130801_HEB1_002)			
Date (YYYYMMDD):	Team Name (ABC#)	Daily Seq Number:	
Latitude (dd.dddddd):	Grid:		
Longitude (dd.dddddd):	Responsible Party:		
Location Description:	HAZ Type:	Oil Type:	
	HAZ Count:	% Coverage:	
Capacity: gallons/lbs/cu m			
Discharge/Release Amount: gallons/lbs/cu m	Length: feet	Width: feet	
Condition:	Status		
Action Taken:			
Recommendations:		Resource Needs:	
Comments:		Photographs:	
Primary NRC:		Support NRC:	
Unique Identifier: (i.e. 20130801_HEB1_002)			
Date (YYYYMMDD):	Team Name (ABC#)	Daily Seq Number:	
Latitude (dd.dddddd):	Grid:		
Longitude (dd.dddddd):	Responsible Party:		
Location Description:	HAZ Type:	Oil Type:	
	HAZ Count:	Oil % Distr:	
Capacity: gallons/lbs/cu m			
Discharge/Release Amount: gallons/lbs/cu m	Length: feet	Width: feet	
Condition:	Status		
Action Taken:			
Recommendations:		Resource Needs:	
Comments:		Photographs:	
Primary NRC:		Support NRC:	

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TAB C – Arial Hazard Evaluation Form

Field Team:		TIME - 24hr Format	End:
Date (YYYYMMDD):		Start:	
Evaluation by: Foot / Boat / Airboat / Helicopter / Plane		Weather: Sun / Cloud / Fog / Rain / Snow / Windy	
Start Latitude:		Start Longitude:	
End Latitude:		End Longitude:	
Name	Organization	Phone	
Unique Identifier: (i.e. 20130801_HEB1_002)			
Date (YYYYMMDD):	Team Name (ABC#)	Daily Seq Number:	
Latitude (dd.ddddd):	Grid:		
Longitude (dd.ddddd):	HAZ Type:		
Location Description:	HAZ Count:	Oil Type:	
	HAZ Count:	% Coverage:	
Capacity: gallons/lbs/cu m			
Discharge/Release Amount: gallons/lbs/cu m	Length: feet	Width: feet	
Unique Identifier: (i.e. 20130801_HEB1_002)			
Date (YYYYMMDD):	Team Name (ABC#)	Daily Seq Number:	
Latitude (dd.ddddd):	Grid:		
Longitude (dd.ddddd):	HAZ Type:		
Location Description:	HAZ Count:	Oil Type:	
	HAZ Count:	% Coverage:	
Capacity: gallons/lbs/cu m			
Discharge/Release Amount: gallons/lbs/cu m	Length: feet	Width: feet	
Unique Identifier: (i.e. 20130801_HEB1_002)			
Date (YYYYMMDD):	Team Name (ABC#)	Daily Seq Number:	
Latitude (dd.ddddd):	Grid:		
Longitude (dd.ddddd):	HAZ Type:		
Location Description:	HAZ Count:	Oil Type:	
	HAZ Count:	% Coverage:	
Capacity: gallons/lbs/cu m			
Discharge/Release Amount: gallons/lbs/cu m	Length: feet	Width: feet	

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TAB D – Operational Strategy for Oil Release

Summary

This guidance is developed under the Natural Disaster Subcommittee of the New Orleans and Morgan City Area Committees to ensure net environmental benefit during natural disaster response operations. This document focuses primarily on oil releases into marshes, but similar practices should be adapted for chemical releases. If the techniques below are not applicable to non-oil release, then consult with the Environmental Unit for target review and recommendations.

Marsh Operations Plan

Aggressive cleanup of free product releases in marshes may actually cause greater long-term damage than the pollutant itself. Any physical cleanup activities in marsh areas must comply with the follow items to prevent unacceptably high collateral damage to marsh vegetation and entrainment or entrapment of oil product into sediments:

- Any foot traffic access to the marshes shall avoid oiled grasses and sediments and utilize one-way-in and one-way-out traffic with walking boards in travel lanes and crosswalks on the marsh.
- *All treatment operations in the marshes will be done on the walking boards*, without direct foot traffic in the marsh. Walking boards should not be placed in un-oiled marsh areas or landward of the oiled wrack line, and no foot traffic or other entry by response personnel or equipment should occur in these un-oiled areas unless approved by the Unified Command.
- All vessel approaches to the marshes shall be limited to grounding the bow of the vessel on the fringe of the marsh, avoiding landing directly on top of the marsh grasses as much as possible.
- Water channels shall be used for navigation through the marshes. Under no circumstances shall vessels run over the top of or across the marsh grasses. Stopping or landing a vessel on top of the marshes is prohibited.

Sorbent boom should be staked along the front edge of oiled marsh for passive recovery of sheens. These sorbents must be inspected and replaced routinely. Best professional judgment by the Environmental Unit should be used to

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determine if further treatment or cleanup would provide net environmental benefit or might delay, rather than accelerate, recovery of the vegetation. This judgment should be based on fact, past studies or data from previous oil spills.

Oiled vegetative wrack at the water's edge can be manually picked up and removed with hand tools such as shovels, rakes, and pitchforks. Wrack in the marsh interior should not be removed, even near the source, unless heavily oiled with the potential to cause sheen or substantial contact risk to wildlife.

Pooled oil in areas that are difficult to access because of water depth may potentially be collected from a shallow skiff or airboat by using sorbent pads or vacuum systems with duck bills or other applicable and approved methods.

Low-pressure, high-volume flushing can be utilized by operations to mobilize oil from marsh and into a containment boom with sorbent tubes and/or collection system. The Environmental Unit is to be notified if this technique is desirable and to be utilized.

Cleanup is expected to progress in three phases:

Phase 1 – Source Control and Removal Phase that focuses on containment, recovery of mobile oil, and initial shoreline cleanup (e.g., bulk oil removal/gross decontamination).

Phase 2 – Managed Recovery Phase that consists of any final cleanup activities to mitigate residual pollution. The Managed Recovery Phase would typically include oil recovery using sorbent booms, demobilization and cleaning of equipment no longer needed, and final disposal issues. Although generally reduced, the Managed Recovery Phase still requires Federal and State oversight to ensure that all threats to the environment, as well as, public health and safety are minimized.

Phase 3 – Natural recovery and restoration. No additional cleanup or active mitigation is required. Once any and all remaining booms, sorbents, cleanup materials, and response waste (if any) has been removed, the site will be left for natural recovery and closure and sign-off procedures will be implemented.

The overall cleanup objective is to minimize or eliminate threats to wildlife and natural resources while avoiding doing more harm than good. Site-specific

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guidance for each cleanup division grid may be generated by the Environmental Unit.

The defined cleanup criteria may not be applicable (or even achievable) at all sites. Best professional judgment and the consensus of the Environmental Unit should be used to assess when the cleanup meets the above objectives. There may be additional requirements defined by private landowners or municipal managers, and such requirements may be outside the scope of the Unified Command.

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TAB E – Operation Strategy for Orphan Containers

Summary

As a result of a natural disaster, the Louisiana coastal zone can be littered with numerous drums, cylinders, tanks, and other containers that contain crude oil, refined petroleum products, chemicals and other hazardous materials (HAZMAT). Many of these items are stranded in and adjacent to residential communities, but many others are stranded in adjacent coastal habitats that are accessed and utilized by the public. Most of these items are classified as orphaned, or abandoned, and are a threat to public health and safety because of the potential for direct exposure or secondary contamination. Additional concerns include the unknown nature of many of the contents. Changing weather conditions or exposure to fires may cause releases that would result in increased public risk and possible need for evacuations.

To mitigate the threat posed by orphaned drums and hazardous materials, field operations will include a wide range of response activities and techniques. Because of the geographic extent of operations, the development of Forward Operating Base(s) may be essential to enhancing operational effectiveness. The goal of all recovery operations will be to minimize the risk to the public, and the responders, while minimizing the environmental impact of the response operations overall. Any orphan container that can be accessed by field response teams would also be accessible to the public and therefore constitutes a potential threat to public health and safety.

There are several phases to the orphaned drum and hazardous material container removal project: Assessment, Investigation, Operational Planning, Oil/Hazardous Material Removal and Disposal.

Assessment includes ground and aerial surveillance using small boats, airboats, and helicopters to identify and chart suspected threats. Aerial photographs will be correlated with recorded GPS overflight track lines for mapping and display in ERMA. Identified hazardous material and oil pollution related debris will be classified as drum, tank, cylinder, container, or other and prioritized by: no damage, damaged no spill, damaged leaking, or could not discern. The reconnaissance information will be used to develop situational awareness as to the scope of the problem and to direct future field activities.

Investigations relate to large orphan containers that have a known and viable industry owner. One objective of the investigation process is to attempt to

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contact the suspected owner to coordinate removal and any required pollution response under the owner's funding.

Operational Planning includes charting suspected targets using a GIS system, development of operational tactics, and any required natural resource trustee consultations. Technical experts and appropriate spill response guides such as the Emergency Response Guide (ERG), Material Safety Data Sheets (MSDS's), Chemical Hazards Response Information System (CHRIS), and Computer-Aided Management of Emergency Operations (CAMEO) reference resources should be consulted during operational planning to ensure a safe and properly mitigated response.

Actual Oil/Hazardous Material Removal will be conducted in a safe manner. Based on mitigation options available, consideration will be given to that which results in the least environmental impact, i.e., "do no more harm than good".

Preferred Response Options:

Container is leaking and there is an observable spill of oil/hazardous material:

- 1) Non-Oil/HAZMAT responders should only function in the First Responder role – identify threat, secure area with caution tape, and notify appropriate response team for technical support.
- 2) Secure leak if it can be done safely.
- 3) Mitigate and recover spilled material using appropriate technology and qualified Oil/HAZMAT personnel.
- 4) Remove gross environmental contamination using appropriate technology.
- 5) Recover contents by a transfer to drum or other temporary storage container.
- 6) Recover lightered, partially evacuated, or partially empty container to remove threat of residual Oil/HAZMAT contents.
- 7) Leave lightered, partially evacuated, or partially empty container in place if removal would create unacceptable habitat damage. Ensure the container is properly cleaned, marked and documented if left.

Container is damaged, but not leaking:

- 1) For damaged drums and smaller containers, consider over-packing and removal.
- 2) Recover contents by transfer to a drum or other temporary storage container.
- 3) Recover lightered, partially evacuated, or partially empty container to remove threat of residual Oil/HAZMAT contents.
- 4) Leave lightered, partially evacuated, or partially empty container in place if removal would create unacceptable habitat injury. Ensure the container is properly cleaned, marked and documented if left in the environment.

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Container is undamaged and structurally sound:

- 1) Recover the container intact and transport to staging area for disposition if feasible.
- 2) Recover contents by transfer to a drum or other temporary storage container.
- 3) Recover lightered, partially evacuated, or partially empty container to remove threat of residual Oil/HAZMAT contents.
- 4) Leave lightered, partially evacuated, or partially empty container in place if removal would create unacceptable habitat injury.
- 5) Consider leaving container and contents in place if inaccessible or access with heavy equipment would result in unacceptable habitat damage relative to Oil/HAZMAT risk. Ensure the container is properly cleaned, marked and documented if left.

Because of the variability in habitat and accessibility, each container or accumulations of orphan containers along a debris line might require a unique recovery project using a different assemblage of field equipment. Hazardous Household Waste (HHW) may be recovered by orphaned drum and orphan container recovery teams at sites where field activities are being conducted.

Disposal for the field component of this operation is limited to transferring the material to one of the established disposal staging areas. Final disposal of collected Oil/HAZMAT debris is outside of the scope of this document.

As previously stated, all orphan containers that pose a risk to public health and safety will be removed unless the risk for habitat damage exceeds the benefit of removal.

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TAB F – Endpoints for Target Closure

Summary

These guidelines establish target endpoints for cleanup operations for pollution targets, including free product release and containerized product. Because all releases are unique and present distinct cleanup challenges, these endpoints may be amended to address as yet unforeseen circumstances and do not constitute shoreline restoration or full recovery criteria, which may be addressed through a longer-term process. These endpoints define the conclusion of cleanup operations while attempting to minimize overall impact (including those from operations) to sensitive resources.

Endpoint Criteria for Free Product Free Oil Product

- Oiled shorelines shall be free of recoverable product and not produce continuous sheen under normal weather and tidal conditions.
- There shall be no recoverable oiled debris.
- Oil stain or sporadic coat on vegetation and large immobile debris that does not produce continuous sheen and is not a contact risk to wildlife may be allowed to weather and degrade naturally. If the decision is to allow oil stain or sporadic coat to degrade naturally, monitoring of the area must occur.
- Oil stain or coat may still be present if best professional judgment of the Environmental Unit Leader (as defined below) determines that further recovery will not produce environmental benefit. Such residual oiling would be allowed to degrade naturally. If the decision is to allow oil stain or coat to degrade naturally, monitoring of the area must occur.

General Cleanup Endpoint Criteria for Orphan Containers

- An orphan container that poses actual or potential imminent or substantial threat to a navigable waterway will be removed, unless removal will cause undue harm to sensitive resources as is determined by the Environmental Unit Leader, using best professional judgment.

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- Leaving an orphan container in place will be determined on a case-by-case basis to ensure net environmental benefit and shall be properly cleaned and identified, including documented coordinates.
- Responsible Party is identified and assumes responsibility for removal.

Target Closure for Oil Pollution Targets

A joint site visit or an administrative review by Unified Command will be acceptable for Target closure. A joint site visit shall be made by an assessment team consisting of representatives of the Unified Command, natural resource trustees and, when possible, a parish representative. Incident-specific cleanup assessment and inspection forms will be generated to track progress. The FOSC and SOSC will sign off each target as having met the endpoints based upon the administrative review or on the observations and recommendations of the assessment team.

Sign off on endpoints does not constitute any acknowledgment that damages to natural resources caused by this incident have been adequately addressed.

It is recognized that the above endpoints may not be applicable (or achievable) at all sites. Best professional judgment and the consensus of federal, state and, if applicable, the RP's environmental consultants (identified herein as "Environmental Unit") should be used to assess when the cleanup meets the above objectives. The Environmental Unit Leader for these endpoints will be a representative of the state of Louisiana. If a responsible party exists for a given target, there may be additional requirements defined by private landowners or municipal managers, and such requirements may be outside the scope of the Unified Command.

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TAB G – Best Management Practices (BMPs) for the Protection of Sensitive Ecological & Cultural Resources

Summary

All operations shall be conducted with the overarching philosophy of “do no more harm than good”. Many of the following BMPs are provided for the protection of Federal & State protected species and other sensitive resources. For species identification, refer to the “EU Guidance on Threatened/Endangered Species”.

For All Personnel

- Watch for and avoid collisions with wildlife. Report all distressed or dead wildlife to Wildlife Rehab Task Force
- Report any distressed or dead sea turtles or marine mammals
- Remove all personal & Response trash or anything that would attract wildlife to work areas

For all Field Operations

Cultural Resource Protection:

- Any Native American graves or burials must be reported to the State Historic Preservation Office
- Native American and historic-era artifacts (e.g. pot shards & arrowheads) must not be collected.
- When activity occurs within 250 meters of a sensitive cultural resource as indicated by EU, a qualified archaeologist or other qualified historic preservation professional must be present to monitor the work.

Natural Resource Protection:

- Do not disturb wildlife or habitat (including foraging or nesting areas).
- Report any distressed or dead sea turtles or marine mammals to the stranding networks:
 - Report sea turtles to **225-765-2377**
 - Report dolphins to **1-877-WHALEHELP (1-877-942-5343)**
- Perform site visits & work from waterway, paved surfaces or existing roadways whenever possible to minimize impacts to sensitive habitats.
- Select vehicles and equipment which are least likely to disturb soils/sediments and keep loading to a minimum to reduce ground pressure (on unpaved surfaces).

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- Sensitive, non-ecological sites (i.e. cultural, historical, pipelines, water control structures, etc.) must be avoided unless otherwise authorized. EU will identify sensitive sites in the vicinity of actionable targets, though all field personnel should take care when transiting to and from actionable targets.
- Avoid minimize the release of contaminants from orphaned containers into critical habitat and other aquatic areas.
- Removal of orphan pollution containers from sensitive habitats may require specialized operations to minimize impacts. Such operations shall be closely coordinated with Environmental Unit.

For Specific Response Activities

Aerial Operations:

- Avoid hovering or landing aircraft in/near posted bird sites or areas with high bird concentrations.
- No flights below 500 feet over Wildlife Refuges, Management Areas, bird rookeries or National Parks.

Open-water Operations:

- Do not block major egress points in channels, rivers, passes, and bays.
- Water channels shall be used for navigation through the marshes. Under no circumstances shall vessels run over the top of or across the marsh grasses. Stopping or landing a vessel on top of the marshes is prohibited.
- All vessel approaches to the marshes shall be limited to grounding the bow of the vessel on the fringe of the marsh, avoiding landing directly on top of the marsh grasses as much as possible.
- Special Use Permits are required for conducting Air Boat operations in National Wildlife Refuges. Contact EU to ensure proper permits have been obtained.
- If using Air Boats, maintain a distance of 1,000 feet from critical habitats, rookeries, and/or other high bird use areas to minimize disturbance.
- Monitor boom, lines & underwater equipment regularly to prevent fish/wildlife entanglement/entrapment.
- If a sea turtle or marine mammal is observed trapped or entangled in a boom, line, or anchoring systems, open the boom to free the animal and notify the Wildlife Branch & Environmental Unit.
- Watch for and avoid collisions with sea turtles and dolphins.

Land-based Operations (includes river levees, battures and spoil banks):

- Minimize ground-disturbing activities to as small an area as feasible to complete the task.

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Section 9000 Appendices, Appendix BB Natural Disaster Response Plan

- Avoid posted/marked or other high bird use areas and minimize activities in critical habitat areas for Endangered Species.
- When working on/near sand beaches, do not disturb Piping Plovers

Marsh Operations - Protect marsh vegetation & associated soils by doing the following:

- Maximize use of open water, dikes, existing roads and trails and stay away from undisturbed marsh. Access routes should be planned to minimize impacts to the environment.
- Do not create unnatural ruts, channels, dikes or drainage routes and do not re-use previously made tracks.
- Use care around bank and shoreline crossings at canals, natural water bodies and ditches.
- Avoid disturbing vegetation, marsh soils, or peat with foot traffic/boats/equipment.
- Travel corridors should be as narrow as possible with designed turn around area. Stay within designated access or travel lanes when present.
- Minimize removal of clean sediment, seaweed and natural debris. Replace removed materials, if practical.
- Use low-pressure tire vehicles (e.g. ATVs, Gators) when practical and consult with the EU to minimize impact
- Avoid posted/marked or other high bird use areas and minimize activities in critical habitat areas for Endangered Species.
- Activities that may require removal of forested and shrub or scrub habitat should be minimized
- Any foot traffic access to the marshes shall avoid oiled grasses and sediments and utilize one-way-in and one-way-out traffic with walking boards in travel lanes and crosswalks on the marsh.
- All foot traffic in oiled marshes will be done on the walking boards, with no direct foot traffic in the marsh. Walking boards should not be placed in un-oiled marsh areas, and no foot traffic or other entry by response personnel or equipment should occur in these un-oiled areas unless approved by the Unified Command.
- If pollution target location is inaccessible or access with heavy equipment would result in unacceptable habitat damage relative to that posed by the pollution threat, then specialized operations may be needed to minimize impacts. Such operations shall be closely coordinated with Environmental Unit.
- Water channels shall be used for navigation through the marshes. Under no circumstances shall vessels run over the top of or across the marsh grasses. Stopping or landing a vessel on top of the marshes is prohibited.

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix BB Natural Disaster Response Plan

The Unified Command recognizes the importance of partnerships with trust resource agencies and the stewardship of the environment. The procedures below are intended to expedite target closure and sign-off process while allowing opportunity for trustee input.

The Operations Section will use their professional judgment to apply the appropriate status (open or closed) to a target in the database. Once a target is set to be closed, that target will be routed to the Environmental Unit via spreadsheet summary for review. The Environmental Unit will determine if concurrence with closed status exists by approved methods. If concurrence does not exist, recommendations for further action will be provided to Operations Section. If concurrence exists, then the database will be updated to reflect change and supporting documentation completed.

The acceptable methods for achieving concurrence on closure status of a target may include administrative decision, aerial inspection or site inspection. The Environmental Unit will use their best professional judgment to determine the risk of a target and an appropriate method for achieving concurrence.

For HAZMAT Targets

- Low risk targets will achieve concurrence by administrative decision, provided collected field observations and data can sufficiently justify concurrence
- Potentially high risk targets may require aerial inspection or site inspection to achieve concurrence.

For Oil Targets

- Any target that threatened or impacted navigable waters per National Contingency Plan (40CFR300.3), may require an aerial or site inspection to achieve concurrence

To support proper documentation of the above closure and concurrence process, the database will contain fields to capture such information. "Status" is a field that tracks operational status and is described in Data Management Plan.

"Concurrence" is a field that tracks the consensus on target closure between Operations Section, Environmental Unit, Unified Command and supporting resource agencies. An additional field, "Concurrence Comment," will capture any additional information that will ensure thorough documentation. The following table lists the valid values for "Concurrence" with definitions and examples.

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix BB Natural Disaster Response Plan

Concurrence	Definition	Example
<i>No Concurrence (No Sign-off)</i>	UC has determined that clean up endpoints have not been met and additional cleanup is required	-Operations determines that cleanup endpoints have been met, but UC determines otherwise
<i>No Further Action (Signed-off)</i>	UC determines that no further action is required and cleanup endpoints have been met	- UC concurs that endpoint has been met for a given target -Orphan container left in place in a satisfactory condition
<i>Referred to Regulatory Agency (Signed-off)</i>	UC determines that another agency is better suited to take responsibility for the target based on authority and jurisdiction and notes agency in comments field. Target responsibility is handed off.	-LDEQ assumes responsibility for target -USFWS, LDWF, LDEQ and/or Corps of Engineers
<i>Unfounded (Signed-off)</i>	Target lacks the minimum information to be further investigated	-Unsubstantiated reports -No lat/long info -No known pollution threat

NOTE: For initialization of "Concurrence" field, each entry will be populated with No Concurrence (Pending) and this will be the default value for new entries. All targets on graphical representations shall conform to the following convention:

- All targets Open and No Sign-off will be shaded red
- All targets Closed and No Sign-off will be shaded blue
- All targets Closed and Signed-off will be shaded green
- All oil targets will be a circle with a black border and black dot in the centroid
- All HAZMAT targets will be a triangle with a black border and black dot in the centroid

Southeast Louisiana Area Contingency Plan

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TAB H – Target Site Inspection Form

1. GENERAL INFORMATION		Date (ddmmyy)	Time (24hrs Local Time)	Tide Height LMH
Site Name:				
SCAT Division/Grids:				
Inspection By: Foot -Airboat -Boat -Other			Sun- Clouds- Fog -Rain- Snow -Windy	
2. INSPECTION TEAM	Name, Organization, and Signature			
3. Grids	Description of Shoreline Surveyed:			
4 SHORELINE TYPES		Select Primary (P) and Secondary (S) Habitat Types Present		
	Marsh or Wetlands (includes Floating Marsh)		Manmade Structures	
	Tidal Flats/Mud Flats		Wave-cut Scarps	
	Shell or Mixed Sand & Shell Beaches		Other:	
5 CLEANUP ENDPOINTS		REFER TO ENDPOINTS (09 SEPTEMBER 2012)		
Yes No Has Operations remediated the target such that all endpoints been reached? If no, please explain:				
Other oiling conditions or observations:				
6 RECOMMENDATIONS				
Yes No Recommend Additional Active Cleanup (Stage 1). Comments:				
Yes No Recommend continued maintenance of passive sorbent recovery for sheens (Stage 2). Comments:				
Yes No Site meets the interim cleanup endpoints (Stage 3). Recommend natural recovery for residual pollution.				
Photos taken? Yes – No Additional Comments: Yes – No (if yes, see attached)				

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Section 9000
Appendix Z
Bioremediation Policy

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Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix Z Bioremediation Policy

Table of Contents

SELAC Approach to Bioremediation Use on Oil Spills 1

SELAC Policy Guidelines for Bioremediation Use 1

Bioremediation Checklist 3

Bioremediation Application Information/Evaluation 8

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Section 9000 Appendices, Appendix Z Bioremediation Policy

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Bioremediation Policy

Bioremediation is a treatment technology that enhances existing biological processes to accelerate the decomposition of petroleum hydrocarbons and some hazardous wastes. Bioremediation has been used extensively in waste water treatment of spilled oil. The most extensive field research efforts have been the shoreline treatment studies in Alaska following the Exxon Valdez incident. This research suggested that shoreline treatment by nutrient enhancement significantly increased degradation rates of oil when compared to untreated shoreline areas. The benefits of bioremediation, however, have not been adequately demonstrated through field applications. Consequently, this technology should be considered more experimental than an accepted standard for clean-up of oil spills.

The data collected using bioremediation during the response to Deepwater Horizon has not been evaluated for inclusion in this plan at this time.

The promise of bioremediation providing increased rates of oil degradation with minimal input of human effort to clean-up the spilled oil is attractive. However, the technology is time consuming, unproven in open water environments, and probably best suited to treatment of specific types of shorelines and marsh habitats. At present, bioremediation should be viewed as a polishing agent for the final stages of cleanup rather than as a primary response tool- especially considering the slow rates of reaction to degrade the oil.

SELAC Approach to Bioremediation Use on Oil Spills

The primary objective of oil spill abatement and cleanup is to reduce the effect of spilled oil in the environment. Physical removal is the preferred method. However, mechanical recovery may be limited by equipment capability, weather, and sea conditions, spill magnitude, safety considerations, site accessibility, and surface load restrictions. In addition, efforts and equipment used for mechanical recovery may prove to be more destructive to the environment than the original contamination of oil.

Based on the results of research, and a general understanding of the principles of bioremediation, it is SELAC policy that this technology should be used strictly as a shoreline remediation tool with a preference for nutrient enhancement without the introduction of indigenous and/or non-indigenous microbes.

SELAC Policy Guidelines for Bioremediation Use

The FOSC can request the use of a bioremediation agent through the processes outlined in the Bioremediation Checklist. Each agency resource trustee representative

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix Z Bioremediation Policy

will be the point of contact for his/her constituency; the SSC will be the point of contact for all not represented.

The NCP, 40 CFR Part 300.190, authorizes the use of biological additives for the dispersion/abatement of oil spills. The product must be listed on the NCP Product Schedule to be considered for use.

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Section 9000 Appendices, Appendix Z Bioremediation Policy

Bioremediation Checklist

Spill Data/Incident Information

Cause (Specific):

Date/Time: _____ Location: _____

Volume and Type of Discharge: _____

Potential Volume of Discharge: _____

Confidence in Data (high, medium, low): _____

Characteristics of Spilled Oil

Oil Type/Name:

Specific Gravity:

Flash Point:

Pour Point:

Viscosity:

%Aromatics:

%Saturates:

%Asphaltenes:

Weather and Water Conditions/Forecast (48HR)

Water Temp:

Air Temp:

Current Info:

Wind Speed:

Salinity:

Wind Direction:

Water Depth:

Sea State:

Tide Info:

Comments: _____

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Section 9000 Appendices, Appendix Z Bioremediation Policy

Habitat Type/Area of Impact

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix Z Bioremediation Policy

Bioremediation Characteristics

	Product 1	Product 2	Product 3
Name:	_____	_____	_____
Manufacturer:	_____	_____	_____
EPA Listed:	_____	_____	_____
Stockpile Location:	_____	_____	_____
Point of Contact:	_____	_____	_____
When Available:	_____	_____	_____
Amount Available:	_____	_____	_____
Amount Needed:	_____	_____	_____
Toxicity:	_____	_____	_____
Type (i.e., Mix):	_____	_____	_____
Physical Reactivity:	_____	_____	_____
Applicability on Oil:	_____	_____	_____
Efficiency:	_____	_____	_____
Application Means:	_____	_____	_____
Pos. Dosage Control:	_____	_____	_____
Dosage Rate Settings:	_____	_____	_____
Dose Charts Available:	_____	_____	_____

Southeast Louisiana Area Contingency Plan

Section 9000 Appendices, Appendix Z Bioremediation Policy

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Bioremediation Application Information/Evaluation:

Proposed Bioremediation Application Plan: _____

Equipment Proposed for Use: _____

Responders Adequately Trained: _____

Location of Area to be Treated: _____

Schedule of Bioremediation Operations: _____

Forecasted Weather Conditions at Time of Application: _____

Is the Vehicle for Application Efficient and Proper Given the Conditions Above:

Are Monitoring Schemes in Place or Readily Available: _____

Witness to the Application

Names

Date/Time

Platform Used: _____

Observation: _____

Southeast Louisiana Area Contingency Plan

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Southeast Louisiana Area Contingency Plan

Section 9000
Appendix AA
Sample Incident
Action Plan (IAP)

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1. Incident Name New Orleans ACP IAP	2. Operational Period to be covered by IAP (Date/Time) From: 01/11/17 12:37 To: 01/12/17 12:37	CG IAP COVER SHEET
--	--	-------------------------------

3. Approved by Incident Commander(s):

<u>ORG</u>	<u>NAME</u>

INCIDENT ACTION PLAN

The items checked below are included in this Incident Action Plan:

<input type="checkbox"/> ICS 202 - General Response Objectives	
<input type="checkbox"/> ICS 202A - Command Direction	
<input type="checkbox"/> ICS 203 - Organization Assignment List	
<input type="checkbox"/> ICS 204 - Assignment List	
<input type="checkbox"/> ICS 205 - Communications Plan	
<input type="checkbox"/> ICS 205a - Communications List	
<input type="checkbox"/> ICS 206 - Medical Plan	
<input type="checkbox"/> ICS 207 - Organization Chart	
<input type="checkbox"/> ICS 208 - Site Safety Plan	
<input type="checkbox"/> ICS 220 - Air Operations Summary	
<input type="checkbox"/> Map / Chart	
<input type="checkbox"/> Weather Forecast	

Other Attachments _____

4. Prepared by: Kimberly Mcloud	Date/Time 1/11/2017 13:19
---	--

Table of Contents

Incident Name: New Orleans ACP IAP

Period: Initial Re [01/11/17 12:37 - 01/12/17 12:37]

<i>Report Name</i>	<i>Page</i>
IAP Cover Sheet	1
Incident Details	3
Notification Status	4
Weather Report	5
ICS 201-1 - Incident Briefing Map/Sketch	6
ICS 202 - Incident Objectives	7
ICS 202b - Critical Information Requirements	8
ICS 204 - Assignment List	10
ICS 205 - Incident Radio Communications Plan	11
ICS 206 - Medical Plan	13
ICS 207 - Incident Organization Chart	15

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Incident Details	
------------------	--

Incident Name: New Orleans ACP IAP Drill: ☐

Drill: ☐

Description:	ACP Oil Spill ICS-201/IAP template.
--------------	-------------------------------------

Incident Date	01/11/2017 12:37
---------------	------------------

Incident Type:	Oil Spill
----------------	-----------

Incident Category: Template

Incident Level:	Type III
-----------------	----------

Asset:

Asset Type:

Time Zone: Central Standard Time

Reported By:

Contact Info:

Incident Location: -90.03786 29.95205

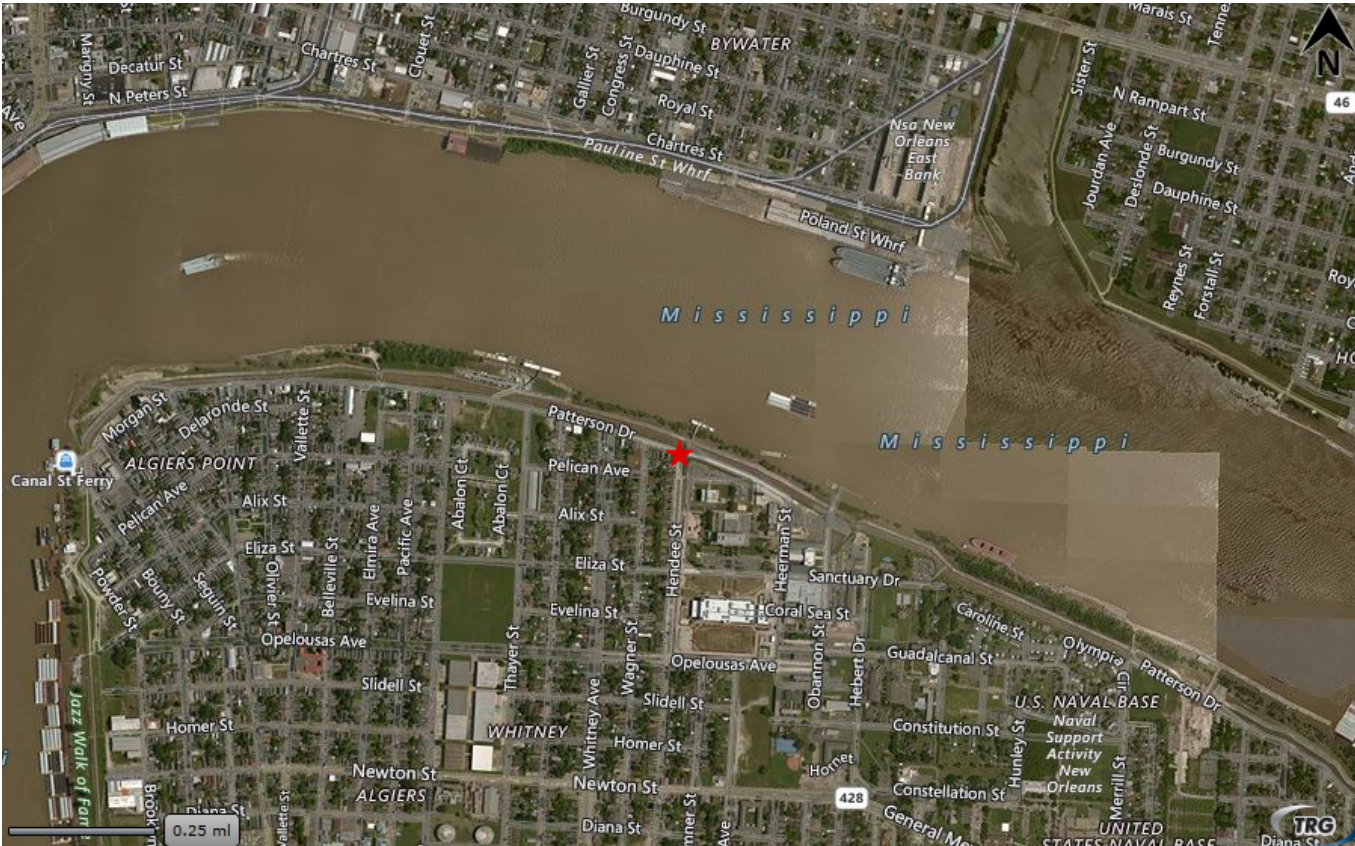
Nearest City:	New Orleans
---------------	-------------

Incident Number: _____

Incident Details	Last Update By Douglass Lightfoot At 1/17/2017 9:59:28 AM GMT -
-------------------------	---

Last Update By Douglass Lightfoot At 1/17/2017 9:59:28 AM GMT -

Weather Report				Version Name: Initial Incident Wizard	
Incident Name: New Orleans ACP IAP				Period: Initial Re [01/11/2017 12:37 - 01/12/2017 12:37]	
Present Conditions					
Weather Conditions as of 01/11/2017 12:39					
Humidity (%):			Pressure:		
Wind Speed:			Dew Point:		
Wind Direction (from):			Feels Like:		
Temperature:			UV Index:		
Visibility:					
Current Speed:			Wave Height:		
Current Direction (to):			Wave Direction:		
Water Temperature:			Swell Height:		
			Swell Interval:		
Forecast Date	Wind	Temp Hi/Low	% Precip	Sunrise/ Sunset	Notes
Tides					
Weather Report				Last Update By Kimberly Mcloud At 01/11/2017 13:19 GMT -6:00	
INCIDENT ACTION PLAN SOFTWARE™	Printed 01/17/2017 10:17 GMT -6:00			Page 5 of 15	© TRG

1. Incident Name New Orleans ACP IAP	2. Prepared by: Kimberly Mcloud Date: 01/17/2017 Time: 10:02	INCIDENT BRIEFING ICS 201-CG
3. Map/Sketch include sketch, showing the total area of operations, the incident site/area, overflight results, trajectories, impacted shorelines, or other graphics depicting situational and reponse status)		
		
4. Current Situation:		
New Orleans ACP Oil Spill ICS-201/IAP template.		
Empty space for additional notes or sketches		

1. Incident Name New Orleans ACP IAP	2. Operational Period (Date/Time) From: 01/11/17 12:37 To: 01/12/17 12:37	INCIDENT OBJECTIVES ICS 202-CG
3. Objective(s) Ensure the Safety of Citizens and Response Personnel Initiate actions to control the source and minimize the volume released Determine oil/hazmat fate and effect (trajectories) identify sensitive areas, develop strategies for protection and conduct pre-impact shoreline debris removal Identify and protect environmental sensitive areas including wildlife and historic properties Contain and Recover Spilled Material Inform the public, stakeholders and media of response activities.		
4. Operational Period Command Emphasis (Safety Message, Priorities, Key Decisions/Directions) A. Safety of responders and the public. B. Incident stabilization. C. Environmental impact. D. Information management and situation awareness. Approved Site Safety Plan Located at:		
5. Prepared by: (Planning Section Chief) Kimberly Mcloud		Date/Time 01/11/2017 14:36

1. Incident Name New Orleans ACP IAP	2. Operational Period (Date/Time) From: 01/11/17 12:37 To: 01/12/17 12:37	Critical Information Requirements ICS 202B
--	---	---

3. Critical Information Requirements:

Unified Command Critical Threshold Reporting Criteria

The following information constitutes the Incident Commander's (IC) Critical Information Requirements (CIR). All personnel supporting a Severe Weather event shall immediately pass CIR information to the Situation Unit Leader (SITL) along with your current location, time of incident, and call back information. Each event needs to be evaluated individually, Critical Information Requirements that may drive immediate briefings include:

Public/Responder Safety:

1. Death or injury to any member of the Coast Guard (active duty, reservist, civilian, auxiliary, or dependent).
2. Death of any first responder in the Sector New Orleans AOR other than Coast Guard.
3. Report of any Search and Rescue case.
4. Report of any maritime-based threat to public safety.
5. Significant change in storm trajectory as reported by the National Weather Service.
6. Complaint from any local, state, or federal agency official about the performance or behavior of the Coast Guard and/or Sector New Orleans.

Subordinate Units

1. Loss of communications between the Incident Management Team and any USCG subordinate unit.
2. Change in USCG vessel's intended safe haven.
3. Flooding in any area within the AOR that presents a threat to life or government owned property.
4. Report of significant damage to the material condition of any Coast Guard unit.

Marine Environmental Response

1. Incident Name New Orleans ACP IAP	2. Operational Period (Date/Time) From: 01/11/17 12:37 To: 01/12/17 12:37	Critical Information Requirements ICS 202B
<ol style="list-style-type: none"> 1. Report of a medium or major oil spill (greater than 10,000 coastal, greater than 1000 gallons inland). 2. Report of a hazardous material spill presenting a threat to human life or exceeding the "reportable quantity" per 40 CFR 402. <p>Prevention & Waterways</p> <ol style="list-style-type: none"> 1. Vessel reported as unable or unwilling to comply with the Regulated Navigational Area or Mile Marker 73 MOU prior to storm impact. 2. Report of a Marine Casualty which results in or may soon cause the loss of life, significant damage to the environment, or obstruction of a major waterway up to and including reports of any Major Marine Casualty. 3. Report of a navigation obstruction in the Lower Mississippi River or in the Gulf Intracoastal Waterway. <p>External Affairs</p> <ol style="list-style-type: none"> 1. Request for Coast Guard assistance from any local, state, or federal agency official. 2. Negative media coverage concerning the Coast Guard and/or Sector New Orleans. 		
4. Prepared by: (Planning Section Chief)		Date/Time

1. Incident Name New Orleans ACP IAP		2. Operational Period (Date/Time) From: 01/11/17 12:37 To: 01/12/17 12:37		Assignment List ICS 204-CG																													
3. Branch Incident Location > Marine Environmental		4. Division/Group/Staging Oil Recovery																															
<table style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 30%; text-align: left;">5. Operations Personnel</th> <th style="width: 30%; text-align: left;">Name</th> <th style="width: 30%; text-align: left;">Affiliation</th> <th style="width: 10%; text-align: left;">Contact # (s)</th> </tr> <tr> <td>Operations Section Chief:</td> <td>Wolfe, Michael D.</td> <td>USCG Sector New Orleans</td> <td>504-365-2417</td> </tr> <tr> <td>Operations Section Deputy:</td> <td>Klostermeyer, Bryan</td> <td>USCG Sector New Orleans</td> <td>(401) 230-8113</td> </tr> <tr> <td>Sector NOLA AOR:</td> <td colspan="3"></td> </tr> <tr> <td>Recovery & Protection Branch Director:</td> <td colspan="3"></td> </tr> <tr> <td>Operations Section Chief:</td> <td>Wolfe, Michael D.</td> <td>USCG Sector New Orleans</td> <td>504-365-2417</td> </tr> <tr> <td>Deputy Operations Section Chief:</td> <td>Klostermeyer, Bryan</td> <td>USCG Sector New Orleans</td> <td>(401) 230-8113</td> </tr> </table>						5. Operations Personnel	Name	Affiliation	Contact # (s)	Operations Section Chief:	Wolfe, Michael D.	USCG Sector New Orleans	504-365-2417	Operations Section Deputy:	Klostermeyer, Bryan	USCG Sector New Orleans	(401) 230-8113	Sector NOLA AOR:				Recovery & Protection Branch Director:				Operations Section Chief:	Wolfe, Michael D.	USCG Sector New Orleans	504-365-2417	Deputy Operations Section Chief:	Klostermeyer, Bryan	USCG Sector New Orleans	(401) 230-8113
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Deputy Operations Section Chief:	Klostermeyer, Bryan	USCG Sector New Orleans	(401) 230-8113																														
7. Work Assignments Assess, mitigate and respond to reports of oil contamination, as practicable. Protect Sensitive areas as identified by the Environmental Group/ GRSSs. Work with NPFC to establish and maintain FPN. Determine structure of organization, develop personnel augmentation schedule and make notification to pre-identified personnel.																																	
8. Special Instructions CRITICAL INFORMATION REQUIREMENTS: A. Accountability of personnel. B. Fatalities and/or Injuries. C. Damage to infrastructure. D. Equipment casualties (CASREP). E. Total volume of oil spilled or rate of discharge. F. Wildlife impacts. G. Media interests and concerns.																																	
9. Communications (radio and/or phone contact numbers needed for this assignment) <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 30%; text-align: left;"><u>Name/Function</u></th> <th style="width: 20%; text-align: left;"><u>Radio: Freq./System/Channel</u></th> <th style="width: 15%; text-align: left;"><u>Phone</u></th> <th style="width: 35%; text-align: left;"><u>Cell/Pager</u></th> </tr> <tr> <td colspan="4" style="height: 40px;"></td> </tr> </table> Emergency Communications Medical _____ Evacuation _____ Other _____						<u>Name/Function</u>	<u>Radio: Freq./System/Channel</u>	<u>Phone</u>	<u>Cell/Pager</u>																								
<u>Name/Function</u>	<u>Radio: Freq./System/Channel</u>	<u>Phone</u>	<u>Cell/Pager</u>																														
10. Prepared by: Date/Time Kimberly McCloud		11. Reviewed by (PSC): Date/Time		12. Reviewed by (OSC): Date/Time																													

1. Incident Name	2. Operational Period (Date/Time)	INCIDENT RADIO COMMUNICATIONS PLAN
New Orleans ACP IAP	From: 01/11/17 12:37 To: 01/12/17 12:37	ICS 205-CG

3. Basic Radio Channel Use

Ch #	Function	Channel Name/Trunked Radio System Talkgroup	Assignment	RX Freq N or W	RX Tone/NAC	TX Freq N or W	Tx Tone/NAC	Mode A, D or M	Remarks
16	SAR	Maritime VHF		156.80 MHZ	156.80 MHZ	156.80 MHZ	156.80 MHZ		International hailing and distress
22	Broadcasts/Public comms	Maritime VHF		157.1 MHZ	157.1 MHZ	157.1 MHZ	157.1 MHZ		Clear
21-A	USCG working	Maritime VHF		157.05 MHZ	157.05 MHZ	157.05 MHZ	157.05 MHZ		Primary guard freq for USCG AUX units
23-A	USCG working	Maritime VHF		157.1MHZ	157.1MHZ	157.1MHZ	157.1MHZ		Not continuously monitored
67	Bridge to Bridge (River Traffic)	Maritime VHF		156.375 MH	156.375 MH	156.375 MH	156.375 MH		Clear
CG112	Primary USCG Working	Federal VHF		163.05 MHZ	163.05 MHZ	163.05 MHZ	163.05 MHZ		AES Coded. Continuously monitored. EF-Johnson compatible.
CG402	Primary USCG Air to Ground	Federal UHF		411.7875 M	411.7875 M	411.7875 M	411.7875 M		AES Coded Continuously monitored.
CNORPT R	USCG Working in NOLA; Non-LE	CG Aux VHF		162.25 MHz	162.25 MHz	162.25 MHz	162.25 MHz		Clear, repeater system
ANORPT R	USCG Working in NOLA; Non-LE	CG Aux VHF		164.9125 M	164.9125 M	164.9125 M	164.9125 M		Clear, repeater system
USCG-1	State/Parish to USCG Hailing Only	Louisiana Wireless Information Network (LWIN)							Clear; Monitored 24x7 IAW LWIN System Access Policy
USCG-2	USCG PATs tac freq	Louisiana Wireless Information Network (LWIN)							Clear or AES Coded
USCG-3	USCG Task Forces tac freq	Louisiana Wireless Information Network (LWIN)							Clear or AES Coded
USCG-4	USCG LE/Security tac freq	Louisiana Wireless Information Network (LWIN)							Clear or AES Coded
Safety	USCG VTS/WWM safety tac freq	Louisiana Wireless Information Network (LWIN)							Clear or AES Coded

The convention calls for frequency lists to show four digits after the decimal place, followed by an "N" or a "W", depending on whether the frequency is narrow or wide band. Mode refers to either "A" or "D" indicating analog or digital (e.g. Project 25) or "M" indicating mixed mode. All channels are shown as if programmed in a control situation, mobile or portable radio. Repeater and base stations must be programmed with the Rx and Tx reversed.

INCIDENT RADIO COMMUNICATIONS PLAN

ICS 205-CG (Rev, 09/12)

1. Incident Name New Orleans ACP IAP			2. Operational Period (Date/Time) From: 01/11/17 12:37 To: 01/12/17 12:37					INCIDENT RADIO COMMUNICATIONS PLAN ICS 205-CG	
SECNOL ACMD	C2	Louisiana Wireless Information Network (LWIN)							Clear
Inter 1-10	Statewide Interagency Interop; check city/state	Louisiana Wireless Information Network (LWIN)							Clear
Gulf 1-16	Gulf Coast Interagency Interop; check city/state	Louisiana Wireless Information Network (LWIN)							Clear
Orleans-1	Orleans Parish Hailing	Louisiana Wireless Information Network (LWIN)							Clear
Jefferson 1	Jefferson Parish Hailing	Louisiana Wireless Information Network (LWIN)							Clear
StBernar d1	St. Bernard Parish Hailing	Louisiana Wireless Information Network (LWIN)							Clear
Plaquemine s1	Plaquemines Parish Hailing	Louisiana Wireless Information Network (LWIN)							Clear
Z17	PRI: Beyond Line of Sight Tactical	HF-ALE COTHEN							Clear or DVP-200 AES Coded
05D	PRI: Beyond Line of Sight Tactical	HF-ALE COTHEN							Clear
	C2 Voice and Data	INMARSAT BGAN		UHF SATCOM					Clear
5A/11/12	VTS	VHF							VTS
4. Prepared by: (Communications Unit) Kimberly Mcloud					5. Date/Time 01/12/2017 14:34				
<p>The convention calls for frequency lists to show four digits after the decimal place, followed by an "N" or a "W", depending on whether the frequency is narrow or wide band. Mode refers to either "A" or "D" indicating analog or digital (e.g. Project 25) or "M" indicating mixed mode. All channels are shown as if programmed in a control situation, mobile or portable radio. Repeater and base stations must be programmed with the Rx and Tx reversed.</p>									
INCIDENT RADIO COMMUNICATIONS PLAN								ICS 205-CG (Rev, 09/12)	

1. Incident Name New Orleans ACP IAP		2. Operational Period (Date/Time) From: 01/11/17 12:37 To: 01/12/17 12:37		MEDICAL PLAN ICS 206-CG		
3. Medical Aid Stations						
Name	Location	Contact #	Paramedics On site (Y/N)			
Medic on Duty-Base New Orleans	-89.92843 30.01543	Ph1: (504) 253-4671	Y			
Medic on Duty-NAS-JRB Belle Chase	-90.01786 29.82383	Ph1: (504) 678-3660	Y			
West Bank Urgent Care	145 Wall Blvd Gretna, LA -90.03122 29.88611	Ph1: (504) 393-2273	Y			
New Orleans Urgent Care	900 Magazine St New Orleans, LA -90.06956 29.94364	Ph1: (504) 552-2433	Y			
4. Transportation						
Ambulance Service	Address	Contact #	Paramedics On site (Y/N)			
A-MED Ambulance Service Inc.	1800 Monroe St Gretna, LA -90.05058 29.92074	Ph1: (504) 362-9490	N			
Priority Mobile Health	2001 25th st. kenner, LA -90.24184 30.00147	Ph1: (504) 712-7911	N			
West Jefferson Medical Center Ambulance Service	5698 Belle Terre Road marrero, LA -90.11282 29.88004	Ph1: (504) 340-8661	N			
East Jefferson Hospital Ambulance	4200 Houma blvd metairie, LA -90.18158 30.0144	Ph1: (504) 454-4444	N			
Oschner Flight Car	1514 jefferson highway Harvey, LA -90.14472 29.96265	Ph1: (504) 842-3198	N			
Care Ambulance Service - Harvey	1901 westbank expressway harvey, LA -90.07091 29.90144	Ph1: (504) 367-4231	N			
Acadian Ambulance Service – Slidell	1181 Robert blvd slidell, LA -90.07091 29.90144	Ph1: (985) 641-8077	N			
Acadian Ambulance Service – Covington		Ph1: (800) 259-1111	N			
5. Hospitals						
Hospital Name	Address	Contact #	Travel Time		Burn Ctr?	Heli-Pad?
			Air	Ground		
Oschner Medical Center – West Bank	2500 belle chasse hwy gretna, LA -90.07091 29.90144	(504) 392-3131	min	min	N	Y
Lakeview Regional Medical Center	95 judge tanner blvd covington, LA -90.08133 30.40985	(985) 867-3800	min	min	N	Y
St. Tammany Hospital	1202 south tyler st covington, LA -90.11395 30.46887	(985) 898-4000	min	min	N	Y
East Jefferson General Hospital	4200 houma blvd metairie, LA -90.18158 30.0144	(504) 454-4377/4000	min	min	N	Y

1. Incident Name New Orleans ACP IAP		2. Operational Period (Date/Time) From: 01/11/17 12:37 To: 01/12/17 12:37		MEDICAL PLAN ICS 206-CG		
5. Hospitals						
Hospital Name	Address	Contact #	Travel Time		Burn Ctr?	Heli-Pad?
			Air	Ground		
DePaul-Tulane Medical Center	1415 Tulane ave New Orleans, LA -90.07638 29.95543	(504) 988-5800	min	min	N	Y
University Hospital – New Orleans	2021 perdido st New Orleans, LA -90.0852 29.95627	(504) 903-3000	min	min	N	Y
LSU Medical Center	3700 st. charles ave New Orleans, LA -90.09491 29.92665	(504) 412-1100	min	min	N	N
Oschner Baptist Medical Center	2700 napolean ave New Orleans, LA -90.10333 29.93731	(504) 899-9311	min	min	N	N
Slidell Memorial Hospital	1001 gause blvd slidell, LA -89.77033 30.2847	(985) 643-2200	min	min	N	N
Northshore Regional Medical Center	100 medical center dr slidell, LA -89.74407 30.28743	(985) 649-7070	min	min	N	Y
6. Special Medical Emergency Procedures Obtain necessary services. As soon as feasible, notify Safety Officer of casualty.						
7. Prepared by: (Medical Unit Leader) Date/Time Kimberly Mcloud 01/12/2017 14:35		8. Reviewed by: (Safety Officer) Date/Time 01/12/2017 14:35 01/12/2017 14:35				

1. Incident Name New Orleans ACP IAP	2. Operational Period (Date/Time) From: 01/11/17 12:37 To: 01/12/17 12:37	INCIDENT ORGANIZATION CHART ICS 207-CG
3. <div style="text-align: center; margin-top: 20px;"> <pre> graph TD IC[Incident Commander] --> SCSS[Source Control Support Specialist] IC --> PIO[Public Information Officer] IC --> SSC[Scientific Support Coordinator] IC --> SO[Safety Officer] IC --> LO[Liaison Officer] IC --> OSC[Operations Section Chief] IC --> PSC[Planning Section Chief] IC --> IISC[Intelligence/Investigation Section Chief] IC --> LSC[Logistics Section Chief] IC --> FSC[Finance Section Chief] OSC --> RPBDR[Recovery & Protection Branch Director] OSC --> SCSG[Salvage/Source Control Group] OSC --> WBD[Wildlife Branch Director] OSC --> ASGS[Air Support Group Supervisor] OSC --> SAM[Staging Area Manager] PSC --> SUL[Situation Unit Leader] PSC --> RUL[Resource Unit Leader] PSC --> DUL[Documentation Unit Leader] PSC --> EUL[Environmental Unit Leader] PSC --> TST[Technical Specialist T/S] IISC --> IOSGS[Investigative Operations Group Supervisor] IISC --> FGS[Forensic Group Supervisor] LSC --> CUL[Communications Unit Leader] LSC --> SUL[Supply Unit Leader] FSC --> CUL[Cost Unit Leader] </pre> </div>		
4. Prepared by: (Resources Unit Leader) Kimberly Mcloud		5. Date/Time Prepared: 01/12/2017 14:18