From: Commander, Coast Guard Sector Miami.
To: Distribution

Subj: PROMULGATION OF THE 2018 SOUTHEAST FLORIDA AREA CONTINGENCY PLAN (ACP)

Ref: (a) Southeast Florida Area Contingency Plan dated 31 October 2012
(b) 40 CFR 300, National Contingency Plan
(c) National Incident Management System dated 01 March 2004
(d) Oil Pollution Act of 1990
(e) 42 USC 9675 Comprehensive Environmental Response Compensation and Liability Act (CERCLA)
(f) COMDTINST 16000.27, Alignment with the National Incident Management System and National Response Plan

1. PURPOSE. This plan provides for coordinated response by federal, state, local and non-governmental forces to discharges of oil and hazardous substances. It is designed to be used in conjunction with national, regional, state and other plans. The ACP is supported by other documents maintained at Sector Miami. The boundaries for this plan include those counties that share jurisdiction with Sector Miami.

2. PUBLICATIONS AFFECTED. This plan supersedes reference (a).

3. DISCUSSION. Although this plan is not an inter-agency agreement, each agency has agreed to a coordinated approach to operations, information sharing, and to the use of operations centers, communications systems, and message routing, transportation, and other capabilities in support of effective response to oil or hazardous substance discharges. All amendments shall be developed and implemented with the cooperation of the below agencies:

   a. U. S. Coast Guard, Sector Miami (Area Committee Chair)
   b. National Oceanic Atmospheric Administration, Scientific Support Coordinator, Office of Response and Restoration
   c. State of Florida, Department of Environmental Protection, Southeast District
   d. U. S. Fish and Wildlife Service, Southeast Region, South Florida Ecological Services Office
   e. Local Emergency Planning Council 10
   f. Local Emergency Planning Council 11
The Area Committee will continue to revise and improve the Area Contingency Plan. Comments and recommendations regarding these changes are welcome and should be addressed to the Sector Contingency Planning Division at (305) 335-8757.

M. M. Dean
Captain U. S. Coast Guard
Sector Miami
Chairman, Area Committee
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1000 INTRODUCTION

1100 INTRODUCTION / AUTHORITY

Multi-agency (public agencies, nongovernmental organizations, industry, and general public) and multi-discipline responses are the norm in today’s environment. The ability of local responders to conduct multi-agency response operations is absolutely essential to minimizing loss of life and damage to the environment, and to protecting property.

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 that coordinate response actions with tribal and local governments and with the private sector. Area Committees, under the coordinated direction of the Federal On-Scene Coordinators (FOSC), are responsible for developing Area Contingency Plans (ACP) for their respective designated areas. Area Committees are also required to work with the response community to develop procedures to expedite decisions for the use of alternative response measures.

The NCP also establishes the National Response Team (NRT) and 13 Regional Response Teams (RRT) who are responsible for the national and regional planning and preparedness activities before a response action and support the FOSC and State On-Scene Coordinator (SOSC) when activated during a response. RRT membership consists of designated representatives from key federal response and support agencies together with affected states. Florida is within the RRT 4 area of responsibility.

Membership in the Southeast Florida Area Committee has grown to over 150 partner agencies, industry representatives, and environmental concerns. Figure 1100-1 depicts the general Area Committee membership and broad roles in which they provide input to the Captain of the Port (COTP) and Southeast Area Contingency Plan.
Refer to Section 1300 Area Committee for a detailed description of the Southeast Florida Area Committee.

The national importance of the Southeast Florida Port Complex and environmentally sensitive areas throughout Commander, Sector Miami’s Area of Responsibility requires strong partnerships between jurisdictional governments and industry to respond and, if necessary, prevent to incidents threatening the port.

Many Region Response Team IV (RRT4) / Southeast Florida Area Committee member agencies have specific responsibilities during and following a WMD incident or other terrorist act. No one document or plan can serve as a response guide for a WMD/terrorist incident. The SFACP is designed to ensure that the initial actions taken in response to a hazardous substance release, oil spill, radiological or biological incident that occurs in the maritime environment are effectively managed from the start and incorporate other agency plans and operating procedures as those agencies arrive on-scene. However incidents, like fingerprints, are never identical and once initial actions have been taken responders will assess the incident and tailor their strategies and match the reality of the situation on the ground.
1100.1 U.S. Coast Guard

Executive Order 12777 of 22 October 1991 designated responsibilities for the Commandant of the U.S. Coast Guard (through the Secretary of Homeland Security (DHS)) for the coastal zone, and for the Administrator of the Environmental Protection Agency (EPA) for the inland zone. The term “coastal zone” is defined in the National Contingency Plan (NCP) (40 CFR 300.5) to mean all United States waters subject to the tide, United States waters of the Great Lakes, specified ports and harbors on inland rivers, and the waters of the Exclusive Economic Zone (EEZ). The Coast Guard has designated as areas, those portions of the Captain of the Port (COTP) zones, which are within the coastal zone, for which Area Committees will prepare Area Contingency Plans. The COTP zones are described in Coast Guard regulations (33 CFR 3).

The U.S. Coast Guard has enforcement and investigative authority for a significant array of potential federal violations, as well as enforcement actions under applicable international treaties. Federal laws and regulations associated with a discharge (or substantial threat of a discharge) of oil include applicable components of the Clean Water Act as amended; the Oil Pollution Act of 1990; the Ports and Waterways Act; The Port and Tanker Safety Act; The Act to Prevent Pollution from Ships (1980), as amended; and, Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78). In addition, the Coast Guard has authority pursuant to 46 USC 7701 and 46 USC 6101 related to personnel actions (licensed mariners), and marine casualties, respectively. Federal regulations associated with investigative or enforcement interest under these United States Codes include, though are not limited to: applicable sections of 46 CFR with particular attention to 4, 5, 16; 33 CFR 126, 130, 151, 153-160; and 40 CFR 116, and 117. Potential federal enforcement actions associated with a pollution discharge may include, but are not limited to: the collection of statements and evidence to determine the causes of the associated marine casualty, mandatory chemical testing of involved licensed personnel, and the collection of oil samples in the water and on suspect vessels.

1100.2 U.S. Environmental Protection Agency

By statute, EPA is the pre-designated FOSC and Scientific Support Coordinators for inland spills of oil or discharges of hazardous materials. In most instances, EPA will not be the first responder on scene. EPA works in cooperation with other responders, but has delegated their authority of FOSC. In all spill situations, it is EPA’s intent to contribute to the response by working with 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 potentially 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 the release reaches an adequate and rapid conclusion with a minimum impact on the environment. In the event of a release where the PRP is not identified, does not respond to contain or clean up the contamination, or does an inadequate job.
responding, EPA authority includes taking over the response or assuming a co-lead role in a unified command with state and local responders.

1100.3 Florida Department of Environmental Protection

Chapter 376.021 (4), Florida Statute (F.S.) designates the Florida Department of Environmental Protection (FDEP) as the lead agency in responding to all discharges of pollutants that occur in coastal waters, estuaries, tidal flats, beaches and lands adjoining the seacoast of Florida. Additional information can be found in the Emergency Response Plan, Annex F, Florida Coastal Pollutant Spill Response Plan, which is maintained by the FDEP Office of Emergency Response. (Pollutants include oil of any kind and in any form, gasoline, pesticides, ammonia, chlorine and derivatives thereof, excluding liquefied petroleum gas.) The FDEP has adopted Chapter 62N-16, Florida Administrative Code, to implement Chapter 376, F.S. Chapter 376.041, F.S., prohibits the discharge of pollutants into or upon the coastal waters, estuaries, tidal flats, beaches, and lands adjoining the seacoast. FDEP Office of Emergency Response is a member of the State Emergency Response Team (SERT) under Emergency Support Function 10 (ESF 10) of the National Response Framework (NRF).

1100.4 Establishment of Area Committees and Area Contingency Plans

Section 4202 of the Oil Pollution Act of 1990 (OPA 90) amended Subsection (j) of Section 311 of the Federal Water Pollution Control Act (FWPCA) (33 United States Code 1321 (j)) to address the development of a National Planning and Response System. As part of this system, Area Committees are to be established for each area designated by the President. These Area Committees are to be comprised of qualified personnel from Federal, State, and local agencies.

Each Area Committee, under the direction of the Federal On-Scene Coordinator (FOSC) for the area, is responsible for developing an Area Contingency Plan (ACP) which, when implemented in conjunction with the National Contingency Plan (NCP), shall be adequate to remove a worst case discharge of oil or a hazardous substance, and to 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.

Each Area Committee is also responsible for working with State and local officials to pre-plan for joint response efforts, including appropriate procedures for mechanical recovery, dispersal, shoreline cleanup, protection of sensitive environmental areas, and protection, rescue, and rehabilitation of fisheries and wildlife. The Area Committee 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 Southeast Florida Area Contingency Plan (SFACP) has been designed and written to meet the requirements and intent of the National Oil and Hazardous Substance Pollution Contingency Plan (NCP) (40 CFR 300) and the Comprehensive
Environmental Response, Compensation, and Liability Act of 1980 (CERCLA, 42 U.S.C. 9601), as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA). The purpose of the SFACP is to address responses to worst case discharges of oil or hazardous substances and mitigation or prevention of a substantial threat of a discharge from a vessel, and mitigation or prevention of a substantial threat of discharge from a vessel, offshore facility, or onshore facility.

In February 2003, the President of the United States issued Homeland Security Presidential Directive No. 5 (HSPD-5), Management of Domestic Incidents, which directed the Department of Homeland Security (DHS) to develop a National Response Framework (NRF) and a National Incident Management System (NIMS) to ensure coordination at all levels for a response to an incident of national significance. This SFACP been updated to ensure alignment with the NRF incorporating the methodology of the NIMS.
1200 GEOGRAPHIC BOUNDARIES

1201 USCG Sector Miami, Florida Area of Responsibility and Designated Sub-regions

FIGURE 1200-1 Sector Miami Area of Responsibility
As defined in the 03 November 1999 Memorandum of Understanding (MOU) between US EPA (Region IV) and the Seventh USCG District, the Captain of the Port (COTP), Miami, Florida will be the pre-designated FOSC in the area outlined below. COTP Miami is the pre-designated FOSC for the coastal area and the EPA is responsible for inland areas. When a roadway is used to delineate a boundary, that boundary shall be to, but shall not include, the roadway.

Sector Miami is responsible for all Coast Guard missions in a zone as follows: "the boundary of the Miami Marine Inspection Zone and Captain of the Port Zone starts at the outermost extent of the EEZ at latitude 28° 00' 00" N, longitude 79° 23' 34" W; thence proceeds west to latitude 28° 00' 00" N, longitude 81° 30' 00" W; thence due south to the northern boundary of Collier County, Florida at longitude 81° 30' 00" W; thence following along the boundaries of Collier County easterly along the northern boundary to the eastern boundary and then southerly along the eastern boundary to the southern boundary of Collier County; thence continuing southerly along the western boundary of Miami-Dade County to the sea at latitude 25° 10' 36" N, longitude 80° 51' 29" W; thence continuing easterly along the southern boundary of Miami-Dade County to the outermost extents of the EEZ at latitude 25° 11' 34" N, longitude 79° 41' 31" W; thence northerly along the outermost extents of the EEZ to the point of origin.

Also included will be responses to discharges and releases from commercial vessels in the Intracoastal Waterway (St. Lucie Canal, Lake Okeechobee, and Okeechobee Waterway) from Stuart, Florida to 81° 30’W longitude (near FL Highway 29 Bridge, La Belle, Florida) and waterfront facilities along the St. Lucie River, the Loxahatchee River and the Miami River to points described above.

1210 Sub-regions

For planning purposes, CG Sector Miami’s AOR is further divided into four sub-regions. These sub-regions are referred to in various annexes of the plan. This plan calls for detailed analysis of sensitive areas, strategies, equipment lists, government and private agencies and resources. In order to facilitate the use of this information, it has been organized according to these sub-regions. CG Sector Miami has arbitrarily set these boundaries as listed below. Coordinates given are the northern and southern boundaries and are measured from the baseline.

1) Ft. Pierce Sub-region
Coastal areas of Martin, St. Lucie, Indian River, and part of Brevard (south of Malabar) counties from 28° 00’N latitude on the east coast of Florida southward to 26° 57.5’N latitude.
(2) **West Palm Beach Sub-region**
Coastal areas of Palm Beach County from 26°57.5’N latitude on the east coast of Florida southward to 26°19.2’N latitude.

(3) **Port Everglades Sub-region**
Coastal areas of Broward County from 26°19.2’N latitude on the east coast of Florida southward to 25°58.5’N latitude.

(4) **Miami Sub-region**
Coastal areas of Dade County from latitude 25°-58.5N on the east coast of Florida southward to latitude 25°-23.5N thence easterly to latitude 25°-23.5N, longitude 080-11.5W, thence northeasterly along seaward edge of Hawks Channel to latitude 25°-38.5N, longitude 080-07.6W, thence easterly to the seaward boundary of the Florida Keys National Marine Sanctuary.
1300 SE FLORIDA AREA COMMITTEE AND AREA CONTINGENCY PLAN

1310 Purpose and Objectives

The Southeast Florida Area Committee and Area Contingency Plan are:

- To provide for orderly and effective communication and implementation for response actions to protect the public, natural resources, and property of the coastal and inland zones of Southeast Florida from impacts of a discharge or substantial threat of discharge of oil or a release or substantial threat of a release of a hazardous substance from inland and marine sources.

- To promote the coordination of and describe the strategy for a unified and coordinated federal, state, tribal, local, potential responsible party, response contractor, response cooperative, and community response to a discharge or substantial threat of discharge of oil or a release or substantial threat of a release of a hazardous substance from inland and marine sources.

- To be consistent with the NCP and to seamlessly integrate alongside joint operations conducted in accordance with the Southeast Florida Area Maritime Security Plan (SFAMSP), the State of Florida Comprehensive Emergency Management Plan (CEMP), and the Southeast Regional Domestic Security Task Force (SERDSTF) Terrorism Response Plan.

- To provide guidance to all Facility and Vessel Response Plan reviewers and Plan holders to ensure consistency with the Southeast Florida Area Contingency Plan.

- To be a guidance manual for responders.

1320 Area Committee Organization

The Southeast Florida Area Committee is a multi agency and industry organization whose primary role is to act as a planning body to advise the Sector Commander for a safe, appropriate and timely response to all reports of oil or hazardous substance spills or releases including potential WMD (chemical, biological, and / or radiological), and mitigate the impact of an incident on public health, the environment and the economy. Commander, USCG Sector Miami is the designated Federal On-Scene Coordinator (FOSC) for responding to incidents within the “Coastal Zone” while Environmental Protection Agency (EPA) Region IV, located in the regional office in Atlanta, GA, is designated FOSC for responding to incidents in the “Inland Zone”.¹

Commander, Sector Miami, as FOSC, is the pre-designated Chair of the SF Area Committee. The FOSC shall designate an individual from each agency other than the Coast Guard to serve as vice-chair of the Area Committee. The FOSC may designate
multiple vice-chairs, if appropriate. In addition, the FOSC provides general direction and guidance for the Area Committee in the continual review and revising of the SFACP to ensure it is comprehensive in applicability and that it is consistent with the NCP and NRF.

Florida State representatives such as FL Dept of Environmental Protection (DEP), FL Fish and Wildlife Conservation Commission (FWCC), FL Division of Historic Properties and Cultural Resources and others participate in the SE FL Area Committee to present and defend state interests in response to related programs, e.g., historic preservation and Coastal Zone Management.

County/City Emergency Managers and first responders’ membership are responsible for coordinating environmental issues and emergency response operations within their jurisdictions and neighboring counties/cities via the state-wide mutual aide agreement. Participation with Local Emergency Planning Committees (LEPCs) 10 and 11 and liaison with FL State Emergency Response Team (SERT) is paramount for a successful oil and hazardous substance Area plan. Additional outreach and participation is solicited from federal and Florida agencies of the Regional Response Team (RRT) IV for appropriate planning guidance and response consultations as required by federal and state law.

Additional federal, port, industry, and civilian partners comprise the SE FL Area Committee to provide input to specific and overall environmental response objectives, strategies, and plans/tactics.

A complete listing of SE FL Area Committee membership is updated regularly and posted on https://homeport.uscg.mil/port-directory/miami.

The SE FL Area Committee shall meet at least semi-annually and the functional workgroups shall meet at least annually. The minutes to these meetings shall be posted on https://homeport.uscg.mil/port-directory/miami.

An Executive Advisory Committee assists the FOSC and provides specific direction to the committee. The Executive Advisory Committee are primary reviewers of this plan and as such have a responsibility to stay familiar with the contents of this ACP and participate in regular review workshops for currency. Sub-committees and workgroups are formed, as necessary, to help accomplish committee goals and tasks. While this plan does not function as an inter-agency agreement, each agency has agreed to coordinate operational activities, information exchange, use of operations centers, communications systems, messing and berthing facilities, transportation and other support activities for efficient and effective use of all agencies' resources to respond to an oil discharge. Any and all amendments and changes shall be developed and implemented with the cooperation of the above agencies and in accordance with the procedures specified in the Letter of Promulgation.
### 1321 Area Committee Executive Advisory Committee Members

<table>
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<th>NAME</th>
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<tr>
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<td><strong>Local Emergency Planning Council 10</strong> Ms. Kathryn Boer</td>
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<td><strong>Seminole Tribe of Florida Office of Emergency Management</strong></td>
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<td>Dr. Craig Van Der Heiden</td>
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<td>Petroleum Association of</td>
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1322 Area Committee Functional Workgroups

In addition to the above signatory entities to this Plan the following functional workgroups have been established:

(1) Volunteer Management Workgroup

This workgroup is comprised of the County Volunteer Coordinators and established volunteer groups within the SE FL Area committee region to develop and discuss solicitation, management, coordination and training of volunteers during an incident response. Members include:

- County Volunteer Managers (Miami-Dade, Broward, Palm Beach, Martin, Indian River, St Lucie, and Brevard)
- United Way (Miami-Dade, Broward Counties)
- Miramar Regional Citizen’s Corp’s Task Force
- Monroe County Citizen Corp’s

(2) Oil Spill Response Organization (OSRO) Workgroup

This workgroup is comprised of ORSO industry representatives to review and develop tactics for planning and implementation for future spill responses. Members include:

- National Response Corporation (NRC)
- Cliff Berry, Inc.
- Marine Spill Response Corporation (MSRC)
- SWS First Response

(3) Marine Firefighting Workgroup

This workgroup is comprised of Municipal Fire Depts to discuss coordination of responding to vessel and facilities fires in the marine environment. Members include:

- Miami-Dade Fire Rescue
- City of Miami Fire Department
- City of Miami Beach Fire Department
- Broward Sherriff’s Office, Fire Rescue Dept
- Fort Lauderdale Fire Dept
- Palm Beach County Fire Rescue
- Resolve Marine Group, Inc (2012)
(4) **Wildlife Recovery Workgroup**

This workgroup was formed in early 2012 to develop rescue and recovery plans for responding to impacted marine mammals (porpoise, manatees, etc.) during an oil/hazmat incident. In 2014, the workgroup’s framework was expanded to include all impacted species including turtles, corals, etc. Members include:

- County Divisions of Environmental Protection (Miami-Dade, Broward, Palm Beach, Martin, Indian River, St Lucie, and Brevard)
- NOAA, Marine Mammal Health and Stranding Response Program
- NOAA, Marine Sanctuaries
- US Fish and Wildlife, South FL Ecological Services
- US National Parks Service, Biscayne National Park
- FL Department of Environmental Protection
- USCG Auxiliary
- South Florida Wildlife Center
- Marine Mammal Conservancy
- Dolphins Plus
- Nova SE University
- Florida Atlantic University, Harbor Branch Oceanographic Institute

**1330 Southeast Florida Area Response Structure**

Historically, the users of the SFACP have been confronted with incidents that were caused by nature (hurricanes, floods, etc.) or from the unintentional actions of individuals (grounding, collision, etc.). In today’s world where terrorism is a greater reality, the intentional release of a hazardous substance, oil, biological agent or radiation poses unique challenges to those who respond. Federal and State rules require oil spills, hazmat releases or responses to weapons of mass destruction (WMDs) be managed with a pre-designated response management organization that accommodates a unified command structure in recognition of federal, state, tribal or local jurisdiction.

This Plan consists of a base plan and five Annexes. The four annexes are:

- Oil
- Hazardous Material
- Biological
- Radiological
- Weapons of Mass Destruction

The *Average Most Probable Discharge* (AMPD) is the size of the average spill based on historical data.

The *Maximum Most Probable Discharge* (MMPD) is also based on historical spill data; the size of the discharge most likely to occur taking into account such factors as the size
of the largest recorded spill, traffic flow within the region, hazard assessment, risk assessment, seasonal considerations, and operating records of facilities and vessels in the region.

The *Worst Case Discharge* (WCD) for a vessel is a discharge of 1-2 cargo tanks of petroleum from a liquid bulk tank ship in two separate scenarios. In 2011, following the Deepwater Horizon catastrophe, another WCD was added to prepare a discharge from an offshore drilling platform. All scenarios are detailed in Appendix 9440.

This plan is to be used as a framework for response mechanisms to evaluate shortfalls and weaknesses in the response structure before an incident, and as a guide for reviewing vessel and facility response plans required by OPA 90, to ensure consistency. The review for consistency should address, as a minimum, the economically and environmentally sensitive areas within the area, the response equipment (quantity and type) available within the area (this includes Federal, State, and local government and industry owned equipment), response personnel available, equipment and personnel needs compared to those available, protection strategies, etc.

Joint planning efforts shall include appropriate procedures for mechanical recovery, dispersal, shoreline cleanup, protection of sensitive areas, disposal of contaminated waste, and protection, rescue, and rehabilitation of fisheries and wildlife.

**1340 Southeast Florida Area Response Structure**

The Southeast Florida Area Committee member agencies have adopted and will manage spill incidents according to the following principles:

**Incident Command System** – The signatory agencies will use the National Interagency Management System (NIMS) model Incident Command System (ICS).

**Unified Incident Command** – When more than one of the signatory agencies arrives on scene to participate in managing a response action, the agencies will utilize a unified command structure to jointly manage the spill incident. At a minimum, a teleconference should be convened with the applicable signatory agencies (county/region) and others as determined to provide a situational update of the incident and discussion of major concerns, response objectives and priorities. In the Unified Incident Command (UC), whenever possible, decisions with regard to the response will be made by consensus and documented through a single Incident Action Plan (IAP). When a consensus cannot be reached, the FOSC has the ultimate decision-making authority.

**Unified Area Command** – For very large single incidents or multiple, simultaneous incidents involving a large number of resources and/or impacting a large geographic area, a Unified Area Command may be established. The Unified Area Command has responsibility for setting overall response objectives and priorities which are then carried out by field ICS/UC organizations. Additionally, the Unified Area Command has the
responsibility to allocate critical resources based on those priorities, ensure the incident/incidents are properly managed, and ensure that the incident objectives are met and do not conflict with each other.

The Unified 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 exert this authority only if other members of the unified command are not present or are unable to reach consensus quickly.

Local agencies may be involved as part of the UC, and may provide agency representatives who interface with the command structure through the Liaison Officer or the State OSC. When a UC is used, an Incident Command Post (ICP) and Joint Information Center (JIC) shall be established. The ICP should be as near as practicable to the incident site without compromising safety to the incident command staff. All responders (federal, state, tribal, local, and private) should be incorporated into the response organization at the appropriate level. See also Section 1430 NIMS Area Response Structure.

1350 Transition of On-Scene Coordinators (OSC)

There are occasions when command responsibilities must transition from one OSC to another, from one federal to state OSC, or from a State OSC (SOSC) to a FOSC. This transition of the OSCs is often necessitated by a determination of where the greatest impact of the spill/release is likely to take place. For example, a spill/release may originate in the inland zone where EPA has primary responsibility, but the majority of the impact from the incident may occur in the coastal zone where the USCG has responsibility.

Regardless of the circumstances that necessitate a transition in jurisdictional responsibility, clear and effective communication is 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 incident. It should include, but is not limited to:

(1) **Current Situation**
- Status of the source and spill
- Review of the Incident Action Plan (IAP) and Site Safety Plan
- Review of site communications
- Discuss resources on-scene and en-route

(2) **Organizational Structure**
- Unified Command
- ICS organization chart review
- Schedule of meetings
(3) **Site Visit and Walk-through**

(4) **On-going Security, Investigation, and Legal Issues**
   - Site security measures and activities
   - Investigation and evidence protocols

(5) **Notifications**
   - What notifications have been made (Stakeholders, Tribal nations, etc.)
   - Local issues and economics

(6) **Wildlife and Environment**
   - Wildlife impact issues (Endangered Species Act)
   - Environmental sensitive areas
   - National/Regional historic sites

(7) **Public Affairs and Media**

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 oncoming OSC acknowledges they are comfortable and the transition is documented. Further, when transition between federal agencies is necessary after a federal funding account has been opened (Oil Spill Liability Trust Fund, Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA / Superfund)) and an account number has been assigned, the transition should be documented in a Pollution/Situation Report (POLREP/SITREP). Both agencies must also submit cost documentation to account for funds expended during their tenure as OSC.
1400 **NATIONAL RESPONSE SYSTEM**

1410 **National Response Structure (NRS)**

The National Response System (NRS) was developed to coordinate all government agencies with responsibility for environmental protection, in a focused response strategy for the immediate and effective clean up of oil or hazardous substance discharge. The NRS is a three tiered response and preparedness mechanism that supports the pre-designated Federal On-scene Coordinator (FOSC) in coordinating national, regional, local government agencies, industry, and the responsible party during response. There are three levels of contingency plans under the national response system: The National Contingency Plan, Regional Contingency Plans, and Area Contingency Plans.

The NRS supports the responsibilities of the FOSC, under the direction of the Federal Water Pollution Control Act's federal removal authority. The FOSC plans and coordinates response strategy on scene, using the support of the National Response Team (NRT), Regional Response Team (RRT), Area Committees, and responsible parties as necessary, to supply trained personnel, equipment, and scientific support to complete an effective response to any oil or hazardous substance discharge.

The NRS is designed to support the FOSC and facilitate responses to a discharge or threatened discharge of oil or a hazardous substance. The NRS is used for all spills, including a Spill of National Significance (SONS). When appropriate, the NRS is designed to incorporate a unified command and control support mechanism (unified command) consisting of the FOSC, the State's OSC, and the Responsible Party's Incident Commander. The unified command structure allows for a coordinated response effort that takes into account the Federal, State, local and responsible party concerns and interests when implementing the response strategy. A unified command establishes a forum for open, frank discussions on problems that must be addressed by all parties with primary responsibility for oil and hazardous substance discharge removal. A unified command helps to ensure a coordinated, effective response is carried out and the particular needs of all parties are taken into consideration. The FOSC has the ultimate authority in a response operation and will exert this authority only if the other members of the unified command are not present or are unable to reach consensus within a reasonable time frame. During hazardous substance release responses in which a local agency assumes a leading role, the local agency may assume one of the unified commander roles when a unified command is used. During responses to oil spills, local agencies are not usually involved in the Unified Command; however they provide agency representatives who interface with the command structure through a Liaison Officer or the State representative. When a Unified Command is used, a Joint Operations Center and Joint Information Bureau shall be established. The Joint Operations Center should be located near and convenient to the site of the discharge. All responders (Federal, State, local and private) should be incorporated into the FOSC’s response organization at the appropriate level.

Plans serve to formalize and document activities to be undertaken in the event that a
contingency occurs. Plans minimize confusion in emergent conditions by presenting information derived through a deliberate planning process. To ensure consistency in preparedness planning, and to allow effective utilization of assets within and between levels, preparedness activities are controlled by a hierarchy of directives. The National Response Framework (old Federal Response Plan) and National Contingency Plan (NCP) address the national response structure and identify requirements for regional and area preparedness development. Regional and Area contingency plans developed under the guidelines of the NCP, address preparedness through a process involving the Area Committee. Composed of federal, state and local governmental representatives, the Area Committee develops an Area Contingency Plan (ACP) for responses to oil discharges and hazardous substance releases within their geographic area. Vessel Response Plans (VRPs) and Facility Response Plans (FRPs), developed by owners and operators, are designed to be consistent with the applicable ACP. Figure 1410.1 depicts the relationship of these plans.

![Figure 1410-1 Relationship of Plans](image)

**1410.1 Spill of National Significance (SONS)**

A SONS is a rare, catastrophic oil spill that, due to its severity, size, location, actual or potential impact on the public health and welfare or the environment, or the necessary response effort, is so complex that it requires extraordinary coordination of Federal, state, local, and Responsible Party resources to contain and clean up. A discharge may be classified as a SONS by the EPA Administrator for the inland zone and only by the Coast Guard Commandant for the coastal zone. Classifying an oil spill as a SONS provides additional support to the FOSC to manage national, political, and policy level issues that result from a catastrophic spill or release.

For a SONS in the inland zone, EPA may name a senior EPA official to assist the OSC in
communicating with affected parties and the public, and in coordinating Federal, state, local, and international resources at the national level. The strategic coordination will involve, as appropriate, the NRT, RRTs, Governors of affected states, and the mayors or other chief executives of local governments.

For a SONS in the coastal zone, the Coast Guard may name a National Incident Commander (NIC) who will assume the role of OSC in communicating with affected parties and the public, and in coordinating Federal, state, local, and international resources at the national level. This strategic coordination will involve, as appropriate, the NRT, RRTs, Governors of affected states, and the mayors or other chief executives of local governments.

If a SONS determination is made, the DHS Secretary and National Response Team (NRT) will be advised of the decision and a Joint Field Office will be set up.

The following factors, alone or in combination, may justify declaring a spill a SONS:

- The actual or potential worst case discharge in Area Contingency Plan (ACP) or Oil Spill Response Plan for offshore facilities is met or exceeded;
- Multiple FOSC zones, Districts, or international borders may be affected;
- Significant impact or threat to the public health and welfare, wildlife, economy and/or property over a broad geographic area;
- Protracted period of significant or substantial discharge and/or expected cleanup;
- Significant public concern and demand for action by associated parties;
- The existence of, or potential for, an unusually high level of national political, media and public interest; and/or
- Additional ongoing incidents or disasters seriously degrading response capability.
FIGURE 1410-2: SONS Response Organization

The response to a SONS event must be a coordinated response that integrates the FOSC’s response organization with the SONS response organization. Initially, the Incident Command System/Unified Command will be established in accordance with the SE Florida Area Contingency Plan. However, as the response progresses, the SONS organizational structure will likely be implemented. The most critical administrative task is getting the representatives from the many government agencies on line and briefed on the circumstances of this disaster so there is a minimum delay in implementing the initial response strategies.

1410.2 National Incident Commander (NIC)

Following the Deepwater Horizon catastrophe, Commandant Instruction 16465.6 promulgated May 23, 2012 updated and further clarified the classification of a SONS within the coastal zone and designating a National Incident Commander. The following contains excerpts of the Instruction.

Where appropriate, the National Incident Commander (NIC) will likely be a Coast Guard Flag Officer/Senior Executive Service (SES) corps member. The NIC can expect to be
committed full time to the response.

The NIC will utilize Clean Water Act § 311 (c) and (e) authorities which allow the NIC to legally direct Responsible Party (RP) actions, authorize removal actions, and approve expenditures against the Oil Spill Liability Trust Fund (OSLTF). The use of these authorities allows the NIC to assist other agencies in carrying out their authorities in directing the RP to execute activities associated with the response (such as well control).

The Commandant will coordinate the NIC designation with the Secretary of Homeland Security, and the President when appropriate. The Coast Guard shall notify the National Response Team (NRT) regarding the SONS declaration and the NIC designation and assume the role as NRT Chair during the response.

General role and responsibilities of the NIC include:

- The NIC is responsible for coordinating national level resource and strategy policy with the White House and DHS leadership to assist the FOSC.
- Although not normally expected, if circumstances warrant, the NIC may provide guidance to the FOSC on operational matters. Any NIC decisions regarding operational or tactical oil spill removal actions should be carefully coordinated with the FOSC to ensure unity of effort.
- The NIC shall maintain a national level strategic communications plan.
- The NIC shall promote unity of effort by:
  (a) Interfacing with senior Federal, State, territory, tribal officials regarding the overall Federal incident management strategy and execution;
  (b) Assisting the FOSC in resolving national level policy issues, in consultation with the Secretary of Homeland Security, as appropriate
  (c) Promoting collaboration and resolving Federal interagency issues that may arise at the national level by leveraging the relationship with the NRT and, if appropriate, the NRT Emergency Support Function Leadership Group (ESFLG);
  (d) Monitor the need for and support the deployment and application of national assets and resources through the Unified Area Command(s) in support of the FOSC and in collaboration with other Federal officials identified in existing plans;
  (e) Coordinating international resources, as appropriate, to support the response.

For further information regarding the NIC refer to Commandant Instruction 16465.6 dated May 23, 2012.

**1410.3 National Response Team (NRT)**

The NRT consists of 15 federal agencies with responsibilities, interests, and expertise in various aspects of emergency response to pollution incidents including WMD. 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 response agency representative serves as Chair.
The NRT is primarily a national planning, policy, and coordination body and does not respond directly to incident. The NRT provides policy guidance prior to an incident and assistance as requested by an FOSC via the Regional Response Team (RRT) during an incident. NRT assistance usually takes the form of technical advice, access to additional resources/equipment, or coordination with other RRTs. Additional NRT resources can be found at http://www.nrt.org.

FIGURE 1410-3: National Response Team Membership
1420 Regional Response Teams (RRT)

There are 13 RRTs, one for each of the ten federal regions and Alaska, the Caribbean, and the Pacific Basin. Each RRT has federal and state representation. EPA and the Coast Guard co-chair the RRTs. Like the NRT, RRTs are planning, policy and coordinating bodies, and may be activated during a major incident to assist the FOSC with resources. The RRTs develop Regional Contingency Plans for their regions. These plans address region specific issues and provide guidance to the FOSCs for developing their Area Contingency Plans. The RRTs also provide 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 the FOSC exceeds an RRT’s capability, the RRT may request assistance from the NRT. The cognizant RRTs will also be consulted by the FOSC on the approval/disapproval of the use of alternative response technologies (bioremediation, dispersants, in-situ burning, etc.) when that decision has not been pre-approved.


1420.1 Region Response Team IV

It is the policy of RRT 4 that the responding OSC(s) will, when appropriate, integrate into an existing ICS if consistent with requirements of the Regional Contingency Plan and when directing response under the National Response System, provide for meaningful participation of the local, state, and tribal responders and the Responsible
Party by establishing a unified command system.

It is the policy of the RRT 4 that response actions on non-Federal lands should be monitored or implemented by the most immediate level of government with authority and capability to conduct such activities. In the inland zone, the initial response is typically implemented by local government first responders (fire, law enforcement, emergency management agencies). The RRT 4 recognizes that local government is a key emergency response mechanism to protect public health and the environment for most emergencies under the NRS. They are usually the first to arrive at the scene and take immediate actions under their specific authorities to issue evacuation or shelter-in-place orders, initiate fire and law enforcement actions and care for casualties. Local responders are familiar with and will likely establish an incident command system.

1420.2 Regional Response Team IV Structure and Standing Membership

RRT Co-Chairs

- U.S. Coast Guard, District 7
- U.S. Environmental Protection Agency, Region IV

Federal On-Scene Coordinators (FOSC)

The FOSC is a federal official, pre-designated by EPA for inland areas and by the USCG for coastal or major navigable waterways. These individuals coordinate all federal containment, removal, disposal efforts, and resources during an incident. The FOSC also coordinates federal efforts with the local community's response. Anyone responsible for reporting releases should be aware of which FOSC has responsibility for the affected area. For locations near the coast or a major waterway, there may be both a Coast Guard and EPA FOSC with assigned responsibilities within jurisdictional boundaries of various state or local entities.

- **Inland Areas** - Environmental Protection Agency, Region IV (located in Tallahassee FL, Mobile AL, Atlanta GA, Louisville KY and Jackson TN)

- **Coastal Areas** - U.S. Coast Guard, Sector Miami, Sector Charleston, Sector Jacksonville, Sector St. Petersburg, Sector North Carolina, Sector Mobile, Sector New Orleans, Sector Ohio Valley, Sector Hampton Roads, Sector Key West

Federal RRT Representatives

- Environmental Protection Agency
- USCG, District 5, District 7, District 8 (Department of Homeland Security)
- Department of Agriculture
- Department of Defense (U.S. Navy, U.S. Army Corps of Engineers)
- Department of Energy
- Federal Emergency Management Agency
- General Services Administration
- Dept of Health and Human Service (Center for Disease Control)
- Department of the Interior
- Department of Justice
- Department of Commerce (NOAA)
- Nuclear Regulatory Commission
- Department of State
- Department of Treasury
- Department of Transportation
- Department of Labor (OSHA)
- Tennessee Valley Authority

State Representatives

- State of Alabama, Department of Emergency Management
- State of Florida, Department of Environmental Protection
- State of Georgia, Department of Natural Resources, Environmental Protection Div
- State of Kentucky, Department of Environmental Protection
- State of Mississippi, Department of Environmental Quality
- State of North Carolina, Department of Environment and Natural Resources
- State of South Carolina, Department of Health and Environmental Control
- Commonwealth of Tennessee, Division of Water Pollution Control

Associated Membership

- Poarch Creek Tribe (Alabama)
- Seminole Tribe (Florida)
- Miccosukee Tribe (Florida)
- Choctaw Tribe (Mississippi)
- Cherokee Tribe (North Carolina)
- Catawba Tribe (South Carolina)

1430 NIMS Area Response Structure

The Area Response Management System is Area level of the National Response System that assists the FOSC with preparing for and responding to pollution incidents. The goal of the Area Response Management System is to identify how those participating in the response management structure can best communicate and coordinate with each other for planning, logistics, finance, operations, and communications to ensure effective response coordination. Because the key players differ from area to area, Area Committees must have the flexibility to tailor systems to their basic organization for the specific area.

The response management structure is a system (e.g., a unified command system), that brings together the functions of the federal government, the state government, and the
responsible party to achieve an effective and efficient response, where the FOSC maintains authority. The SE Florida Area Committee shall adopt the National Incident Management System for this purpose.

NIMS Area Commands are established when the complexity of an incident and incident management span-of-control considerations so dictate. NIMS Area Commands are distinct from, and not to be confused with, Coast Guard Area Commands. For the purpose of this discussion, the term Area Command refers to the Area Command under NIMS and the NRF. Where both the NIMS and USCG Area Commands are mentioned, an appropriate clarification is included in the text.

Generally, the administrator(s) of the agency having responsibility over the incident make(s) the decision to establish an Area Command. The establishment of this Area Command may not involve activation of the NRF.

The purpose of an Area Command is either to oversee the management of multiple incidents that are being handled by a separate Incident Command System (ICS) organization or to oversee the management of a very large or complex incident that has multiple interagency incident management team assigned.

The NIMS Area Command is generally used when there are a number of incidents in the same geographic area and of the same type, such as multiple HAZMAT releases or fires as these 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 Emergency Operations Center (EOC). If the incidents under the Area Command span multiple jurisdictions, a Unified Command should be established. This allows each agency or organization involved to have appropriate representation in the Area Command.

For the incidents under its jurisdiction, the NIMS Area Command:

- Sets overall incident-related priorities;
- Allocates critical resources according to established priorities;
- Ensures that incidents are properly managed;
- Ensures effective communications;
- Ensures that incident management objectives are met and do not conflict with each other or with other agency policies;
- Identifies critical resource needs and reports them to the interagency coordination system (i.e., USCG Command Centers, county, and state EOCs, JFO);
- Ensures that short-term “emergency” recovery is coordinated to assist in the transition to full recovery operations; and
- Provides for personnel accountability and a safe working environment.

The NIMS Area Command develops an action plan detailing incident management priorities, needs, and objectives. This plan should clearly state policies, objectives, and priorities; provide a structural organization with clear lines of authority and
communications; and identify management functions to be performed by the Area Command (i.e., support, public communications).

1430.1 Federal Role in Incident Response

The Homeland Security Act of 2002 established DHS to prevent terrorist attacks within the United States; reduce the vulnerability of the United States to terrorism, natural disasters, and other emergencies; and minimize the damage and assist in the recovery from terrorist attacks, natural disasters, and other emergencies. The act also designates DHS as “a focal point regarding natural and manmade crises and emergency planning.”
FIGURE 1430-1 National Response System
The Secretary of Homeland Security is responsible for coordinating Federal operations within the United States to prepare for, respond to, and recover from terrorist attacks, major disasters, and other emergencies when any of the following four conditions applies:

- A Federal department or agency acting under its own authority has requested DHS assistance;
- The resources of State authorities are overwhelmed and Federal assistance has been requested under the Stafford Act;
- More than one Federal department or agency has become substantially involved in responding to the incident; or
- The Secretary has been directed to assume incident management responsibilities by the President. Some Federal agencies with jurisdictional authority and responsibility may participate in the Unified Command at the Incident Command Post (ICP).

Several Federal agencies have independent authorities to declare disasters or emergencies within federal lands and properties. These authorities may be exercised concurrently with or become part of a major disaster or emergency declared under the Stafford Act.

1430.2 State Role in Incident Response

Florida statute Section 376.031(12) designates FDEP as the lead agency in responding to all discharges of pollutants that occur in coastal waters, estuaries, tidal flats, beaches and lands adjoining the seacoast of Florida. Additional information can be found in Florida’s Coastal Pollutant Spill Contingency Plan, which is maintained by Florida Bureau of Environmental Response.

As a State’s chief executive, the Governor is responsible for the public safety and welfare of the people of that State or territory. The Governor:

- Is responsible for coordinating State resources to address the full spectrum of actions to prevent, prepare for, respond to, and recover from incidents in an all-hazards context to include terrorism, natural disasters, accidents, and other contingencies;
- Under certain emergency conditions, typically has police powers to make, amend, and rescind orders and regulations;
- Provides leadership and plays a key role in communicating to the public and in helping people, businesses, and organizations cope with the consequences of any type of declared emergency within State jurisdiction;
- Encourages participation in mutual aid and implements authorities for the State to enter into mutual aid agreements with other States, tribes, and territories to facilitate resource-sharing;
- Is the Commander-in-Chief of State military forces (National Guard when in State Active Duty or Title 32 Status and the authorized State militias); and
- Requests Federal assistance, under the Stafford Act, when it becomes clear that State or tribal capabilities will be insufficient or have been exceeded or exhausted.
When federal response resources are provided to States under the Stafford Act, all response activity will be coordinated in accordance with the National Response Framework (NRF) (www.fema.gov/nrf).

1440 National Response Framework

In February 2003, the President of the U.S. issued Homeland Security Presidential Directive (HSPD)-5, Management of Domestic Incidents which directed the development of a new National Response Framework (NRF) (www.fema.gov/nrf) to align Federal coordination structures, capabilities, and resources into a unified, all-discipline, all-hazard approach to domestic incident management. The NRF incorporates best practices from a wide variety of incident management disciplines to include fire, rescue, emergency management, law enforcement, public works, and emergency medical services. The NRF is built on the template of the National Incident Management System (NIMS), which provides a consistent doctrinal framework for incident management at all jurisdictional levels, regardless of the cause, size, or complexity of the incident. Most incidents will only involve one Incident Command Post; however the following discusses how a NIMS structure will expand to effectively manage larger or growing events.

FIGURE 1440-1 National Response Framework Coordination Structure
Plans under the National Response Framework

The diagram below shows how the primary incident management and security plans support and relate to one another and ultimately support the NRF. The vast majority of incidents the Southeast Florida Area Committee manages are covered in existing plans under the NRF. Only when incidents rise to the level of an Incident of National Significance (INS) does the NRF come to bear. The key thing that must remain consistent within multi-agency plans like the Southeast Florida Area Contingency Plan and Area Maritime Security Plan is how they, and their NIMS management constructs (agencies that support response and security in our ports), are supported by the NRF for Incidents of National Significance.

Note: The Federal Radiological Response Plan was incorporated into and superseded by the NRF.

FIGURE 1440-2 National Response Framework
National Response Framework (NRF) Components

The following text summarizes the content of certain NRF annexes.

- Incident Annexes. The NRF Incident Annexes address contingency or hazard situations requiring specialized incident-specific implementation of the NRF. The Annexes describe the missions, policies, responsibilities, and coordination processes that govern the interaction of public and private entities engaged in incident management and emergency response operations across a spectrum of potential hazards. The Annexes are typically augmented by a variety of supporting plans and operation supplements.

- Support Annexes. The Support Annexes describe the framework through which Federal departments and agencies; State, tribal, and local entities; the private sector; volunteer organizations; and nongovernmental organizations, such as the American Red Cross, coordinate and execute the common functional processes and administrative requirements necessary to ensure efficient and effective incident management. The Support Annexes address procedural, administrative, and financial elements required to support incident management.

- Terrorism Incident Law Enforcement and Investigation Annex. This annex describes interagency actions, responsibilities, and equities in focusing U.S. assets against a terrorist threat under the purview of the FBI as the lead federal agency. It focuses on domestic land threats. The USCG continues to develop and expand its maritime threat and counterterrorism component and capabilities beyond that included in Emergency Support Function-13.

1440.1 Stafford Act

When an incident overwhelms or is anticipated to overwhelm state resources, the governor may request federal assistance. In such cases, the affected local jurisdiction, tribe, state, and federal government will collaborate to provide the necessary assistance. The federal government may provide assistance in the form of funding, resources, and critical services.

When it is clear that state and local capabilities will be exceeded, the governor may request federal assistance, including assistance under the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act). The Stafford Act authorizes the President to provide financial and other assistance to state and local governments, certain private nonprofit organizations, and individuals to support response, recovery, and mitigation efforts following Presidential emergency or major disaster declarations.

The Stafford Act is triggered by a Presidential declaration of a major disaster or emergency, when an event causes damage of sufficient severity and magnitude to warrant Federal disaster assistance to supplement the efforts and available resources of States,
local governments, and the disaster relief organizations in alleviating the damage, loss, hardship, or suffering. If a major disaster is declared, funding comes from the President's Disaster Relief Fund, which is managed by FEMA, and the disaster aid programs of other participating Federal departments and agencies.

In Stafford Act incidents, a Federal Coordinating Officer (FCO) is assigned to act as a focal point of coordination within the Unified Coordination Group, ensuring overall integration of Federal emergency management, resource allocation, and seamless integration of Federal activities in support of, and in coordination with, State, tribal, and local requirements. The same individual will not serve as the Primary Federal Official (PFO) at the same time for the same incident.

![Diagram](image-url)

**FIGURE 1440-3 Overview of Stafford Act Support to States**

### 1440.2 National Response Framework versus the National Contingency Plan

The response structures used in response to a Stafford Act incident may not be applicable during Non-Stafford Act Federal responses coordinated by the Secretary of Homeland Security. For incidents in which a Stafford Act declaration is not made, the department or agency with primary legal jurisdiction will activate the response structures appropriate to their authorities; these structures are organized around the concepts and principles established in the National Incident Management System (NIMS) which serves as the basis of the NRF. The Secretary of the Department of Homeland Security will coordinate with the head of the department or agency with primary legal jurisdiction, but retains the
authority to activate the additional response structures the Secretary determines appropriate. The NCP is for pollution incidents that are not declared Stafford Act Disasters or Emergencies. That does not, however, preclude the NCP from being used in conjunction with the NRF. The typical funding stream for NCP oil pollution incidents is the OSLTF. If NRF elements are activated to support the incident there is a possibility that some of those activities that cannot be funded under the OSLTF may be funded under the Stafford Act.

1440.3 Joint Field Office (JFO)

For a potential or actual Incident of National Significance, the Department of Homeland Security (DHS) may activate part or all of the NRF and establish a Joint Field Office (JFO).

![FIGURE 1440-4 Joint Field Office Organization](image)

**JFO Description and Functions.**

The JFO is a multi-agency coordination system similar to an EOC. JFOs have Operations Sections, and depending on the incident, these Operations Sections have specific incident supporting functions. Another key component of a JFO is the JFO Coordination Group which is typically coordinated by a Principal Federal Official (PFO).
The purpose of the JFO is to provide Federal support to local Incident Command structures and coordinate efforts to address broader regional impacts of the incident. It provides a central location for coordination of federal, state, local, tribal, non-governmental, and private sector organizations. The JFO is intended to enable the effective and efficient coordination of federal incident-related prevention, preparedness, response, and recovery actions. It does not supplant the authorities and operational decision-making of field level Incident Commanders or agency-specific authorities; nor does the JFO supplant the Unified Command Incident Command Post (ICP) where coordinated tactical level response and recovery activities are managed.

The NRF provides four examples of possible activation of JFOs. These include organizations for natural disasters, terrorism, Federal-to-Federal support, and National Special Security Events (NSSE).

**JFO for Natural Disasters.**

A JFO established for a natural disaster is typically the result of a Stafford Act declaration whereby the Federal Emergency Management Agency (FEMA) has authority to stand up appropriate Emergency Support Functions (ESFs) and issue mission assignments to federal and state agencies. The ESFs operating from this JFO serve as the primary mechanism for bringing federal support to an affected region. ESFs engaged by FEMA are led by the primary agency(ies) as per the National Response Framework.

Each agency’s primary support of the JFO would be through the appropriate ESF regardless of where the impacted area is located. ESFs are managed through the Operations Section of the JFO. If the disaster impacts areas of specific federal jurisdiction, (e.g.: coastal areas and US Coast Guard, inland areas and US EPA) that agency should plan to staff the JFO, as appropriate; this might include serving as Senior Federal Official (SFO) and/or working within Planning and/or Logistics and Operations, particularly if the agency is supporting or leading an ESF(s).

**JFO for Terrorism Response**

This JFO is established when counter-terrorism operations are required and/or response and recovery to an incident caused by terrorism must be supported. The primary purpose of this JFO is to provide coordination between law enforcement actions and incident management operations. The Federal Bureau of Investigation will activate a Joint Operations Center (JOC) under the direction of an FBI Special Agent-in-Charge. Upon establishment of a JFO, the JOC is integrated into the JFO and becomes a Branch under its Operation Section.

The NRF requires the FBI to assign a Unified Command member to the ICP to direct domestic tactical law enforcement operations and ensure that these operations are
coordinated with the response and recovery operations.

For a terrorism-caused incident in the coastal zone, the Coast Guard would staff both the ICP field level Unified Command managing the incident(s), and the JFO to support the overall incident(s). In most cases, counterterrorism operations will occur within a short time period and it is unlikely a JFO would stand up immediately. Depending on the nature of the incident, increased prevention operations may be required within the affected area.

In this case, the JFO would typically provide guidance and support in coordination with the Intelligence Joint Task Force. The affected Area Maritime Security Committee and Area Maritime Security Plan would play central roles in these efforts.

Agency Plans that potentially involve the deployment of special teams with unique capabilities, such as the CG National Strike Force (NSF), CG Marine Safety and Security Teams (MSST), NOAA National Geodetic Survey, EPA OSC Task Force, Agency Public Information Assist Teams (PIAT), etc., will identify responsibility for subject-matter expert representation of team capabilities to the JOC/Operations Section/Planning Section as appropriate. Keeping classification and need to know in mind, those representatives will also be charged with keeping the CG Senior Federal Official (SFO) informed of their special capabilities and potential areas for employment and must through the SFO with respect to committing Agency special team resources to the operation.

JFO for Federal-to-Federal Support

This type of JFO is used for non-terrorism incidents that, due to their actual or potential impacts to public health, to the environment, or to the economy are so severe that they reach the level that requires federal coordination. The NRF uses the National Contingency Plan (NCP) defined Spill of National Significance (SONS) as an example of this type of event. Other coastal zone incidents that the potential to meet these criteria could include large-scale mass migration, widespread power outages, or significant public unrest brought on by political, social, or economic developments.

As per the NCP and NRF, the Commandant of the Coast Guard retains sole authority for designating a coastal zone oil spill or hazardous substance release a SONS. A SONS is a unique oil or hazardous substance event(s) that overwhelms local or regional capabilities and typically involves issues of national and/or international importance, such as incidents crossing international borders, overlapping federal authorities, impacts to Department of Defense (DOD) facilities and operations, major impacts to maritime commerce, or significant public and/or political pressures.

If a SONS determination is made, the DHS Secretary and National Response
Team (NRT) will be advised of the decision and a JFO will be stood up by the CG. In this case, the Commandant will designate a CG District or Area Commander to serve as the SFO.

CG District and Area personnel will staff the NIMS Area Command and/or JFO and ensure that appropriate National Response System (NRS) members are apprised of any NIMS and NRF changes. Further guidance on JFO coordination can be found in the JFO Standard Operating Procedures (SOP).

**JFO for National Special Security Event (NSSE)**

NSSEs are designated by the Secretary, Homeland Security (DHS). These events include summits of world leaders, meetings of international organizations, national political party conventions, and major national or international sporting events which, by virtue of their political, economic, social, or religious significance, may be targets of terrorism or other criminal activity. NSSE JFOs develop and implement security and incident recovery plans for these types of events.

DHS and Secret Service have primary responsibility for developing and implementing security. FBI has primary responsibility for law enforcement and intelligence, and DHS/FEMA has primary responsibility for emergency response and recovery planning and coordination. When NSSEs occur within or are near Coast Guard Captain of the Port (COTP) zones, the cognizant CG District and Sector should be engaged, as appropriate, in planning and coordination of these three mission focus areas.

**1440.4 Emergency Support Functions (ESF’s)**

The activation of the NRF and its coordinating structures and protocols – either partially or fully – for specific incidents (SONS, radiological release, biological release, etc.) provides mechanisms for the coordination and implementation of a wide variety of incident management and emergency assistance activities. These assistance activities are organized and managed by 15 common elements called Emergency Support Functions (ESF). While the NRF itself creates no new authorities, it serves to unify and enhance the incident management capabilities and resources of individual agencies and organizations acting under their own authorities and agency operating procedures in response to a wide array of potential threats and hazards.

The Emergency Support Functions provide the structure for coordinating Federal interagency support for incidents. The ESF structure includes mechanisms used to provide Federal support to States and Federal-to-Federal support, both for declared disasters and emergencies under the Stafford Act and for non-Stafford Act incidents. The ESF structure provides mechanisms for interagency coordination during all phases of incident management.
Each ESF Annex identifies the ESF coordinator and the primary and support agencies pertinent to the ESF. Several ESF’s incorporate multiple components, with primary agencies designated for each component to ensure seamless integration of and transition between preparedness, prevention, response, recovery, and mitigation activities.

<table>
<thead>
<tr>
<th>ESF</th>
<th>SCOPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ESF #1 – TRANSPORTATION</td>
<td>▪ Monitor status of and damage to the transportation system and infrastructure (rail, aviation, maritime, surface, and pipeline)</td>
</tr>
<tr>
<td></td>
<td>▪ Identify temporary alternative transportation solutions when infrastructure/systems are damaged, unavailable, or overwhelmed</td>
</tr>
<tr>
<td></td>
<td>▪ Restoration/recovery of transportation infrastructure</td>
</tr>
<tr>
<td>ESF Coordinator: Dept of Transportation</td>
<td></td>
</tr>
<tr>
<td>ESF #2 – COMMUNICATIONS</td>
<td>▪ Coordination with telecommunication and information technologies industry</td>
</tr>
<tr>
<td></td>
<td>▪ Restoration / Repair of telecommunication infrastructure</td>
</tr>
<tr>
<td></td>
<td>▪ Protection, restoration, and sustainment of national cyber and information technology resources</td>
</tr>
<tr>
<td></td>
<td>▪ Oversight of communications within Federal incident management and response structures</td>
</tr>
<tr>
<td></td>
<td>▪ Addresses cyber security issues</td>
</tr>
<tr>
<td>ESF Coordinator: DHS (National Communications System)</td>
<td></td>
</tr>
<tr>
<td>ESF #3 – PUBLIC WORKS AND ENGINEERING</td>
<td>▪ Pre-incident and post-incident assessments of public works and infrastructure</td>
</tr>
<tr>
<td></td>
<td>▪ Infrastructure protection and emergency repair</td>
</tr>
<tr>
<td></td>
<td>▪ Infrastructure restoration</td>
</tr>
<tr>
<td></td>
<td>▪ Engineering services, construction management, and consultation</td>
</tr>
<tr>
<td>ESF Coordinator: Dept of Defense (USACE)</td>
<td></td>
</tr>
<tr>
<td>ESF #4 – FIREFIGHTING</td>
<td>▪ Detecting and suppressing fires on Federal lands</td>
</tr>
<tr>
<td></td>
<td>▪ Provide personnel, equipment, and supplies to State, tribal, and local agencies involved in rural and urban firefighting operations</td>
</tr>
<tr>
<td>ESF Coordinator: Dept of Agriculture (US Forest Service)</td>
<td></td>
</tr>
<tr>
<td>ESF #5 – INFORMATION and PLANNING</td>
<td>▪ Supports multi-agency planning and coordination for operations involving</td>
</tr>
<tr>
<td></td>
<td>▪</td>
</tr>
</tbody>
</table>
| ESF#6 – MASS CARE, EMERGENCY ASSISTANCE HOUSING, AND HUMAN SERVICES | Mass care  
Emergency assistance required by communities  
Disaster housing  
Human services |
|---|---|
| ESF Coordinator: DHS (FEMA) | federal coordination.  
Incident action planning  
Information collection, analysis, and dissemination |
| ESF#7 – LOGISTICS MANAGEMENT AND RESOURCE SUPPORT | Comprehensive national incident logistics planning, management, and sustainment capability for Federal, State, tribal and local governments  
Resource support (facility space, office equipment and supplies, contracting services, etc.) |
| ESF Coordinator:  
General Services Administration and DHS (FEMA) | |
| ESF#8 – PUBLIC HEALTH AND MEDICAL SERVICES | Public health/medical needs and surveillance  
Medical care personnel  
Mental health services  
Veterinary medical support  
Mass fatality management |
| ESF Coordinator:  
Dept of Health and Human Services | |
| ESF#9 – SEARCH AND RESCUE | Structure collapse (Urban Search and Rescue)  
Waterborne Search and Rescue  
Inland/Wilderness Search and Rescue  
Aeronautical Search and Rescue |
| ESF Coordinator: DHS (FEMA) (USCG) | |
| ESF#10 – OIL AND HAZARDOUS MATERIALS RESPONSE | Prevent, minimize, or mitigate a release  
Detect, assess the extent of contamination (oil and hazardous materials (chemical, biological, radiological, etc.))  
Stabilize the release and prevent the spread of contamination  
Analyze options of environmental cleanup and waste disposition  
Implement environmental cleanup  
Store, treat, and disposal of contaminate materials |
| ESF Coordinator:  
Environmental Protection Agency | |
| ESF#11 – AGRICULTURE AND | Provide nutrition assistance  
Response to animal/plant diseases |
| | |
| NATURAL RESOURCES | and pests  
|                  | ▪ Safety and security of commercial food supply  
|                  | ▪ Natural and cultural response and historic properties protection and restoration  
|                  | ▪ Safety and well-being of household pets during emergency response or evacuation situation  

| ESF#12 – ENERGY | ▪ Energy infrastructure assessment, repair, restoration  
|                | ▪ Energy industry utilities coordination  
|                | ▪ Fuel support for response activities  

| ESF#13 – PUBLIC SAFETY AND SECURITY | ▪ Pre-incident coordination  
|                                    | ▪ Specialized public safety and security assessments  
|                                    | ▪ General law enforcement assistance  
|                                    | ▪ Security planning and technical and resource assistance  
|                                    | ▪ Site security / Force protection  
|                                    | ▪ Public safety / security support  
|                                    | ▪ Support to access traffic, and crowd control  

| ESF#14 – Superseded by National Disaster Recovery Framework |  
| ESF#15 – EXTERNAL AFFAIRS | ▪ Emergency Alert System and public protective action guidance  
|                          | ▪ Media and community relations  
|                          | ▪ Congressional and international affairs  
|                          | ▪ Tribal and insular affairs  

ESF’s 1 through 15 annexes can be located in the National Response Framework (www.fema.gov/nrf).
1440.5 Multi-Agency Coordination System (MACS)

Multi-agency coordination is *process* that allows all levels of government and all disciplines to work together more efficiently and effectively. Multi-agency coordination occurs across all the different disciplines involved in incident management, across jurisdictional lines, or across levels of government. Multi-agency 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 Multi-agency Coordination System (MACS) to better define how they will work together and to work together more efficiently; however, multi-agency 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/Unified Command and the Liaison Officer may be able to provide all needed multi-agency coordination at the scene. However, as the incident grows in size and complexity, off-site support and coordination may be required.

![Diagram of Multi-agency Support Coordination Process](image)

**FIGURE 1440-5 Multi-agency Support Coordination Process**
1450 Incident Command System

The ICS is an on-scene management structure suitable for managing any incident. A scalable structure, it encompasses all phases and complexity levels of incident management. ICS consists of five primary management functions (Command, Operations, Planning, Logistics, and Finance) and a Unified Command structure.

![ICS Organization Chart](image_url)

**FIGURE 1450-1 Typical NIMS-Incident Command System Organization**
1460 Area Exercise Program
(Ref: Chapter 7-1, National Preparedness for Response Exercise (PREP) Guidelines) (https://homeport.uscg.mil/exercises)

Coast Guard Sector Miami, as the plan holder, coordinates the administration of the National Preparedness Response and Exercise Program (PREP) in accordance with the requirements set forth in OPA 90. PREP requires ACP’s to be exercised annually so that all components of the plan are exercised within a four (4) year cycle. Each exercise shall be developed and evaluated according to Homeland Security Exercise and Evaluation (HSEEP) protocols and lessons learned documented into the USCG Contingency Planning System (CPS). This process assists the Area Committee with identifying shortfalls and/or improvements in the plan and shall be incorporated into future revisions.

Although the PREP guidelines also apply to vessel and facility plan holders, this section specifically discusses the PREP requirements for the SE Florida Area Committee. Area exercises are divided into internal and external classification categories. The internal exercises are Notification Drills, Spill Management Team Tabletop Exercises, and Government Initiated Unannounced Exercises. The external exercises are conducted through either Government led exercises or Industry-led exercises.

The Federal On-scene Coordinator (FOSC) is responsible for planning, designing, and executing the internal exercises. The FOSC will consult with all response partners in exercise development and will participate as appropriate in the Industry led exercises. Members of the Area Committee and response community will be involved in each type of exercise to some degree, varying from the confirmation of a phone number to assisting in the design of the scenario and performing as a controller or evaluator for the exercise. Participation in the PREP and utilization of the PREP guidance will ensure that all federal exercise requirements mandated by OPA 90 have been met.

As part of their normal operations, representatives of the Captain of the Port will verify vessel and facility plan holders are conducting and recording required exercises.

The following table list all exercises and activities to be completed throughout the PREP cycle:
<table>
<thead>
<tr>
<th>EXERCISE</th>
<th>FREQUENCY</th>
<th>INITIATING AUTHORITY</th>
<th>PARTICIPATING ELEMENTS</th>
<th>SCOPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Notification Exercise</td>
<td>Quarterly</td>
<td>On Scene Coordinator</td>
<td>Key elements of the Unified Command (appropriate federal, state, and local government agencies)</td>
<td>Exercise and test communication between On-Scene Coordinator and key elements of the Unified Command</td>
</tr>
<tr>
<td>Spill Management Team Table Top (TTX)</td>
<td>Annually</td>
<td>USCG Dist 7(p) or EPA Region 4</td>
<td>Spill management team for the area (U.S. Coast Guard and EPA respective response team)</td>
<td>Exercise spill management team’s organization, communication, and decision making in managing a spill response.</td>
</tr>
<tr>
<td>Government Initiated Unannounced Exercise</td>
<td>Not to exceed four per year</td>
<td>USCG Sector Miami</td>
<td>Applicable Marine Transportation Related (MTR) facilities</td>
<td>Exercise Facility Response Plans in accordance 33CFR 154 and 155</td>
</tr>
<tr>
<td>Area Exercise (PREP)</td>
<td>Quadrennially</td>
<td>USCG, EPA, and Industry</td>
<td>Appropriate federal, state, and local government, and industry and other members of the response community</td>
<td>Area exercises will exercise the Area Response Community.</td>
</tr>
</tbody>
</table>

Table 1460-1 Preparedness activities required during 4-year PREP cycle
1500 STATE / LOCAL RESPONSE SYSTEM

1510 Florida State Response System

As part of the regionalized concept, the EPA Region IV Oil and Hazardous Substances Regional Contingency Plan has been developed for application in Florida. Other states under the Region IV Plan include: North Carolina; South Carolina; Georgia; Alabama; Kentucky; Tennessee and Mississippi. Within the framework of Region IV, there are separate response plans for coastal, as well as, inland discharges.

In the state of Florida, oil spills in the coastal zone are the responsibility of the Department of Environmental Protection. The U. S. Coast Guard maintains the coastal plan, now titled Southeast Florida Area Contingency Plan (ACP) in an operational status. The inland plan is maintained by the Environmental Protection Agency. The ACP is in compliance with Section 376.07(2)(e), Florida Statutes. It also supports the Region IV Contingency Plan as it relates to spills occurring in coastal waters. The provisions of this plan apply to all state agencies and are designed to complement the established National and Regional Oil Spill Contingency Plans.

It is the policy of the State, to assist the Federal On-Scene Coordinator in response to pollutant spills in Florida. No state funds shall be expended for the removal of a coastal pollutant until federal funds have been used to the maximum extent possible, or until federal authorities have declined to expend federal funds in a cleanup effort. It is the policy of the state to respond immediately to all oil spills, control the source of any oil spill to contain any discharge to the maximum extent possible. Mechanical and other physical control methods shall be the preferred method for removal of oil from the environment with subsequent proper disposal. The option of taking no mitigating actions should be considered when such actions would cause greater environmental damage than the spilled oil alone. The use of oil spill cleanup agents shall be subject to the Administrator of FDEP’s best judgment and coordinated with the federal OSC and EPA representative to the RRT.

Whenever it is determined the responsible party for the discharge is taking adequate action to remove and mitigate its effects, the principle role of the state is to observe, monitor and provide advice and counsel, as may be necessary. The FOSC or FDEP will take steps to access the applicable state or federal fund to ensure adequate cleanup whenever it is determined:

- the responsible party for the discharge was unknown;
- did not act promptly, take proper and appropriate actions to contain, cleanup and dispose of the oil or oily debris; or
- the total cleanup costs are beyond those expected to be borne by the responsible party.

In addition, the responsible party must also protect the environment and adhere to safety practices.
- The State Warning Point is the state of Florida’s emergency notification center.

- The State Warning Point can contact the appropriate FDEP office and other emergency responders in the event of an emergency. See Section 9110 Required Emergency Notifications.

**1510.1 The State Response Team (SRT)**

The SRT is an emergency response group of pre-designated State agencies that is available on a continuous basis in order to respond to a major coastal pollution incident or discharge. This team shall act independently of the Regional Response Team, but will cooperate with federal authorities in all federal cleanup operations. The SRT shall be responsible for creating and maintaining a contingency plan of response, organization, and equipment for handling emergency cleanup of coastal pollution discharges. Membership on this team shall consist of a primary and alternate representative from each of the following State agencies:

- Department of Environmental Protection (DEP)
- Department of Community Affairs (DCA)
- Department of Commerce (DOC)
- Department of Highway Safety & Motor Vehicles (DHSMV)
- Department of Law Enforcement (DLE)
- Department of Legal Affairs (AG)
- Department of Military Affairs (DMA)
- Department of Transportation (DOT)
- Fish and Wildlife Conservation Commission (FWCC)
- Governor's Office
- Department of Health and Rehabilitative Services (HRS)

The State Response Chairperson is the Executive Director of the Department of Environmental Protection. During a pollution incident, the Chairperson shall be responsible for the overall management and direction of the State Response Team or Hazardous Materials Task Force. They shall have the authority to activate, direct, and deactivate the team. During a response, the Chairperson or designee shall be the principal public spokesperson for the SRT. They shall have the authority and responsibility for all press releases, interviews, and contact with the news media. The Chairperson shall be responsible for advising the Governor regarding the need to make a Declaration of an Emergency Proclamation.

The State Agency Coordinator (SAC) or Regional Oil Spill Coordinator is the State official responsible to the Chairperson of the SRT for the coordination of the team during a coastal pollution incident. This person shall coordinate with the OSC and shall act as an administrative coordinator for routine matters involving the State Response Team.
Notification of a spill from a public or private source will result in the State Agency Coordinator (SAC) being called. The SAC shall immediately notify the National Response Center (NRC) (if that was not the source). It shall be the Department of Environmental Protection's responsibility, in conjunction with the USCG, to initially determine the severity of an alleged major discharge or pollution incident within its jurisdiction. The State's reporting requirements and guidelines are detailed in the "Coastal Pollutant Spill Contingency Plan". The Chairperson of the SRT shall make the decision whether or not to activate the State Response Team or recommend to the Governor that a Declaration of an Emergency Proclamation be made.

Section 376.13 Florida Statutes empowers the Governor to make an Emergency Proclamation whenever any emergency exists or appears imminent. The Governor may by proclamation declare the fact that a state of an emergency exists in all or part of the State. If the Governor is unavailable, the Lieutenant Governor may make the Proclamation. During the period of the Emergency Proclamation, the Governor has the authority to make, amend, and rescind the necessary orders, rules, and regulations that pertain to Chapter 376 Florida Statutes. This action can be taken within the limits of the authority conferred upon him and not inconsistent with the rules, regulations and directives of the President of the United States, or any federal department or agency having specifically authorized emergency functions.

In the event of an Emergency Proclamation, the Governor takes the action he deems necessary as it relates to the State Response Team or Hazardous Materials Task Force. This team can also be activated at the request of the Chairperson. The "Florida Coastal Pollutant Spill Contingency Plan" assigns specific responsibilities to each State agency that is a member of the State Response Team. These duties are detailed in the State plan. Not later than six (6) hours after official activation of the State Response Team the Chairperson shall make known to the OSC the support activities available for implementation in response to the pollution incident.

1520 Local Response System

Local Chief Executive

A mayor or city or county manager, as a jurisdiction’s chief executive, is responsible for the public safety and welfare of the people of that jurisdiction. The Local Chief Executive Officer:

- Is responsible for coordinating local resources to address the full spectrum of actions to prevent, prepare for, respond to, and recover from incidents involving all hazards including terrorism, natural disasters, accidents, and other contingencies;
- Dependent upon State and local law, has extraordinary powers to suspend local laws and ordinances, such as to establish a curfew, direct evacuations, and, in coordination with the local health authority, to order a quarantine;
- Provides leadership and plays a key role in communicating to the public, and in
helping people, businesses, and organizations cope with the consequences of any type of domestic incident within the jurisdiction;

- Negotiates and enters into mutual aid agreements with other jurisdictions to facilitate resource-sharing; and
- Requests State and, if necessary, Federal assistance through the Governor of the State when the jurisdiction’s capabilities have been exceeded or exhausted.

In the geographical area covered by this plan, the local response system is based on an informal incident command system. Due to the environmental sensitivity of a great portion of Sector Miami's Area of Responsibility, and the number of state and local response entities who are required to report and investigate discharges of oil, a notification and response system based on the concept of cooperation and mutual assistance has been developed and implemented.

The primary organizations involved in response and in both monitoring and directing response efforts are U. S. Coast Guard Sector Miami, Florida Fish and Wildlife Commission (FWCC), local county environmental enforcement agencies as well as local fire departments. The exact nature of the event will dictate the degree of involvement by each organization.

For a maximum most probable or a worst case scenario, the Unified Command System will be utilized. Not all positions may be needed and several positions may be filled by one person.

In the event of a hazardous substance release, USCG Sector Miami has supervisory/advisory roles as a first responder. Each hazardous substance release must be treated on a case by case basis as the released material, location, weather and amount of released material will drastically affect the FOSC's response. Local fire department HAZMAT teams will typically secure the incident until a commercial team arrives.

Other state, federal and local organizations such as Florida Department of Environmental Protection, Virginia Key Beach Park (City of Miami), Biscayne National Park, Florida Fish and Wildlife Conservation Commission, and National Park Service play significant roles in response to pollution incidents in this area.

**1520.1 Floating Drums**

(As approved under the July 1995 MOA by the state of Florida and the USCG) Often drums will be found in or near the water that contain hazardous material or unknown materials which must be handled as hazardous material until determined to be otherwise. In accordance with an agreement between the U.S. Coast Guard Seventh District and the FDEP the following guidance applies:

The retrieval, testing, and disposal of drums containing hazardous materials or suspected of containing hazardous materials, found floating on the waters within the
FOSC zone will be the responsibility of the USCG.

The retrieval, testing, and disposal of drums containing hazardous materials or suspected of containing hazardous materials, found intact on the beach, or on the banks of waters located within the FOSC zone, will be the responsibility of the FDEP.

Drums containing hazardous materials or suspected of containing hazardous materials found to be leaking product onto the beach, or on the banks of waters located within the FOSC zone, will be the responsibility of the USCG.

1520.2 Local Hazmat Teams

The Cities of Miami, Fort Lauderdale, Riviera Beach, and Palm Beach Fire Departments each have certified HAZMAT response teams in Sector Miami’s response zone. The cities have mutual assistance agreements with the surrounding counties and are deployable throughout the state via a statewide mutual assistance agreement. The HAZMAT response teams have Level A, B, and C HAZMAT response entry capabilities and are trained to contain and mitigate any foreseeable hazardous material release in the COTP Miami AOR. See also Section 9237 Hazardous Substance Response Team.

1520.3 USCG National Strike Force (NSF) Hazmat Capabilities

The Marine Safety Manual (MSM) (Vol 9, 5.C.1) suggests the assistance of National Strike Force (NSF) resources (people or equipment) whenever:

- A medium or major discharge has occurred, or
- Response will last over two days.
- In the Federal On Scene Coordinator’s/Incident Commander’s (FOSC’s/ICs) judgment, NSF capabilities are necessary

The FOSC may call Special Team support including the NSF for assistance. In Southeast Florida, the Gulf Strike Team is the lead Strike Team. Their support capabilities include:

- Oil & Chemical Lightering Response Support – includes dewatering equipment
- Vessel Damage Assessment Support – conduct salvage initial damage assessments
- Incident Management Support – fill critical field and command post ICS positions
- Oil Spill Response Support – Equipment operators for Prepositioned CG equipment, SCAT teams, Dispersant & Insitu burn monitoring
- Command & Control Support – mobile communications support
- Logistics support- Identifying, locating, and assisting in the transportation of specialized equipment needed for response
- **Public Information Assist Team (PIAT)** Crisis Media relations, establish Joint Information Centers, coordinate press briefings, risk communications, community relations

1520.4 **Other Special Teams**

- **Marine Safety Center Salvage Engineering Response Team (SERT)** (vessel salvage models, salvage issues)
- **US Navy SUPSALV** provides vessel salvage engineer needed on scene. SUPSALV also maintains one of the world's largest inventories of pollution response equipment. All equipment is staged ready for immediate deployment and is available to all federal agencies. A highly trained team of mechanics, with tremendous experience in the marine response field, performs all maintenance and operations
- **EPA Environmental Response Team** (chemical air monitoring & sampling, on site chemical analysis).
- **NOAA Scientific Support Coordinator** (fate of oil, situation displays, shoreline cleanup expertise, oil spill trajectories, interaction with natural resource trustees)
- **EPA Radiological Emergency Response Team** conducts environmental monitoring, sampling, and data analysis, assessing the national impact of any release on public health and the environment through the Agency’s Environmental Radiation Ambient Monitoring System, providing technical advice on containment and cleanup of the radiological contamination, assisting in site restoration and recovery).
- **DOE Radiological Support** (DOE Emergency Response Officer.) (For more information see DOE - Federal Radiological Monitoring & Assessment Center (FRMAC)

The primary organizations involved in monitoring and/or directing response efforts are Coast Guard Sector Miami and the Florida Department of Environmental Protection. The nature of the event will dictate the degree of involvement by each organization. For a hazardous materials release, the chief of the local fire department having a HAZMAT team will be the incident commander. For significant incidents that may involve hazard to the public and/or evacuations, the Emergency Preparedness Division for the county in which the release occurred will also become involved.

1520.5 **Local Emergency Planning Committees (LEPC)**

As required by the Superfund Amendment and Reauthorization Act (SARA), each of the Local Emergency Planning Committees (LEPCs) within this AOR have created contingency plans for responding to hazardous substance incidents. The fire department is often the lead agency for these incidents, and the person directing countermeasures is known as the Incident Commander. The plans detail response actions and resources for each particular area. The SE Area Committee region lies in LEPC 10 and 11.
1600 National Policy and Doctrine

Section 4201 of OPA 90 amended Subsection (c) of Section 311 of the FWPCA, to require the Federal On-Scene Coordinator (FOSC) 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

- into or on the navigable waters;
- on the adjoining shorelines to the navigable waters;
- into or on the waters of the exclusive economic zone; or
- that “may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States.”
- remove or arrange for the removal of a discharge, and mitigate or prevent a substantial threat of discharge, at any time;
- direct or monitor all Federal, State, and private actions to remove a discharge; and
- recommend to the Commandant that a vessel discharging or threatening to discharge, be removed and, if necessary, “destroyed.”

In carrying out these functions, 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 FOSC may direct all Federal, State, and private actions to remove the discharge or to mitigate or prevent the threat of the discharge.

While guidance for the Area Contingency Plan focuses primarily on oil discharge response at this time, the plan will address response to both oil discharges and hazardous substance releases.

1610 Public vs. Private Resource Utilization

If the FOSC determines that effective and immediate removal, mitigation, or prevention of a discharge can be achieved by private party efforts, and where the discharge does not pose a substantial threat to the public health or welfare of the United States, determine whether the responsible party or other person is properly carrying out removal. Removal is being done properly when:

- The responsible party is applying the resources called for in its response plan to effectively and immediately remove, minimize, or mitigate threat(s) to public health and welfare and the environment; and

- The removal efforts are in accordance with applicable regulations, including the NCP. Even if the FOSC supplements responsible party resources with government resources, the spill response will not be considered improper, unless specifically
determined by the FOSC.

The Oil Pollution Act of 1990 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 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 and 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 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 exists, 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 assume total or partial control of removal activities under any of three conditions:

(1) The polluter's identity is not known or the polluter is not acting responsibly.

(2) The polluter's removal effort is inadequate.

(3) Assuming control would prevent the discharge or alleviate the substantial threat of a discharge.

If the OSC intends to assume response activities, he or she notifies the polluter (if known) with a Notice of Federal Assumption of Response Activities.

**1620 Best Response Concept**

Incident Commander’s and their Command and General Staff need to closely monitor how well the incident objectives, strategies, and tactics are addressing “Best Response” and key response functions, and to make appropriate adjustments where necessary to ensure the maximum potential for success.

The term “Best Response” means that a response organization will effectively, efficiently, and safely respond to oil spills, minimizing the consequences of pollution incidents and to protect our national environmental and economic interests.
“Best Response” equals a successful response based on achievement of certain key success factors (i.e. the things that a response must accomplish to be considered successful) as follows:

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<tr>
<th>HUMAN HEALTH</th>
<th>PUBLIC COMMUNICATION</th>
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<tr>
<td>No public injuries</td>
<td>Positive media coverage</td>
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<tr>
<td>No worker injuries</td>
<td>Positive public perception</td>
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<tr>
<th>NATURAL ENVIRONMENT</th>
<th>STAKEHOLDER SUPPORT</th>
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<tr>
<td>Source of discharge minimized</td>
<td>Minimize stakeholder impact</td>
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<tr>
<td>Source contained</td>
<td>Stakeholders well informed</td>
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<tr>
<td>Sensitive areas protected</td>
<td>Positive meetings</td>
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<tr>
<td>Resource damage minimized</td>
<td>Prompt handling of claims</td>
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<tr>
<th>ECONOMY</th>
<th>ORGANIZATION</th>
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<tr>
<td>Economic impact minimized</td>
<td>Standard Response Management System</td>
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<td></td>
<td>Sufficient / efficient resources</td>
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1630 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 integrate 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.

Target cleanup endpoints are an integral part of spill-specific cleanup guidelines used for emergency oil-spill response. Endpoints are selected based on cleanup objectives to:

1. Minimize exposure hazards to human health;
2. Speed recovery of impacted areas; and
3. Reduce the threat of additional or prolonged natural resource impacts.

These objectives lead to developing cleanup strategies that do not cause more harm to the environment than good.
The **NOAA Shoreline Assessment Manual** outlines methods and provides visual aids for conducting shoreline assessments and incorporating the results into the decision-making process for shoreline assessments and cleanup at oil spills. ([http://archive.orr.noaa.gov/oilaids/pdfs/SAM.pdf](http://archive.orr.noaa.gov/oilaids/pdfs/SAM.pdf))

See also Section 4730.1 Cleanup Assessment for additional information regarding Target Endpoints and Hierarchy of Clean-up Points.

**1640 Dispersant Approval / Monitoring / Decision Protocol**

On October 8, 1996, the Region IV Regional Response Team (RRT) IV signed into effect a policy for dispersant use throughout the RRT IV area of responsibility. This policy replaces any other previous policies, plans, or guidelines in effect throughout RRT IV. It provides the FOSC with pre-authorization to use dispersants in response to oil discharges within the RRT IV area of responsibility under the conditions set forth in this section. The following is the text of that policy:

**1640.1 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 pre-designated USCG On-Scene Coordinator (OSC) on oil discharges impacting federal waters within Federal Region IV boundaries. The above agencies 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 the 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 Federal Region IV or as established by separate state Letters of Agreement.

**1640.2 Authority**

Subpart J of the National Oil and Hazardous Substances Contingency Plan (NCP) provides that the Regional Response Team (RRT) representatives to the EPA, DOC, DOI and the affected State(s) may pre-approve the use of chemical countermeasures for oil spill response. Commandant, U.S. Coast Guard, has pre-designated the USCG Captains of the Port as On-Scene Coordinators for coastal spills; and has delegated authority and responsibility for compliance with Section 311 of the Federal Water Pollution Control Act, as amended, to them. The EPA, DOI, and DOC have delegated their authority for authorization of pre-approval of dispersants to their Regional Response Team representatives.

RRT IV representatives from the states of North Carolina, South Carolina, Georgia, Florida, Alabama and Mississippi have been delegated authority by their respective
agencies or state governments to represent natural resource concerns and to serve as consultants to the OSC on these matters.

1640. 3 Scope

The USCG, EPA, DOI, DOC, and the coastal states of RRT IV have adopted the use of dispersants as an approved tool to respond to spilled or discharged oil on ocean and coastal waters within the jurisdiction of RRT IV. This policy includes protocols under which dispersant use must be conducted by the USCG On-Scene Coordinator on waters off the coasts of North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, and over special federally managed waters which are within the boundaries of the RRT IV region.

Offshore dispersant application to remediate oil spills occurring in federal Region IV will be conducted in accordance with this policy and, in addition, where applicable, in accordance with Letters of Agreement established between the USCG, EPA, DOI, DOC, and the affected State(s). The pre-approval to authorize the use of dispersants provided by this policy is in effect for the pre-designated USCG On-Scene Coordinator only.

1640. 4 Protocols

The following requirements apply to the application of any dispersants under any provision of this policy:

(1) Dispersants will only be used when they are expected to prevent or minimize substantial threat to the public health or welfare, or to mitigate or prevent environmental damage.

(2) The USCG agrees that if a decision has been made to use dispersants under the provisions of this agreement, the USCG OSC will immediately notify the Regional Response Team members representing EPA, DOI, DOC, and the affected State(s). Notification will include a copy of the Material Safety Data Sheet (MSDS) of the dispersant product chosen if the MSDS is not already included in this regional Dispersant Plan. Additionally, notification will include, at a minimum:

(a) Date, Time and Location of the incident;

(b) Type and amount of oil discharged;

(c) Area affected;

(d) The projected area of impact of the oil if not dispersed;

(e) Reasons why mechanical or physical removal of the oil is not feasible, or will not on its own provide the optimal response method;
(f) Dispersant to be used; and

(g) On-scene weather, wind, and forecasted weather.

(3) The USCG agrees to make every effort to continuously evaluate the decision to use dispersants by considering the advice of the EPA, DOI, DOC, and the affected State(s), other members of the Region IV Regional Response Team, and any other agencies, groups or information sources which may be available. The use of dispersants will be discontinued if so requested by the RRT representative of the EPA, the affected State(s), DOI or DOC. Such a request may be verbal followed by written documentation.

(4) The USCG OSC must comply with all Occupational Health and Safety Administration (OSHA) regulations.

(5) Barring any unforeseen circumstances (such as time constraints, safety considerations, or logistical concerns) the OSC will make every reasonable effort to provide designated representatives from the USCG, EPA, DOI, DOC and the affected State(s) with an opportunity to observe dispersant application operations. An inability to provide this opportunity will not, however, be cause for immediate cessation of application operations.

(6) Monitoring will be conducted as feasible in order to help evaluate the decision to continue dispersant application and to document results. Recommended monitoring procedures are addressed in Appendix IV.

(7) Prior to commencing application operations, an on-site survey will be conducted, in consultation with natural resource specialists, to determine if any threatened or endangered species are present in the projected application area or otherwise at risk from dispersant operations. Measures will be taken to prevent risk of any injury to wildlife, especially endangered or threatened species. Additional and ongoing survey flights in the area of application will be conducted as appropriate. The Right Whale Critical Habitat along portions of coastal Georgia and Florida, as outlined in the Section 7 consultation with National Marine Fisheries Service (NMFS) in Appendix III, is of particular concern during December through March. During this time, the Right Whale Early Warning System should be contacted prior to dispersant operations to determine if there have been recent sightings of whales in the planned operational area. Avoidance procedures as outlined in the consultation must be followed during any dispersant application.

(8) When dispersant application is proposed in a pre-approved area that is adjacent to or very near a more shallow area (less than 10M), due consideration shall be given to the trajectory of the dispersed oil. If state or federal resources in adjacent shallow areas would be at risk, consultation with the resource trustee must be conducted.
(9) Any use of dispersants requires that a post-incident report be provided by the OSC, or a designated member of the OSC’s staff, within 45 days of dispersant application operations. Recommendations for changes or modification to this Dispersant Use policy may be presented in the report, if appropriate. This report will be presented at a Region IV Regional Response Team meeting, if so requested by the RRT.

(10) Only those products specifically listed in the EPA National Contingency Plan's (NCP's) Product Schedule as dispersants will be considered for use during dispersant application operations. (See Appendix VI)

(11) Information on the Documentation/Application Form in appendix VII shall be completed for all dispersant applications and provided to RRT IV members in a timely manner for documentation and informational purposes.

(12) The dispersant use decision elements contained in section VII shall be reviewed by the OSC and used to help guide the decision to use or request the use of dispersants.

Refer to Regional Response Team Region IV Dispersant Use Policy.

(http://www.nrt.org/Production/NRT/RRTHome.nsf/Allpages/rrt_RRTIV_home.htm)

Also refer to Section II (Pre-Authorization of Dispersant Use) Dispersant Use In Region IV.


See also Section 3270.1 for Use Pre-Authorization and Application Zones

The use of sinking agents is expressly prohibited by the National Contingency Plan.

1640.5 SMART Monitoring

When dispersants are used during spill response, the Unified Command needs to know whether the operation is effective in dispersing the oil. The dispersant monitoring module of NOAA’s Special Monitoring of Applied Response Technologies (SMART) Protocol is designed to provide the Unified Command with real-time feedback on the efficacy of dispersant application. Data collected in Tier III of the SMART dispersant protocol may be useful for evaluating the dilution and transport of the dispersed oil. **SMART does not monitor the fate, effects, or impacts of dispersed oil.**

The SMART Protocol can be found in its entirety at:

The U.S. Coast Guard Gulf Strike Team has personnel trained in the SMART Protocol.
and maintains SMART monitoring equipment available to deploy in support of dispersant operations at the request of an FOSC.

See also Section 3270.3 for SMART Monitoring

1650 In-Situ Burning Approval / Monitoring / Decision Protocol

The Region IV Regional Response Team policy statement dated April 1995 explains in detail the factors to be evaluated when the RRT is considering the use of in-situ burning. Appendix VI of the Region IV in-situ Burn Policy provides a decision tree intended for the OSC and SSC to use in evaluating an in situ burn. The Regional Response Team Region IV In-Situ Burn Policy. Information on in-situ burning equipment is found in Appendix V of the In-Situ Burn Plan heading.

The following is text from that policy:

1650.1 Introduction

This is the Region IV Regional Response Team (RRT IV) in-situ burn policy for ocean and coastal waters. It is structured as five sections. Section I defines the purpose, authority and scope of the policy. Section II describes the established ocean and coastal water zones for pre-authorized and conditional in-situ burning. Section III contains protocols for conducting in-situ burning, applicable to all open water burns throughout the RRT IV region. Section IV is a signature page where the RRT IV members representing the United States Coast Guard (USCG), the United States Environmental Protection Agency (EPA), the United States Department of the Interior (DOI), the United States Department of Commerce (DOC), and the coastal states within the RRT IV region have by signature agreed to accept this policy for their respective agency or state. Section V contains appendices and includes:

- A regional map showing pre-authorized burn zones.
- Separate Letters of Agreement for the coastal states within RRT IV region for which this policy covers, which establish specific conditions for conducting any in-situ burning inside state waters and for special federally managed areas if applicable.
- Biological assessments and letters pertaining to section 7 consultations with the National Marine Fisheries Service (NMFS) and the United States Fish and Wildlife Service (USFW) for protection of endangered species during in-situ burning operations.
- The intent of RRT IV to adopt the current monitoring program for in-situ burn operations in the RRT IV region which is supported by the U.S. Coast Guard National Strike Force.
- In-situ burn equipment lists.
- Decision tree and application/checklist form.
- Guidance covering the conditional use of in-situ burning in response to oil discharges occurring on inland waters and lands within the jurisdiction of RRT 4. This guidance includes protocols under which the federal On-Scene Commander (OSC) in the Inland Zone may be granted authorization for using ISB.

1650.2 Purpose

The purpose of this Agreement is to provide concurrence of the USCG, EPA, DOC, DOI, and State representatives to the Region IV Regional Response Team for the pre-authorized use of in-situ burning in response to oil discharges occurring in ocean and coastal waters within the jurisdiction of the RRT IV.

RRT IV recognizes that in some instances the physical collection and removal of oil is infeasible or inadequate, and the effective use of in-situ burning as an oil spill response technique must be considered. Pre-authorization within the set guidelines of this agreement allows the On-Scene Coordinator (OSC) 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.

1650.3 Authority

Subpart J of the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) provides that the OSC; with the concurrence of the EPA representative to the RRT IV, and with the concurrence of the State(s) with jurisdiction over affected waters, and in consultation with the DOC and DOI trustee representatives to the RRT IV; may authorize the use of in-situ burning on oil spills. Pre-authorization of in-situ burning may be adopted with concurrence from all of the above mentioned RRT IV representatives.

Commandant, U.S. Coast Guard has pre-designated the USCG Captains of the Port as On-Scene Coordinators for coastal oil spills; and has delegated authority and responsibility for compliance with Section 1321 of the Clean Water Act, as amended, to them. The EPA has delegated its authority for authorization of in-situ burning to the EPA representative to the Regional Response Team. RRT IV representatives from the DOC, DOI, and the states of North Carolina, South Carolina, Georgia, Florida, Alabama, and Mississippi have been delegated authority by their respective agencies or state governments to represent natural resource trustee concerns and to serve as consultants to the OSC on these matters.
1650.4 Scope

The USCG, EPA, DOI, DOC, and the coastal states of RRT IV have adopted in-situ burning as an approved tool to remove spilled or discharged oil from ocean and coastal waters within the jurisdiction of RRT IV. This agreement covers protocols under which in-situ burning is pre-authorized for use by the USCG OSC on state and federal coastal and ocean waters. This document also contains decision-making guidance and RRT IV authorization procedures for the potential use of in-situ burning on inland waters and land areas under the jurisdiction of the RRT IV.

1650.5 Protocols

The Application/Checklist form in Appendix VI of the In-Situ Burn Plan (http://www.nrt.org/production/NRT/RRTHome.nsf/Resources/BIP/$file/1-RRT4In-SituBurnPlan.doc) shall be completed for all burns and provided to RRT IV members in a timely manner for documentation and informational purposes.

The following requirements apply to the use of all burning operations under the provisions of this policy:

(1) Health and Safety Concerns - Operators: Assuring workers' health and safety is the responsibility of employers and the USCG OSC who must comply with all Occupational Health and Safety Administration (OSHA) regulations. Prior to any in-situ burn operations, a site safety plan must be submitted and approved by the OSC. Public: The burning should be stopped if it is determined that it becomes an unacceptable health hazard due to operational or smoke exposure concerns to responders or the general public. If at any time, exposure limits are expected to exceed national federal air quality standards in nearby populated areas, as a result of in-situ burning operations, then in-situ burning operations will immediately cease. The Level of Concern (LOC) for particulates for the general public in the RRT IV region is 150 ug/m3 (PM-10) averaged over 1 hour.

(2) Monitors representing the USCG, EPA, federal trustee agencies, the affected state(s), OSHA, and the responsible party will have the opportunity to observe in-situ burning operations. Monitoring to establish "Continue/Discontinue" data for input to the OSC will be conducted in accordance with protocols established by the Region IV Regional Response Team and as outlined in the monitoring program contained in appendix VI. Unless smoke plumes are predicted to cross over populated or environmentally sensitive areas, an inability to conduct monitoring operations will not be automatic grounds for discontinuing or prohibiting in-situ burn operations. All burns must incorporate visual monitoring at the burn site to record the disposition of burn residues and to monitor the burn site for potential impact to any natural resource in the area. Samples of the residue will be collected if feasible.
(3) Prior to any in-situ burning operations, the OSC will apply the decision tree contained in Appendix VI.

(4) The USCG will make every reasonable effort to continuously evaluate the decision to burn, and allow RRT agencies and affected state(s) the opportunity to comment. Formal requests to discontinue a burn should be presented, in writing, to the OSC for consideration.

(5) Burning will be conducted in a way that allows for effective control of the burn, to the maximum extent feasible, including the ability to rapidly stop the burn if necessary. Contained and controlled burning is recognized as the preferred method of burning using fire-resistant boom. All practical efforts will be made to control and contain the burn and prevent accidental ignition of the source. Generally it is not recommended that the source or adjacent uncontained slicks be allowed to ignite during in-situ burning operations. Certain circumstances, however, may warrant consideration of carefully planned source ignition.

(6) Mechanical recovery equipment shall be mobilized on-scene, when feasible, for backup and complimentary response capability. Provisions must be made for collection of burn residue following the burn(s).

(7) In-situ burning will be conducted in accordance with any consultations approved by the USFWS and the NMFS, under Section 7 of the Endangered Species Act. Prior to beginning an in-situ burn, an on-site survey will be conducted to determine if any threatened or endangered species are present in the burn area or otherwise at risk from any burn operations, fire, or smoke. Appropriate natural resource specialists, knowledgeable with any special resource concern in the area and representing the resource trustee, will be consulted prior to conducting any in-situ burn. Measures will be taken to prevent risk of injury to any wildlife, especially endangered or threatened species. Examples of potential protection measures may include: moving the location of the burn to an area where listed species are not present; temporary employment of hazing techniques, if effective; and physical removal of individuals of listed species only under the authority of the trustee agency.

(8) In-situ burning is advised only when the meteorological and sea conditions are operationally favorable for a successful burn. The OSC will give due consideration to the direction of the wind, and the possibility of the wind blowing precipitate over population centers or sensitive resources onshore. A safety margin of 45 degrees of arc on either side of predicted wind vectors should be considered for shifts in wind direction.

(9) Any use of in-situ burning requires that a post-incident report be provided by the OSC, or a designated member of the OSC's staff, within 45 days of in-situ burning operations. Recommendations for changes or modification to this policy should be
presented in the report, if appropriate. This report will be presented at a Region IV RRT meeting, if requested by the RRT.

See also Section 3280.1 for Use Pre-Authorization and Application Zones

1650.6 **SMART Monitoring**

In-situ burning of oil may offer a logistically simple, rapid, and relatively safe means for reducing the net environmental impact of an oil spill. Because a large portion of the oil is converted to gaseous combustion products, in-situ burning can substantially reduce the need for collection, storage, transport, and disposal of recovered material. In-situ burning, however, has several disadvantages: burning can take place only when the oil is not significantly emulsified, when wind and sea conditions are calm, and when dedicated equipment is available. In addition, in-situ burning emits a plume of black smoke, composed primarily (80-85%) of carbon dioxide and water; the remainder of the plume is gases and particulates, mostly black carbon particulates, known as soot. These soot particulates give the smoke its dark color. Downwind of the fire, the gases dissipate to acceptable levels relatively quickly. The main public health concern is the particulates in the smoke plume.

With the acceptance of in-situ burning as a spill response option, concerns have been raised regarding the possible effects of the particulates in the smoke plume on the general public downwind. NOAA’s Special Monitoring of Applied Response Technologies (SMART) Protocol should be used to monitor in-situ burning operations. SMART is designed to address these concerns and better aid the Unified Command in decisions related to initiating, continuing, or terminating in-situ burning.

The SMART Protocol can be found in its entirety at: [http://response.restoration.noaa.gov/smart](http://response.restoration.noaa.gov/smart).

The U.S. Coast Guard Gulf Strike Team has personnel trained in the SMART Protocol and maintains SMART monitoring equipment available to deploy in support of in-situ burning operations at the request of an FOSC.

See also Section 3280.3 In-Situ SMART Monitoring

1660 **Bioremediation Approval / Monitoring / Decision Protocol**

Bioremediation is a treatment technology that utilizes biodegradation to reduce the concentration and/or toxicity of chemical substances such as petroleum products and other hydrocarbons. Because microbes capable of degrading hydrocarbons are commonly found in nature, most untreated hydrocarbon spills eventually are removed from the environment by microbial degradation and other processes. Enhanced bioremediation, however, seeks to accelerate natural biodegradation processes by applying specially chosen nutrients and/or microbes to spilled substances. Although
microbes have been used extensively and successfully for many years to treat wastes and wastewater in controlled facilities, their potential as a tool for responding to spills of oil and hazardous substances in uncontrolled environments has only more recently received significant interest.

The RRT IV Bioremediation Plan presents a plan for considering and implementing bioremediation, through either natural attenuation or nutrient/microbe enhancement. It was developed through the coordinated efforts of EPA's Subcommittee on National Bioremediation Spill Response and the members of the Region 4 Regional Response Team (RRT), using EPA's Interim Guidelines for Preparing Bioremediation Spill Response Plans.


See also Section 3290 Bioremediation

1670 Natural Resource Acts Compliance

The US Department Of Interior (DOI) will provide, through its Regional Environmental Officer (REO), technical expertise to the FOSC and the RRT with respect to land, fish, wildlife and other resources for which it is responsible. The REO is the designated DOI member to the RRT and can provide information concerning the lands and resources specifically under DOI jurisdiction, as well as offer technical expertise related to geology, hydrology, minerals, fish and wildlife, cultural resources, and recreation resources. Under Executive Order 12580, DOI is among those agencies designated by the NCP as a Federal Trustee for Natural Resources.

DOI has direct jurisdiction for the protection of resources on its own lands, as well as trustee responsibilities for certain natural resources, regardless of location. The DOI natural resource trusteeship that extends beyond DOI site boundaries includes migratory birds, anadromous fish, and endangered or threatened species and their critical habitat.

Within the DOI, individual bureaus have specific responsibilities and capabilities which are listed below. Each bureau may be contacted through the DOI Regional Environmental Officer.

The U.S. Fish and Wildlife Service (USFWS) (http://www.fws.gov/) provides expertise on migratory birds, endangered and threatened species, and wildlife habitat. USFWS can also advise on fish and wildlife protection methods, endangered and threatened species, waters and wetlands and effects on natural resources. The agency can provide information on national wildlife refuges, national fish hatcheries managed by USFWS, dispersion or capture of birds, and coordination of wildlife rehabilitation activities at spill sites. USFWS issues migratory bird rehabilitation permits to qualified individuals and/or
organizations that may be available to assist in rehabilitation operations related to oil spill incidents.

The National Park Service (NPS) (http://www.nps.gov/) provides general biological, natural and cultural resource managers to evaluate, measure, monitor and contain threats to park land and resources; historic, archeological, architectural, and recreational resources and sites on the National Register of Historic Places. The NPS can provide information on units of the national park system, including national parks, lake shores, monuments, national historic sites, rivers, and recreation areas.

The U.S. Geological Survey (USGS) (http://www.usgs.gov/) provides advice and information concerning geohydrologic, geologic and geochemical data, and ground and surface water data, as well as maps. USGS maintains stream flow gauges in every State and can provide historical stream flow information, assist in predicting the time/travel/trajectory of spills, and can collect and analyze surface and groundwater samples.

The Bureau of Indian Affairs (BIA) (http://www.bia.gov/) coordinates activities affecting Indian Tribal lands, and provides assistance in identifying Indian Tribal government officials.

The Bureau of Land Management (BLM) (http://www.blm.gov/wo/st/en.html) has expertise in minerals, soils, vegetation, archeology, and wildlife habitat.

The Bureau of Reclamation (BOR) (http://www.usbr.gov/) has expertise in water management, flow control, and water quality improvement. BOR can perform well drilling and subsurface hydro geological investigation and analysis.

The Bureau of Ocean Energy Management (BOEM) (http://www.boem.gov)

BOEM is responsible for managing environmentally and economically responsible development of the nation’s offshore resources. Its functions will include offshore leasing, resource evaluation, review and administration of oil and gas exploration and development plans, renewable energy development, National Environmental Policy Act (NEPA) analysis and environmental studies

The Bureau Safety and Environmental Enforcement (BSEE) (http://www.bsee.gov)

BSEE is responsible for safety and environmental oversight of offshore oil and gas operations, including permitting and inspections, of offshore oil and gas operations. Its functions include the development and enforcement of safety and environmental regulations, permitting offshore exploration, development and production, inspections, offshore regulatory programs, oil spill response, training and environmental compliance programs.
The following brochure provides a brief overview of the responsibilities of the U.S Department of Interior Protecting America Resources During Pollution Emergencies

See also U.S. Department of the Interior - Office of Environmental Policy and Compliance - Atlanta Region (http://www.doi.gov/pmb/oepc/atlanta.cfm)

1670.1 Fish and Wildlife Coordination Act

Requires consultation with the USFWS and State fish and wildlife Agencies in instances in which diversion or other modification to water bodies are proposed, authorized, permitted, or licensed by a Federal agency under a Federal permit or license. It recognizes the vital contribution of fish and wildlife resources to the Nation and requires coordination and equal consideration of fish and wildlife conservation with other water resources development objectives.

See also Section 4820 Fish and Wildlife Permits

1670.2 Migratory Bird Treaty Act

This act makes it unlawful to pursue, hunt, kill, capture, possess, buy, sell, purchase, or barter any migratory bird, including the feathers or other parts, nests, eggs, or migratory bird products. Public Law 95-616 also ratified a treaty with the Soviet Union specifying that both nations will take measures to protect identified ecosystems of special importance to migratory birds from pollution, detrimental alterations, and other environmental degradations.

See also Section 4820 Fish and Wildlife Permits

1670.3 Bald Eagle Protection Act

Provides for the protection of the bald eagle and the golden eagle by prohibiting the taking, possession and commerce of such birds. The USFWS has lead authority for the Secretary of the Interior within the geographic area covered by the Area Plan to prohibit unauthorized taking or possession of bald or golden eagles.

See also Section 4820 Fish and Wildlife Permits

1670.4 National Wildlife Refuge System Administration Act

Provides directives for the administration and management of all areas (lands and waters) in the National Wildlife Refuge System. The USFWS is responsible for ensuring that all uses of these areas are compatible with the major purposes for which such areas were established.

See also Section 4820 Fish and Wildlife Permits
1670.5 **Anadromous Fish Conservation Act**

Authorizes the Secretary of the Interior to enter into cooperative agreement with the States and other non-Federal interests for conservation, development, and enhancement of anadromous fish, including those in the Great Lakes. Also authorizes the USFWS to conduct studies and make recommendation to the U.S. EPA concerning measures for eliminating or reducing pollution substances detrimental to fish and wildlife in interstate or navigable waters, or their tributaries.

See also Section 4820 Fish and Wildlife Permits

1670.6 **Marine Mammal Protection Act**

The [Marine Mammal Protection Act of 1972 (MMPA)](https://en.wikipedia.org/wiki/Marine_Mammal_Protection_Act) (As amended 2001) was the first legislation that called for an ecosystem approach to natural resource management and conservation. The MMPA prohibits the take (i.e. hunting, killing, capture and / or harassment) of marine mammals, and enacts a moratorium on the import, export, and sale of marine mammal parts and products.

Under the MMPA, jurisdiction over marine mammals under the MMPA is split between two agencies, the U.S. Fish and Wildlife Service and the National Marine Fisheries Service. The U.S. Fish and Wildlife Service has jurisdiction over sea otters, manatees, and dugongs while the National Marine Fisheries Service has jurisdiction over all other marine mammals.

Additional guidance on the permit process can be found in Section 4820 Fish and Wildlife Permits of this plan.

1670.7 **Endangered Species Act (ESA)**

The purpose of the ESA is to conserve “the ecosystems upon which endangered and threatened species depend” and to conserve and recover listed species. Under the law, species may be listed as either “endangered” or “threatened.” Endangered means a species in danger of extinction throughout all or a significant portion of its range. Threatened means a species is likely to become endangered with the foreseeable future. All species of plants and animals, except pest insects, are eligible for listing as endangered or threatened.

Section 7(a)(1) of the Endangered Species Act (ESA) requires all federal agencies, in consultation with the assistance of the Secretaries of the Interior or Commerce, as appropriate, to review their programs and utilize their authorities in furtherance of the Act for the conservation of listed endangered species and, in consultation with the Service, to ensure that their actions do not jeopardize listed species or destroy or adversely modify critical habitat.
ESA consultations entail the generation of a baseline assessment to describe operations, policies, and environmental impacts. Inter-agency discussions determine if current procedures are sufficient or if additional mitigation is necessary. The scope of the analysis includes all aspects and activities of the response and its actual or potential impacts to the listed marine protected species.

Additional guidance on the ESA consultation process can be found in Section 4830 ESA Consultations of this plan.

1670.8 National Historic Preservation Act

The National Historic Preservation Act requires federal agencies to take into account the effects of response actions on historic properties when responding to spills. As the federal official designated to coordinate and direct response actions, the Federal On-Scene Coordinator (FOSC) is responsible for ensuring historic properties are appropriately considered while planning and during a spill response. Historic properties include any prehistoric or historic district, site, building, structure, or object listed in, or eligible for inclusion in, the National Register of Historic Places (36 CFR Part 60).

The listing of these sites is not currently included in this plan; however detailed maps identifying historic sites are available from the Florida Department of Environmental Protection (FDEP), Geographic Information Systems Division. Most historic sites are located on land and are not likely to be impacted by spills of oil or hazardous substances. However, many sites are located near the water, which can be adversely impacted by containment and recovery operations. Heavy equipment is particularly harmful to archeological sites and the FOSC should use other methods of containment and recovery in these areas. Some historic sites are located underwater and may be damaged by an oil or hazardous substance spill. However, even underwater, the sites are more likely to be adversely impacted by containment and recovery operations than the spill itself.

Before conducting containment or recovery operations on a historic site, the FOSC should contact FDEP and/or the Florida Division of Historical Resources to determine the sensitivity of the site. They may also be able to assist in identifying which containment and recovery techniques are least likely to impact the historic site.

Additional guidance on the consultation process can be found in Section 4840 National/State Historical Properties Consultations of this plan.

1671 Permits and Consultations

Referencing the above Natural Resource Acts Compliance listed in Section 1670, see Section 4800 Required Correspondence, Permits and Consultations during USCG maritime activities.
Alternative Response Technology Evaluation System (ARTES)

During an oil or chemical spill, the On-Scene Coordinator (OSC), who directs the response, may be asked to consider using a non-conventional alternative countermeasure (a method, device, or product that hasn't typically been used for spill response). To assess whether a proposed countermeasure could be a useful response tool, it's 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.

Under ARTES, an Alternative Response Tool Team (ARTT) rapidly evaluates a proposed response tool and provides feedback to the OSC in the form of a recommendation for an informed decision on the use of the proposed tool.

An FOSC need not wait for the ARTES recommendation when deciding whether to use a response tool. ARTES is designed to help, not hinder, the FOSC. It should also be understood that completion of an ARTES evaluation does not mean that a product is pre-approved, recommended, licensed, certified or authorized for use on an incident. The ARTES is solely designed to evaluate a product’s appropriateness for use during a specific incident under specific circumstances, or as a pre-evaluation to identify likely conditions which favorable outcomes are anticipated by using a product.

The ARTES may be used both before and during an incident. If an FOSC would like to consider using an alternative response tool for pre-spill planning, the ARTES may help evaluate the tool. ARTES uses an Alternative Response Tool Team (ARTT) to rapidly evaluate a tool and provide feedback to the FOSC in the form of a recommendation. This enables the FOSC to make a well-informed decision on the use of an alternative tool.

One of the advantages of ARTES is that it provides a management system for addressing the numerous proposals submitted by vendors during a spill. Needs of a spill change as the response progresses. ARTES requires evaluations only on an as-needed basis. That is, once an operational need is identified, then an evaluation can be initiated. Having a record of proposals on file will enable the FOSC to address alternatives for any future needs. Subjecting all proposals to the same degree of evaluation ensures that vendors are considered on a “level playing field.”

Refer to the following:

Alternative Response Tool Evaluation System (ARTES)

1700 NIMS and NRF Alignment Certification Checklist

NIMS AND NRP ALIGNMENT CERTIFICATION CHECKLIST
(Local reproduction authorized)

Name of Plan: SECTOR MIAMI ACP Date: 9/15/2005

Plan Holder (Unit): SECTOR MIAMI

Ref: (a) National Incident Management System (NIMS), 1 March 2004
(b) National Response Plan (NRP), December 2004
(c) Alignment with the National Incident Management System and National Response Plan,
    COMDTINST 16600.27 series
(d) United States Coast Guard National Incident Management System (NIMS) and National
    Response Plan (NRP) Implementation Plan, 29 December 2004

1. The following actions have been taken to align this plan with references (a) and (b), consistent with
the guidance provided by reference (c). (Check boxes as appropriate.)

[ ] This plan prescribes the use of the Incident Command System (ICS) as per the National
    Incident Management System (NIMS), reference (a).

[ ] This plan meets the requirements of reference (a) or corrections have been made where
    practicable to address minor changes necessary for consistency with reference (a).

[ ] This plan meets the requirements of reference (a) or corrections have been made where
    practicable to address minor changes necessary for consistency with reference (b).

[ ] Supplemental pages listed as Attachments to this certification have been prepared and
    included as attachments to this certification to address NRP alignment issues beyond minor
    changes.

[ ] This plan is scheduled for a formal revision to be completed by 6/30/07 (insert
    required completion date) in accordance with reference (d).

2. When this plan is executed, it will supplement the overarching core coordinating structures,
processes, and protocols detailed in the NRP. Figure 1 of attachment (a) depicts the NRP
coordinating structures specified by reference (a). This figure is included in this revised plan.

[Signature]

(Name of person responsible for changes)

[Signature]

(Title)
1800 Incorporated Lessons Learned

This below entries will chronicle changes to the SE FL Area Contingency Plan or Area Committee from applying Lessons Learned/Recommendations from previous incidents, exercises and local responses:

1801 Incident Specific Preparedness Review (ISPR) M/V COSCO BUSAN
dtd 11Jan08

(1) Planners should develop a uniform approach to the use of convergent volunteers for oil spill response, consistent with local needs, to reflect the use of these volunteers in response operations. Integrate trained, experienced organizations into the ACP and drills to assist with volunteer coordination and to be an outlet for volunteer interest.

Action taken: SEFL ACP Section 4320 Volunteer Management updated to include basic volunteer management protocols including convergent volunteers, assigned County EOC Volunteer Managers as the Volunteer Coordinator, defined specific roles volunteers and perform in the U/C organization, and training required to perform those functions.

SEFL Area Committee was expanded to include a Volunteer Management Workgroup to discuss, develop and continually improve volunteer management protocols.

NOTE: Volunteer Management Section has been relocated to Section 2450.3 Volunteer Management to coordinate through the Liaison Officer vice Resources Unit Leader to align with 2010 NIMS change.

(2) Annual unannounced oil spill notification communications exercise in concert with the required unannounced oil spill drills for oil spill response contractors.

Action taken: Sector Miami conducts quarterly emergency notification drills and archives them in the Coast Guard Contingency Planning System (CPS) exercise database.

1802 Incident Specific Preparedness Review (ISPR) DEEPWATER HORIZON
dtd 31Jan11

(1) I.1.1 - Area Committees need to meet regularly and consistently to ensure that the ACPs are up to date, complete and reflect current policy and doctrine.

Action taken: SE FL Area Committee meets twice a year. One section of the ACP is reviewed for review/comment as an agenda item.

(2) I.1.2 - Undertake an aggressive outreach program to engage State Governors, county, and city officials, tribes, and emergency mangers, local NGOs in the planning process.
Action taken: Since 2005, the SE FL Area Committee has grown from 4 major trustees to over 150 participants incorporating local, state, federal, and industry stakeholders including 2 tribal nations (2012). In 2009, an Executive Advisory Committee was established to include FL Dept Environmental Protection (FL DEP), 7 County EOC managers, the two regional Local Emergency Planning Councils (LEPC), and representatives from the Oil Spill Response Organization (OSRO) and Salvage industry rotating on a two year interval through the industry community. Membership is posted on Homeport and is updated/reposted periodically. (see also L/L #4)

(3) **I.1.3 – Archive minutes to Area Committee meetings on Homeport.**

Action taken: SE FL Area Committee meeting minutes are archived on [https://homeport.uscg.mil/port-directory/miami](https://homeport.uscg.mil/port-directory/miami) under “Contingency Plans”.

(4) **I.1.6 – Identify innovative ways to include local governments to increase participation in Area Committee.**

Action taken: Ref. Sections 1320 thru 1322 Area Committee. SE FL Area Committee membership includes County EOC managers, County environmental managers (DERM), Wildlife Refuge managers, FL State Dept of Law Enforcement (Environmental Crimes Units), FL Office of Attorney General, County Volunteer Coordinators, County Divisions/Depts of Emergency Management, Municipal Fire Rescue organizations, local tribal nations (Miccosukee, Seminole), Biscayne National Park, FL Dept of Health (FL DOH), FL Fish and Wildlife Conservation Commission (FWCC), US Army Corps of Engineers (South FL region), NOAA, NOAA Navigation Branch (SE US region), FL Dept of Emergency Management, SPCA Wildlife Care Center, and US Fish & Wildlife.

(5) **I.2.2 - ACPs should identify and prioritize of environmentally sensitive and economically important areas; near shore containment strategies; offshore control and removal strategies; the identification of equipment, trained personnel, and response resources to implement the tactics and strategies for a WCD.**

Action taken: In 2015 county specific workshops were convened to ensure currency of Geographic Response Plans (GRPs), Environmental Sensitivity Indexes (ESIs), and Tidal Inlet Protection Strategies. The workgroup consisted of members from county emergency and environmental managers, State/Federal stakeholders within the county, NOAA, FL DEP, and representatives from local OSROs. All documentation was initialed, whether edits were made or not, and results uploaded on the FWCC SharePoint site for updating the electronic copy of CD distribution; Sector Miami retains the manual edited copies for use until a “finished” copy can be created.

Continuing work is ongoing to validate level of OSRO equipment and staffing to respond to a DWH-type WCD.
(6) **I.2.4** - *The Coast Guard should ensure that ACP policy provides for improved State and local participation in ACP development, including participation by industry and OSROs, and that it provides for familiarization of ACPs with senior officials in State and local governments.*

Action taken: Ref Sections 1320 thru 1322 Area Committee. The SE FL Area Committee at large membership is currently over 150 members. The reviewing body for changes to the SE FL ACP is designated as the Executive Advisory Committee comprised of members from FL DEP (Vice Chair), NOAA, US F&W, FL LEPC 10, LEPC 11, Seminole Tribe of FL, Miccosukee Tribe of FL, Petroleum Association of Port Everglades (PAPE), FWCC, US Park Service (Biscayne National Park), Miami-Dade County EOC Manager, Broward County EOC Manager, Palm Beach County EOC Manager, Martin County EOC Manager, St Lucie County EOC Manager, Indian River County EOC Manager, and Brevard County EOC Manager.

(7) **I.3.1** - *Ensure ACPs include a fully developed Fish and Wildlife and Sensitive Environments Plan. This review should also include a process to ensure consistency among Gulf ACPs in the identification and protection of ESAs.*

Action taken: Quadrennially. In 2015, county specific GRP workshops were convened at the beginning of every PREP cycle to update baseline of data.

(8) **I.3.3** - *The Coast Guard should develop procedures to ensure stakeholder participation in the identification and prioritization of ESAs.*

Action taken: In 2015, county specific workshops were convened to ensure currency of Geographic Response Plans (GRPs), Environmental Sensitivity Indexes (ESIs), and Tidal Inlet Protection Strategies. Future workshops will be convened to prioritize ESA species within SE Florida. See L/L #5.

(9) **I.3.4 & I.3.5** - *Adopt best practices that address identification, prioritization, and protection strategies for ESAs. These strategies should be periodically exercised in full scale exercises.*

Action taken: In 2015, county specific workshops were convened to ensure currency of Geographic Response Plans (GRPs), Environmental Sensitivity Indexes (ESIs), and Tidal Inlet Protection Strategies. Future workshops will be convened to prioritize ESA species within SE Florida. (See L/L #5). These issues are included as injects in table top exercises as well as PREP full scale exercises.

(10) **I.5.7** - *Review ACPs to assess the adequacy of planning and preparedness that ensures the availability of resources and response strategies to address an Oil Spill Response Plan WCD (DWH-type spill).*

(11) **I.6.4** - The Coast Guard should ensure that public affairs policy dictates that information provided to the media on flow rate is based only on fact and not conjecture. In the absence of factual information, public affairs policy should ensure that information providers acknowledge the uncertainty and efforts to obtain reliable information.

Action taken: Updated Section 21401.1 Public Affairs Officer, Section 2310 Media Contacts, Section 2400 Liaison Officer, and Crisis Communication Planning sub-section of Section 9441.4 International Offshore Drilling Incident Worst Case Discharge to include statement.

(12) **I.6.5** - Initial response to future uncontrolled spill events should be based on the predetermined WCD estimate used in the oil spill response plan until an accurate and verifiable flow rate is determined.

Action taken: The newly developed OSRP type WCD scenario described in Section 9441.4, International Offshore Drilling Incident Worst Case Discharge involves an uncontrolled discharge of 75,000 bbls/day for 30 days.

(13) **I.7.5** - In pre-authorized areas, plan holders should include use of dispersants as a response option, and include the necessary resources to conduct dispersant operations using personnel trained and qualified in the application of dispersants. OSROs should ensure dispersant resources are identified in the RRI.

Action taken: Highly regulated pre-authorized areas in Florida state waters are listed in Sections 3270.1 (Dispersants), Section 3280.1 (In-Situ Burning). Section 3290 (Bioremediation) discusses the use of Bioremediation, however no pre-authorization exists in Florida thus is situation specific requiring consultation and approval process with Natural Resource Trustees.

(14) **I.7.12** - The Coast Guard should ensure that response training course curricula include the use of dispersants as a response tool, including the potential net environmental benefits and the current state of science regarding dispersants.

Action taken: The District Seven NOAA SSC conducted 2 training sessions in 2012 on the dispersant decision guide with RRT Region 4 and the SE FL Area Committee.

(15) **I.8.2 & I.8.4** - Checklists for FOSC approval of ISB applications should be developed and made available for inclusion to ACPs.

Action taken: Updated links to RRT Region 4 website for access to alternative technologies decision guides to Sections 3270.1 (Dispersants), Section 3280.1 (In-Situ Burning) and Section 3290 (Bioremediation).
(16) **18.3 & 18.5 - ISB equipment should be identified in the RRI. Personnel and resources needed to conduct ISB operations should also be identified. These resources should include aviation assets for oil spotting and direction, wildlife control and monitoring, safety, air monitoring, and so forth. Plans should also include the location and deployment times to deliver ISB equipment, removal capability of the identified ISB equipment, and the means to scale up resources required to be able to quantify the contribution of this tool to meet a WCD scenario. ISB equipment should be periodically exercised in full scale exercises.**

Action taken: In progress. Engage with SE FL Area Committee OSRO workgroup to determine. Sections 3000, 4000, 5000.

(17) **II.5.1 - Conduct education and outreach programs with State and local governments, familiarizing officials on the NCP preparedness and response construct. Encourage active participation by Governors and county representatives in the Area Committee planning process.**

Action taken: All county-specific GRP workshops perform this mission. Also discussed during annual hurricane exercises and conferences.

(18) **II.5.3 - The Coast Guard should leverage existing relationships with SOSCs, Local Emergency Preparedness Committees, and State and Local emergency management agencies as a way to facilitate communications between the Federal Government and elected officials at the State, parish, and county level. Encouraging active participation by Governors, parish, and county representatives in the Area Committee planning process is an excellent avenue to establish these lines of communication.**

Action taken: Done. Ref Sections 1320 thru 1322 Area Committee, membership and minutes to SE FL Area Committee meetings posted on [https://homeport.uscg.mil/port-directory/miami](https://homeport.uscg.mil/port-directory/miami) and L/L #4 and #6 above.

(19) **II.5.4 - Encourage States to serve as Co-Chair on their respective Area Committees. Ensure State and local representatives are included in the ICS structure.**

Action taken: Done. Ref Sections 1321 Area Committee Executive Advisory Committee. FL DEP is assigned as Co-Chair of SE FL Area Committee.

(20) **II.5.5 - The Coast Guard should reevaluate the ICS structure to ensure that State and local representatives are appropriately incorporated in this organization. This structure should be scalable to allow representation according to the geopolitical subdivisions of a particular region.**
Action taken: By ICS framework, FL DEP is included as SOSC in any response. Normal Sector Miami policy dictates outreach to local EOC managers via teleconference to keep all informed and participation is invited at various levels/positions within response organization.

(21) **II.8.4** - *The Coast Guard should encourage all participating agencies and organizations involved in an oil spill response to maintain a commitment to NIMS/ICS training and competency.*

Action taken: State of Florida requires all state, county and municipal responders to have I-100 through I-400 training with additional ICS training courses funded for position specific responsibilities. Sector Miami has provided I-210 training to 2 petroleum companies and regional CG Auxiliary flotillas.

(22) **II.8.10** - *During future incidents, the Coast Guard should carefully select the location of ICPs based on proximity to the spill, but also consider geographic, jurisdictional, and/or political ramifications.*

Action taken: Ref Section 5220.1 Incident Command Post Options. Identifies County EOCs as initial Incident Command Posts (ICPs) until a more permanent location can be contracted.

(23) **II.8.14** - *Consider including the Request For Information (RFI) Unit as a component of the Situation Unit at appropriate levels within the response organization.*

Action taken: Done. Ref Figure 4100-1 and Section 4290 Request For Information Unit.

(24) **III.1.4** - *Ensure that ACPs contain sufficient direction related to the appropriate sizing of spill response organizations.*

Action taken: In progress. General parameters are listed in Section 3130 Scalability of Operations Section. Currently use Section 9400 Area Planning Documentation and Incident Management Handbook for structuring response organization. Convene a workgroup to develop template organization charts for the planning scenarios listed in Section 9400.

(25) **III.1.5** - *The Coast Guard should consider providing guidance on the need to use local temporary clean-up personnel and to ensure that ACPs address this issue.*

Action taken: Added phrase “Prioritize resource ordering to local/near region suppliers as practicable” to Section 5110 Logistics Section Chief Responsibilities, Section 5121 First Operational Period, Section 5122 Second Operational Period. Listed potential non-response support that could be contracted and initial considerations for contracting local workers for removal/recovery activities in Section 5210 Summary of Suppliers.
(26) III.1.6 - Ensure ACPs address conducting response operations in extreme weather conditions or work environments.

Action taken: In progress. Creating template heavy weather plan. Section 9300.

(27) III.2.12 - Through the ACP process, responders at all levels should be educated regarding the proper use and effectiveness of near-shore skimming devices and their limitations when applied to other operating environments.

Action taken: Added a Skimmer Selection Table and added additional resource links to the ITOPF Use of Skimmers in Oil Pollution Response Technical Information Paper #5, and the EXXONMOBIL Oil spill Response Field Manual. Section 3230.

(28) III.3.2 - The Coast Guard should work with the OSRO community to determine types of response equipment that are more easily transported by aircraft.

Action taken: In progress. Engage with SE FL Area Committee OSRO workgroup to determine. Sections 3000, 5000.

(29) III.4.2 - Potential Vessel of Opportunity (VoO) Program participants should be pre-identified and pre-trained whenever possible.

Action: Sector Miami Commercial Fishing Vessel Examination staff maintains a list of VoO owners that were trained for DWH response. No currency program of training is established or supported.

NOTE: Added template VoO Plan, Section 9323, for future use.

1900 Reserved for Area / District
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COMMAND

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2100 Unified Command

The Unified Command Structure (UCS) provides an organization capable of anticipating and responding to pollution response emergencies.

The UCS is based on the Incident Command System (ICS) and is intended to provide a “common ground” to jointly coordinate command and control for a large number of response agencies. UCS is designed to bring together continuous decision making input from response groups at every level: City, County, State, Federal and the commercial community.

![Unified Command Diagram](image)

FIGURE 2100-1: Unified Command Structure

Each response agency and group is responsible to participate in UCS at the appropriate decision making level. The UCS is designed to develop proactive consensus building in anticipation of response requirements, making liaison and direct communication between key response decision makers an integral and continuous part of the emergency response process. Each agency retains its own organizational identity, chain of command and direct control of personnel and resource tasking. See Figure 1.

While a single IC normally handles the command function, an ICS organization may be expanded into a UC. As a component of an ICS, the UC is a structure that brings together the “Incident Commanders” of all major organizations involved in the incident to coordinate an effective response while at the same time carries out their own jurisdictional responsibilities. The UC links the organizations responding to the incident and provides a forum for these agencies to make consensus decisions. Under the UC, the various jurisdictions and/or agencies and non-government responders may blend together throughout the organization to create an integrated response team.

The UC may be used whenever multiple jurisdictions are involved in a response effort. These jurisdictions could be represented by:

- Geographic boundaries (e.g., two States, Indian Tribal Land);
- Governmental levels (e.g., Federal, State, Local);
- Functional responsibilities (e.g., fire, oil spill, EMS);
- Statutory responsibilities (e.g., Federal Land Managers, RP OPA 90 or CERCLA); or
Some combination of the above.

Unified Command make-up for a specific incident will be determined on a case-by-case basis taking into account:

(1) The specifics of the incident;
(2) Determinations outlined in existing response plans; or
(3) Decisions reached during the initial meeting of the UC. The makeup of the UC may change as incident progresses, in order to account for changes in the situation.

The UC is a team effort, but to be effective the number of personnel should be kept as small as possible. A well-defined process requires the UC to set clear objectives to guide the on-scene response resources.

The UC is responsible for overall management of the incident. The UC directs incident activities, including development and implementation of overall objectives and strategies, and approves ordering and releasing of resources. The UC is not a “decision by committee”. The principals are there to command the response to an incident. Time is of the essence. The UC should develop synergy based on the significant capabilities that are brought by the various representatives. There should be personal acknowledgement of each representative’s unique capabilities, a shared understanding of the situation, and agreement on the common objectives. With the different perspectives on the UC comes the risk of disagreements, most of which can be resolved through the understanding of the underlying issues. Contentious issues may arise, but the UC framework provides a forum and a process to resolve problems and find solutions.

A cooperative attitude and a thorough understanding are essential. So does a thorough understanding of the ICS IAP Cycle. Nevertheless, situations may arise where consensus agreement may not be reachable. In such instances, the UC member representing the agency with primary jurisdiction over the issue would normally be deferred to for the final decision.

The UC has certain responsibilities as noted above. Failure to provide clear objectives for the next operational period means that the Command function has failed. While the UC structure is an excellent vehicle (and the only nationally recognized vehicle) for coordination, cooperation, and communication, the duly authorized representatives must make the system work successfully. A strong Command--a single IC or UC--is essential to an effective response.

Each UC member may assign Deputy Incident Commander(s) to assist in carrying out IC responsibilities. UC members may also be assigned individual legal and administrative support from their own organizations.

To be considered for inclusion as a UC representative, your organization must:

- Have jurisdictional authority or functional responsibility under a law or ordinance for
the incident; and,
- The incident or response operations must have impact on your organization’s AOR; and,
- Your organization must be specifically charged with commanding, coordinating or managing a major aspect of the response; and,
- Your organization must have the resources to support participation in the response organization.

**UC representatives must be able to:**

- Agree on common incident objectives and priorities;
- Have the capability to sustain a 24-hour-7-day-a-week commitment to the incident;
- Have the authority to commit agency or company resources to the incident;
- Have the authority to spend agency or company funds;
- Agree on an incident response organization;
- Agree on the appropriate Command and General Staff position assignments to ensure clear direction for on-scene tactical resources;
- Commit to speak with “one voice” through the IO or JIC, if established;
- Agree on logistical support procedures; and
- Agree on cost-sharing procedures, as appropriate.

**It is important to note that participation in a UC occurs without any agency abdicating authority, responsibility, or accountability**

What if your agency is not a part of the Unified Command?

Here is how to ensure your organization’s concerns or issues are addressed:

- Serve as an agency or company representative.
- Provide input to your agency or company representative, who has direct contact with the LO.
- Provide stakeholder input to the LO (for environmental, economic, or political issues).
- Serve as a Technical Specialist in the Planning Section (reassigned, as appropriate).
- Provide input to a UC member.


**2110 Command Representative**

2110.1 Federal Representative

In accordance with the NCP (40 CFR 300.120), the Sector Miami Commander shall serve as the pre-designated Federal On-Scene Coordinator (FOSC)/Incident Commander (IC) for oil discharges, including facilities and vessels under the jurisdiction of another federal agency, within or threatening the coastal zone, except when the sole source of the discharge is from a facility or vessel under the jurisdiction, custody, or control of the Department of Defense (DOD) or Department of Energy (DOE). During such incidents, the DOD or DOE shall serve as the FOSC for responses within their respective jurisdictions.

FOSC authority may be placed on a higher authority within the U.S. Coast Guard during a major oil spill, such as the Worst Case Discharge scenarios in Section 9440, although the Sector Miami Commander may remain as the IC for the local response efforts within the incident specific response organization. The Environmental Protection Agency shall serve as the pre-designated FOSC for oil discharges and hazardous substances releases in the inland zone.

The first federal official affiliated with an NRT member agency to arrive at the scene of a discharge should coordinate activities under the NCP and is authorized to initiate, in consultation with the FOSC, any necessary actions normally carried out by the FOSC until the arrival of the predesignated FOSC. This official may initiate federal Fund-financed actions only as authorized by the FOSC.

The FOSC shall, to the extent practicable, and as soon as possible after the incident occurs:

- Collect pertinent facts about the discharge, such as its source and cause;
- Identify responsible parties, the nature, amount, and location of discharged materials along with predicting the trajectory of discharged materials;
- Determine whether the discharge is a worst case discharge, the pathways to human and environmental exposure, the potential impact on human health, welfare, safety and the environment and whether the discharge poses a substantial threat to the public health or welfare;
- Identify the potential impact on natural resources and property;
- Discuss priorities for protecting human health, welfare and the environment;
- Ensure appropriate resource documentation;
- Ensure that the trustees for natural resources are promptly notified of discharges and coordinate all response activities with the affected Natural Resource Trustees and shall consult with the affected trustees on the appropriate removal action to be taken;
- Consult with the Regional Response Team IV (RRT), when necessary, in carrying out the requirements of the NCP and keep the RRT informed of activities under the NCP;
- Notify the Health and Human Services (HHS) representative to the RRT in instances where a public health emergency exists;
- Submit pollution reports to the RRT and other appropriate agencies as significant developments occur during response actions, through communication networks or procedures agreed to by the RRT and covered in the RCP;
- Ensure that all appropriate public and private interests are kept informed and that their concerns are considered throughout a response, to the extent practicable.

A special situation could occur when Biscayne National Park is involved. In addition to the U.S. Coast Guard Sector Miami Commander, a Unified Command may include the National Parks Service due to highly regulated geographic area that may potentially be affected by a discharge or release.

When a Responsible Party (RP) is identified, the FOSC should consult with the RP on all response actions, but should not delay taking action due to the inability to contact the RP or while awaiting a consensus. When a FOSC believes time is a critical factor in a response, he or she is expected to act, although this may require action without conferring with the RP. The FOSC is responsible for taking those actions deemed to be in the environment’s best interests, which occasionally may include obtaining resources without prior consultation with the RP. The FOSC is expected to continuously evaluate response action in all cases and be kept informed by the RP of all activities and action plans. In turn, the FOSC should convey the specific response objectives that the RP should accomplish and review and concur with the RP’s action plans. Three factors will dictate the degree of the FOSC’s direct involvement:

1. Severity of the event;
2. Complexity of the response operations; and
3. The RP’s actions.

### 2110.2 State Representative

Each state governor is requested to designate a lead state agency that will direct state-led response operations. This agency is responsible for designating the lead state response official for federal and/or state-lead response actions, and coordinating/communicating with any other state agencies, as appropriate. For the SE Florida region, this official is from the Florida Department of Environmental Protection, Bureau of Emergency Response and acts as the State On-Scene Coordinator (SOSC) in the Unified Command.

The SOSC is responsible to ensure all pertinent resource, cultural, archaeological, environmental and economic issues are discussed and decisions within the UC are based on sound state-specific information. This individual must be able to make decisions with minimal internal agency consultation.

Because state and local public safety organizations may be the first government
representatives at the scene of a discharge or release, they are expected to initiate public safety measures that are necessary to protect public health and welfare that are consistent with containment and cleanup requirements in the NCP, and are responsible for directing evacuations pursuant to existing state or local procedures. State and local governments, however, are not authorized to take actions under Subpart D of the NCP that involve expenditures of the Oil Spill Liability Trust Fund (OSLTF) unless a Pollution Removal Funding Authorization (PFRA) has been completed between the FOSC and local government representative.

2110.3 Responsible Party (RP) Representative

Under OPA 90, the responsible party has primary responsibility for cleanup of a discharge. The response shall be conducted in accordance with their applicable response plan. Section 4201(a) of OPA 90 states that 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 plans as required. Section 4202 of OPA 90 states that these response plans shall be consistent with the requirements of the NCP and ACPs. Each owner or operator of a tank vessel or facility required by OPA 90 to submit a response plan shall, do so in accordance with applicable regulations. Facility and tank vessel response plan regulations, including plan requirements, are located in 33 CFR Parts 154 and 155, respectively.

As defined by OPA 90, each responsible party of 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 or adjoining shorelines or the Exclusive Economic Zone is liable for the removal costs and damages specified in Subsection (b) of Section 1002 of OPA 90. Any removal activity undertaken by a responsible party must be consistent with the provisions of the NCP, the Regional Contingency Plan (RCP), the ACP, and the applicable response plan required by OPA 90. Each responsible party for a vessel or facility from which a hazardous substance is released, or which poses a substantial threat of a discharge, is liable for removal costs as specified in the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) (42 U.S.C. 9601 et seq.).

2120 Guidance for Setting Response Objectives

Criteria for developing response objectives:

- **Achievable** – Realistic; Can the end state be achieved as desired (time, quality, cost, etc.)
- **Measurable** – What are the measures to determine desired progress or the end state has been achieved?
- **Flexible** – Can alternative strategic or tactical courses of action be applied to better results?
2120.1 Discovery and Notification

Reports of an actual or potential oil discharge may come from a variety of sources: vessels, facilities, aircraft, private citizens, other government agencies, the news media, or the National Response Center (NRC). The FOSC ensures notification of the appropriate state agency of any state which is, or may reasonably be expected to be, affected by the discharge. Section 9100 and 9120 – Notifications and Initiation of Response provides guidance and contacts in order to alert the SE Florida response community and stakeholders of a discharge or release.

2120.2 Preliminary Assessment and Initiation of Action

Once the spill’s location is ascertained, determination of the pre-designated FOSC should be made in accordance with the RCP. If it is not in the coastal zone, notify the EPA FOSC and be prepared to assist and direct the response until the EPA FOSC arrives on-scene.

After receiving a report of an oil spill and notifying the appropriate entities, the FOSC should begin planning the proper level or response and resource allocation. Response priorities will follow PEPE:

(1) Protect People (human life and health);
(2) Protect Environment (minimize ecological impacts);
(3) Protect Property (minimize public impacts);
(4) Protect Economy (minimize economic impacts)

Use a chart of the area—one which covers the smallest practical area so the greatest detail is visible—and database to evaluate the details. Consult a good road map to determine the best access route for responders.

Evaluate the actual or threatened discharge’s magnitude and severity and assess the effectiveness of possible removal operations. This may require on-scene verification and evaluation, determining a hazard and area environmental vulnerability assessment, and an overflight to determine the size, location, and movement of the discharge. The FOSC should base an assessment on objective consideration of these factors. If a discharge threatens, decide how substantial the threat is according to FWPCA guidelines. Using federal funds may depend on such a determination. The optimum time for completing an evaluation is within one hour of receiving the report of the spill.

After identifying the spill’s geographic area, determine:

- the location of pre-arranged staging areas, command posts, and equipment;
- the availability of boat ramps in the area; and
- vulnerable resources in the area, including water intakes, marina, marshes, and wildlife.
The FOSC must ensure an adequate surveillance of the spill response. If the Responsible Party does not take prompt, efficient action or is unknown, the FOSC must take necessary actions to eliminate the threat or remove the discharge.

When the FOSC receives a report of a discharge, the following general patterns of response are normally taken:

1. Investigate;
2. Officially classify the size (i.e., minor, medium, major) and type (i.e., substantial threat to the public health or welfare, worst case discharge) of the discharge and determine the course of action;
3. Determine if the Responsible Party can achieve effective removal, mitigation or prevention, and if so, determine whether removal is being done properly;
4. Determine, where appropriate, whether a state or political subdivision has the capability to carry out any or all removal actions; and
5. Make prompt notifications of the trustees.

If the initial evaluation indicates an actual or potential medium or major discharge, the FOSC should advise the Seventh Coast Guard District Regional Response Team IV (RRT) of the need to initiate further federal response actions. After assessing the hazards the FOSC should advise them of the following:

- Whether cleanup or preventive action is necessary
- Whether RRT activation is required
- Whether additional resources are needed
- Whether the Responsible Party is taking responsibility for the cleanup operation and whether the response is immediate and effective
- Whether containment, countermeasures, cleanup, and disposal are required

The following classifications of oil discharges serve as guidance for the pre-designated Federal OSC as specified under 40 CFR 300.5:

<table>
<thead>
<tr>
<th>COASTAL WATERS (Coast Guard)</th>
<th>INLAND WATERS (EPA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minor: &lt;10,000 gals</td>
<td>Minor: &lt;1,000 gals</td>
</tr>
<tr>
<td>Medium: 10,000-100,000 gals</td>
<td>Medium: 1,000-10,000 gals</td>
</tr>
<tr>
<td>Major: &gt;100,000 gals</td>
<td>Major: &gt;10,000 gals</td>
</tr>
</tbody>
</table>

NOTE: Any discharge that poses a substantial threat to public health or welfare, or results in a critical public concern shall be classified as a "major discharge."
2120.3 Containment, Countermeasures, Cleanup, and Disposal

Containment, countermeasures, and cleanup are defensive response actions. The FOSC must ensure that initial response action begins as soon as possible after either an actual or threatened oil discharge is discovered. The goal of initial response is to protect public health and welfare and may require the following actions:

- controlling the source of the discharge,
- limiting the spread of the pollution, and
- mitigating the effects of the pollution.

Mitigating the pollution’s effect may include recovering oil from the water and affected lands, which may require using equipment such as sorbents or oil skimmers, either the cleanup contractor’s or prepositioned. The FOSC must ensure that the Responsible Party is cleaning up the spill promptly and effectively and mitigating its effects. If not, the FOSC must assume federal responsibility and hire and directly supervise the cleanup contractor.

The FOSC must recognize that each habitat or milieu possesses unique qualities which may require different cleanup techniques to accomplish the two goals of removing as much pollutant as possible while minimizing environmental damage from the cleanup technique and further weigh these goals against such constraints as the technology, equipment, and personnel available.

While recoverable quantities of oil in the water should be contained and removed if practical, often immediate containment is not possible, necessitating a shoreline cleanup. Nonetheless cleanup forces should examine the feasibility of open water containment and removal—especially if they can achieve containment before a potential spill becomes an actual one.

Dispersants or chemicals may mitigate pollution damage more effectively than mechanical or physical methods. The NCP’s Subpart J describes the criteria for using dispersants and other chemicals. The NCP Product Schedule and product bulletins periodically update the latest list of EPA accepted chemical agents and additives, including technical data, application criteria, effectiveness, and toxicity. The use of any alternative response technologies, including dispersants, must be done in accordance with RRT IV’s policy.

If shoreline contamination is expected, the FOSC should ask several questions to determine if cleanup is an appropriate response:

- Will cleanup activities cause more damage than leaving the oil to natural recovery or dissipation?
- Will cleanup activities severely disrupt shoreline bird or mammal colonies?
- Does the oil have a relatively low toxicity?
- Will storms or seasonal erosion cycles remove the oil from the shoreline?
 Does the oil degrade rapidly or slowly?
 Does the shoreline have a high energy level?
 Is the oil present on the surface of the substrate and likely to remain there rather than being incorporated into sediments or buried by seasonal cycles?
 Is it likely the oil will migrate to adjacent shoreline or near-shore areas?

Whether the polluter or the federal government conducts the removal, the FOSC determines removal completeness (“How clean is clean?”) and authorizes termination of operations. Where uncertainty exists, the FOSC may seek the advice of the RRT in making this determination. Generally, for oil discharges, removal is “complete” when:

 There is no longer any detectable oil present on the water, adjoining shorelines, or places where it is likely to reach the water again; or
 Further removal operations would cause more environmental harm than the oil to be removed; or
 Cleanup measures would be excessively costly in view of their insignificant contribution to minimizing a threat to the public health or welfare, or the environment; and
 Activities required to repair unavoidable damage resulting from removal actions have been performed.

Oil recovered in cleanup operations shall be disposed of in accordance with the RCP, ACP Waste Disposal Plan, and any applicable laws, regulations, or requirements. RRT and ACP guidelines may identify the disposal plans to be followed during a spill response and may address: sampling, testing, and classifying of recovered oil and oiled debris; segregation and stockpiling of recovered oil and oiled debris; prior state disposal approvals and permits; and the routes; methods (e.g., recycle/reuse, on-site burning, incineration, landfilling, etc.); and sites for the disposal of collected oil, oiled debris, and animal carcasses.

2120.4 Documentation and Cost Recovery

All OSLTF users need to collect and maintain documentation to support actions taken under the FWPCA. For a spill in which the federal government assumes responsibility for cleanup operations, documenting federal response efforts is essential so it can recover its costs from parties responsible for the spill to replenish the revolving fund. Documentation serves several other useful purposes as well.

 Through reports (SITREPS), informs response personnel at other organizational levels and agencies.
 It provides evidence to support imposing civil or criminal sanctions.
 It documents federal expenditures to recover costs from the Responsible Party.
 It documents OSC decisions and actions throughout the incident.
 It forecasts program resource levels needed for pollution response.
2130 **Response Objectives by Operational Period**

Typical operational objectives for the *initial response (emergency) phase* include (in no particular order):

- Confirm the existence and extent of the spill/release
- Secure the source of the spill
- Evaluate the extent of contamination
- Confirm/execute all notifications to concerned local, county, state, and federal agencies. (HomePort, State Warning Point, etc.)
- Assemble and establish a unified agency response group on-scene
- Ensure safety to the responders and public
- Assess the need to mobilize additional contract response resources (it is generally better to mobilize early (then release if the asset is not needed) rather than delay for fear of overreaction
- Establish a public information group
- Establish a defined response organization
- Examine key response financial issues (see Section 6000 Finance and Administration)

Typical operational objectives for the *first operational period* include (in no particular order):

- Fully evaluate/reconnaissance the extent of contamination
- Implement the unified command organization and verify operations are being conducted in conformity with the National Incident Management System/Incident Command System
- Begin relocation of Incident Command functions from on-scene unified operations group operations center to off-site/suitable Unified Command Post
- Commence Incident Planning cycle, including initial response strategies, objectives and Incident Action Plan
- Liaison Officer: initiate contact with local municipalities and establish communication channels
- Safety Officer: develop, train on, and deploy initial site-specific safety and health plan (product MSDS if available) by coordinating with contractor and government safety plans
- Information Officer: Define/confirm media relations approach with Unified Command; establish Joint Information Center, prepare first press release and organize first media briefing

Typical operational objectives for the *second operational period* include (in no particular order):

- Transition from immediate operations driven response posture to a pre-planned operations response posture. By 48 hour mark, establish a good understanding of the extent of the spill/release and overall objectives throughout response organization
- Conduct routine situation briefings
- Conduct daily objectives, tactics, and planning meetings in accordance with established response meeting schedule
- Continue developing daily incident action plans.
- Develop Demobilization Plan.

### 2135 General Response Priorities

The general response priorities, as outlined in the NCP are:

1. **Safety of human life must be given the top priority** during every response action. This includes any search and rescue efforts in the general proximity of the discharge and the insurance of safety of response personnel;

2. Stabilizing the situation to preclude the event from worsening is the next priority. All efforts must be focused on saving a vessel that has been involved in a grounding, collision, fire, or explosion, so that it does not compound the problem. Comparable measures should be taken to stabilize a situation involving a facility, pipeline, or other source of pollution. Stabilizing the situation includes securing the source of the spill and/or removing the remaining oil from the container (vessel, tank, or pipeline) to prevent additional oil spillage, to reduce the need for follow-up response action, and to minimize adverse impact to the environment;

3. The response must use all necessary containment and removal tactics in a coordinated manner to ensure a timely, effective response that minimizes adverse impact to the environment;

4. All parts of this national response strategy should be addressed concurrently, but safety and stabilization are the highest priorities. The FOSC should not delay containment and removal decisions unnecessarily and should take actions to minimize adverse impact to the environment that begins as soon as a discharge occurs, as well as actions to minimize further adverse environmental impact from additional discharges.

These priorities are broad in nature, and should not be interpreted to preclude the consideration of other priorities that may arise on an incident-specific basis.

### 2140 Command/Command Staff

The Unified Command for an oil discharge in the marine environment includes:

1. FOSC – the pre-designated Federal On Scene Coordinator;
2. Qualified Individual or Incident Commander representing the Responsible Party;
3. The pre-designated SOSC representing State and local response agencies, and;
4. Other federal trustees as applicable by law or regulation.

(See also [NOAA Scientific Support Coordinator](#)).
The responsibilities of the Unified Command include:

- Mobilize, implement and manage the UCS organization needed to accomplish response objectives
- Assess incident priorities
- Determine strategic goals and tactical objectives
- Develop or approve the Incident Action Plan and ensure each agency implements and accomplishes those actions for which they are responsible
- Approve access to the Oil Spill Liability Trust Fund (OSLTF) and set response funding ceilings
- Anticipate response needs and authorize the ordering, deploying, and demobilization of response resources
- Serve as the ultimate safety authority, approve the Site Safety Plan, and ensure the maximum achievable level of worker health and safety for all responders
- Authorize information releases to the media and participate in scheduled press conferences

The Command Staff includes:

- Incident Commander
- Deputy IC / Chief of Staff
- Legal
- Public Information Officer
- Investigations
- Liaison Officer
- Safety Officer
- Intelligence Officer
- Agency Representatives
- Volunteer Coordinator (s)

**FIGURE 2140-1: Command Staff Structure**

2140.1 **Deputy Federal On-Scene Coordinator (FOSC)**

The responsibilities of the Deputy FOSC include:

- Monitor and direct the Command Staff and the Section Chiefs to accomplish the strategic goals and tactical strategies defined in the Incident Action Plan
- Serve as the OSC, in the absence of the OSC
Identify and establish priorities related to the internal management and organizational structure of the UCS


### 2140.2 Safety Officer

The responsibilities of the Safety Officer and his or her assistant and safety observers include:

- Identify and evaluate safety and health hazards that may impact both response workers and the public, designate exclusion zone boundaries, and determine levels of personal protective equipment required
- Write and update the Site Safety Plan
- Implement and manage the Safety Staff needed to continuously monitor and evaluate safety and health conditions and to prevent unsafe conditions
- Insure that all responders have adequate skills to safely perform assigned tasks and that required levels of training are documented
- Provide or coordinate health and safety training and regular safety briefings required to perform response activities
- Coordinate with public, government, and industry health and safety officials regarding public health concerns, including evacuations, limiting access to public areas, beach closures, and fisheries restrictions
- Resolve and identify to the Unified Command significant safety and health issues
- See also Section 2200 Health and Safety

### 2140.3 Liaison Officer

The responsibilities of the Liaison Officer and his/her assistants include:

- Serve as the initial point of contact for participating response agencies and groups and identify assignments to appropriate UCS sections
- Receive and coordinate all calls from public and private entities offering assistance or requesting information
- Resolve and identify to the Unified Command public and private concerns related to the status and effectiveness of the response
- Serve as U/C point of contact for Volunteer Coordinator(s)
- Network with Resources Unit Leader for Volunteer tasking through the Volunteer Coordinator
- See also Section 2400 Liaison Officer
2140.4 Public Affairs Officer

The Information Officer is responsible for developing and releasing information about the incident to the news media, to incident personnel, and to other appropriate agencies and organizations.

Only one Information Officer will be assigned for each incident, including incidents operating under UC and multi-jurisdictional incidents. The Information Officer may have assistants as necessary, and the assistants may also represent assisting agencies or jurisdictions.

The responsibilities of the Public Affairs Officer and his or her assistants include:

- Serve as the central clearing point for the dissemination of official information representing the UCS to the media
- Implement and manage the Joint Information Center (JIC) as the central location for disseminating official information
- Schedule, organize, and conduct UC media briefings, interviews, and tours
- Develop presentation documentation such as charts, maps and graphics to support both response operation and media briefings
- During major and Offshore oil spill incidents (e.g. Deepwater Horizon), ensure that public affairs policy dictates that information provided to the media on flow rate is based only on fact and not conjecture. In the absence of factual information, public affairs policy should ensure that information providers acknowledge the uncertainty and efforts to obtain reliable information
- Resolve conflicting information and identify media concerns to the Unified Command
- Implement and manage the Public Affairs Staff needed to proactively accomplish Public Affairs tasking
- See also Section 2300 Information Officer

2140.5 Investigation Staff

The responsibilities of the Investigation Staff include:

- Identify and document the source of a discharge and the responsible party
- Secure statements, physical evidence, and samples necessary to establish the cause of a discharge, identify the responsible party
- Gather other information that may be required from the scene of an incident that may be required by the UC, including:
  (a) the quantity of the discharge;
  (b) the status of vessels, facilities, or personnel involved in the incident; and
  (c) evidence of impact, damage or loss.

- Coordinate concurrent investigations and conduct cooperative investigations where
appropriate

- Manage the availability of evidence that may be required by separate or divergent investigation
- Inform the Unified Command of the status of investigations
- Implement and manage the Investigation Staff needed to proactively accomplish investigation tasking
- See also Section 2410 Investigators.

### 2140.6 Legal Staff

The responsibilities of the Legal Staff include providing legal advice to the Unified Command in support of response decision-making.
2200 Health and Safety

The Safety Officer (SOFR) is responsible for monitoring and assessing hazardous and unsafe situations, and developing measures for assuring personnel safety. The SOFR will correct unsafe acts or conditions through the established line of authority, although the SOFR may exercise emergency authority to stop or prevent unsafe acts when immediate action is required.

The SOFR maintains awareness of active and developing situations, ensures the preparation and implementation of the Site Safety Plan and all safety messages with the IAP. See also Section 9750.1 ICS 208 - Site Safety Plan (SSP) Template for additional information.


The SOFR may assemble a team of Assistant Safety Officers and Safety Observers as/if the response becomes more complex. These additional personnel are assigned to specific components of the response to monitor complex and/or hazardous activities associated with that specific component. These additional personnel may include:

- OSRO Safety Observer
- Dive Team Safety Observer
- Salvage Safety Observer

Regardless of the make-up or size of the Safety Team, there is only one assigned Safety Officer responsible to ensure all support (operations oversight) and administrative (plans/briefs) activities are conducted.
2201 Safety Regulations

All government employees and contract personnel involved in oil spill response activities must comply with all applicable worker health and safety laws and regulations. The primary federal regulations are the Occupational Safety and Health Administrations (OSHA) standards for hazardous waste operations and emergency response found in 29 CFR 1910.120. This rule regulates the safety and health of employees involved in cleanup 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 Releseas Recovery Act of 1976 (RCRA). The regulations also apply to both emergency response and post-emergency cleanup of hazardous substances. The definition of hazardous substance used in these regulations is much broader than CERCLA, encompassing all CERCLA hazardous substances, RCRA hazardous waste, and all DOT hazardous materials listed in 49 CFR Part 172. Thus, most oil and oil spill responses are covered by these regulations. The rules cover employee protection during initial site characterization analysis, monitoring activities, materials handling activities, training, and emergency response.

OSHA classifies an area impacted by oil as an uncontrolled hazardous waste site. However, the regulations do not automatically apply to an oil spill cleanup. There must be an operation that involves employee exposure or the reasonable possibility for employee exposure to safety or health hazards. A typical beach cleanup worker collecting tar balls of weathered oil or deploying sorbents to collect a sheen may not be exposed to a safety or health risk. The role of the site safety and health supervisor is to assess the site, determine the safety and health hazards present, and determine if OSHA regulations...
OSHA has responded to several emergency incidents ranging from the earthquake, tsunami and nuclear crisis in Japan, to tornadoes, hurricanes, fires, and floods in the U.S. During these emergencies, OSHA coordinated with federal, state, and local partners to ensure that domestic workers were being protected from safety and health hazards. If an OSHA field compliance officer is on-scene, he or she should be consulted to determine the applicability of OSHA regulations. Disputes should be referred to the Department of Labor representative on the RRT. The individual making the site characterization should communicate the hazards associated with the spill, and provide recommendations for the protection of workers’ safety and health through a site safety plan. The responsibility for the health and safety of personnel supporting a pollution response mission ultimately rests with the FOSC.

For more information regarding OSHA response and training capabilities see the agency’s Emergency Preparedness and Response website:


2202 Training Requirements

Training for emergency response employees shall be completed before they are called upon to perform in real emergencies. Such training shall include the elements of the emergency response plan, standard operating procedures the employer has established for the job, the personal protective equipment to be worn, and procedures for handling emergency incidents.

Training shall be based on the duties and function to be performed by each responder of an emergency response organization. The skill and knowledge levels required for all new responders shall be conveyed to them through training before they are permitted to take part in actual emergency operations on an incident. The following table summarizes the training standards outlined in 29 CFR 1910.120:
<table>
<thead>
<tr>
<th>29 CFR 1910.120</th>
<th>WORKER CATEGORY</th>
<th>TRAINING REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>(q)(4)</td>
<td>Skilled Support Personnel</td>
<td>Site Safety Briefing and Sufficient Training as Determined by SOFR</td>
</tr>
<tr>
<td>(q)(6)(i)</td>
<td>First Responder Awareness (FRA)</td>
<td>Sufficient Training and/or Experience</td>
</tr>
<tr>
<td>(q)(6)(ii)</td>
<td>First Responder Operations (FRO)</td>
<td>8 Hours</td>
</tr>
<tr>
<td>(q)(6)(iii) and (iv)</td>
<td>Hazardous Material Technician/Specialist</td>
<td>24 Hours</td>
</tr>
<tr>
<td>(q)(6)(v)</td>
<td>On-Scene Incident Commander</td>
<td>24 hours of FRO and Additional ICS Training</td>
</tr>
<tr>
<td>(q)(8)</td>
<td>Annual Refresher Training</td>
<td>Sufficient Training to Maintain Current Competencies</td>
</tr>
<tr>
<td>n/a</td>
<td>Volunteers/ Uncompensated Workers</td>
<td>4 Hours</td>
</tr>
</tbody>
</table>

*see Section 2450.3 thru 2450.33 for additional information on volunteers

TABLE 2202-1: HAZWOPER TRAINING REQUIREMENTS

OSHA has recognized the need to remove oil from the environment and has empowered the OSHA representative to the RRT to reduce the training requirement to a minimum of 4 hours for responder engaged in post emergency response operations. An example of a post emergency response effort is shoreline cleanup operations. The reduced training applies to all Coast Guard personnel and to the private sector. This information may be found in OSHA Instruction CPL 2-2.51. The level of training required depends on the potential for exposure. Workers required to use respirators must have 40 hours of off-site training. The OSHA field compliance officer should be contacted to ascertain the worker training requirements and develop an implementation plan to minimize the hazards of exposure to workers involved in cleanup operations. Training requirements may vary from State to State. State requirements that are more restrictive will preempt Federal requirements. The FOSC should establish contact with the State OSHA representative, where applicable, to determine the State training requirement for oil spill response.

2210 Site Characterization

Prior to sending responders into the scene of a release of oil or hazardous substances, a site characterization and analysis should be performed by a safety professional to determine the hazards that first responders may face at the incident scene. The site should be characterized by utilizing the following in accordance with 29 CFR 1910.120:
(1) **Preliminary evaluation.** A preliminary evaluation of a site's characteristics shall be performed prior to site entry by a qualified person in order to aid in the selection of appropriate employee protection methods prior to site entry. Immediately after initial site entry, a more detailed evaluation of the site's specific characteristics shall be performed by a qualified person in order to further identify existing site hazards and to further aid in the selection of the appropriate engineering controls and personal protective equipment for the tasks to be performed.

(2) **Hazard identification.** All suspected conditions that may pose inhalation or skin absorption hazards that are immediately dangerous to life or health (IDLH), or other conditions that may cause death or serious harm, shall be identified during the preliminary survey and evaluated during the detailed survey. Examples of such hazards include, but are not limited to, confined space entry, potentially explosive or flammable situations, visible vapor clouds, or areas where biological indicators such as dead animals or vegetation are located.

(3) **Required information.** The following information to the extent available shall be obtained by the employer prior to allowing employees to enter a site:

(a) Location and approximate size of the site

(b) Description of the response activity and/or the job task to be performed

(c) Duration of the planned employee activity

(d) Site topography and accessibility by air and roads

(e) Safety and health hazards expected at the site

(f) Pathways for hazardous substance dispersion

(g) Present status and capabilities of emergency response teams that would provide assistance to hazardous waste clean-up site employees at the time of an emergency

(h) Hazardous substances and health hazards involved or expected at the site, and their chemical and physical properties

(4) **Personal protective equipment.** Personal protective equipment (PPE) shall be provided and used during initial site entry in accordance with the following requirements:

(a) Based upon the results of the preliminary site evaluation, an ensemble of PPE shall be selected and used during initial site entry which will provide protection to a level of exposure below permissible exposure limits and published exposure levels for known or suspected hazardous substances and health hazards, and
which will provide protection against other known and suspected hazards identified during the preliminary site evaluation. If there is no permissible exposure limit or published exposure level, the employer may use other published studies and information as a guide to appropriate personal protective equipment.

(b) If positive-pressure self-contained breathing apparatus is not used as part of the entry ensemble, and if respiratory protection is warranted by the potential hazards identified during the preliminary site evaluation, an escape self-contained breathing apparatus of at least five minute's duration shall be carried by employees during initial site entry.

(c) If the preliminary site evaluation does not produce sufficient information to identify the hazards or suspected hazards of the site, an ensemble providing protection equivalent to Level B PPE shall be provided as minimum protection, and direct reading instruments shall be used as appropriate for identifying IDLH conditions. (See Appendix B for a description of Level B hazards and the recommendations for Level B protective equipment.)

(d) Once the hazards of the site have been identified, the appropriate PPE shall be selected and used in accordance with paragraph (g) of this section.

(5) **Monitoring.** The following monitoring shall be conducted during initial site entry when the site evaluation produces information that shows the potential for ionizing radiation or IDLH conditions, or when the site information is not sufficient reasonably to eliminate these possible conditions:

(a) Monitoring with direct reading instruments for hazardous levels of ionizing radiation.

(b) Monitoring the air with appropriate direct reading test equipment (i.e., combustible gas meters, detector tubes) for IDLH and other conditions that may cause death or serious harm (combustible or explosive atmospheres, oxygen deficiency, toxic substances).

(c) Visually observing for signs of actual or potential IDLH or other dangerous conditions.

(d) An ongoing air monitoring program in accordance with paragraph (h) of this section shall be implemented after site characterization has determined the site is safe for the start-up of operations.

(6) **Risk identification.** Once the presence and concentrations of specific hazardous substances and health hazards have been established, the risks associated with these substances shall be identified. Employees who will be working on the site shall be informed of any risks that have been identified. In situations covered by the Hazard
Communication Standard, 29 CFR 1910.1200, training required by that standard need not be duplicated.

(7) **Employee notification.** Any information concerning the chemical, physical, and toxicological properties of each substance known or expected to be present on site that is available to the employer and relevant to the duties an employee is expected to perform shall be made available to the affected employees prior to the commencement of their work activities. The employer may utilize information developed for the hazard communication standard for this purpose.

Additional guidance for site characterization can be found in the NIOSH/OSHA/USCG/EPA *Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities* (aka the Four Agency Guide).

Information collected while characterizing the site should be used to develop a Site Safety Plan (SSP).

### 2220 Site Safety Plan Development

A Site Safety Plan, which establishes policies and procedures to protect workers and the public from the potential hazards posed by a hazardous waste site, must be developed before site activities can precede. The Site Safety Plan must provide measures to minimize accidents and injuries that may occur during normal daily activities or during adverse conditions such as hot or cold weather. Development of a written Site Safety Plan helps ensure that all safety aspects of site operations are thoroughly examined prior to commencing field work. The Site Safety Plan should be modified as needed for every stage of site activity. Because planning requires information, planning and site characterization should be coordinated. The Site Safety Plan is intended to meet the requirements of the Hazardous Waste Operations and Emergency Response regulation *(Title 29, Code of Federal Regulations, Part 1910.120)*.

An initial Site Safety Plan should be developed so that the preliminary site assessment can proceed in a safe manner. The ICS-208 Site Safety Plan, Form A – Emergency Safety and Response Plan, may be used for this purpose. The information from this assessment can then be used to refine the Site Safety Plan so that further site activities can proceed safely. Plans should be revised whenever new information about site hazards is obtained. Development of a Site Safety Plan should involve both the offsite and onsite management and be reviewed by occupational and industrial health and safety experts, physicians, chemists, or other appropriate personnel.

To ensure that the Site Safety Plan is being followed, the Safety Officer or designated assistants should conduct a safety meeting prior to initiating any site activity and before and after each work day. The purpose of these safety meetings are to:

- Describe the assigned tasks and their potential hazards;
- Coordinate activities;
- Identify methods and precautions to prevent injuries;
- Plan for emergencies;
- Describe any changes in the Site Safety Plan;
- Get worker feedback on conditions affecting safety and health;
- Get worker feedback on how well the Site Safety Plan is working.

The Site Safety Officer should also conduct frequent inspections of site conditions, facilities, equipment, and activities to determine whether the Site Safety Plan is adequate and being followed.


2230 Operational Risk Management (ORM)

2230.1 ORM Terms

Operational Risk Management (ORM): A continuous, systematic process of identifying and controlling risks in all activities according to a set of pre-conceived parameters by applying appropriate management policies and procedures. This process includes detecting hazards, assessing risks, and implementing and monitoring risk controls to support effective, risk-based decision-making.

Risk: The chance of personal injury or property damage or loss, determined by combining the results of individual evaluations of specific elements that contribute to the majority of risk concerns. Risk generally is a function of severity and probability. The model in this instruction, however, singles out exposure as a third risk factor.

Severity: An event’s potential consequences in terms of degree of damage, injury, or impact on a mission.

Probability: The likelihood an individual event will occur.

Exposure: The amount of time, number of cycles, number of people involved, and/or amount of equipment involved in a given event, expressed in time, proximity, volume, or repetition.

Mishap: An unplanned single or series of events causing death, injury, occupational illness, or damage to or loss of equipment or property.

Hazard: Any real or potential condition that can endanger a mission; cause personal injury, illness, or death; or damage equipment or property.

Risk Assessment: The systematic process of evaluating various risk levels for specific hazards identified with a particular task or operation. Various models are available to complete this step in the ORM process.
**Risk Rating Scale:** A scale of specific risk degrees, determined during the ORM process’s risk assessment step. Various response communities and activities should use the safety industry’s standard terms low, medium, and high when discussing risk across program lines. However, each community will define low, medium, and high risk in terms meaningful to its own personnel.

**GAR Model:** A scale of specific risk values, when after calculating, yields results that align with the Green (low), Amber (medium), or Red (High) risk categories. These categories provide the team member with an opportunity to anticipate the risk associated with a specific task and alter contributing factors in order to decrease the final score.

### 2230.2 ORM Process

The ORM process:

- Is a decision making tool people at all levels use to increase operational effectiveness by anticipating hazards and reducing the potential for loss, thereby increasing the probability of a successful mission.
- Advocates harnessing feedback and input from all organizational levels to make the most informed decisions possible.
- Exists on three levels: time-critical, deliberate and strategic. Risk decisions must be made at levels of responsibility that correspond to the degree of risk, considering the mission significance and the timeliness of the required decision.
- The use of risk management principles can be as simple as addressing the weather before driving without any formal written ORM models, or can be as complex as having a safety brief before executing a complex hazardous materials mission, salvage project, or confined space entry.

### 2230.3 ORM Decision-Making Principles

Apply these basic decision-making principles before executing any anticipated job, action or mission. As an operation progresses and evolves, personnel should continuously employ risk management principles during the decision-making process:

1. **Accept no Unnecessary Risk:** All response operations and daily routines entail risk. Unnecessary risk conveys no commensurate benefit to safety of a mission. The most logical courses of action for accomplishing a mission are those meeting all mission requirements while exposing personnel and resources to the lowest possible risk. ORM provides tools to determine which risk or what degree of risk is unnecessary.

2. **Accept Necessary Risk When Benefits Outweigh the Costs:** Compare all identified benefits to all identified costs. The process of weighing risks against opportunities and benefits helps to maximize unit capability. Even high-risk endeavors may be undertaken when decision-makers clearly acknowledge the sum of the benefits exceeds the sum of the costs. Balancing costs and benefits may be a subjective
process open to interpretation. Ultimately, the appropriate decision authority may have to determine the balance.

(3) **Make Risk Decisions at the Appropriate Level:** Depending on the situation, anyone can make a risk decision. However, the appropriate level to make those decisions is that which most effectively allocates the resources to reduce the risk, eliminate the hazard, and implement controls. Commanders at all levels must ensure subordinates are aware of their own limitations and when subordinates must refer a decision to a higher level.

(4) **ORM is just as critical in executing as in planning all activities:** While ORM is critically important in an operation’s planning stages; risk can change dramatically during an actual mission. Every event requires risk to be maintained within acceptable boundaries (e.g., slowing to a safe speed in foggy conditions). Keeping risk in check is therefore very important and a systematic approach to minimize risk should include addressing these tasks:

(a) **Define the mission tasks** by reviewing current and planned operations describing the mission at hand. To assist with this step, construct a list or chart depicting major phases of the operation or task. Further break down the operation or task into “bite-size” pieces, while maintaining a big-picture awareness of the relationships among the pieces;

(b) **Identify and define the potential hazards.** The key to successfully analyzing risk is carefully defining the hazard. This step involves identifying those things that are “potential failures,” or things that can go wrong. To ensure effective hazard identification, the basic categories of equipment, environment, and personnel should be considered;

(c) **Assess the risks** of the hazards identified in relation to the unit and the mission. Individual risk levels must be identified for each specific hazard. Risk assessment is conducted by evaluating specific elements or factors, that when combined, define risk. This risk level must be understood by all as it applies to the task or mission. To assess risk, a Green, Amber, Red (GAR) Model or a Severity, Probability, Exposure (SPE) model may be generated (see procedure below for explanation and use). To avoid potential controversy, consider in advance both the perceived and expected value of a loss;

(d) **Identify hazard control options** that may reduce risk. Starting with the highest risk hazards assessed in the above steps, identify as many risk controls options or safeguards as possible. Determine each option’s impact on mission and unit goals and select the best alternative or combination of alternatives. Risk control options include: Spread out, Transfer, Avoid, Accept, and Reduce (STAAR). Effective risk management strategies address the risk’s components of severity, probability, and exposure, and include engineering controls; training, safe work practices, and
other administrative controls; and personal protective equipment.

(e) **Evaluate risk vs. gain** and determine if benefits of the operation outweigh the risks. If risks outweigh gains, re-examine control options for new or modified controls. If that fails, inform the next level in the chain of command and request assistance with implementing additional controls, modifying or canceling the mission, or accepting the identified risks. All responders share responsibility for the risks taken by the team or asset. A team discussion to understand the risks and how they will be managed is the most important component of the evaluation, not the ability to assign numbers or colors.

(5) **Execute decision and take action.** This may mean increasing, replacing, or reassigning resources (i.e., people, equipment, and/or information), and ensuring the risk controls are known by all and enforced.

(6) **Monitor situation.** Risk management is a continuous process and must be monitored to achieve success. Anticipate and respond to changes in situations and return to step #1, or reassess risk to ensure that all risks have been mitigated or addressed.

<table>
<thead>
<tr>
<th>LOW RISK</th>
<th>HIGH GAIN</th>
<th>MEDIUM GAIN</th>
<th>LOW GAIN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Accept the mission. Continue to monitor risk factors, if conditions or mission changes.</td>
<td>Accept the mission. Continue to monitor risk factors, if conditions or mission changes.</td>
<td>Accept the mission. Re-evaluate risk vs gain, should risk factors change.</td>
</tr>
<tr>
<td>MEDIUM RISK</td>
<td>Accept the mission. Continue to monitor risk factors and employ control options when available.</td>
<td>Accept the mission. Continue to monitor risk factors and employ control options when available.</td>
<td>Accept the mission. Continue to monitor risk factors and actively pursue control options to reduce risk.</td>
</tr>
<tr>
<td>HIGH RISK</td>
<td>Accept the mission only with command endorsement. Communicate risk vs gain to chain of command. Actively pursue control options to reduce risk.</td>
<td>Accept the mission only with command endorsement. Communicate risk vs gain to chain of command. Actively pursue control option to reduce risk.</td>
<td>Do not accept the mission. Communicate to chain of command. Wait until risk factors change or control options warrant.</td>
</tr>
</tbody>
</table>

**TABLE 2230-1: EXAMPLE ANALYSIS FOR RISK VS GAIN THRESHOLDS**
2230.4 SPE Risk Assessment Model

The SPE Model assesses risks for specific hazards. In this model, Risk = Severity x Probability x Exposure. Each area is given an overall number one through five and multiplied together. This final product is then correlated with a set of values that assign risk: 1-19 (slight), 20-39 (possible); 40-59 (substantial); 60-79 (high); 80-100 (very high). Attention is needed for possible risk, and action is required for substantial and high risk.

<table>
<thead>
<tr>
<th>SEVERITY</th>
<th>PROBABILITY</th>
<th>EXPOSURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Severity is an event’s potential consequences measured in terms of degree of damage, injury, or impact on a mission. Should something go wrong, the results are likely to occur in one of these areas: Injury or Death Equipment Damage Mission Degradation Reduced Morale Adverse Publicity Administrative and/or Disciplinary Actions</td>
<td>Probability is the likelihood that the potential consequences will occur. Exposure is the amount of time, number of occurrences, number of people, and/or amount of equipment involved in an event, expressed in time, proximity, volume, or repetition.</td>
<td></td>
</tr>
<tr>
<td>1 = None or slight 2 = Minimal 3 = Significant 4 = Major 5 = Catastrophic</td>
<td>1 = Impossible or remote under any conditions 2 = Unlikely under normal conditions 3 = About 50% 4 = Greater than 50% 5 = Very likely to happen</td>
<td>1 = None or below average 2 = Average 3 = Above Average 4 = Great</td>
</tr>
</tbody>
</table>

TABLE 2230-2: SPE RISK GUIDANCE AND SCALES

By computing the level of risk, the potential impact on mission effectiveness and execution can be evaluated. After computing the risk values using the formula Risk = S x P x E, the need to control substantial to very high values is recognized.

The following table provides a decision matrix for the derived score.
VALUES DEGREE OF RISK GUIDANCE

<table>
<thead>
<tr>
<th>SPE Score</th>
<th>Computed Value</th>
<th>Expected Action or Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>80 – 100</td>
<td>Very High</td>
<td>Discontinue, Stop Activity</td>
</tr>
<tr>
<td>60 – 79</td>
<td>High</td>
<td>Correct Immediately</td>
</tr>
<tr>
<td>40 – 59</td>
<td>Substantial</td>
<td>Correction Required</td>
</tr>
<tr>
<td>20 – 39</td>
<td>Possible</td>
<td>Attention Needed</td>
</tr>
<tr>
<td>1 – 19</td>
<td>Slight</td>
<td>Possibly Acceptable</td>
</tr>
</tbody>
</table>

**TABLE 2230-3: FINAL SPE VALUE AND RECOMMENDED ACTION/OUTCOME**

2230.5 **GAR Risk Assessment Model**

We can address more general risk concerns, involving planning operations or reassessing risks as we reach milestones within our plans, by using the GAR model. Often used in cutter or small boat operations, these elements can also be applied to other NSF response operations as well. These elements include:

1. Supervision;
2. Planning;
3. Team selection;
4. Team fitness;
5. Environment; and

To determine the GAR model risk color (e.g., red equals high risk, amber equals caution, and green equals low risk), assign a risk code of 0 (no risk) through 10 (maximum risk). Add the individual risk numbers and compare the color chart.

- Low risk (Green) is between 0 and 23;
- Caution (Amber) is between 23 and 44; and
- High Risk (Red) is 45 to 60.

The GAR model incorporates the following elements:

1. **Supervision**: Supervisory control should consider how qualified a supervisor is and his or her level of involvement in the evolution. Even if a person is qualified to perform a task, effective supervision further minimizes risk. The higher the risk, the more a supervisor needs to focus on observing and checking. A supervisor actively involved in another task can be distracted easily and may not be an effective safety observer.

2. **Planning**: Preparation and planning should consider how much information is available, how clear it is, and how much time is available to plan the evolution or evaluate the situation.
(3) **Personnel Selection:** Personnel selection should consider the experience of the persons performing the specific event or evolution. If an individual is replaced during the event or evolution, assess the new team member’s experience.

(4) **Personnel Fitness:** Personnel fitness should judge the team members physical and mental state, generally a function of how much rest they have had. Quality of rest should consider how a platform rides and its habitability, potential sleep length, and any interruptions. Fatigue normally becomes a factor after 18 hours without rest; however, lack of quality sleep builds a deficit that worsens the effects of fatigue.

(5) **Environment:** Environment should consider all factors affecting personnel, unit, or resource performance, including time of day, lighting, atmospheric and oceanic conditions, chemical hazards, and proximity to other external and geographic hazards and barriers, among other factors.

(6) **Event or Evolution Complexity:** Event or evolution complexity considers both the time and resources required to conduct an evolution. Generally, the longer the exposure to a hazard, the greater the risks involved. For example, more iterations of an evolution can increase the opportunity for a mishap. However, depending on the team’s experience, it may improve their proficiency and decrease the chance of error. Other factors to consider in this element include how long the environmental conditions will remain stable and the precision and level of coordination needed to conduct the evolution.

(7) **Calculating Risk:** To compute the total degree of risk for each hazard previously identified, assign a risk code of 0 for no risk through 10 for maximum risk to each of the six elements. Add the risk scores to come up with a total risk score for each hazard.

<table>
<thead>
<tr>
<th>RISK CALCULATION WORKSHEET</th>
<th>RISK SCORE (1-5)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SUPERVISION</td>
<td></td>
</tr>
<tr>
<td>PLANNING</td>
<td></td>
</tr>
<tr>
<td>PERSONNEL SELECTION</td>
<td></td>
</tr>
<tr>
<td>PERSONNEL FITNESS</td>
<td></td>
</tr>
<tr>
<td>ENVIRONMENT</td>
<td></td>
</tr>
<tr>
<td>EVENT/EVOLUTION COMPLEXITY</td>
<td></td>
</tr>
<tr>
<td>TOTAL SCORE</td>
<td></td>
</tr>
</tbody>
</table>

**TABLE 2230-4: RISK CALCULATION WORKSHEET**
If the total risk value falls within the green zone (0-23), the risk is rated low. A value in the amber zone (24–44) indicates moderate risk; consider adopting procedures to minimize it. If the total value falls within the red zone (45–60), implement measures to reduce the risk and reevaluate before starting the event or evolution.

The GAR model is an effective tool used to access the overall degree of risk for an operation or mission. If the degree of risk appears unusually high in one or more of the elements, perform a second assessment using the SPE model for each element of concern, since the SPE model is more specific. Rank-order all hazards assessed in the GAR model from the highest to the lowest risk to target areas of greatest concern first.

2230.6 ORM Implementation

The SOFR should ensure that the ORM process is utilized by all responders and reinforce its use whenever possible (i.e. tailgate meetings, operations briefings, etc). ORM models shall be implemented at the initiation of a response and during significant changes within operations.

The ICS-215A Hazard/Risk Analysis Worksheet implements both SPE and GAR models and may be used during a response utilizing ICS. A downloadable version of the form may be found at https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids.
2300 Information Officer

When an incident occurs, it is imperative to give the public prompt, accurate information on the nature of the incident and the actions underway to mitigate the damage. The Federal On-Scene Coordinator (FOSC) and community relations personnel should ensure that all appropriate public and private interests are kept informed and that their concerns considered throughout a response. The FOSC (or community relations personnel) should coordinate with available public affairs/community relations resources to carry out this responsibility by establishing, as appropriate, a Joint Information Center bringing together resources from federal and state agencies and the responsible party (40 CFR 300.155).

The Information Officer is responsible for developing and releasing information about the incident to the news media, incident personnel, and to other appropriate agencies and organizations.

The responsibilities of the Information Officer includes:

- Implement and manage the Information Management Staff needed to facilitate the availability of response information in the UC.
- Coordinate information management system within the UCS to ensure the proper routing and availability of response information.
- Coordinate standard information display systems, status boards, summary forms, and other methods to effectively manage response information.

**NOTES:**

1. During the first three operational periods it is recommend embedding field observers/liaisons in the Planning and Operations Sections to relay timely and accurate response information to the JIC organization.
2. JIC field observers/liaisons should compare various status boards for concurrent situational information. If conflicts are noted, immediately notify the appropriate Unit Leader or Section Chief to clarify.


2310 Media Contacts

When an incident occurs, it is imperative to give the public prompt, accurate information on the nature of the incident and the actions underway to mitigate the damage. OSC’s / RPM’s and community relations personnel should ensure that all appropriate public and private interests are kept informed and that their concerns are considered throughout a
response. They should coordinate with available public affairs/community relations resources to carry out this responsibility by establishing, as appropriate, a Joint Information Center bringing together resources from federal and state agencies and the responsible party.

During major and Offshore oil spill incidents (e.g. Deepwater Horizon), public affairs policy dictates that information provided to the media on flow rate is based only on fact and not conjecture. In the absence of factual information, public affairs policy should ensure that information providers acknowledge the uncertainty and efforts to obtain reliable information.

A list of media contacts can be found in Section 9240.2 Media and Agency Public Affairs Contacts.

2320 Protocol for Access / Timing of Media Briefings

The FOSC is the sole release authority for official statements concerning federal cleanup actions. All official statements shall be approved by the FOSC.

The goals of all public information efforts in pollution response are to keep the community informed of potential threats to people or the environment; informed of the status of cleanup operations; and to replace rumor with facts. These goals must be met by avoiding speculation, release of inaccurate information, or other actions which could jeopardize the rights of any party involved in the spill.

The key to successful public affairs in pollution response is advance planning and rapid implementation. The PIO should develop guidance for the following:

(1) Release procedures to be followed by the public affairs personnel assigned to an FOSC:
   (a) Prepare periodic comprehensive news release updates for FOSC approval.
   (b) Respond factually to all media inquiries as they are received.
   (c) Conduct media and community relations programs.

(2) Guidelines for responders when dealing with reporters on-scene:
   (a) Responders should understand that they may be perceived as official spokespersons.
   (b) Individuals may explain to reporters what their specific jobs are.
   (c) Media questions which do not pertain to an individual’s job should be referred to the PIO.

(3) Release procedures/relationships between Area Command, if established, and FOSC:
(a) Procedures must be established to ensure that all information released pertaining to the cleanup is approved by the FOSC regardless of the geographic location of the person making the release.

(4) Coordination with other agencies.
(5) Request additional public affairs support as needed.

Information concerning Natural Resource Damage Assessment (NRDA) activities shall be coordinated through lead administrative trustee.

2321 **Press Releases**

It is the policy of the SE Florida Area Committee to quickly issue a press release regarding the nature of the incident and any response efforts being initiated. The release also serves to establish the FOSC’s Public Information Officer as the response’s primary media contact. Future releases and announcements should be coordinated through the Unified Command with appropriate approvals. All press releases should have sequence numbers (i.e. **Incident Name** Release #1), contact numbers for all appropriate parties, date, and time issued.

The initial press release should convey:

- If an Incident Command (Post) has been established;
- Which agencies are involved in response;
- The location, time, and additional confirmed information about the incident, to include the type of pollution and how far away the incident is from shore;
- Whether volunteers are being sought at this time;
- If volunteers are sought, who should they contact for more information; and
- Phone number and website for media inquiries.

2322 **In-Person Press Releases**

The PIO must decide what interview format is most appropriate: individual interviews or briefing an entire group. PIOs will report verified information only and not speculate on cause or quantities. A media advisory should be sent out in advance of the press conference to help maximize media attendance.

The following items should be considered when setting-up for a press conference:

- Work with spokespersons to agree upon key messages
- Determine venue for media conference
- Issue an advisory alerting media as to time/place
- Be sure to notify appropriate management/spokespersons
- Check on sufficient electrical outlets/accessibility
- Parking arrangements
- Identify location for individual interviews afterward
- Prepare media kits, if required
- Set up site - chairs, audiovisuals, etc.
- Tape recorder to document the conference or for playback to personnel who couldn't attend
- "Unified Command" logo for backdrop visual, if appropriate
- Security (not in uniform)
- Check credentials of media attending and sign in
- Request that beepers and cellular phones be turned off as a courtesy to others recording, videotaping
- Brief media prior to main presenters arrival
- Establish time limitations with media before main presenters arrive
- Explain that for the sake of time, reporters will be limited to one question until others have had a chance to ask their own (an exception may be clarifying follow-up questions)
- Ensure the opening remarks of presenters are brief and focused

**2323 Telephone Press Conferences**

The following items should be considered when setting-up for a telephone press conference:

- Work with spokespersons to agree upon key messages
- Determine time of event
- Arrange for moderated conference call
  - Ensure ample number of participant lines (for reporters), and lines for leaders (spokespersons/PIO)
  - Select password or passcode for call leaders (spokespersons/PIO) and participants (reporters)
  - Determine if you want the call to be recorded for archive purposes
  - Schedule pre-press conference call one hour earlier with call leaders (spokespersons and PIO) to go over messaging and call format
  - Have press conference call moderated by operator
  - Call participants (reporters) must have passcode/password, and identify themselves by name and news outlet. Reporters’ information will be provided to call leader at end of press conference
  - Reporters to be placed on mute until end of initial presentation, at which time they may request to ask questions.
- Issue an advisory alerting media as to time of the telephone press conference; determine if the media advisory will include the passcode/password, or if reporters must contact the PIO for such information
- Be sure to notify appropriate management/spokespersons
- Once press conference starts, brief participants on the format and introduce spokespersons
- Ensure the opening remarks of presenters are brief and focused
2324 Town Meetings

Unified Command should give careful consideration as to whether a town meeting has value for a specific incident. The town meeting is for directly addressing concerns of members of the community. It is important to allow them an opportunity to express those concerns. In many instances, the community is not as interested in the type of mechanical response being used to cleanup the oil as they are in what's being done to resolve the problems caused by the oil. Town meetings allow for face-to-face communication between the Liaison Officer (LNO) and community members and leaders. They are intended to provide an opportunity for the community to have its concerns heard and to help educate and inform the community about the spill response efforts. They can, however, turn into media events with little value added.

Town meetings are generally of great interest to the media and they should be invited to attend. However, this is not a news conference and media representatives should be requested to cover the event rather than participate in it. The focus of attention should be on community members and their concerns. Reporters can be accommodated following the formal meeting by being provided with one-on-one interviews or other briefings. News packets should also be available for media representatives with up-to-date information and backgrounders on the spill response effort. Panelists participating in the community meeting should be apprised of the fact that reporters may request interviews following the meeting. As appropriate, assistance should be provided to the panelists in preparing for the interviews.

2325 Media Logs

A log should be maintained to track inquiries by reporters. Include basic information such as names, news organization, time of call, and information sought. Media requests that require follow up action should be highlighted and assigned to proper personnel to ensure that questions are answered in a timely manner (in consideration of deadlines). The logs will also serve as background information for new members to the JIC during shift changes.

2326 Standard Questions Asked by the Media

Experience has shown that the following questions are often asked by the media during press conferences. The answer to all of them should be addressed in the initial statement prior to opening the floor to questions.

- How much oil has spilled
- Has it been contained?
- What was the cause?
- What time did the incident occur?
- Whose fault was it?
- What is the name and address of the responsible party?
- What is the name and address of the owner/operator?
- Who will assume responsibility for cleanup?
- What's being done to clean it up?
- Were there any injuries?
- Is there any threat to environment?
- Was the ship's captain intoxicated? (tanker incident)
- How would you classify this spill? Large? Small?
- How long will it take to cleanup?
- How much will it cost to cleanup?
- Will people who suffer losses because of the spill be reimbursed?
- How many people will be involved in the response?
- What is the flag of this vessel? What nationality is the crew?
- Will you use dispersants or in-situ burning?
- What is the trajectory of the oil? How long before it hits the shoreline?
- Are there aircraft surveillance operations ongoing? How many?
- What wildlife or marine life is being threatened?
- What kind of insurance do you have to cover this?
- What are your biggest fears?
- Is this an environmental disaster?
- How old is this vessel?
- If a tank ship, was it tanker double-hulled?
- When was the vessel last inspected?
- Will the captain and crew be tested for drugs?
- What happens if they test positive for drugs? Will they be fired?
- Are there any other contingencies you are planning for? Is this your worst nightmare? If not, what is?

2330 Joint Information Center (JIC)

During a major oil spill when media activity is expected to last several days, the lead Public Information Officer (PIO) should establish a Joint Information Center (JIC) to coordinate the Public Affairs activities of participating agencies and parties. The primary role of the JIC is to establish coordinated and consistent information dissemination across all facets of the response organization. The JIC provides a centralized location for multiple phone lines for incoming calls staffed by knowledgeable individuals; and ensure State and Federal Government Public Affairs Officers (PAOs) are available to the media. The JIC also develops joint news releases under the UC, and schedules, organizes, and facilitates news conferences. It is recommended that the JIC be in the same building as the Incident Command Post (ICP), but in a room separate from other sections. PAOs need to be close to the UC and other sections for effective communication, but not so close as to disturb response operations.

Equipment needs for the JIC vary, dependent on the size and impact of the incident, and media and public interest levels. If possible, a separate “Press Room” should be established for reporters’ use at spills that attract a great deal of media interest. This room may be used by reporters covering the story, and would ideally be equipped with several phone lines, electrical outlets, and a couple of desks, tables and chairs. There should be a
way to display maps, status boards, and other visual aids that could be used on-camera, and a table near the door for the latest news releases, fact sheets, and advisories. If there is room for seating and a podium with PA system, the press room is a good site for all formal news conferences. This allows TV news crews to set-up cameras in advance, and reporters to do stand-ups and call-ins from an easy, central location.

It is the responsibility of the JIC to monitor ongoing news for accuracy and to take corrective measures if misinformation is being reported.

A list of Agency Public Affairs contacts can be found in Section 9240.2 Media and Agency Public Affairs Contacts.

2350 Homeland Security Information Network (HSIN)

CG District Seven and Sector Miami will use the Homeland Security Information Network (HSIN) to manage internal information. HSIN is a national secure and trusted web-based portal for information sharing and collaboration between federal, state, local, tribal, territorial, private sector, and international partners engaged in the homeland security mission.

HSIN is made up of a growing network of communities, called Communities of Interest (COI). COIs are organized by state organizations, federal organizations, or mission areas such as emergency management, law enforcement, critical sectors, and intelligence. Users can securely share within their communities or reach out to other communities as needed. HSIN provides secure, real-time collaboration tools, including a virtual meeting space, instant messaging and document sharing. HSIN allows partners to work together instantly, regardless of their location, to communicate, collaborate, and coordinate.

HSIN offers many dynamic capabilities including:

- 24/7 availability
- Document Libraries
- Instant-messaging tool
- Web conferencing
- Incident reporting
- Common Operational Picture (COP) provides situational awareness and analysis
- Announcements
- Discussion Boards
- Task Lists
- Requests For Information/For Your Information (RFIs/FYIs)
- Calendars
- Really Simple Syndication (RSS) Feeds
- Online training materials

You may obtain an application by sending a request to HSIN.Outreach@hq.dhs.gov. Once nominated, the COI Validating Authority will review your membership application
and approve or deny your admission to the COI. If the application is approved, an email will be sent to you with instructions on how to log onto HSIN for the first time.
2400 Liaison Officer

Only one primary Liaison Officer will be assigned for each incident including incidents operating under UC and multi-jurisdictional incidents

The Liaison Officer may have assistants as necessary, and the assistants may also represent assisting agencies or jurisdictions.

A job aid for the Liaison Officer can be found at https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids. The U.S. Coast Guard Incident Management Handbook (IMH) provides guidance on implementing the Incident Command System (ICS) and related positions.

Major duties of the Liaison Officer are:

- Be a contact point for Agency Representatives
- 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 agencies supporting the incident aware of incident status. See also Section 2350 Homeland Security Information Network (HSIN).
- Monitor incident operations to identify current or potential inter-organizational problems.
- Participate in planning meetings; provide limitations and capability of assisting agency resource.
- Coordinate response resource needs for Natural Resource Damage Assessment and Restoration activities with the On-Scene Coordinator during oil and HAZMAT response.
- Coordinate response resource needs for incident investigation activities with the On-Scene Coordinator.
- Coordinate activities of visiting dignitaries.
- Ensure that all required agency forms, reports, and documents are completed prior to demobilization.
- Brief command on agency issues and concerns.
- Have debriefing session with the Incident Commander prior to demobilization.
- Maintain Unit Log (ICS 214-CG)

During major and Offshore oil spill incidents (e.g. Deepwater Horizon), information release policy dictates that information provided to the media and other stakeholders on flow rate is based only on fact and not conjecture. In the absence of factual information, ensure that information providers acknowledge the uncertainty and efforts to obtain reliable information.
2410 Investigators

While many if not all spills and releases are marine casualties over which the Coast Guard has jurisdiction under Title 46 Code of Federal Regulations part 4, the National Transportation Safety Board (NTSB) often investigates accidents resulting in large oil or hazardous substance discharges. Accordingly, relationships between investigators will be governed by the Memorandum of Understanding between the Coast Guard and the NTSB, as well as side-bar agreements on investigation between state and local investigators. The FOSC will normally group the investigation as a separate entity from the response through the Liaison Officer. The Liaison will normally appoint an assistant solely to handle the investigators during a large response or complex investigation; this assistant should immediately contact the Coast Guard’s Office of Investigation and Analysis in Washington DC through the Coast Guard chain of command to discuss the details of the investigation/response relationship in the particular case at hand.

2420 Trustees

*Trustee* means an official of a federal natural resources management agency designated in subpart G of the NCP or a designated state official or Indian tribe or, in the case of discharges covered by the OPA, a foreign government official, who may pursue claims for damages under section 107(f) of CERCLA or section 1006 of the OPA.

Upon notification or discovery of injury to, destruction of, loss of, or loss of use of, natural resources, or the potential for such, resulting from a discharge of oil, the trustees, pursuant to section 1006 of the OPA, are to take the following actions:

- In accordance with OPA section 1006(c), determine the need for assessment of natural resource damages, collect data necessary for a potential damage assessment, and, where appropriate, assess damages to natural resources under their trusteeship; and
- As appropriate, and subject to the public participation requirements of OPA section 1006(c), develop and implement a plan for the restoration, rehabilitation, replacement, or acquisition of the equivalent, of the natural resources under their trusteeship.

When circumstances permit, the FOSC shall share the use of federal response resources (including but not limited to aircraft, vessels, and booms to contain and remove discharged oil) with the trustees, providing trustee activities do not interfere with response actions. The lead administrative trustee facilitates effective and efficient communication between the FOSC and the other trustees during response operations and is responsible for applying to the FOSC for non-monetary federal response resources on behalf of all trustees. The lead administrative trustee is also responsible for applying to the NPFC for funding for initiation of damage assessment for injuries to natural resources.
2420.1 **Federal Trustees**

In SE Florida, the federal trustees include:

(a) **Department of Commerce:**  
   - NOAA – National Marine Fisheries Service

(b) **Department of Defense:**  
   - Naval Station Fort Lauderdale

(c) **Department of Interior:**  
   - National Park Service – Biscayne and Everglades National Parks  
   - U.S. Fish and Wildlife Service

2420.2 **State Trustees**

State officials designated by the Governor to act as trustee for natural resources within the State’s boundaries or for resources belonging to, controlled by, or appertaining to the State of Florida.

State trustees shall act on behalf of the public as trustees for natural resources, including their supporting ecosystems, within the boundary of a state or belonging to, managed by, controlled by, or appertaining to such state. The state's lead trustee would designate a representative to serve as contact with the FOSC. This individual should have ready access to appropriate state officials with environmental protection, emergency response, and natural resource responsibilities.

In SE Florida, the state trustees include:

(a) Florida Wildlife Conservation Commission (FWCC)  
(b) Florida Department of Environmental Protection (FDEP)

Examples of resources under the state trusteeship:

- State forest lands;  
- State-owned minerals;  
- State parks and monuments;  
- State rare, threatened, and endangered species; and  
- State wildlife refuges and fish hatcheries
2420.3 Local Trustees

Any lands or areas assigned to local trustees will be coordinated through the State Trustee.

2420.4 Tribal Nations

Tribal nation officials designated by the governing body of any tribe may act as trustee on behalf of the tribe. The Department of the Interior may act as trustee if requested by a tribe:

a) Miccosukee Tribe
b) Seminole Tribe of Florida

Examples of resources under the trusteeship:

- Ground and surface water resources on Tribal lands; and
- Any other natural resources found on Tribal land
2421 **Identification of Lead Administrative Trustee (LAT)**

*Lead administrative trustee* means a natural resource trustee who is designated on an incident-by-incident basis for the purpose of pre-assessment and damage assessment and chosen by the other trustees whose natural resources are affected by the incident. The lead administrative trustee facilitates effective and efficient communication during response operations between the FOSC and the other natural resource trustees conducting activities associated with damage assessment, and is responsible for applying to the FOSC for access to response operations resources on behalf of all trustees for initiation of a damage assessment.

The trustees shall assure, through the lead administrative trustee, that the FOSC is informed of their activities regarding natural resource damage assessment that may affect response operations in order to assure coordination and minimize any interference with such operations. The trustees shall assure, through the lead administrative trustee, that all data from the natural resource damage assessment activities that may support more effective operational decisions are provided in a timely manner to the FOSC.

The Natural Resource Trustee will notify the U.S. Coast Guard of the LAT as soon as possible after an oil spill. As required by E.O. 12777 (October 22, 1991), the Federal Natural Resource Trustee must select a LAT. Depending on the resources at risk and other relative factors, it might be appropriate for the LAT to be a non-federal agency. In such cases, the Federal Natural Resource Trustees would still select a Federal LAT for the purpose of coordination with the representatives of the Oil Spill Liability Trust Fund (OSLTF) to initiate the damage assessment. The non-federal LAT will coordinate all other damage assessment activities.

The Natural Resource Trustees intend to execute a general Memorandum of Agreement (MOA) to coordinate damage assessment and restoration activities. Among other things, the MOA will identify trustees, establish criteria for selecting a LAT, and provide procedures for decision making and handling monetary recovery efforts.

See also [Fact Sheet Natural Resource Trustees (Federal)](https://www.nrt.org/sites/2/files/FNRT.pdf)

2430 **Natural Resource Damage Assessment (NRDA) Representative**

The Natural Resource Damage Assessment (NRDA) Representatives are responsible for coordinating NRDA needs and activities of the trustee team. NRDA activities generally do not occur within the structure, processes, and control of the ICS. However, particularly in the early phases of a spill response, many NRDA activities overlap with the environmental assessment performed for the sake of spill response. Therefore, NRDA Representatives should remain coordinated with the spill response organization through the LNO, and they may need to work directly with the UC, Planning Section, Operations Section, and the NOAA SSC to resolve any problems or address areas of overlap. This
includes close coordination with the LNO for obtaining timely information on the spill and injuries to natural resources.

While NRDA resource requirements and costs may fall outside the responsibility of the Logistics and Finance/Administrative Sections, coordination is important. The NRDA Representative will coordinate NRDA or injury determination activities.

2430.1 NRDA Funding Through Responsible Party

The Responsible Party (RP) should be the primary funding source for the Natural Resource Damage Assessment (NRDA). The trustees will need early access to representatives of the RP to determine the availability of funding, personnel, and equipment for damage assessment activities. The LAT will first notify the appropriate U.S. Coast Guard representative and request that a meeting be arranged between the Natural Resource Trustees and the RP's representative. Should the U.S. Coast Guard fail to arrange a meeting in a timely fashion, the Natural Resource Trustees will establish contact directly with the RP's representative. When the RP is unknown, contacting the RP is not feasible, or the RP is unwilling or unable to provide funds, the LAT may request funding from the Oil Spill Liability Trust Fund (OSLTF).

2430.2 NRDA funding Through the Oil Spill Liability Trust Fund (OSLTF)

The Federal LAT must submit a request for initiation of a NRDA to the National Pollution Fund Center (NPFC) to secure a funding obligation following an oil spill. The request must include: the amount requested, the plan for fund use, an estimated completion date, an agreement for subrogation of all cost recovery actions, an agreement to comply with NPFC documentation requirements, and a certification of lead trustee status. Based on the request for initiation, an Interagency Agreement (IAG) will be executed for each OPA incident, establishing the amount of funds authorized for initiation. The NPFC will assign a document control number to track costs.

The Federal LAT is responsible for documenting expenditures and submitting the documentation to the NPFC. In order for the trustee agencies to be funded for their activities all operations must be conducted in compliance with the procedures set forth by the NPFC in Chapter 5, Initiate Requests and NRD Claims, of the NPFC User Reference Guide.

The Federal LAT is expected to manage the funds available for initiation of NRDA. Whenever it appears that actual costs may exceed the amount of the IAG, the LAT should promptly request supplemental funding in the same manner as the original request. Until the IAG is amended to reflect supplemental funding, the LAT must take action to prevent exceeding the obligated amount.
2430.3 Contacts with the Responsible Party (RP)

The RP should be the primary funding source for the Natural Resource Damage Assessment (NRDA). The trustees will need early access to representatives of the RP to determine the availability of funding, personnel, and equipment for damage assessment activities. The LAT will first notify the appropriate U.S. Coast Guard representative and request that a meeting be arranged between the Natural Resource Trustees and the RP's representative. Should the U.S. Coast Guard fail to arrange a meeting in a timely fashion, the Natural Resource Trustees will establish contact directly with the RP's representative. When the RP is unknown, contacting the RP is not feasible, or the RP is unwilling or unable to provide funds, the LAT may request funding from the OSLTF.

2440 Agency Representatives

For incidents involving multiple jurisdictions, an agency or jurisdiction will send a representative to assist with coordination efforts. An Agency Representative is an individual assigned to an incident from an assisting or cooperating agency who has been delegated authority to make decisions on matters affecting that agency’s participation at the incident.

Agency Representatives report to the Liaison Officer or to the Incident Commander in the absence of the Liaison Officer.

2450 Stakeholders

A Stakeholder is a group or organization that has a vested interest in a specific area that may be affected by a pollution incident. Many of these groups are government agencies that are responsible for the management and the upkeep of a specific area but are not the designated trustee. See Section 9250 Stakeholders for a listing of stakeholder contact information.

2450.1 Economic

Reserved for Area Committee Development

2450.2 Political

Reserved for Area Committee Development

2450.3 Volunteer Management

After a major pollution incident, especially one that receives extensive press coverage, members of the local communities have demonstrated their concern by arriving at the sites of oil spills and volunteering to participate in efforts to clean up affected areas. The volunteers often arrive in large numbers and are usually untrained in oil spill response and clean up. Utilization of volunteers is subject to the guidance in National Contingency Plan (NCP), 40 CFR 300.185. Generally, volunteers will not be used.
during federally funded responses without the permission of the FOSC. A volunteer's unknown background, a potentially confusing chain of command, and liability issues preclude the use of volunteers in most situations. Should the Unified Command decide to use volunteers obtain Coast Guard or other legal counsel. State and local agencies may utilize volunteers in accordance with their own policies.

In 2011, an MOU was signed between the USCG, EPA and Corporation for National and Community Service (see Section 9510.11). This MOU established the resource support to the FOSC by the Corporation for National and Community Service (CSNS). The CSNS, a wholly-owned US government corporation and federal agency of the US, supports service and volunteering at the national, state, and local levels, overseeing three major initiatives:

- AmeriCorps (including state/national, Volunteers in Service to Serve America (VISTA), and National Civilian Community Corps (NCCC));
- Learn to Serve America; and
- Senior Corps.

CNCS programs provide vital support, especially human capital, to the national, state and local voluntary organizations and public agencies that lead response, relief and recovery efforts when an incident occurs. In addition, CNCS has specific responsibilities as a support agency within the National Response Framework (NRF). Pursuant to the Stafford Act and other legal authorities, CNCS and its grantees have a record of collaborating with state and local agencies and organizations to support response and recovery efforts.

Non Governmental Organizations (NGO) collaborate with first responders, governments at all levels, and other agencies and organizations providing relief services to sustain life, reduce physical and emotional distress, and promote recovery of disaster victims when assistance is not available from other sources. The American Red Cross is an NGO that provides relief at the local level and also coordinates the Mass Care element of Emergency Support Function #6. The National Voluntary Organizations Active in Disaster (NVOAD) (http://www.nvoad.org/) is a consortium of more than 30 recognized national organizations of volunteers’ active in disaster relief. Such entities provide significant capabilities to incident management and response efforts at all levels. Community-Based Organizations (CBO’s) receive government funding to provide essential public health services. For example, the wildlife rescue and rehabilitation activities conducted during a pollution emergency are often carried out by local nonprofit organizations and individuals working with natural resource trustee agencies.

A gratuitous service is provided without any expectation of compensation. The distinction between individuals providing volunteer services and those providing gratuitous services is important primarily in determining the type of governmental liability of injury to the individuals and accountability for harms caused by the individuals. Federal law contains two important prohibitions regarding governmental use of voluntary services. First, it bans government officers and employees from accepting
voluntary services for the government except for certain emergencies (Unified Command approval). Second, it bans government officers and employees from employing personal services in excess of that authorized by law defined under 31 US Code 1342. The purpose of the statutory prohibition is to avoid situations that might generate future claims for compensation which might be in excess of a Federal agency’s funds.

See Use of Volunteers for Oil Spill Guidelines and MOU
https://nrt.org/Main/Resources.aspx?ResourceType=Use of Volunteers for Oil Spill Guidelines and MOU&ResourceSection=2

See Section 9240.7 Volunteer Organizations for a listing of volunteer resource information.

2450.31 Volunteer Coordinator and Responsibilities

The Volunteer Coordinator is responsible for managing and overseeing all aspects of volunteer participation, including recruitment, induction and deployment. The Volunteer Coordinator reports to the Liaison Officer.

Responsibilities include:

- Coordinate with the Liaison Officer to determine where volunteers are needed
- Identify any necessary skills and training needs
- Verify minimum skill/training required for volunteer assignment with the Safety Officer and assigned group leaders
- Identify, if needed, any necessary stand-by contractors for various training needs (example: HAZWOPER, etc.). Order through Logistics Section.
- Coordinate nearby or on-site training as part of the deployment process
- Identify and secure other equipment, materials and supplies, as needed
- Induct (on-scene) convergent volunteers
- Activate other volunteers or organizations on file with SF Area Committee (see Section 9240.7 Volunteer Organizations) as needed
- Recruit additional volunteers (by identified skill sets) through media appeals
- Assess, train, and assign volunteers. Maintain status with Liaison Officer.
- Coordinate with Liaison Officer / Logistics Section for volunteer housing and messing as needed
- Assist volunteers with other special needs
- Maintain Individual Log (ICS 214a) and provide it along with other incident related documentation to the Documentation Unit

See Section 9321 Template Volunteer Coordination and Training Plan for initial development of a volunteer coordination plan.
2450.32 Response Assistance Assignments

Utilization of volunteers is subject to guidance in National Contingency Plan (NCP), 40 CFR 300.185 which requires identification of functions for volunteer participation during response actions which should generally not involve physical removal or remedial activities. Volunteers will be assigned based on expertise and interest. The SE Florida Area Committee has identified the following positions and functions suitable for volunteer participation:

- Check-in / Status Recorder (Resources Unit)
- Beach reconnaissance patrols / Notification of injured wildlife (Planning Section)
- Demobilization Check-out (Demob Unit Leader)
- Community Liaison (Liaison Officer)
- Public relations administrative support (Information Officer)
- Personnel support functions (Logistics Section)
- Facility support functions (ICP, Staging Area, Camps) (Logistics Section)
- Wildlife cleaning and rehabilitation (Operations Section)
- Others as specific incident characteristics allow

Wildlife cleaning and rehabilitation will be supervised and managed by the Dept of Interior or its delegated representative agency/organization as part of the Operations Section.

Where the Operations Section Chief is directing, using, or controlling volunteers, governmental liability for the health and safety of the volunteers is contingent upon such issues as the level of supervision and control exercised by the FOSC over the activities of the volunteer and the status of the individual. The FOSC may face personal liability to the volunteer where the harm or injury was caused by FOSC actions conducted outside the scope of authority.

2450.33 Volunteer Training

In accordance with the guidelines of the NCP, the FOSC is responsible to provide for the health and safety of all workers. OSHA regulations require specific initial training of workers prior to their engagement in hazardous waste operations or emergency response that could cause exposure to safety and health hazards. The level of training may vary with the worker’s job junction and responsibilities. OSHA regulation 29CFR1900.120 dictates the level of HAZWOPER training required for response duties assigned. Volunteers involved in the post-emergency response phases of an oil spill will require hazardous materials awareness training. Volunteers should not be assigned duties in which exposure to gross amounts of oil/hazardous material could be expected. But some support activities may encounter/discover areas of contamination (beach reconnaissance, wildlife rehabilitation, etc.).

Instead, volunteers can fall under a “De Minimis” exception. Under OSHA Directive CPL 2-2.51 and OSHA Standards Interpretation and Compliance Letters (dated 02/13/1992), “a minimum of four hours [training] would be appropriate in most
situations.” Ensure any training requirements have consensus review by the Safety Officer and Legal Officer.

Persons completing appropriate training are to be given written certification and documented in the response archive file.
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OPERATIONS

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3700 RESERVED

3800 RESERVED

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3000 OPERATIONS SECTION


In general, the following response priorities will be followed:

- Protect human life and health.
- Minimize ecological impacts.
- Minimize economic and public impacts.

3100 Operations Section Organization

![Diagram of Operations Section Organization]
The Ops Section is responsible for all field activities directly applicable to the primary mission. The section also directs the preparation of unit operational plans, requests or releases resources makes expedient changes to the Incident Action Plan as necessary and reports such to the Incident Commander (IC/UC). The Ops Section is comprised of the Recovery and Protection Branch, Emergency Response Branch, Air Operations Branch, and Wildlife Branch, each with subordinate units. The IC/UC will determine the need for a separate Operations Section at an incident or event. Until Operations is established as a separate Section, the IC/UC will have direct control of tactical resources. See Appendices 9100 Required Emergency Notifications and 9200 Personnel and Services Directory for response resources and additional information including Geographic Response Plans and Chemical Countermeasures.

3110 Operations Section Chief

The Operation Section Chief is responsible for the management of all operations directly applicable to the primary mission. The Operations Chief activates, supervises and directs elements in accordance with the IAP and the Site Safety Plan. In addition, the Ops Section Chief directs the preparation of unit operational plans, requests and releases resources makes changes to the IAP as necessary and reports to the Incident Commander. Other Ops Section Chief responsibilities include:

- Implement and manage the Operations Section branches, divisions, and groups needed to proactively accomplish Operations Section actions.
- Assist the Planning Section in defining strategic response goals and tactical operational objectives detailed in the Incident Action Plan.
- Develop detailed mission assignments, sortie schedules, duty lists, and operational assignments to accomplish the strategic response goals and tactical operational objectives.
- Identify additional response resources required or recommend the release of resources to the Unified Command.
- Evaluate and report on response countermeasure efficiency.

3120 Operations Section Preliminary Objectives

3120.1 0-4 Hours (Initial Response (Emergency) Phase)

- Confirm the spill and determine if the pollution source can be secured and direct operations to secure.
- Confirm all necessary emergency notifications have been made (State Warning Point, USCG Sector Miami Command Center, Area Committee, and Tribal Nations as applicable (see Section 9111 Notifications for contact info).
- Assess the situation, using ICS 201, including any grounding, firefighting, salvage or additional problems. Determine immediate objectives, priorities, and strategies.
- Request Emergency Medical Services assistance as necessary.
- Coordinate with the Qualified Individual / Responsible Party response team.
- Conduct Hazardous Materials situation assessment including site surveys and air monitoring. Analyze any HAZMAT problems detected.
- Institute Operational Risk Management (ORM) in accordance with Section 9000 of this plan for all personnel involved in the response, including civilian OSRO personnel.
- Deploy field response teams as soon as possible. Activate special teams as necessary.
- Deploy containment boom as close to the source as reasonably possible.
- Estimate current, tide, and weather effects on the situation and product movement.
- Identify high-priority areas for early protection and select appropriate response strategies (see Section 3200 Recovery and Protection Branch of this plan).
- If salvage, lightering, or dewatering operations will be required, provide tasking to those on scene and to support personnel ashore. Provide tasking to divers as necessary.
- Request marine inspector / surveyor for vessel incident.
- Identify potential staging areas ASAP and sites for immediate pre-cleaning and assign personnel.
- Continuously order personnel and equipment required for initial response as needed. Do not wait to submit an organized or forward-projected estimate for the next operational period. Keep track of all call-ups using ICS 201.
- Direct the delivery and deployment of the first equipment to arrive on-scene.
- Establish well-qualified on-scene supervisors.
- Activate Oil Spill Recovery Vessels and CG District 7 (drm) for Vessel of Opportunity Skimming system (VOSS) support as necessary (see Section 9111 Notifications for contact info). (Consider use of USCG WLIC as potential vessel of opportunity)
- Contact USCG/State officials to commence drug and alcohol testing (in conjunction with marine investigators and other investigators).
- Monitor personnel for signs of exhaustion and need for relief/replacement at the 4-hour mark.

### 3120.2 4-24 Hours (First Operational Period)

- Transition from “emergency phase” driven response posture to a “pre-planned operation” response posture.
- Continue primary containment activities.
- Identify safety hazards that may be present and report observations to the Safety Officer.
- Continue gathering information on the extent of the spill and assist the Planning Section with situation and resource information.
- Arrange for initial over-flight with appropriate observers / Situation Unit Leader. Consider IR camera and video link to help tailor the response effort.
- Determine organization and staffing for the Operations Section.
- Obtain response objectives and priorities from Incident Commander / Unified Command.
- Estimate personnel and equipment required for objectives/priorities; adjust resources ordered as needed.
Consider dispatching liaison assistants to involved Oil Spill Response Organizations (OSROs).

Commence Incident Planning Process “P” with Planning Section Chief to develop response tactics for the Incident Action Plan.

Review trajectory models from Environmental Unit/SSC, identify future impacted areas and deploy protective measures (boom, pre-treatment (if approved), etc.).

Conduct oil recovery operations as able.

Initiate incident documentation NOW. Identify and document the discharge source, responsible party, and preserve this information for the document unit and finance/administration section.

Establish a restricted airspace, as needed (see section 3410.3 of this plan).

Review results of over-flight with Unified Command and determine future air operations needs with the Planning Section Chief.

Anticipate the need for replacement personnel.

### 3120.3 24-48 Hours (Second Operational Period)

- Continue to assist Planning Section with information gathering and documentation.
- Continue Incident Planning Process “P” with the Planning Section to maintain the Incident Action Plan per op-period.
- Assist Environmental Unit Leader with data collection and evaluation of options to use alternative countermeasures such as dispersants or in-situ burning.
- Continuously monitor resource allocation to ensure that the most effective use is being made of personnel and equipment.
- Execute the completion and delivery of the following federal and state forms:
  1. Notice of Federal Interest;
  2. Letter of Designation of Source;
  3. Administrative Order (as needed); and
  4. Letter of Federal Assumption (as needed).

### 3130 Scalability of the Operations Section

The Operations Section will naturally evolve based on the needs of the incident. The following Modular Development list illustrates a typical method of expanding the Incident Organization at an oil spill incident. This list is not meant to be restrictive, nor imply that this is the only way to build an ICS organizational structure from an initial response to a multi-branch organization.


**Initial Response Organization** - Initial Response resources are managed by the IC who will handle all Command and General Staff responsibilities. A unified command is established.
Reinforced Response Organization - The UC has established a Protection Group and a Recovery Group to manage on-water activities and a shoreline division to manage land-based resources. A SOFR will be assigned.

Multi-Division/Group Organization - The UC has assigned all Command Staff positions and established a number of Divisions and Groups as well as an OPS and PSC. Some Logistic Units are established.

Multi-Branch Organization - The UC has established all Command and General Staff positions and has established four branches.

3140 Operational Risk Management (ORM)

Human error causes a significant number of mishaps every year that result in the loss of personnel, cutters, boats, aircraft, and equipment. Many times faulty risk decisions place our personnel at greater risk than necessary. After four major marine casualties between 1991 and 1993, the National Transportation Safety Board issued two recommendations documenting the need for Coast Guard risk assessment training.

The application of Operational Risk Management (ORM) is not limited to Coast Guard operations as the Coast Guard usually defines them. All response missions and daily activities require decisions managing risk. In ORM "operational" refers not solely to a rated person or operator, but includes any response personnel who contribute to the overall goal of safe and effective clean up. All organizational levels contribute either directly or indirectly to operational mission success. Therefore, ORM's target audience includes all those involved in operations, maintenance, and support activities.

Traditional risk management practices assert risk is "bad". In reality, that may not be so. Taking calculated risk is essential for an organization to grow and capitalize on its capabilities. ORM’s aim is to increase mission success while reducing the risk to personnel, resources, and the environment to a level acceptable for a particular response in a given situation. Responders should identify risk using the same disciplined, organized, logical thought processes that govern all other aspects of response operations. ORM provides the framework to minimize risk, show concern for colleagues, and maximize the unit's mission capabilities, helping to achieve the Unified Command’s direction. Additional benefits include safeguarding our responders’ health and welfare and conserving vital resources and support equipment.

3141 Risk Terminology

Responders need to understand terms clearly and communicate risk effectively in order to use the ORM process. Understandably, each facility and activity will differ in how it interprets risk assessment and risk management results due to unique mission differences and its members' varying degrees of knowledge, skill, experience, and maturity. All personnel shall use the common key terms when communicating risk across program and activity lines.
Operational Risk Management (ORM): A continuous, systematic process of identifying and controlling risks in all activities according to a set of pre-conceived parameters by applying appropriate management policies and procedures. This process includes detecting hazards, assessing risks, and implementing and monitoring risk controls to support effective, risk-based decision-making.

Risk: The chance of personal injury or property damage or loss, determined by combining the results of individual evaluations of specific elements that contribute to the majority of risk concerns. Risk generally is a function of severity and probability. The models in this plan, however, single out exposure as a third risk factor.

Severity: An event's potential consequences in terms of degree of damage, injury, or impact on a mission.

Probability: The likelihood an individual event will occur.

Exposure: The amount of time, number of cycles, number of people involved, and/or amount of equipment involved in a given event, expressed in time, proximity, volume, or repetition.

Mishap: An unplanned single or series of events causing death, injury, occupational illness, or damage to or loss of equipment or property.

Hazard: Any real or potential condition that can endanger a mission; cause personal injury, illness, or death; or damage equipment or property.

Risk Assessment: The systematic process of evaluating various risk levels for specific hazards identified with a particular task or operation. Various models are available to complete this step in the ORM process.

Risk Rating Scale: A scale of specific risk degrees, determined during the ORM process's risk assessment step. Various responder communities and activities should use the safety industry's standard terms low, medium, and high when discussing risk across program lines. However, each community will define low, medium, and high risk in terms meaningful to its own personnel.

3142 Operational Risk Management Principles

Accept No Unnecessary Risk: All response operations and daily routines entail risk. Unnecessary risk conveys no commensurate benefit to safety of a mission. The most logical courses of action for accomplishing a response are those meeting all response requirements while exposing personnel and resources to the lowest possible risk. ORM provides tools to determine which risk or what degree of risk is unnecessary.
Accept Necessary Risk When Benefits Outweigh Costs: Compare all identified benefits to all identified costs. The process of weighing risks against opportunities and benefits helps to maximize unit capability. Even high-risk endeavors may be undertaken when decision-makers clearly acknowledge the sum of the benefits exceeds the sum of the costs. Balancing costs and benefits may be a subjective process open to interpretation. Ultimately, the appropriate decision authority may have to determine the balance.

Make Risk Decisions at the Appropriate Level: Depending on the situation, anyone can make a risk decision. However, the appropriate level to make those decisions is that which most effectively allocates the resources to reduce the risk, eliminate the hazard, and implement controls. Supervisors at all levels must ensure subordinates are aware of their own limitations and when subordinates must refer a decision to a higher level.

ORM is just as critical in executing as in planning: While ORM is critically important in operational planning stages; risk can change dramatically during an actual mission. Therefore, supervisors and senior leadership should remain flexible and integrate ORM in executing tasks as much as in planning for operations.

3143 Quantitative G-A-R Risk Evaluation Process

We can address more general risk concerns, such as those involving planning operations or reassessing risks, as milestones within our plans are met by using the Green-Amber-Red (GAR) model. A survey of response personnel identified the following elements as contributing to the majority of risk in their operations:

(1) Supervision,
(2) Planning,
(3) Crew selection,
(4) Crew fitness,
(5) Environment, and
(6) Event or evolution complexity.

The GAR model incorporates these elements, further defined below:

Supervision: Supervisory control should consider how qualified a supervisor is and whether he or she actually is supervising. Even if a person is qualified to perform a task, supervision further minimizes risk. The higher the risk, the more a supervisor should focus on observing and checking. A supervisor actively involved in a task (doing something) can be distracted easily and probably is not an effective safety observer in moderate to high-risk conditions.

Planning: Preparation and planning should consider how much information is available, how clear it is, and how much time is available to plan an evolution or evaluate the situation.
Crew Selection: Crew selection should consider the experience of the persons performing the specific task or evolution. If individuals are replaced during the evolution, assess the new team members' experience.

Crew Fitness: Crew fitness should judge the team members' physical and mental state; generally, a function of how much rest they have had. Quality of rest should consider how a platform rides and its habitability, potential sleep length, and any interruptions. Fatigue normally becomes a factor after 18 hours without rest; however, lack of quality sleep builds a deficit that worsens the effects of fatigue.

Environment: Environment should consider all factors affecting personnel, unit, or resource performance, including time of day, lighting, atmospheric and oceanic conditions, chemical hazards, and proximity to other external and geographic hazards and barriers, among other factors.

Event or Evolution Complexity: Event or evolution complexity considers both the time and resources required to conduct an evolution. Generally, the longer the exposure to a hazard, the greater the risks involved. However, each circumstance is unique. For example, more iterations of an evolution can increase the opportunity for a loss to occur, but on the positive side, may improve the proficiency of the team conducting the evolution, depending on the team's experience, thus possibly decreasing the chance of error. Other factors to consider in this element include how long the environmental conditions will remain stable and the precision and level of coordination needed to conduct the evolution.

Calculating Risk: To compute the total degree of risk for each hazard, assign a risk code of 0 for no risk through 10 for maximum risk to each of the six elements to obtain an estimate of the risk. Add the risk scores to come up with a total risk score for each hazard.

If the total risk value falls in the (G)reen zone (1-23), the risk is rated low. A value in the (A)mber zone (24-44) indicates moderate risk; consider adopting procedures to minimize it. If the total value falls in the (R)ed zone (45-60), implement measures to reduce the risk before starting the event or evolution.

The GAR model is good for a gross assessment of operational risk. If the degree of risk appears unduly high for one or more of the elements above, perform a second assessment using the SPE model for each element of concern, since the SPE model is more specific. As with the SPE model, rank-order all hazards assessed in the GAR model from the highest to the lowest risk to target areas of greatest concern first.

Risk Ratings: The ability to assign numerical values or color codes to risk elements in GAR model is not the most important part of risk assessment. What is critical in this ORM step is team discussion to understand the risks and how the team will manage them. Different Coast Guard operational communities have adopted the GAR model, but may interpret green, amber, and red differently for their own missions and
operators. For example, law enforcement personnel may define a "green" risk level a bit higher than personnel involved in recreational boating safety.

Understanding these differences will improve communications among communities. However, a low/medium/high scale is generally understood throughout the Coast Guard and is the safety industry's widely used standard. Therefore, discussions of risk among various Coast Guard activities will use the terms low, medium, and high, but each operational community will define those terms meaningfully for its own operators.

See Section 2230 Operational Risk Management (ORM) for a detailed discussion of the ORM process and GAR model that all supervisors in the Operations Section should be executing for each response activity they perform prior to performing it.
3200 Recovery and Protection Branch

The Recovery and Protection Branch is responsible for overseeing and implementing the protection, containment and clean-up activities established in the IAP. Refer to Appendices 9200 Personnel and Services Directory and 9700 List of Response References for Response Guidance and Strategies.

Recovery and Protection Branch Director

Role and Responsibilities:

- Responsible for overseeing and implementing the protection, containment, and cleanup activities established by in the IAP
- Attend planning meetings at request of Operations Section Chief
- Review Division/Group Assignment lists (ICS 204) for Division/Groups within Branch. Modify lists bases on effectiveness of current operations
- Brief operations personnel in accordance with IAP
- Assign specific tasks to Division/Group Supervisors
- Supervise Branch Operations
- Report resource needs, surplus resources, hazardous situations, modifications to the IAP and significant events to Operations Section Chief
- Maintain Individual Log (ICS 214a)

General strategies for response to oil spills in the SE Florida are identified in this section. The following response priorities will follow PEPE:

(1) Protect People (human life and health);
(2) Protect Environment (minimize ecological impacts);
(3) Protect Property (minimize public impacts);
(4) Protect Economy (minimize economic impacts)

Due to the large amount of environmentally sensitive wetlands and the abundance of endangered and threatened fauna and flora that are common to this area, the best strategy for pollution response is prevention. Should a significant spill occur in the area covered by this plan, there will almost certainly be significant environmental damage.

In the event of a spill, the fundamental protection strategy will utilize barrier boom across the mouths of creeks that lead back into marshes areas, tidal flats and mangrove swamps. This strategy, if employed correctly, will protect the maximum of environmentally sensitive areas with a minimum amount of boom.

The probability of success for boom protection strategies is dependent upon wind and current. Currents in excess of 2.5 knots are common inland waters and ICW during tidal changes, and currents in excess of 1 knot are expected in many of the creeks. The speed of response will determine the amount of damage to environmentally sensitive areas. Due to the amount of boom required, it is not feasible to protect the face of the marsh areas.
during a significant spill. For smaller spills this may be an option. It is hoped that the density of the marsh grasses will limit the distance into which the oil can penetrate.

Numerous environmentally sensitive areas place a high priority on rapid collection of oil. Several collection points have been identified in the Sector Miami area. The majority of locations are suitable for vacuum truck/skimmer units; this area has many vacuum trucks but few skimmers. Water-based skimmers are also critical to rapid removal of oil in this area but are in extremely short supply.

Environmental Sensitivity indices list 10 types of shorelines. For response purposes, this plan has grouped these 10 types into three categories:

High Sensitivity (Class A) (See Section 3210)

Moderate Sensitivity (Class B) (See Section 3213)

Low Sensitivity (Class C) (See Section 3216)

Note: Parks, refuges and reserves for natural resource conservation and management have not been included. This is because the habitat types designated in the following sections above provide more effective and detailed delineation.

Shoreline cleanup will be conducted in accordance with shoreline sensitivity classification as outlined in the following sections.

3201 NOAA Shoreline Countermeasures Manual

The following strategies and matrices in this section are drawn from the NOAA Shoreline Countermeasures Manual for Tropical Coastal Environments:


The Environmental Sensitivity indexes in that manual list 10 types of shorelines and utilizes a Shoreline Countermeasure Matrix to indicate RECOMMENDED, CONDITIONAL and NOT RECOMMENDED shoreline countermeasures for oil spill response to different types of oil. The Matrix contains countermeasures for the following types of oils:

- Very Light Oils (Jet fuels, Gasoline)
- Light Oils (Diesel, No. 2 Fuel Oils, Light Crudes)
- Medium Oils (Most Crude Oils)
- Heavy Oils (Heavy Crude Oils, No. 6 fuel, Bunker C)
The countermeasures listed are not necessarily the best under all circumstances and any listed technique may need to be used in conjunction with other techniques, including ones not listed on the matrix. The FOSC has the responsibility for and authority to determine what countermeasures are appropriate for the various situations encountered. The Shoreline Countermeasure Matrices provided on the next four pages.
### 3201.1 Shoreline Countermeasures Matrix (Very Light Oils)

**Very Light Oils (Jet Fuels, Gasoline)**

- Highly volatile (should all evaporate within 1 - 2 days)
- High concentrations of toxic (soluble) compounds
- Result: Localized, severe impacts to water column and intertidal resources
- Duration of impacts is a function of the resource recovery rate
- No dispersion necessary

<table>
<thead>
<tr>
<th>SHORELINE TYPE CODES</th>
<th>COUNTERMEASURE</th>
<th>SHORELINE TYPES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – Exposed rocky shores and vertical, hard man-made structures (e.g., seawalls)</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>2 – Exposed wave-cut rock platforms and reef flats</td>
<td>R</td>
<td>R</td>
</tr>
<tr>
<td>3 – Fine-grained sand beaches</td>
<td>R</td>
<td>R</td>
</tr>
<tr>
<td>4 – Medium- to coarse-grained sand beaches</td>
<td>R</td>
<td>R</td>
</tr>
<tr>
<td>5A – Mixed sand and gravel beaches</td>
<td>R</td>
<td>R</td>
</tr>
<tr>
<td>5B – Artificial fill having a range of grain size &amp; materials</td>
<td>R</td>
<td>R</td>
</tr>
</tbody>
</table>

| 7 | Ambient Water Flooding (Deluge) | R  | R  | C/R |
| 8 | Ambient Water Washing | R  | R  | C/R |
| a) Low Pressure (<30 psi) | R  | R  | C/R |
| b) High Pressure (<100 psi) | R  | R  | C/R |
| 9 | Warm Water Washing/Mod-High Pressure Washing | R  | R  | C/R |
| 10 | Hot Water/High Pressure Washing | R  | R  | C/R |
| 11 | Slurry Sand Blasting | R  | R  | C/R |
| 12 | Vacuum | R  | R  | C/R |
| 13 | Sediment Reworking | R  | R  | C/R |
| 14 | Excavation, Cleansing, and Replacement | R  | R  | C/R |
| 15 | Cutting Vegetation | R  | R  | C/R |
| 16 | Chemical Treatment * | R  | R  | C/R |
| a) Oil Stabilization with Emulsifiers | R  | R  | C/R |
| b) Protection of Beaches | R  | R  | C/R |
| c) Cleaning of Beaches | R  | R  | C/R |
| 17 | In situ Burning of Shorelines * | R  | R  | C/R |
| 18 | Nutrient Enhancement * | R  | R  | C/R |
| 19 | Microbial Addition * | R  | R  | C/R |

* - Requires RRT approval  
R – Recommended – may be preferred alternative  
C - Conditional  
NR – Not Recommended

This countermeasure advisability matrix is only a general guide for removal of oil from shoreline substrates. It must be used in conjunction with the entire Shoreline Countermeasure Manual plus field observations and scientific advice. The countermeasures listed are not necessarily the best under all circumstances, and any listed technique may need to be used in conjunction with other techniques (including ones not listed herein). The Federal On-Scene Coordinator (FOSC) or state OSC operating with the FOSC’s authorization has the responsibility for and authority to determine which countermeasure(s) are appropriate for the various situations encountered. Selection of countermeasures is based on the degree of oil contamination, the shoreline type, and the presence of sensitive resources. Extremely sensitive areas are limited to manual cleanup countermeasures.
3201.2 Shoreline Countermeasures Matrix (Light Oils)

Light Oils (Diesel, No. 2 Fuel Oils, Light Crudes)

- Moderately volatile; will leave residue (up to 1/3 of spilled amount)
- Moderate concentrations of toxic (soluble) compounds
- Will “oil” intertidal resources with long-term contamination potential
- Has potential for subtidal impacts (dissolution, mixing, sorption onto suspended sediments)
- No dispersion necessary
- Cleanup can be very effective

<table>
<thead>
<tr>
<th>COUNTERMEASURE</th>
<th>SHORELINE TYPES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) No Action</td>
<td>1   2   3   4   5A  5B  6A  6B  7   8   9   10</td>
</tr>
<tr>
<td>2) Manual Removal</td>
<td>C   R   C   C   C   C   C   R   C   C   C   C</td>
</tr>
<tr>
<td>3) Passive Collection (Sorbents)</td>
<td>R   R   R   R   R   R   R   R   C   R   R   R</td>
</tr>
<tr>
<td>4) Debris Removal</td>
<td>R   R   R   R   R   R   R   C   R   R   R   R</td>
</tr>
<tr>
<td>5) Trenching</td>
<td>C   C   C   C   C   C   C   C   C   C   C   C</td>
</tr>
<tr>
<td>6) Sediment Removal</td>
<td>C   C   C   C   C   C   C   C   C   C   C   C</td>
</tr>
<tr>
<td>7) Ambient Water Flooding (Deluge)</td>
<td>R   R   R   R   R   R   R   C   R   C   C   C</td>
</tr>
<tr>
<td>8) Ambient Water Washing</td>
<td>R   C   C   R   R   C   C   R   C   C   C   C</td>
</tr>
<tr>
<td>a) Low Pressure (&lt;50 psi)</td>
<td>R   C   C   R   R   C   C   C   C   C   C   C</td>
</tr>
<tr>
<td>b) High Pressure (&lt;100 psi)</td>
<td>R   C   C   C   C   C   C   C   C   C   C   C</td>
</tr>
<tr>
<td>9) Warm Water Washing/Mod-High Pressure Washing</td>
<td>R   C   C   C   C   C   C   C   C   C   C   C</td>
</tr>
<tr>
<td>10) Hot Water/High Pressure Washing</td>
<td>C   C   C   C   C   C   C   C   C   C   C   C</td>
</tr>
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<td>11) Shurry Sand Blasting</td>
<td>C   C   C   C   C   C   C   C   C   C   C   C</td>
</tr>
<tr>
<td>12) Vacuum</td>
<td>C   C   C   C   C   C   C   C   C   C   C   C</td>
</tr>
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<td>C   C   C   C   C   C   C   C   C   C   C   C</td>
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<td>C   R   C   R   C   C   C   C   C   C   C   C</td>
</tr>
<tr>
<td>15) Cutting Vegetation</td>
<td>C   C   C   C   C   C   C   C   C   C   C   C</td>
</tr>
<tr>
<td>16) Chemical Treatment *</td>
<td>C   C   C   C   C   C   C   C   C   C   C   C</td>
</tr>
<tr>
<td>a) Oil Stabilization with Emulsifiers</td>
<td>C   C   C   C   C   C   C   C   C   C   C   C</td>
</tr>
<tr>
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<td>C   C   C   C   C   C   C   C   C   C   C   C</td>
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3201.3 Shoreline Countermeasures Matrix (Medium Oils)

Medium Oils (Most Crude Oils)

- About 1/3 will evaporate within 24 hours
- Maximum water-soluble fraction is 10-100 ppm
- Oil contamination of intertidal areas can be severe/long term
- Impact to waterfowl and fur-bearing mammals can be severe
- Chemical dispersion is an option within 1 – 2 days
- Cleanup most effective if conducted quickly

**SHORELINE TYPE CODES**

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<td>C R R C C C C C R R R C</td>
</tr>
<tr>
<td>3) Passive Collection (Sorbents)</td>
<td>R R R R R R R R R R</td>
</tr>
<tr>
<td>4) Debris Removal</td>
<td>R R R R R R R R R R</td>
</tr>
<tr>
<td>5) Trenching</td>
<td>C C C C C C</td>
</tr>
<tr>
<td>6) Sediment Removal</td>
<td>C C R</td>
</tr>
<tr>
<td>7) Ambient Water Flooding (Deluge)</td>
<td>R R C R R C R R C C</td>
</tr>
<tr>
<td>8) Ambient Water Washing</td>
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</tr>
<tr>
<td>a) Low Pressure (&lt;50 psi)</td>
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</tr>
<tr>
<td>b) High Pressure (&lt;100 psi)</td>
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</tr>
<tr>
<td>9) Warm Water Washing/Mod-High Pressure</td>
<td>R C C C C R C C</td>
</tr>
<tr>
<td>10) Hot Water/High Pressure Washing</td>
<td>C C C C R C C</td>
</tr>
<tr>
<td>11) Slurry Sand Blasting</td>
<td>C</td>
</tr>
<tr>
<td>12) Vacuum</td>
<td>C</td>
</tr>
<tr>
<td>13) Sediment Reworking</td>
<td>C C C R C</td>
</tr>
<tr>
<td>14) Excavation, Cleansing, and Replacement</td>
<td>C R C R C C</td>
</tr>
<tr>
<td>15) Cutting Vegetation</td>
<td></td>
</tr>
<tr>
<td>16) Chemical Treatment *</td>
<td>C C</td>
</tr>
<tr>
<td>a) Oil Stabilization with Elastomers</td>
<td>C</td>
</tr>
<tr>
<td>b) Protection of Beaches</td>
<td>C C C</td>
</tr>
<tr>
<td>c) Cleaning of Beaches</td>
<td>C C C C C R C C C</td>
</tr>
<tr>
<td>17) In situ Burning of Shorelines *</td>
<td>C C C C C C</td>
</tr>
<tr>
<td>18) Nutrient Enhancement *</td>
<td>C C C C C C</td>
</tr>
<tr>
<td>19) Microbial Addition *</td>
<td>C C C C C C</td>
</tr>
</tbody>
</table>

* - Requires RRT approval  R – Recommended – may be preferred alternative  C- Conditional  NR – Not Recommended

This countermeasure advisability matrix is only a general guide for removal of oil from shoreline substrates. It must be used in conjunction with the entire Shoreline Countermeasure Manual plus field observations and scientific advice. The countermeasures listed are not necessarily the best under all circumstances, and any listed technique may need to be used in conjunction with other techniques (including ones not listed herein). The Federal On-Scene Coordinator (FOSC) or state OSC operating with the FOSC’s authorization has the responsibility for and authority to determine which countermeasures(s) are appropriate for the various situations encountered. Selection of countermeasures is based on the degree of oil contamination, the shoreline type, and the presence of sensitive resources. Extremely sensitive areas are limited to manual cleanup countermeasures.
3201.4 Shoreline Countermeasures Matrix (Heavy Oils)

Heavy Oils (Heavy Crude Oils, No. 6 Fuel Oil, Bunker C)

- Heavy oils with little or no evaporation or dissolution
- Water-soluble fraction likely to be < 10 ppm
- Heavy contamination of intertidal areas likely
- Severe impacts to waterfowl and fur-bearing mammals (coating & ingestion)
- Long-term contamination of sediments possible & weathers very slowly
- Dispersion seldom very effective & Shoreline cleanup difficult under all conditions

<table>
<thead>
<tr>
<th>COUNTERMEASURE</th>
<th>SHORELINE TYPE CODES</th>
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<tbody>
<tr>
<td>1) No Action</td>
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<td>2) Manual Removal</td>
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<td>3) Passive Collection (Sorbents)</td>
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<td>4) Debris Removal</td>
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<tr>
<td>5) Trenching</td>
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<tr>
<td>6) Sediment Removal</td>
<td>C C R R</td>
</tr>
<tr>
<td>7) Ambient Water Flooding (Deluge)</td>
<td>R R C R R C R R R C</td>
</tr>
<tr>
<td>8) Ambient Water Washing</td>
<td>R C R R R R C C</td>
</tr>
<tr>
<td>a) Low Pressure (&lt;50 psi)</td>
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3205 Containment and Protection Options

Refer to basic booming strategies for information concerning specific locations for containment and protection:

- Diversion Booming
- Containment Booming
- Exclusion Booming
- Cascading Booming
- Chevron Booming

3210 Class “A” Ecosystem / Shoreline Types – High Priority

This section outlines critical operations information about Class A Ecosystem / Shoreline Types in Southeast Florida. Class A Ecosystem / Shorelines include:

- Rare species and their critical habitats (some seasonal)
- Breeding, nesting, spawning areas (some seasonal)
- Coral Reefs, shallow (<3 meters deep)
- Salt Marsh and Mangrove Swamp
- Freshwater Marshes and Swamps
- Inlets, tidal creeks, passes which would convey oil to high priority habitats/areas
- Vegetated River Banks
- Sea grass beds, shallow (<1 meter deep)
- Shellfish Harvesting Areas
- Hard "live" bottom, shallow (<1 meter deep)
- Human health and safety
- Public utilities water intakes
- Archeological sites

Although the drinking water used in SE Florida comes from wells and not the rivers, many water intakes are located on the waterways for industrial uses. The water intakes are identified on the various sensitivity maps. When a spill occurs that may result in the contamination of the intakes, the appropriate facility owner/operator shall be notified.

3210.1 Coral Reefs

Coral reefs are among the world’s most complex and biologically diverse marine ecosystems and are increasingly threatened by pollution and other human generated activities. Comprising over 6,000 known species, corals (anthozoans) include sea fans, sea pansies and anemones. Most corals contain a symbiotic algae called zooxanthellae, within their gastrodermal cells. The coral provides the algae with a protected environment and the compounds necessary for photosynthesis. These include carbon dioxide, produced by coral respiration, and inorganic nutrients such as nitrates, and phosphates, which are metabolic waste products of the coral. In return, the algae produce oxygen and help the
coral to remove wastes. Most importantly, they supply the coral with organic products of photosynthesis. These compounds, including glucose, glycerol, and amino acids, are utilized by the coral as building blocks in the manufacture of proteins, fats, and carbohydrates, as well as the synthesis of calcium carbonate (CaCO₃). The mutual exchange of algal photosynthates and cnidarian metabolites is the key to the prodigious biological productivity and limestone-secreting capacity of reef building corals. Finally, coral reefs are directly impacted by marine-based pollution. Leaking fuels, anti-fouling paints and coatings, and other chemicals can leach into the water, adversely affecting corals and other species.

Petroleum spills also are a concern. Due to few large scale spills and lack of detailed studies into the subject, little information is known about the direct affect on corals. Due to the fragile nature of this ecosystem, this habitat type was given a class A priority.

In 2000, Congress enacted the Coral Reef Conservation Act (CRCA) for the protection and management of coral reefs which included appropriations and authorities to NOAA and establishment of the US Coral Reef Task Force. Two species of coral in the Sector Miami AOR have been added to the Endangered Species List: the Elkhorn and Staghorn Corals. Any suspected or potential damage to these corals require immediate notification to NOAA for impact assessment and consultation.

Predicted Oil Impacts:

- Most quantities of oil, typical cargoes to Sector Miami AOR, should remain near the surface of the water with little or no immediate danger to deeper water colonies. Depth of water is a critical component to exposure.
- Corals that are spawning at the time of an oil spill however, can be damaged because the eggs and sperm, which are released into the water at very precise times, remain at shallow water depths for various times before they settle. Thus, in addition to compromising water quality, oil pollution can disrupt the long-term viability and reproductive success of corals, rendering them more vulnerable to other types of disturbances. Timing of a spill is also a critical component to exposure.
- Excessive silting in shallower water may occur due to heavy response boat traffic causing potential suffocation of polyps.
- Excessive damage can occur from multiple booming anchors in vicinity of coral colonies.

Recommendations during spill response:

- While coating of oil upon any part of a coral will kill the affected area, physical cleaning will induce additional damage due to the fragile nature of the species and therefore is not advised.
- Protective and diversion booming may be the best option to prevent potential oiling.
- Consult with NOAA SSC and/or Environmental Unit for incident specific strategies and tactics.
3210.2 Vegetated River Banks

Vegetated riverbanks occur as grassy herbaceous vegetation or trees that grow along the riverbanks to the water’s edge. They may occur in fresh or brackish water systems, and may be subject to flooding, depending on the slope of the bank. A variety of plant species may be found along the riverbanks dependant on a number of factors such as the salinity of the river, steepness of the bank, degree of flooding, and exposure to current. Many of the locations contain archaeological sites. Due to the large numbers and diversity of native plant and animal species, the possibility of archaeological sites, the difficulty of cleaning these areas, and the possibility of freshwater contamination, this habitat type was given a class A priority.

Predicted Oil Impacts:

- Small quantities of oil will cover outer edges of the area, however large quantities of oil may penetrate the sediment and coat the vegetation.
- Biological impacts may be great if oiling is heavy. Freshwater could be affected.
- The area / extent of surface oiling will also be affected by boat wakes and tides.
- Oil may persist for several months or years if not cleaned.

Recommendations for Cleaning:

- A State of Florida archaeologist should be consulted prior to any cleaning for determination of archaeological significance.
- High-energy areas may be cleaned naturally, particularly if oiling is light.
- Low pressure spraying may be effective.

3210.3 Salt Marsh and Mangrove Swamp

These highly productive marshes typically occur near inlets and along the rivers behind barrier islands. The predominant plants are cord grass, turtle grass, and rushes. Numerous species of wading birds, waterfowl, fishes, and invertebrates inhabit the marshes. Shellfish harvesting areas are often located within salt marshes. Salt marshes provide protection for many commercially important juvenile fish. Alligators and Atlantic salt marsh snakes inhabit these marshes.

These estuarine systems are characterized by mangroves and extensive sea grass beds, in addition to cord grass and rushes. These marshes support the greatest number of nesting birds on the Florida coast including wading birds, shorebirds, hawks, eagles, and songbirds. Over 600 species of fish have been cataloged in this region. Notable reptiles that inhabit these marshes include the Atlantic salt marsh snake, alligator, and four species of threatened and endangered sea turtles.
Predicted Oil Impacts:

- Vegetation would become coated by oil, heavy oil may cause smothering;
- Persistence may be long term because of difficulty in cleaning;
- Water-soluble toxic fractions of oil may penetrate sediments;
- High degree of biologic stress to mangroves, contamination of food chain.

Recommendations for Cleaning:

- Generally cleaning is not recommended, and may cause additional physical damage to the marsh. Consult with Environmental Unit regarding high volume flushing.

3210.4 **Sea Grass Beds**

Sea grass meadows are one of the most important biological communities in Florida. Sea grasses are highly productive, and are a major basis for inshore food chains. Their physical structure provides living space and protection from predation for a variety of organisms. Sea grass beds are essential nursery and feeding grounds for many marine organisms, especially commercial and recreationally important species and endangered manatee and sea turtles. Sea grasses stabilize sediments and play a key role in nutrient cycling.

Large areas of shallow (<1 m) sea grass meadows occur in Sector Miami water bodies. The most abundant species is shoal grass (Halodule wrightii). Other sea grass species occurring in the plan area are manatee grass (Syringodium filiforme), widgeon grass (Ruppia maritima), star grass (Halophila engelmanni), paddle grass (Halophila decipiens) and turtle grass (Thalassia testudinum).

Predicted Oil Impacts:

- Oiling of sea grass blades would result in blade defoliation as well as loss of sea grass and algal production, habitat and food for marine organisms. Recovery could take 6 to 12 months. The greatest impact to grasses would occur during low tide.
- Heavy or weathered oil could sink and smother grass beds.
- Oil has toxic effects (lethal and sublethal) on invertebrates and fishes inhabiting grass beds. Juvenile forms are most vulnerable. The greatest toxic effects occur in shallow (<1 m) grass beds.
- Oiling of sediments impact sea grass rhizomes and roots (below ground plant tissues) and infauna. This is likely to occur if oil sinks. Potential effects: below ground sea grass mortality; infauna mortality; productivity loss; sediment destabilization; and habitat destruction. Effects are greatest in shallow grass beds. Recovery time is at least 1 to 2 years, likely more.

Recommended Response Activities:

- Prevent oil from entering grass beds.
- Care should be taken to not scar grass beds with boat propellers involved in response activities.
- Extreme care should be taken to not disturb sediments during cleanup activities; this could result in the complete loss of grass bed.
- Clean up efforts onshore (e.g., water washing/flushing) should not result in deposition of oiled sediments into grass beds.
- Before and during cleaning, responders must evaluate if cleaning activities will be more detrimental to the bed than actual oiling.
- Oiled Intertidal or Exposed Grass Beds: Do not clean oiled grass blades; blades will slough off naturally. If oil is on sediment surface, remove by vacuum or hand. Minimize disturbance and removal of sediment and below ground sea grass.
- Sunken Oil in Submerged Grass Beds: Remove from grass bed annually or by vacuum. Minimize disturbance and removal of sediment and below ground sea grass.
- Consult with Environmental Unit regarding incidental removal of above ground grass (blades, shoots) during cleanup; these normally slough off naturally.

3210.5 Freshwater Marshes and Swamps

Freshwater marshes occur in the floodplains of the major rivers in Sector Miami AOR and associated tributaries. Marshes are characterized by emergent herbaceous plants, fluctuating water levels, and recurring fires. Typical plant species include pickerelweed, maidencane, saw grass, cord grass and rushes. Marshes are also important breeding grounds for all classes of vertebrates, particularly reptiles and amphibians dependent on the wetland resources. Freshwater marshes perform other functions such as flood control, freshwater storage areas, fisheries production, and recreation.

Freshwater Swamps are distinguished from marshes by the abundance of trees, and are wooded wetlands. Cypress trees are the dominant wetland tree in the zone, however other water tolerant species include pond pine, cabbage pond, black gum, willow, and laurel oak. River swamps are thought to be the most biologically diverse type of swamp, providing food, cover, and nesting areas for a number of animals. Benthic invertebrates such as crayfish, clams, snails, and insect larvae inhabit swamps, as do numerous fish, some rare and endangered. A variety of birds and mammals utilize swamps at least some part of the year, notably river otters that feed on crayfish, black bear, Florida panthers, and mink, all considered to be rare, threatened, or endangered, and swallow tail kites and Mississippi kites.

Predicted Oil Impacts:

- Oil would be persistent because of the low flushing of freshwater marshes and swamps.
- Oil may cling to the vegetation further reducing natural cleaning; high mortality for resident animals.
- Vegetation may be seasonally sensitive with dormant vegetation being less sensitive than blooming and seeding plants. Freshwater supplies may be contaminated by small...
amounts of oil.

Recommendations for Cleaning:

- Consider burning in freshwater marsh; it is a fire-adapted community.
- Manual cleaning from boat.
- Avoid any activity that mixes oil into sediment.
- Natural recovery recommended for light oiling.

### 3210.6 Shellfish Harvesting Areas

In addition to the economic value of lobsters, shrimp and other shellfish, mollusks provide habitat and food for a variety of other estuarine organisms. Oysters spawn from late spring to early fall in estuarine areas. The larvae of oysters require a solid substrate, and generally utilize existing colonies for attachment. Oysters are filter feeders and rely on algae and suspended and dissolved organic matter for sustenance.

Predicted Oil Impacts:

- Most oyster reefs are inter-tidal and would be coated with oil during ebb tides.
- Oysters are in danger of smothering from silting of sediments suspended in the water column.
- Large economic losses predicted if oiling occurs in shellfish harvesting areas.

Recommendations for Cleaning:

- Do not use clean-up methods that stir up bottom sediments or mechanically damage oyster reefs.
- Consult with Environmental Unit regarding natural cleaning, low/medium volume flushing or low pressure cold wash.

### 3213 Class “B” Shoreline Types – Moderate Priority

This section outlines critical operations information for Class B Shoreline Types in Southeast Florida. Class B Shorelines include:

- Coral Reefs, deeper (>3 meters deep)
- Sea grass, deeper (>1 meter deep)
- Hard "live" bottom, deeper (>1 meter deep)
- Rocky shores
- Fine Sand Beaches
- Coarse/Mixed Sand Beaches, Gravel Beaches, Spoil Sites, Rip Rap, and Fill Sites
- Tidal flats (sand/mud; no vegetation)
- All other natural shores (including sand beaches) within conservation areas
3213.1 Fine Sand Beaches

This shoreline type is very common on the barrier islands of Southeast Florida. Beaches may be backed by dunes in rural areas or seawalls in the more urban areas. Beaches are typically hard packed and exposed to varying degrees of wave and current energy, depending on their location (inland or coastal). Oil penetration into the sediments would be shallow. Properties of fine sand beaches render them among the easiest of all shoreline types to clean. Often, they are fronted by tidal flats, particularly along sheltered areas. They may also be important recreational and/or economic resources. Biological diversity and density may be low, however seasonal use by seabirds and marine turtles may be high.

Predicted Oil Impacts:

- Oily bands along upper intertidal zones varying in intensity with amount of product accumulated.
- Shallow penetration of oil into sediment.
- Danger of oiling seabirds or other organisms in the intertidal zone.

Recommendations for Cleaning:

- Care should be taken to prevent mechanical mixing of oil deeper into sediments
- Minimize amount of sand removed from beach
- Caution should be exercised in dune areas, particularly where concentrations of the endangered beach mouse exist.

3213.2 Coarse/Mixed Sand Beaches, Spoil Sites, Rip Rap, and Fill Sites

These shoreline types are plentiful along the coast as well as inland along riverbanks. Biological diversity and/or density may range from low along the coarse sand beaches to high among gravel beaches and rip rap. These shoreline types were classified as Class B sensitivity in spite of the fact that they are generally cleanable, because of the species richness of gravel beaches and rip rap, and because of the threatened and endangered species which utilize sand beaches and fill and spoil sites.

Predicted Oil Impacts:

- Oil may penetrate deeply into sediments on coarse sand beach, with toxic effects primarily on epifaunal amphipods.
- Little penetration of oil into fill.
- Oil will penetrate between boulders of riprap, causing lethal effects on resident flora and fauna.
- Toxic effects on invertebrates in any of these shoreline types will have detrimental effects on grazing shorebirds.
Recommendations for Cleaning:

- On coarse or mixed grain beaches, minimize sand removal. Manual cleanup is most effective.
- Avoid excessive removal of sediment from fill, use manual cleanup or low pressure spray.
- Remove oiled debris from rip rap, consider spraying, and/or replacement of heavily oiled rip rap to prevent chronic leaching.

3213.3 Tidal Flats

Exposed tidal flats are primarily composed of sand and mud in shallow areas where currents and waves are sufficient to mobilize sand. The sediments are water-saturated and only the higher elevations dry during low tide. Large numbers of polychaetes, copepods, amphipods, fiddler crabs, and snails render tidal flats exceptional foraging grounds for birds. Vegetation may be present at the higher elevations.

Sheltered tidal flats are generally located along lagoon beaches, waterward of salt marshes, and other calm water locations. Sediments are extremely soft, consisting primarily of silt and clay. Although rooted vegetation is sparse, microscopic algae form the basis of the food chain. A multitude of birds are attracted to these tidal flats to feed on mollusk, crab, shrimp, flounder, mullet, and a variety of infaunal invertebrates. Many of the birds forage on sheltered tidal flats from extensive nesting colonies in nearby upland areas.

Predicted Oil Impacts:

- Oil would not be expected to penetrate water saturated sediments, but may coat the surface layer on an ebb tide.
- Biological damage may be severe with significant impact from smothering.
- Persistence may be long term in sheltered flats.

Recommendations for Cleaning:

- Deployment of sorbents from shallow-draft boats.
- Careful removal of oiled wrack.
- Mechanical damage from walking on flats can be severe.

3216 Class “C” Shoreline Types – Low Priority

This section outlines critical operations information about Class C Shoreline Types in Southeast. Class C Shorelines include:

- Seawalls Industrial facilities and Piers
- Rocky Platforms
- Man-made canal systems (w/o riprap shoreline)
- Sand beaches (not included in above habitats)
- Storm water drains
- Developed and agricultural lands

### 3216.1 Sea Walls and Piers

These shoreline types are common in urban areas for protection of residential and industrial properties. They are typically constructed of concrete, stone, wood, or metal and are often inhabited by barnacles, shellfish, and algae. These shoreline types were given a low priority ranking because of their ease in cleaning, short time period for recruitment and re-establishment of biota.

**Predicted Oil Impacts:**

- Oil may percolate between joints of wooden or stone structures.
- Some biota would be damaged; other species would exhibit greater tolerance.
- Persistence of oil would be dependent upon exposure to high-energy waves and currents.

**Recommendations for Cleaning:**

- High-pressure washing to prevent chronic leaching.

### 3216.2 Rocky Platforms

This shoreline type is rare in Southeast Florida and is typically associated with other shoreline types. In general, rocky areas can be found on shorelines facing the open ocean where they are exposed to high-energy waves and currents. This shoreline type was classified as low sensitivity because of this high-energy exposure as well as ease in cleaning. The biotic assemblage of this shoreline type consists primarily of infaunal polychaetes and amphipods, which display low sensitivity to oiling.

**Predicted Oil Impacts:**

- Oiled wrack and/or heavy oils may accumulate in depressions along rocks, slowing natural cleaning.
- Amphipods and isopods are relatively tolerant of toxic effects of oil, however, thermal absorbance capacity or rock surface may be increased.

**Recommendations for Cleaning:**

- Removal of oiled wrack.
- High-pressure spray may be effective where plants and animals are not attached.
- Natural cleaning in high-energy areas.
3217 Oil Discharge Classification

The following classifications of oil discharges serve as guidance for the pre-designated Federal OSC as specified under 40 CFR 300.5:

<table>
<thead>
<tr>
<th>COASTAL WATERS (Coast Guard)</th>
<th>INLAND WATERS (EPA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minor: &lt;10,000 gals</td>
<td>Minor: &lt;1,000 gals</td>
</tr>
<tr>
<td>Medium: 10,000-100,000 gals</td>
<td>Medium: 1,000-10,000 gals</td>
</tr>
<tr>
<td>Major: &gt;100,000 gals</td>
<td>Major: &gt;10,000 gals</td>
</tr>
</tbody>
</table>

NOTE: Any discharge that poses a substantial threat to public health or welfare, or results in a critical public concern shall be classified as a "major discharge."

3218 Hazardous Materials Release Classification

The classification of hazardous substance releases under 40 CFR 300.6 is as follows:

**Minor:** Any release that causes minimal threat to public health or welfare and/or the environment.
**Medium:** All releases other than a minor or major release.
**Major:** Any release that causes a substantial threat to public health or welfare, a substantial threat to the environment and/or significant public concern.

3220 Protection Group

The Protection Group is responsible for the deployment of containment, diversion and absorbing boom in designated locations including fire boom.

Responsibilities include:

- Deploy and maintain booms, dikes, or other protection devices as directed to accomplish protection, diversion, or containment strategies, and modify planned strategies as required by actual field conditions.
- Provide estimates of protection completion times.
- Report on the effectiveness of booming to the Operations Section Chief.
- Maintain booms and mooring systems and ensure that product which has been contained, diverted, or captured is recovered.
- Identify protection resource and logistics needs, including boom types, lengths, mooring systems, and vessel support requirements.
- Propose alternative protection strategies based on field results and environmental conditions.
Protection Group Supervisor

Role and Responsibility:

- Responsible for the deployment and containment, diversion, and absorbing boom in designated locations
- Implement protection strategies as indicated in the IAP
- Review Group assignments and incident activities with subordinates and assign tasks
- Directs, coordinate, and assess the effectiveness of protective actions
- Modify protective actions as needed
- Brief the Recovery and protection Branch Director on activities and status of resources within the Group
- Ensure that the Resource Unit is advised of all changes in status of resources assigned to the Group
- Coordinate activities with other Groups
- Determine need for assistance for assigned tasks
- Resolve Logistics problems within the Group
- Maintain Unit/Activity Log (ICS 214)

Refer to Appendices 9200 Personnel and Services Directory and 9700 List of Response References for Response Guidance and Strategies.

3220.1 Containment and Protection Options

A number of advanced response mechanisms are available for controlling oil spills and minimizing their impacts on human health and the environment. The key to effectively combating spills is careful selection and proper use of the equipment and materials best suited to the type of oil and the conditions at the spill site. Most spill response equipment and materials are greatly affected by such factors as conditions at sea, water currents, and wind.

The three principles of mechanical protection are containment, deflection, and exclusion. Containment consists of deploying a boom or other barrier to hold the oil in place, with oil recovery the main objective. Deflection consists of diverting moving oil either away from a sensitive area without any attempt to recover the oil at that site, or toward a containment site where recovery of the oil is more feasible. Exclusion consists of placing either temporary or permanent barriers to prevent oil from reaching an area; usually there is no attempt to recover the oil.

Mechanical containment or recovery

Is the primary line of defense against oil spills in the United States. Containment and recovery equipment includes a variety of booms, barriers, and skimmers, as well as alternative strategies such as natural and synthetic sorbents and In-situ burning. See https://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/spill-containment-methods.html for further information. Mechanical containment is used to capture and
store the spilled oil until it can be disposed of properly.

**Booms**

Booms are essentially devices placed on the water surface to form a floating barrier to oil slicks. All booms are manufactured using five elements: flotation, skirt, ballast, longitudinal strength member, and connector/anchoring points.

Containment booms are used to control the spread of oil to reduce the possibility of polluting shorelines and other resources, as well as to concentrate oil in thicker surface layers, making recovery easier. In addition, booms may be used to divert and channel oil slicks along desired paths, making them easier to remove from the surface of the water. Although there is a great deal of variation in the design and construction of booms, all generally share the following four basic elements:

- An above-water "freeboard" to contain the oil and to help prevent waves from splashing oil over the top of the boom.
- A flotation device.
- A below-water "skirt" to contain the oil and help reduce the amount of oil lost under the boom.
- A "longitudinal support," usually a chain or cable running along the bottom of the skirt, that strengthens the boom against wind and wave action; the support may also serve as a weight or ballast to add stability and help keep the boom upright.

Booms can be divided into several basic types.

- **Fence booms** have a high freeboard and a flat flotation device, making them least effective in rough water, where wave and wind action can cause the boom to twist.
- **Round or curtain booms** have a more circular flotation device and a continuous skirt. They perform well in rough water, but are more difficult to clean and store than fence booms.
- **Non-rigid or inflatable booms** come in many shapes. They are easy to clean and store, and they perform well in rough seas. However, they tend to be expensive, more complicated to use, and puncture and deflate easily.
- **Fire Resistant Boom** is a specialized type of boom used in-situ burning of oil at sea. Several factors are involved with the employment/use of this boom such as approval for in-situ burning, age of collected oil, thickness of oil during burning, and specialized safety precautions.

All boom types are greatly affected by the conditions on the water; the higher the waves swell, the less effective booms become. While most booms perform well in gentle seas with smooth, long waves, rough and choppy water is likely to contribute to boom failure.

Generally, booms will not operate properly when waves are higher than one meter or currents are moving faster than one knot per hour. See Section 9334 – Template.
Protection Booming Plan for initial development of a booming plan for the existing scenario.

**Teardrop or Donut**

Often used in areas with very strong currents and deep water, which make holding the oil in place nearly impossible.

- Thick slicks are collected and enclosed in boom, which drifts with the currents.
- Skimmers go to the contained oil to recover the oil as it drifts.
- To collect the oil in shallow water, it may be necessary to corral the oil and bring it to deeper water or low-current areas with better skimmer access.

**Ship Containment**

- When anchoring boom around the ship, leave space between the two for oil accumulation.
- Multiple anchors improve the holding capacity and the configuration of the boom; boom pushed against the hull will be completely ineffective.
- The bow of an anchored ship will face into the prevailing wind or current and shift accordingly. Booming must account for vessel swing.
- Large lengths of boom (2,000-5,000 feet) are often required for ship containment.
- Boat/manpower-intensive; requires highly skilled personnel. Access/egress to ship must be coordinated.

**3230 On–Water Recovery Group**

The On-Water Recovery Group is responsible for managing water recovery operations per the Incident Action Plan.

Responsibilities include:

- Direct the delivery, deployment, and operation of skimmers.
- Provide a field status of skimming operations to the Operations Section Chief.
- Maintain estimates of product recovered.
- Identify field conditions related to the effectiveness of skimming operations.
- Identify logistics support needs for skimming operations.
- Ensure recovery and holding containers operate efficiently.

**On-Water Recovery Group Supervisor**

Role and Responsibility:

- Responsible for managing and implementing on-water recovery operations in compliance with the IAP
- Direct, coordinate, and assess the effectiveness of on-water recovery actions
- Modify protective actions as needed
- Review Group assignments and incident activities with subordinates and assign tasks
- Brief the recovery and Protection branch Director on activities and status of resources within the Group
- Ensure that the Resource Unit is advised of all changes in status of resources assigned to the Group
- Coordinate activities with other Groups
- Determine need for assistance for assigned tasks
- Resolve logistics problems within the Group
- Report estimated recovery volumes to Situation Unit Leader in a timely manner
- Maintain Unit/Activity Log (ICS 214)

Open-water recovery includes using skimmers on oil slicks and netting systems for tar balls and highly viscous oils. Skimming of uncontained slicks can consist of either self-propelled skimming vessels or towed skimmer units. Storage capability and time needed to offload are very important considerations in determining the effectiveness of oil recovery by skimmers.

Frequently, skimming is the only option in areas with very strong currents and water too deep to anchor booms. Skimmers are most effective on thick slicks or areas such as convergence zones where the oil tends to accumulate in thicker concentrations. If the spilled oil emulsifies, skimmer performance usually decreases significantly.

In areas of shallow water or strong currents, it may be possible to collect or corral the oil and bring it to deeper water or low-current areas that have better skimmer access and higher recovery rates.

For spills where the oil is highly viscous or has formed tar balls, netting systems may enhance oil recovery. Using technology adapted from the fishing industry, a net is either moored or towed, allowing the oil to be collected and recovered.
<table>
<thead>
<tr>
<th>Skimmer</th>
<th>Recovery Rate</th>
<th>Oils</th>
<th>Sea State</th>
<th>Debris</th>
<th>Ancillaries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disc</td>
<td>Dependent on number and size of discs. Grooved discs have been shown to be the most effective</td>
<td>Most Effective in medium viscosity oil.</td>
<td>In low waves and current can be highly effective with little entrained water. However, can be swamped in choppy waters</td>
<td>Can be clogged by Debris</td>
<td>Separate power pack, hydraulic and discharge hoses, pump and suitable storage required</td>
</tr>
<tr>
<td>Rope Mop</td>
<td>Dependent on number and velocity of ropes. Generally low throughput.</td>
<td>Most effective in medium oils although can be effective in heavy oil</td>
<td>Very little or no entrained water. Can operate in choppy waters.</td>
<td>Able to tolerate significant debris, ice and other obstructions</td>
<td>Small units have built in power supply and storage. Larger units require separate ancillaries.</td>
</tr>
<tr>
<td>Drum</td>
<td>Dependent on number and size of drums. Grooved drums have been found to be most effective</td>
<td>Most effective in medium viscosity oils</td>
<td>In low waves and current can be highly effective with little entrained water. However, can be swamped in choppy waters</td>
<td>Can be clogged by debris</td>
<td>Separate power pack, hydraulic and discharge hoses, pump and suitable storage required</td>
</tr>
<tr>
<td>Brush</td>
<td>Throughput dependent on number and velocity of brushes. Generally mid range.</td>
<td>Different brush sizes for light, medium and heavy viscosity oils</td>
<td>Relatively little free or entrained water collected. Some designs can operate in choppy waters, others would be swamped</td>
<td>Effective in small debris however, can be clogged by large debris</td>
<td>Can deliver oil directly to storage at the top of the belt. Ancillaries required to discharge from a vessel to shore.</td>
</tr>
<tr>
<td>Belt</td>
<td>Low to mid-range</td>
<td>Most effective in medium to heavy viscosity oils</td>
<td>Can be highly selective with little entrained water. Can operate in choppy waters</td>
<td>Effective in small debris but can be clogged by large debris</td>
<td>Separate power pack, hydraulic and discharge hoses, pump and suitable storage required</td>
</tr>
<tr>
<td>Vacuum/suction</td>
<td>Dependent upon vacuum pump. Generally low to medium range</td>
<td>Most effective in light to medium viscosity oil</td>
<td>Used in calm waters. Small waves will result in collection of excessive water. Addition of a weir will increase effectiveness.</td>
<td>Can be clogged by debris</td>
<td>Vacuum trucks and trailers are generally self-contained with necessary power supply, pump and storage.</td>
</tr>
<tr>
<td>Weir</td>
<td>Dependent upon pump capacity, oil type etc. Recovery rate can be significant</td>
<td>Most effective in light to medium oils</td>
<td>Can be highly effective in calm water with little entrained oil. Can easily be swamped with choppy or greater seas</td>
<td>Can be clogged by debris although some pumps can cope with small debris</td>
<td>Separate power pack, hydraulic and discharge hoses, pump and storage. Some skimmers have built-in pumps.</td>
</tr>
<tr>
<td>Belt</td>
<td>Low to medium</td>
<td>Most effective in Heavy oils</td>
<td>Can be highly selective with little entrained water. Can operate in Choppy waters.</td>
<td>Effective in small debris. Clogged by large debris</td>
<td>Same as for oleophilic belt skimmer.</td>
</tr>
<tr>
<td>Drum</td>
<td>Mid range</td>
<td>Effective with heavy viscosity oils</td>
<td>Can be highly effective in calm water with little entrained oil. However can easily be swamped in choppy waters</td>
<td>Same as for weir skimmers</td>
<td>Same as for Weir Skimmers</td>
</tr>
</tbody>
</table>

The above table gives general guidelines for the most commonly used types of skimmers. Effectiveness will vary depending on the quantity and type of oil discharged. Effectiveness of skimmers will decrease as oil weathers. In addition recovery rates listed above uses the assumption that the skimmer is being used in a homogenous slick of oil and is not widely scattered.

Appendices 9200 Personnel and Services Directory and 9700 List of Response References for Response Guidance and Strategies.

See Section 9333 – Template Vessel of Opportunity for initial development of a vessel recovery (skimmers) plan for the existing scenario.

3230.1 Recovery Options

Many mechanical options exist for on-water recovery of oil, including but not limited to, skimming, dispersants, in-situ burn, skimming, and absorbent use.

NOAA Office of Response and Restoration website is an excellent starting point for understanding the various mechanical options. The “SPILL TOOLS” application can assist in selecting and staging response equipment, deploying equipment as effectively as possible and a calculator to assist in comparing the performance from different kinds of equipment or deployment strategies


3240 Shoreside Recovery Group

The Shoreline Recovery Group is responsible for managing shoreline cleanup operations as per the Incident Action Plan. Responsibilities include:

- Manage the personnel and equipment necessary to accomplish shore side recovery and cleanup objectives established in the Incident Action Plan.
- See Section 9335 – Beach Driving and Endangered Species Best Management Practices Plan for operational considerations when working along the shorelines of SE Florida.
- Report on the efficiency of shore side recovery and cleanup methods.
- Identify resource and logistics support needs.
- Project cleanup completion dates.
Shoreside Recovery Group Supervisor

Role and Responsibilities:

- Responsible for managing and implementing shoreside cleanup operations in compliance with IAP
- Implement recovery strategies as indicated in the IAP
- Direct coordinate, and assess the effectiveness of shoreside recovery operations
- Modify protective actions as needed
- Review Group assignments and incident activities with subordinates and assign tasks
- Brief the Recovery and Protection Branch Director on activities and status of resources within the Group
- Ensure the Resource Unit is advised of all changes in status of resources assigned to the Group
- Coordinate activities with other Groups
- Determine need for assistance for assigned tasks
- Resolve logistics problems within the Group
- Report estimated recovery volumes to Situation Unit Leader in a timely manner
- Maintain Unit/Activity Log (ICS 214)

Refer to Appendices 9200 Personnel and Services Directory and 9700 List of Response References for Response Guidance and Strategies.

3240.1 Shoreline Cleanup Options

Based on the type of impact or anticipated impact, several approaches may be used.

- Manual: removal with small numbers of personnel, rakes, shovels, etc.
- Semi mechanical: removal-using trimmers to cut oiled grass and raking up debris.
- Mechanical: removal includes the use of ATV’s towing debris rakes and front-end loaders or road graders for use in removal of larger area of contamination.

See Section 4730.1 Shoreline Clean-up Assessment for Target Endpoints and Hierarchy of Clean-up Points.

3240.2 Pre-Beach Cleanup

Pre-beach cleanup may include removal of debris, trash, and cutting back grasses where permissible to limit the amount of possible contamination.

This type of activity is one that can be conducted through the Volunteer Coordinator (see Section 2450.3 Volunteer Management for details on utilizing volunteers).
3240.3 **Storage**

Ample storage is necessary to enable oily debris to be collected safely and securely at the spill location(s). Storage can be limited to a few 55-gallon drums or can include tanks, bladders, or tank trucks for large operations. Small barges can also be anchored just offshore or beached at low tide. When selecting a medium for storage, it is essential that the selected container is compatible with the material being recovered and stored.

Roll-on/roll-off dumpsters can be used to collect large amounts of oily debris, while salvage drums can be used for smaller quantities. In either case, it is essential that the drum be capable of decontamination for re-use or in the case of a dumpster or a similar large container, that it be lined with a suitable plastic material to prevent further contamination.

See Section 5220.8 Temporary Storage and Disposal Facilities (TSD's)

### 3250 Disposal Group

The Disposal Group is responsible for coordinating the on-site activities of personnel engaged in collecting, storing, transporting, monitoring, temporary storage, recycling, and disposal of all response wastes.

It is the responsibility of the FOSC to ensure that any recovered oil or hazardous substance is disposed of properly once cleanup has occurred. The Resource, Conservation and Recovery Act (RCRA) and its implementing regulations contained in Title 40, Code of Federal Regulations are quite specific in defining what is hazardous waste and how it should be handled and disposed. Also, State permit(s) for disposal of any solid waste will need to be granted/issued prior to removal from collection points. 40 CFR 261, Subpart C lists the characteristics a substance must exhibit to be considered hazardous.

See Section 9240.1 Cleanup Companies

Refer to Appendices 9200 Personnel and Services Directory and 9700 List of Response References for Response Guidance and Strategies.

**Disposal Group Supervisor**

Role and Responsibilities:

- Responsible for coordinating the onsite activities of personnel engaged in collecting, storing, transporting, and disposing of waste material
- Implement the disposal portion of the IAP
- Ensure compliance with all hazardous waste laws and regulations
- Maintain accurate records of recovered materials
- Review Group assignments and incident activities with subordinates and assign tasks
• Brief the Recovery and Protection Branch Director on activities and status of resources within the Group
• Ensure that the resource Unit is advised of all changes in status of resources assigned to the Group
• Coordinate activities with other Groups
• Determine need for assistance for assigned tasks
• Resolve logistics problems within Group
• Ensure that recovered materials are segregated and quantified in accordance with applicable regulations
• Maintain Unit/Activity Log (ICS 214)

3250.1 Waste Management and Temporary Storage Options

Several factors must be taken into account when oily debris/waste begin to accumulate at a spill site:

• Amount of room to store waste containers;
• Proximity to waterway in the event a container leaks;
• Accessibility to roads and highways;
• Proximity to spill site to minimize travel for responders.

Also, when a waste storage location is established, particularly during a lengthy incident response, extra steps may need to be taken. There must be routine monitoring to ensure that the container size is appropriate, that the containers are leak free, that the plastic liners are secure, and that materials are removed promptly on a regular basis.

3250.2 Decanting Policy

The Unified Command must approve any request for decanting that arises during a response. Large quantities of oily fluids are typically generated during an oil spill response. These fluids include the products of skimming and vacuuming operations, and are usually mostly water. Oil recovery operations can continue only as long as there is some place to store the recovered fluids. Once the field storage capacity is reached, skimming operations must terminate until additional storage is provided.

Recovered oil and water mixtures will typically separate into distinct phases when left in a quiescent state. When separation occurs the relatively clean water phase can be siphoned or decanted back to the recovery point with minimal, if any impact. Decanting therefore increases the effective on-site storage capacity and equipment operating time.

Because this process risks discharge of oil already recovered, it must be done carefully. Typically decanting water is discharged into a secondary storage container or into a boomed area where any accidentally discharged oil can be contained and recovered.

In addition to vacuum trucks, recovered oil may be temporarily stored and decanted in the field using other containers including:
- Tank trucks
- Portable tanks
- Portable bladders
- Oil field fractionation tanks
- Lined pits
- Rail Cars

See “RRT4 Contact Water Guidance” policy under “Guidance Documents” at web site:

https://www.nrt.org/site/doc_list.aspx?site_id=52

### 3250.3 Disposal Unit

- Direct the collection, temporary storage, transportation, recycling, and disposal of recovered wastes.
- Estimate the volume of waste that may be recovered and ensure adequate resources and logistics support are provided.
- Manage temporary storage sites and prevent secondary discharges or cross contamination.
- Confirm the laboratory results characterizing the wastes as hazardous or non-hazardous and prepare required RCRA manifests as required.
- Confirm the capacities of recycling or disposal sites.

Refer to Appendices [9200 Personnel and Services Directory](#) and [9700 List of Response References](#) for Response Guidance and Strategies.

### 3250.4 Disposal Procedure

- Federal, State and local laws/regulations;
- Volume of oil or hazardous substance for disposal;
- Identify disposal locations (onsite vs. offsite);
- Obtain necessary permits;
- Secure transportation for product disposal;
- Outline disposal plan.

### 3250.5 Disposal Guidance

In addition to the value of the product, liability for damage caused by spilled product, and the cost of cleanup, the cost of disposal is good reason to attempt to prevent spills. Such factors also give good reason to quickly eliminate the source of an accidental release and to contain and recover for use as much as possible of the spilled product.

The Resource Conservation and Recovery Act (RCRA), found in 40 CFR 260-266 & 270, is intended to promote the protection of health and the environment, and to conserve valuable material and energy resources by providing guidelines for solid waste collection,
transportation, separation, recovery, and disposal practices and systems.

See Section 9322 Template Sample Waste Disposal Plan for initial development of a waste disposal plan.

**3255 Florida Statutes**

The 1990 Florida Legislature enacted major changes to the State's oil spill response and cleanup laws. Among the changes was the following directive to the Florida Department of Environmental Protection (FDEP) concerning the disposal of oil spill cleanup generated debris:

Chapter 376.304 (2) Florida Statutes states:

The Department of Environmental Protection is authorized to review and analyze the disposal materials or by-products used or resulting from the cleanup of the release of pollutants in the waters of the state. Such materials that are determined by the Department not to require extraordinary handling or disposal requirements may be designated for disposal in nearby existing, local government, solid waste disposal facilities where such facilities are determined to be designed and operated in a manner where disposal of such materials would not constitute an unreasonable risk to public health and the environment. Such designation by the Department shall not be disallowed by actions of the local government responsible for operating the solid waste disposal facility. The designation by the Department of a local government's solid waste facility as the location for disposing of materials and by-products resulting from the activities essential to the cleanup of pollutants in the waters of the state shall constitute final agency action subject to review pursuant to chapter 120, Florida Statutes.

**Pre-Designation of Solid Waste Facilities for Debris Disposal:**

In order to be prepared to properly manage the debris that could be generated from the cleanup of any significant or catastrophic release of pollutants in the waters of the state, the FDEP will pre-designate all suitable municipal solid waste facilities, coastal and inland, that are in compliance, and meet screening criteria developed in the "Final Report of Oil Spill Debris Disposal Study", for potential use as debris staging areas and disposal of suitable waste from the debris. See Section 9230.5 Class I Landfills for a list of pre-designated facilities.

**In The Event of a Significant Spill:**

The nearest designated facility, or several facilities if necessary, would be utilized as the recommended staging area for segregation and stockpiling of debris, unless a suitable commercial or private facility is available and preferred by the Responsible Party, or if the spill debris can be staged in the immediate vicinity of the spill affected area, such as on the beach above high water.
Florida law requires reporting any and all oil/hazardous material spills via the State Warning Point at (850) 413-9911 or (800) 320-0519 to provide guidance to the Responsible Party and the Federal On-Scene Coordinator during the spill cleanup operations so that the debris collected is segregated, to the extent possible, into categories of waste disposal method. As much of the waste debris, as can be determined, will be directed to appropriate facilities for disposal. The remaining debris will be sent to the selected staging area(s) for further characterization and storage, while additional waste disposal options are being reviewed.

- Debris suitable for disposal in solid waste facilities should first be directed to those facilities in the county or counties experiencing the spill.
- If the amount of debris is such that no single facility could manage it properly, the FDEP will recommend additional nearby facilities to share the burden of the waste.
- The FDEP District Waste Program Administrator will designate a lead District contact for the duration of the cleanup and disposal effort.
- The FDEP Emergency Response Section will designate a lead disposal contact for the Federal On Scene Coordinator (FOSC) and the Responsible Party's representative.
- A list of privately owned Landfills will also be provided to the FOSC and the Responsible Party.
- The Final Report of Oil Spill Debris Disposal Study should be used as a reference for determining suitable facilities for oil spill debris disposal.
- The Guidelines for Assessment and Remediation of Petroleum Contaminated Soils should be used as a reference regarding the level of contamination that is suitable for municipal landfill disposal.
- A Directory of Refuse to Energy Facilities, and approved Thermal Treatment Facilities with the appropriate contact persons and telephone numbers will be maintained to assist in predetermining the types and volumes of waste acceptable at these facilities. A plan for establishing emergency permitting procedures for these facilities will be developed in conjunction with the Division of Air Resources Management.
- Guidelines are being developed for the appropriate use of soil washing technology and bioremediation.

**General Disposal Guidelines:**

- Liquid waste petroleum product - recycle or reuse.
- Liquid waste petroleum product and water mixture - oil and water separator, then:
  - Oil to recycler or rerefiner / water to POTW.
- Oil contaminated organic debris (sorbents, wood, plant material) - Refuse to Energy or Thermal Treatment Facilities.
- Oil contaminated sand, (saturated) - Thermal Treatment Facility or soil washing technology.
- Disposal options are described by the "Guidelines for Assessment and Remediation of Petroleum Contaminated Soil."
- Oil contaminated sand, (not saturated) - Designated Landfill to be used as cover material. Also should follow "Guidelines for Assessment and Remediation of Petroleum Contaminated Soil."
3260 Decontamination Group

The Decontamination Group is responsible for decontamination of personnel and response equipment in compliance with approved statutes. Each incident may require different decontamination operations. The nature of the incident, the type of oil, the weather, the temperature, the number of people to be decontaminated, and the number of trained personnel available are a few of the factors which dictate the size, method, and type of decontamination operation required. Responsibilities include:

- Identify decontamination needs and provide resources to accomplish required cleaning and decontamination of personnel and equipment.
- Identify resource and logistics needs to accomplish decontamination requirements

Decontamination Group Supervisor:

Roles and Responsibilities:

- Implement the Decontamination Plan
- Direct and Coordinate decontamination activities
- Brief Safety Officer on conditions
- Review Group assignments and incident activities with subordinates and assign tasks
- Brief the Recovery & Protection Branch Director on activities and status of resources within the Group
- Ensure that the Resource Unit is advised of all changes in status of resources assigned to the Group
- Coordinate activities with other Groups
- Determine need for assistance for assigned tasks
- Secure decontamination area(s)
- Maintain Unit/Activity Log (ICS 214)

Basic decontamination guidelines include:

- Establish and clearly identify the Decontamination Corridor. The best location for a decon station would be uphill from the hot zone, and upwind so that airborne contaminants blow back toward the hot zone. If the wind changes, the decon station may have to be relocated
- The Decontamination Zone should be accessible to emergency medical units.
- Clearly identify the Decontamination Corridor using barrier tape, delineator posts and traffic cones.
- Establish and clearly identify the point of entry from the Hot Zone into the Warm Zone and the exit corridor into the Cold zone.
- Weather conditions will be a significant factor during decon operations. Suitable shelter (tents) should be utilized for inclement weather conditions.
- Water used during decon procedures must be carefully controlled and kept to a minimum.
- Specific decon of oiled vessels and monitoring of vessels transiting through oiled
waters offshore bound for ports in SE FL can be found in the Section 9331 Template Vessel Decontamination Plan.

**Water generated from decontamination procedures will always be treated as hazardous waste.**

Refer to Appendices 9200 Personnel and Services Directory and 9700 List of Response References for Response Guidance and Strategies.

### 3270 Dispersants

#### 3270.1 Dispersant Use Pre-Authorization and Application Zones

In general, pre-authorization exists 3 miles seaward of any land providing that the water depth is at least 10 meters deep. Some special management areas are however, excluded from pre-authorization. Three zones have been established to delineate locations and conditions under which dispersant application operations may take place in waters of federal Region IV. They are:

**1) “GREEN” ZONE -- PRE-AUTHORIZATION FOR DISPERSANT APPLICATION**

The Green zone is defined as any offshore water within federal Region IV in which ALL of the following three conditions apply:

(a) the waters are not classified within a "Yellow" or "Red" zone;

(b) the waters are at least three miles seaward of any shoreline, and

(c) the waters are at least 10 meters in depth.

Within the Green zone, the USCG, EPA, DOC, DOI, and the affected state(s) agree that the decision to apply dispersants rests solely with the pre-designated USCG OSC, and that no further approval, concurrence or consultation on the part of the USCG OSC with EPA, DOC, DOI or the State(s) is required.

When considering use of dispersants, refer to Regional Response Team Region IV Dispersant Use Policy:


will be included in the post-incident report, and will be available to EPA, DOC, DOI, and the affected State(s), at their request, when dispersant application operations commence.

All dispersant operations within the Green zone will be conducted in accordance with the Protocols outlined in section III of this policy. Additionally, the USCG OSC will make
every reasonable effort to continuously evaluate the application of dispersants within the Green zone, and will allow RRT IV agencies and the affected State(s) the opportunity to comment.

(2) “YELLOW” ZONE -- WATERS REQUIRING CASE-BY-CASE APPROVAL

The Yellow zone is defined as any waters within federal Region IV which have not been designated as a "Red" zone, and in which ANY of the following conditions apply:

(a) The waters fall under State, or special federal management jurisdiction. This includes any waters designated as marine reserves, National Marine Sanctuaries, National or State Wildlife Refuges, units of the National Park Service, or proposed or designated Critical Habitats.

(b) The waters are within three miles of a shoreline, and/or falling under state jurisdiction.

(c) The waters are less than 10 meters in depth.

(d) The waters are in mangrove or coastal wetland ecosystems, or directly over living coral communities, which are in less than 10 meters of water. Coastal wetlands include submerged algal beds and submerged sea grass beds.

Where a Letter of Agreement is in effect between the USCG, EPA, DOI, DOC, and the affected State(s), the policy for pre-authorization established under the provisions of said LOA shall preempt the policy herein established for areas otherwise designated as falling within the Yellow zone. Established State LOAs are provided in Appendix II of this Dispersant Use Plan. In the event that a Letter of Agreement is not in effect for an area falling within the Yellow zone, or the desired use of dispersants would modify existing agreements, the USCG will request authorization for dispersant use according to the following procedures.

If the USCG OSC believes dispersants should be applied within the Yellow zone, a request for authorization must be made to the RRT IV representatives of the EPA, DOI, DOC, and the affected State(s). The information contained on the documentation/application form in Appendix VII must be provided to the RRT members. The OSC is only granted authority to conduct dispersant operations in the Yellow zone when concurrence has been given by EPA and the affected State(s), and after consultation with DOC and DOI.

RRT IV members will respond to the OSC's request for authorization within four hours. If a decision by RRT members cannot be reached within four hours, the OSC should be notified and informed of the delay, and the reasons behind it.

As with all dispersant use under this Agreement, application of dispersants within the Yellow zone, if approval is granted, will be conducted in accordance with the appropriate and relevant Protocols outlined in the PROTOCOLS section. Additionally, the USCG
OSC will make every reasonable effort to continuously evaluate the application of dispersants within the Yellow zone, and will allow RRT IV agencies and the affected State(s) the opportunity to comment.

(3) "RED" ZONE -- EXCLUSION ZONES:

The Red zone is that area, or areas, designated by the Region IV Response Team in which dispersant use is prohibited. No dispersant application operations will be conducted at any time in the Red zone unless:

(a) dispersant application is necessary to prevent or mitigate a risk to human health and safety; and/or

(b) an emergency modification of this Agreement is made on an incident-specific basis.

The Region IV Response Team has not currently designated any areas as Red zones, but retains the right to include areas for exclusion in the future. States may, through the establishment of Letters of Agreement, designate Red zones in areas falling under state jurisdiction. RRT IV encourages local Area Committees to recommend to RRT IV areas for pre-approval of dispersant use within their jurisdiction.

3270.2 Protocols

*The following requirements apply to the application of any dispersants under any provision of this policy:*

(1) Dispersants will only be used when they are expected to prevent or minimize substantial threat to the public health or welfare, or to mitigate or prevent environmental damage.

(2) The USCG agrees that if a decision has been made to use dispersants under the provisions of this agreement, the USCG OSC will immediately notify the Regional Response Team members representing EPA, DOI, DOC, and the affected State(s). Notification will include a copy of the Material Safety Data Sheet (MSDS) of the dispersant product chosen if the MSDS is not already included in this regional Dispersant Plan. Additionally, notification will include, at a minimum:

(a) Date, Time and Location of the incident;

(b) Type and amount of oil discharged;

(c) Area affected;

(d) The projected area of impact of the oil if not dispersed;
(e) Reasons why mechanical or physical removal of the oil is not feasible, or will not on its own provide the optimal response method;

(f) Dispersant to be used; and

(g) On-scene weather, wind, and forecasted weather.

(3) The USCG agrees to make every effort to continuously evaluate the decision to use dispersants by considering the advice of the EPA, DOI, DOC, and the affected State(s), other members of the Region IV Regional Response Team, and any other agencies, groups or information sources which may be available. The use of dispersants will be discontinued if so requested by the RRT representative of the EPA, the affected State(s), DOI or DOC. Such a request may be verbal followed by written documentation.

(4) The USCG OSC, must comply with all Occupational Health and Safety Administration (OSHA) regulations.

(5) Barring any unforeseen circumstances (such as time constraints, safety considerations, or logistical concerns) the OSC will make every reasonable effort to provide designated representatives from the USCG, EPA, DOI, DOC and the affected State(s) with an opportunity to observe dispersant application operations. An inability to provide this opportunity will not, however, be cause for immediate cessation of application operations.

(6) Monitoring will be conducted as feasible in order to help evaluate the decision to continue dispersant application and to document results. Recommended monitoring procedures are addressed in Appendix IV.

(7) Prior to commencing application operations, an on-site survey will be conducted, in consultation with natural resource specialists, to determine if any threatened or endangered species are present in the projected application area or otherwise at risk from dispersant operations. Measures will be taken to prevent risk of any injury to wildlife, especially endangered or threatened species. Additional and ongoing survey flights in the area of application will be conducted as appropriate. The Right Whale Critical Habitat along portions of coastal Georgia and Florida, as outlined in the Section 7 consultation with NMFS in Appendix III, is of particular concern during December through March. During this time, the Right Whale Early Warning System should be contacted prior to dispersant operations to determine if there have been recent sightings of whales in the planned operational area. Avoidance procedures as outlined in the consultation must be followed during any dispersant application.

(8) When dispersant application is proposed in a pre-approved area that is adjacent to or very near a more shallow area (less than 10M), due consideration shall be given to the
trajectory of the dispersed oil. If state or federal resources in adjacent shallow areas would be at risk, consultation with the resource trustee must be conducted.

(9) Any use of dispersants requires that a post-incident report be provided by the OSC, or a designated member of the OSC’s staff, within 45 days of dispersant application operations. Recommendations for changes or modification to this Dispersant Use policy may be presented in the report, if appropriate. This report will be presented at a Region IV Regional Response Team meeting, if so requested by the RRT.

(10) Only those products specifically listed in the EPA National Contingency Plan's (NCP's) Product Schedule as dispersants will be considered for use during dispersant application operations. (See Appendix VI)

(11) Information on the Documentation/Application Form in appendix VII shall be completed for all dispersant applications and provided to RRT IV members in a timely manner for documentation and informational purposes.

(12) The dispersant use decision elements contained in section VII shall be reviewed by the OSC and used to help guide the decision to use or request the use of dispersants.

When considering use of dispersants, refer to Regional Response Team Region IV Dispersant Use Policy:

https://www.nrt.org/site/doc_list.aspx?site_id=52

The use of sinking agents is expressly prohibited by the National Contingency Plan.

3270.3 SMART Monitoring

When dispersants are used during spill response, the Unified Command needs to know whether the operation is effective in dispersing the oil. The dispersant monitoring module of NOAA’s Special Monitoring of Applied Response Technologies (SMART) Protocol is designed to provide the Unified Command with real-time feedback on the efficacy of dispersant application. Data collected in Tier III of the SMART dispersant protocol may be useful for evaluating the dilution and transport of the dispersed oil. SMART does not monitor the fate, effects, or impacts of dispersed oil.

Dispersant operations and the need to monitor them vary greatly. Therefore, SMART recommends three levels (or tiers) of monitoring.

(1) Tier I employs the simplest operation, visual monitoring, which may be coupled with Infra-Red Thermal Imaging or other remote detection methods.

(2) Tier II combines visual monitoring with on-water teams conducting real-time water column monitoring at a single depth, with water-sample collection for later analysis.
While fluorometry remains the most technologically advantageous detection method, other approaches may be considered. The performance-based guidelines provided in attachment 10 define SMART Dispersant Module Criteria for instrument selection and validation.

(3) Tier III expands on-water monitoring to meet the information needs of the Unified Command. It may include monitoring at multiple depths, the use of a portable water laboratory, and/or additional water sampling. Tier III monitoring might for example include the redeployment of the monitoring team to a sensitive resource (such as near a coral reef system) as either a protection strategy or to monitor for evidence of exposure. In addition, Tier III might include the use of the monitoring package for activities unrelated to actual dispersant operations such as monitoring of natural dispersion or to support surface washing activities where water column concerns have been identified. Any Tier III operation will be conducted with additional scientific input from the Unified Command to determine both feasibility and help direct field activities. The Scientific Support Coordinator or other Technical Specialists would assist the SMART Monitoring Team in achieving such alternative monitoring goals.

The SMART Protocol can be found in its entirety at:
https://www.nrt.org/sites/2/files/SPECIAL.pdf

The U.S. Coast Guard Gulf Strike Team has personnel trained in the SMART Protocol and maintains SMART monitoring equipment available to deploy in support of dispersant operations at the request of an FOSC.

3280 In-Situ Burning (ISB)

The Region IV Regional Response Team policy statement dated April 1995 explains in detail the factors to be evaluated when the RRT is considering the use of in-situ burning. Appendix VI of the Region IV in-situ Burn Policy provides a decision tree intended for the OSC and SSC to use in evaluating an in situ burn. The below decision tree from the Regional Response Team Region IV will aide On-scene Commanders on determining feasibility of In-Situ Burning operations.

For addition information on determining In-situ burning operations, refer to Regional Response Team Region IV In-Situ Burn Policy:

https://www.nrt.org/site/doc_list.aspx?site_id=52
In-Situ Burn Unified Command Decision Tree

START

Oil Type/Amount & Conditions
- Emulsification (<50% H2O)?
- Volume (>50 bbl/burn)?
- Thickness (at least 1/10", prefer >1/2")?

Yes

Environmental Conditions
- Wind (<25-25 mph)?
- Waves (<2-3 ft., short period waves)?
- Debris (Tolerable if booms to be used)?
- Visibility (ceiling ≥ 500'; Horizontal – ½ to 1 mi.)?
- Rain (None to moderate for ignition)?

Yes

Proximity Issues
- Spill Source – if unignited, can accidental ignition occur?
- Facilities/Vessel/Shoreline – can ignition and complete burn be conducted at a safe distance?
- Burn Plume – is the burn plume unlikely to drift toward population centers within 3 miles?
- On-Site Operations – is the burn possible without interference with on-site workers & other response activity?
- Does on-site survey and consultations with natural resource specialist indicate no species of concern in burn area?

Yes

Availability of Personnel & Equipment
- Are adequate Fire Boom, Tow Boats, & igniters available?
- Is adequate Helicopter/Monitoring Equipment available?

Yes

Timing
- Can notices to Mariners, Aircraft, & population be issued in time?
- Can we mobilize personnel/equipment in time?
- Can we secure authorization in time?

Yes

Is this an on-going (continuing) spill?

Yes

Authorize Burn
Implement Burn Monitor

No

Do Not Burn

No

Do any of these factors change with time?

Yes

START

No

Yes

No

No

Yes

No
The volume of oil that can be removed by in-situ burning is the primary benefit to this countermeasure. In August of 1993, a joint US/Canada in-situ burning experiment off the coast of Newfoundland burned 12,760 gallons of Alberta Crude in 90 minutes with 99% efficiency. Considerable research has been presented on the theory and practical application of in situ burning. Through this research, the following parameters have been developed:

- **In situ burning of uncontained oil is usually not effective.** The oil slick must be a minimum of 1/10 of an inch (2 mm) thick for effective ignition. While uncontained oil can be ignited, the burn efficiency will be significantly lower than that of contained oil. In order to sustain efficient burning it is necessary to contain the oil within fire boom.

- **If the slick thickness is greater than 1/10 of an inch, almost any type of oil can be ignited and burned in-situ.** Under extreme weather conditions, heavy weathering of the oil and significant emulsification of the oil are factors that make ignition and burning more difficult. High viscosity oils will burn well once ignited.

- **In situ burning is very time sensitive.** Emulsification of the oil makes it more difficult to ignite. Although emulsions up to 70% water will ignite under the correct conditions, burn efficiencies will be reduced.

- The normal upper environmental limits for ignition are winds of 20 knots or less and seas of 2-3 feet or less. Fresh or un-emulsified oil can usually be ignited at well above these limits.

- **In situ burning reduces the slick thickness about 0.1 inches (2 mm) per minute or about 0.07 gallon per minute per square foot of oil.**

**3280.1 Pre-Authorization of In-Situ Burning**

The term "in-situ burning" applies to operations conducted for removal of oil by burning. These operations may apply during daylight or nighttime hours. In-situ burning operations will be conducted within the jurisdiction of the RRT IV region in accordance with this agreement and, in addition, where applicable, in accordance with protocols established in Letters of Agreement (LOA) between the USCG, EPA, DOI, DOC, and the affected state(s). The authority to authorize the use of in-situ burning provided under this Agreement to the USCG OSC may not be delegated. The following three zones have been established to specify pre-authorized locations and conditions under which burning may occur:
(1) "A" ZONES - PRE-AUTHORIZATION FOR OPEN-WATER BURNING

The "A" zone is defined as any area in Region IV, falling exclusively under federal jurisdiction; and not classified as a "B", or "R" zone; which is at least 3 miles seaward from any state coastline; and seaward of any state waters, or as designated by separate LOAs with each individual state, the USCG, EPA, DOI, and DOC. In the event that state jurisdiction extends beyond 3 miles from a state shoreline, pre-approval for the "A" zone applies only to those areas outside state jurisdiction unless a LOA is in place and specifically pre-authorizes in-situ burning within those state waters.

Within "A" zones, the USCG, EPA, DOC, DOI, and the state(s) agree that the decision to use in-situ burning rests solely with the pre-designated USCG OSC, and that no further approval, concurrence or consultation on the part of the USCG or the USCG OSC with EPA, DOC, DOI, or the state(s) is required.

The USCG agrees with EPA, DOC, DOI, and the state(s) that the USCG will immediately notify said agencies and affected state(s) of a decision to conduct burning within the "A" zone, via RRT IV representatives.

(2) "B" ZONES - WATERS REQUIRING CASE-BY-CASE APPROVAL

A "B" zone is defined as any area in the RRT IV region falling under state or special management jurisdiction which is not classified as an "A", or "R" zone.

"B" zones are all areas falling:

(a) anywhere within state waters,

(b) waters less than 30 feet in depth that contain living reefs,

(c) waters designated as a marine reserve, National Marine Sanctuary, National or State Wildlife Refuge, unit of the National Park Service, proposed or designated Critical Habitats, and 4) mangrove areas, or coastal wetlands. Coastal wetlands include submerged algal beds and submerged sea grass beds.

Where a LOA is in effect between the USCG, EPA, DOI, DOC, and the affected state(s); the policy for pre-authorization established under the provisions of said LOA shall preempt the policy herein established for zones otherwise designated as falling in the "B" zone. Established LOAs are provided in Appendix II of this document. In the event that a Letter of Agreement is not in effect for areas falling within the "B" zone, the following protocols shall apply:

(a) If the OSC feels that in-situ burning should be used in areas falling in a "B" zone, a request for authorization must be submitted to the RRT and the affected state(s), along
with the required information listed in the in-situ burning Application/Checklist form, found in Appendix VI.

(b) The OSC's decision to use in-situ burning shall be made after consulting with RRT IV representatives of state and federal trustee agencies to ensure that the best available information pertaining to the presence or absence of natural resources at the burn site is obtained.

c) The OSC is only granted authority to conduct in-situ burning in the "B" zone when consent has been given by EPA and the affected state(s) and after consultation with, DOI and DOC.

d) The RRT IV will respond to the OSC's request for authorization to burn in zone "B" within four hours from time of notification. If the RRT IV has not responded to a request for authorization to burn in zone "B" within four hours, then the OSC may proceed with in-situ burn operations.

The USCG agrees with EPA, DOC, DOI, and the state(s) that the USCG will immediately notify said agencies and affected state(s) of a decision to initiate an approved burn within a "B" zone via RRT IV representatives.

(3) "R" ZONES - EXCLUSION ZONES

An "R" zone is defined as any area in the RRT IV region falling under state or special management jurisdiction which is not classified as an "A" or "B" zone.

The "R" zone is that area designated by the RRT IV as an exclusion zone. No in-situ burning operations will be conducted in the "R" zone unless 1) in-situ burning is necessary to prevent or mitigate a risk to human health and safety; and/or 2) an emergency modification of this agreement is made on an incident-specific basis.

RRT IV currently has not designated any areas as "R" zones, but retains the right to include areas for exclusion at a future point in time if it feels this is warranted.

3280.2 Protocols

The Application/Checklist form in In-Situ Burn Plan located:
https://www.nrt.org/site/doc_list.aspx?site_id=52 shall be completed for all burns and provided to RRT IV members in a timely manner for documentation and informational purposes.

The following requirements apply to the use of all burning operations under the provisions of this policy:

(1) Health and Safety Concerns - Operators: Assuring workers' health and safety is the responsibility of employers and the USCG OSC who must comply with all
Occupational Health and Safety Administration (OSHA) regulations. Prior to any in-situ burn operations, a site safety plan must be submitted and approved by the OSC. Public: The burning should be stopped if it is determined that it becomes an unacceptable health hazard due to operational or smoke exposure concerns to responders or the general public. If at any time, exposure limits are expected to exceed national federal air quality standards in nearby populated areas, as a result of in-situ burning operations, then in-situ burning operations will immediately cease. The Level of Concern (LOC) for particulates for the general public in the RRT IV region is 150 ug/m$^3$ (PM-10) averaged over 1 hour.

(2) Monitors representing the USCG, EPA, federal trustee agencies, the affected state(s), OSHA, and the responsible party will have the opportunity to observe in-situ burning operations. Monitoring to establish "Continue/Discontinue" data for input to the OSC will be conducted in accordance with protocols established by the Region IV Regional Response Team and as outlined in the monitoring program contained in appendix VI. Unless smoke plumes are predicted to cross over populated or environmentally sensitive areas, an inability to conduct monitoring operations will not be automatic grounds for discontinuing or prohibiting in-situ burn operations. All burns must incorporate visual monitoring at the burn site to record the disposition of burn residues and to monitor the burn site for potential impact to any natural resource in the area. Samples of the residue will be collected if feasible.

(3) Prior to any in-situ burning operations, the OSC will apply the decision tree contained in Appendix VI.

(4) The USCG will make every reasonable effort to continuously evaluate the decision to burn, and allow RRT agencies and affected state(s) the opportunity to comment. Formal requests to discontinue a burn should be presented, in writing, to the OSC for consideration.

(5) Burning will be conducted in a way that allows for effective control of the burn, to the maximum extent feasible, including the ability to rapidly stop the burn if necessary. Contained and controlled burning is recognized as the preferred method of burning using fire-resistant boom. All practical efforts will be made to control and contain the burn and prevent accidental ignition of the source. Generally it is not recommended that the source or adjacent uncontained slicks be allowed to ignite during in-situ burning operations. Certain circumstances, however, may warrant consideration of carefully planned source ignition.

(6) Mechanical recovery equipment shall be mobilized on-scene, when feasible, for backup and complimentary response capability. Provisions must be made for collection of burn residue following the burn(s).

(7) In-situ burning will be conducted in accordance with any consultations approved by the USFWS and the NMFS, under Section 7 of the Endangered Species Act. Prior to beginning an in-situ burn, an on-site survey will be conducted to determine if any
threatened or endangered species are present in the burn area or otherwise at risk from any burn operations, fire, or smoke. Appropriate natural resource specialists, knowledgeable with any special resource concern in the area and representing the resource trustee, will be consulted prior to conducting any in-situ burn. Measures will be taken to prevent risk of injury to any wildlife, especially endangered or threatened species. Examples of potential protection measures may include: moving the location of the burn to an area where listed species are not present; temporary employment of hazing techniques, if effective; and physical removal of individuals of listed species only under the authority of the trustee agency.

(8) In-situ burning is advised only when the meteorological and sea conditions are operationally favorable for a successful burn. The OSC will give due consideration to the direction of the wind, and the possibility of the wind blowing precipitate over population centers or sensitive resources onshore. A safety margin of 45 degrees of arc on either side of predicted wind vectors should be considered for shifts in wind direction.

(9) Any use of in-situ burning requires that a post-incident report be provided by the OSC, or a designated member of the OSC's staff, within 45 days of in-situ burning operations. Recommendations for changes or modification to this policy should be presented in the report, if appropriate. This report will be presented at a Region IV RRT meeting, if requested by the RRT.

3280.3 SMART Monitoring

In-situ burning of oil may offer a logistically simple, rapid, and relatively safe means for reducing the net environmental impact of an oil spill. Because a large portion of the oil is converted to gaseous combustion products, in-situ burning can substantially reduce the need for collection, storage, transport, and disposal of recovered material. In-situ burning, however, has several disadvantages: burning can take place only when the oil is not significantly emulsified, when wind and sea conditions are calm, and when dedicated equipment is available. In addition, in-situ burning emits a plume of black smoke, composed primarily (80-85%) of carbon dioxide and water; the remainder of the plume is gases and particulates, mostly black carbon particulates, known as soot. These soot particulates give the smoke its dark color. Downwind of the fire, the gases dissipate to acceptable levels relatively quickly. The main public health concern is the particulates in the smoke plume.

With the acceptance of in-situ burning as a spill response option, concerns have been raised regarding the possible effects of the particulates in the smoke plume on the general public downwind. NOAA’s Special Monitoring of Applied Response Technologies (SMART) Protocol should be used to monitor in-situ burning operations. SMART is designed to address these concerns and better aid the Unified Command in decisions related to initiating, continuing, or terminating in-situ burning.
The SMART Protocol can be found in its entirety at: https://www.nrt.org/sites/2/files/SMART.pdf.

The U.S. Coast Guard Gulf Strike Team has personnel trained in the SMART Protocol and maintains SMART monitoring equipment available to deploy in support of in-situ burning operations at the request of an FOSC.

3290 Bioremediation

Biodegradation is a natural process in which microorganisms chemically alter and breakdown organic molecules into other substances - such as fatty acids, carbon dioxide and water - in order to obtain energy and nutrients. The basis for this process is relatively simple: microorganisms require minerals and sources of carbon, as well as water and other elements, to survive and function. The process can involve one step or a series of steps that proceed through the formation of molecules with successively fewer carbons. Generally, the extent to which a particular organic molecule is biodegradable and the rate of degradation depend on the molecule's structural characteristics (chain length, amount of branching, number and arrangement of rings, stereochemistry) and the environmental conditions (temperature, available oxygen, substrate).

Bioremediation is a treatment technology that utilizes biodegradation to reduce the concentration and/or toxicity of chemical substances such as petroleum products and other hydrocarbons. Because microbes capable of degrading hydrocarbons are commonly found in nature, most untreated hydrocarbon spills eventually are removed from the environment by microbial degradation and other processes. Enhanced bioremediation, however, seeks to accelerate natural biodegradation processes by applying specially chosen nutrients and/or microbes to spilled substances. Although microbes have been used extensively and successfully for many years to treat wastes and wastewater in controlled facilities, their potential as a tool for responding to spills of oil and hazardous substances in uncontrolled environments has only more recently received significant interest.

The RRT IV Bioremediation Plan presents a plan for considering and implementing bioremediation, through either natural attenuation or nutrient/microbe enhancement. It was developed through the coordinated efforts of EPA's Subcommittee on National Bioremediation Spill Response and the members of the Region 4 Regional Response Team (RRT), using EPA's Interim Guidelines for Preparing Bioremediation Spill Response Plans.

Guidelines for the use of bioremediation techniques can be found at: https://www.nrt.org/sites/2/files/EPA_marine_bioremediation.pdf
3300 **Emergency Response Branch**

The Emergency Response Branch is responsible for overseeing and implementing emergency measures to protect life, mitigate further damage to the environment, and stabilize the situation.

**Emergency Response Branch Director**

Role and Responsibilities:

- Responsible for overseeing and implementing emergency measures to protect life, mitigate further damage to the environment, and stabilize the situation
- Develop alternatives for Branch control operations
- Attend planning meetings at request of Operations Section Chief
- Review Division/ Group Assignment Lists (ICS 204) for Divisions/Groups within Branch. Modify lists based on effectiveness of current operations
- Brief Operations personnel in accordance with Incident Action Plan (IAP)
- Assign specific tasks to Division/Group Supervisors
- Supervise Branch Operations
- Report resource needs, surplus resources, hazardous situations, modifications to the IAP and significant events to Operations Section Chief
- Approve accident and medical reports
- Maintain Individual Logs (ICS 214)

Refer to Appendices 9200 Personnel and Services Directory and 9700 List of Response References for Response Guidance and Strategies.

3310 **Search and Rescue (SAR) Group**

Search and Rescue (SAR) efforts primarily focus finding and assisting persons in actual or apparent distress and are carried out within a well defined SAR response system.

**Search and Rescue Group Supervisor**

Role and Responsibility:

- Responsible for prioritization, direction, and coordination of all search and rescue missions
- Manage dedicated search and rescue resources
- Review Group assignments and incident activities and status or resources within the Group
- Ensure that the Resource Unit is advised of all changes in status of resources assigned to the Group
- Coordinate activities with other Groups
- Determine need for assistance for assigned tasks
Maintain Unit/Activity Log (ICS 214)

Key response areas:

**Operational Support / Coordination**

- Search Planning & Operations Safety
- Rescue Planning & Operations Stress Management
- Medical / Triage Liaison with victims family
- Fire Fighting Security
- Shoreline Search and Rescue Investigations
- On-Water Search and Recovery Resources
- Political
- Assisting & Cooperating Agencies
- Public Information
- Command Post Needs

Monitor how well the incident objectives, strategies, and tactics are addressing the key response areas identified above and adjust, as necessary, to ensure the maximum potential for the best possible response.

Refer to Appendices 9200 Personnel and Services Directory and 9700 List of Response References for Response Guidance and Strategies.

**3310.1 Search and Rescue Area Resources**

The Search and Rescue (SAR) Group is responsible for prioritization and coordination of all SAR resources directly related to the specific incident. In addition to the CG Stations within the Sector Miami AOR additional resources can be found in Section: 9234.2 Local Law Enforcement Agencies.

**3320 Salvage Group**

The Salvage Group is responsible for coordinating and directing salvage activities and source control related to the incident.

See Section: 9240.3 Firefighting / Salvage / Divers

**3330 Marine Fire Fighting Group**

The response and organizational structure to a marine fire can vary widely depending on the location of the vessel and proximity to fire fighting resources, capabilities of the municipal and industrial fire departments, type of vessel, nature of the cargo, and source of the fire.

Although the Coast Guard does not directly conduct fire fighting, it does have a major role in coordination and support.
A marine fire can bring to the scene fire departments, law enforcement, public health, technical cargo experts, industrial fire departments, private fire fighting and salvage experts.

**Fire Suppression Group Supervisor**

Role and Responsibilities:

- Responsible for the coordinating and directing of all firefighting activities related to the incident
- Prioritize responses to fires related to the incident
- Direct and coordinate firefighting mission
- Manage dedicated firefighting resources
- Review Group assignments and incident activities with subordinates and assign tasks
- Brief the Emergency Response Branch Director on activities and status of resources within the Group
- Ensure that the Resource Unit is advised of all changes in status of resources assigned to the Group
- Coordinate activities with other Groups
- Determine need for assistance for assigned tasks
- Maintain Unit/Activity Log (ICS 214)

See Section: [9236.1 County Fire Departments](#) or additional marine firefighting resources.

For additional information see section: [8000 Marine Fire Fighting Plan](#)

**3340 Hazardous Materials Group**

The Hazardous Material Group is responsible for coordinating and directing all hazardous material activities related to the incident.

**HAZMAT Group Supervisor**

Role and Responsibilities:

- Responsible for Coordinating and directing all hazardous materials activities related to the incident
- Prioritize HAZMAT responses related to the incident
- Direct and Coordinate HAZMAT response
- Manage dedicated HAZMAT resources
- Review Group assignments and incident activities with subordinates and assign tasks
- Brief the Emergency Response Branch Director on activities and status of resources within the group
- Ensure that the Resource Unit is advised of all changes in status of resources assigned to the Group
- Coordinate activities with other Groups
- Determine need for assistance for assigned tasks
- Maintain Unit/Activity Log (ICS 214)

See Section: 7000 Hazardous Material for further information.

**3350 Medical Group**

The Medical Group is responsible for coordinating and directing all emergency medical services related to the incident.

**Emergency Medical Services Group Supervisor**

Role and Responsibilities:

- Responsible for coordinating and directing all emergency medical services related to the incident
- Prioritize EMS responses related to the incident
- Direct and coordinate EMS responses
- Manage dedicated EMS resources
- Review Group assignments and incident activities with subordinates and assign tasks
- Brief the Emergency Response Branch Director on activities and status of resources within the Group
- Ensure that the Resource Unit is advised of all changes in status of resources assigned to the Group
- Coordinate activities with other Groups
- Determine need for assistance for assigned tasks
- Maintain Unit/Activity Log (ICS 214)

**3360 Law Enforcement Group**

The Law Enforcement Group is responsible for coordinating with federal/state/local law enforcement activities related to the incident, which include, but are not limited to isolating the incident, crowd control, traffic control, evacuations, beach closures, and/or perimeter security.

See Section: 9234.1 County Law Enforcement Agencies
3400 Air Operations Branch

The Air Operations Branch is responsible for preparing and implementing the air
operations portion of the Incident Action Plan and providing logistical support to aircraft.
Aircraft landing sites information can be obtained through:

USCG Air Station Clearwater, FL Operations Center at (727) 535-1437
USCG Air Station Miami Operations Center at (305) 953-2100

Refer to Sections 9200 Personnel and Services Directory and 9700 List of Response
References for Response Guidance and Strategies.

3410 Air Tactical Group

The Air Tactical Group Supervisor is primarily responsible for the coordination and
scheduling of aircraft operations. Such operations may be intended to locate, observe,
and track; support dispersant applications or other response application techniques; or
report on the incident situation when fixed and/or rotary-wing aircraft are airborne at the
site. The Air Tactical Group Supervisor performs these coordination activities while
assets are airborne. The Air Tactical Group Supervisor reports to the Air Operations
Branch Director and updates the Situation Unit Leader.

3410.1 Aerial Surveillance Unit

- Direct and coordinate air operations missions to conduct oil spill tracking, observation,
  and remote sensing.
- Coordinate mission tasking with scientific and technical observers.
- Identify additional resources and logistics needs.
- Report oil spill tracking, observation, and remote sensing results and coordinate
  observations to direct operational activities.

Spotter Aircraft

The Spotter Aircraft Position or "Spotter" is physically located in an aircraft. The
Spotter is a person who "spots" or controls, guides, or lines up the sprayer aircraft or
vessels over the spill target. Because a dispersant application can be made by both
vessels and aircraft, the Spotter would maintain tactical control over both types of
delivery systems. The Spotter is in charge of the dispersant operation on scene. Because
dispersant operations can be executed in multiple geographic areas due to the spreading
and breakup of the slick, multiple spotter aircraft may be needed (one for each spray
a/c).
Monitor Aircraft

The monitor aircraft or vessel or the "monitor" is primarily responsible for monitoring the effectiveness of the dispersant operation through aerial observation in aircraft and through the use of fluorometers on board vessels to sample the dispersed oil.

Effectiveness monitoring is concerned primarily with determining whether the dispersant was properly applied and how the dispersant is affecting the oil.

Observation Aircraft

The observation aircraft or vessels "observers" are platforms and persons specifically assigned to observe the dispersant operation. Their observer status should be authorized by the Unified command on the basis of their position as a stakeholder in the outcome of the operation. Observers might include corporate officials, agency representatives, political officials, scientists, trustees, interest group representatives, and so forth.

3410.2 Aerial Applications Unit

The Spray Aircraft or Vessel or "Sprayer" is the delivery system of the dispersants to the oil slick. The dispersant application can be either water-borne or airborne depending on the size of the spill and/or dispersant operation complexity. In both cases the "sprayer" reports to and receives tasking from the spotter aircraft. Because dispersant operations can be executed in multiple geographic areas due to the spreading and breakup of the slick, multiple "sprayer" aircraft or vessels may be needed.

Responsibilities include:

- Conduct air operations missions to apply dispersants, chemical countermeasures, bioremediation, or other alternative response technologies as directed by the Operations Section Chief.
- Identify additional resources and logistics needs.
- Report on the efficacy of alternative response technology applications

3410.3 Procedures for Temporary Flight Restrictions

Due to the presence of three major and several regional airports in this area, it is necessary to be aware of possible interference with airspace even for a ‘routine overflight’. In all cases, the Federal Aviation Administration (FAA) and/or nearest airport that could be affected should be contacted.

NOTAMs or similar advisories can be posted/broadcasted by the FAA to alert aviators of possible environmental hazards. Likewise, response personnel and media engaged in assessment or follow-up surveillance of a spill site, need to be fully aware of FAA or DOD controlled airspace and any hazards or restrictions that may exist.
Who can request a Temporary Flight Restriction (TFR)?

A TFR may be requested by various entities, including: military commands; federal security/intelligence agencies; regional directors of the Office of Emergency Planning, Civil Defense State Directors; civil authorities directing or coordinating organized relief air operations (e.g., Office of Emergency Planning; law enforcement agencies; U.S. Forest Service; state aeronautical agencies); State Governor; FAA Flight Standards District Office, aviation event organizers, or sporting event officials.

Different Types of TFR’s.

The FAA issues TFR’s under the following regulations:

(1) Section 91.137, Temporary Flight Restrictions in the Vicinity of Disaster/Hazard Areas;
(2) Section 91.139, Emergency Air Traffic Rules;
(3) Section 91.141, Flight Restrictions in the Proximity of the Presidential and Other Parties;
(4) Section 91.143, Flight Limitation in the Proximity of Space Flight Operations;
(5) Section 91.145, Management of Aircraft Operations in the Vicinity of Aerial Demonstrations and Major Sporting Events; and
(6) Section 99.7, Special Security Instructions.

Who can issue a TFR?

FAA Headquarters or the Directors of Terminal or En Route and Oceanic Area Operations (or their designee) having jurisdiction over the area concerned may issue a TFR.

The Air Branch is responsible for facilitating the issuance of a TFR.

The following Link Provides more info: http://www.faa.gov

3420 Air Support Group

The Air Support Group Supervisor is responsible for supporting and managing Helibase and Helispot operations and maintaining liaison with Fixed-winged air bases. This includes:

- Providing fuel and other supplies.
- Providing maintenance and repair of helicopters.
- Keeping records of helicopter activity.
- Providing enforcement of safety regulations.

Helicopters during landing, takeoff, and while grounded, are under the control of the Air Support Group's Helibase or Helispot managers. The Air Support Group Supervisor
reports to the Air Operations Branch Director.

3420.1 Airports / Helibases / Helispots

See Section: 5220.7 Airports / Heliports

3420.5 Air Traffic Coordination Unit

- Direct and coordinate air operations as required by the Incident Operations Plan
- Prioritize and assign air ops missions.
- Request additional aircraft resources and release aircraft when authorized.
- Coordinate ground services and aircraft support.
- Identify additional resources and logistics needs.
- Report on the status of air operations.

3500 Staging Area Manager

Staging Areas are established by the Operations Section Chief. The Staging Area Manager is responsible for managing all activities within the designated staging areas and reports directly to the Operations Section Chief. Staging areas provide the ability to have tactical resources immediately available for deployment in the event that more resources are needed to manage the situation.

Some things to remember:

- Staging Areas are temporary locations where personnel and equipment are kept while awaiting tactical assignment
- An incident may have more than one staging area
- Resources in Staging must be immediately available for assignment
- All resource status shall be relayed to the Resources Unit Leader to determine if they are in excess to what is needed and should be demobilized
- Staging Areas are designed by the name that describes their general location (e.g. John Lloyd Park Staging)

3510 Pre-Identified Staging Areas

Additional locations can be found in Section: 5220.5 Staging Areas.

See also any/all applicable Geographic Response Plan(s) for the region of response.

3520 Security

All Staging Areas should include perimeter security to prohibit un-authorized entry and safety to the workers. Security needs will be dependent on incident specific operations.

3600 Wildlife Branch
The Wildlife Branch is responsible for minimizing wildlife losses during spill response, coordinating early ground and aerial reconnaissance of wildlife at the spill site, employing wildlife hazing measures per the IAP, and recovering and rehabilitating impacted wildlife. Rehabilitation activities shall be coordinated through the Unified Command (UC). The State and Federal OSC, working with the responsible party (if applicable), will provide guidance to the Operations section to ensure that all wildlife concerns of the public and appropriate trustees are addressed. Early initiation of wildlife rehabilitation activities within the Operations section will ensure adequate mobilization of staff, equipment and other applicable resources. The Wildlife Operations branch will be responsible for providing licensed, experienced rehabilitation personnel to coordinate and supervise all collection and rehabilitation activities. Untrained volunteers shall be trained and supervised by licensed rehabilitation personnel on the proper handling of wildlife as well as safety training including the use of personal protective equipment.

**Wildlife Branch Director**

Role and Responsibilities:

- Responsible for minimizing wildlife losses during spill response
- Coordinate early aerial and ground reconnaissance of wildlife at the spill site and report results to the Situation Unit Leader
- Develop the Wildlife Branch portion of the IAP
- Employ wildlife hazing measures as authorized in the IAP
- Recovery and rehabilitate impacted wildlife
- Assist the appropriate wildlife trustee in organizing and coordinating wildlife rescue and rehabilitation operations. Oversee and coordinate activities of private wildlife care groups including those employed by the responsible party
- Identify and maintain processing centers for evidence tagging, transportation, veterinary services, treatment, rehab, storage, etc.
- Review Division/Group Assignments (ICS 204) for Division/Groups within Branch. Modify lists based on effectiveness of current operations
- Brief Operations personnel in accordance with the IAP and assign specific tasks to Division/Group Supervisors
- Supervise Branch Operations
- Report resource needs, surplus resources, hazardous situations, modifications to the IAP and significant events to the Operations Section Chief
- Approve accident and medical reports
- Maintain Individual Log (ICS 214a)


See also any/all applicable Environmental Sensitivity Index(es) and Geographic Response
Plan(s) for the region of impact.

The general public is normally highly sensitive to reports and pictures of oiled wildlife and large numbers of emergent volunteers should be expected. Florida Law requires that any volunteers interested in assisting with wildlife activities be affiliated with an approved group/organization (see http://www.volunteerflorida.org/) for more details on affiliated volunteers.

Engage the Liaison Officer as soon as possible if any reports of impacted wildlife are received. See Section 2450.3 Volunteer Management for details on utilizing volunteers.

3610 Fish and Wildlife Protection Options

In addition to wildlife initially impacted after the release or spill, continued exposure should be considered in planning due to migrating wildlife re-entering areas during the clean-up activities.

Several options available to the FOSC include hazing and capture/re-release. Any such measures should be evaluated through the Environmental Unit with appropriate recommendations made in accordance with applicable laws and regulations.

3620 Wildlife Recovery Group

The Wildlife Recovery Group is responsible for coordinating the search, collection and field tagging of dead and live impacted wildlife and transporting them to the processing center.

Responsibilities include:

- Direct, coordinate, and conduct wildlife recovery and capture operations.
- Maintain a central clearing point to direct recovered wildlife to appropriate rehabilitation facilities.
- Maintain evidence, tagging, and storage procedures for all wildlife recovered.
- Manage the capture, triage, first aid, and transportation of recovered wildlife.
- Provide training and briefing on actions and notifications required when response workers or members of the public encounter distressed wildlife.
- Identify resources and logistics support requirements.
- Report on wildlife recovery operations.

Wildlife Recovery Group Supervisor

Role and Responsibilities:

- Responsible for coordinating the search for and collection and field tagging of dead and live impacted wildlife and transporting them to processing
- Coordinate with the Situation Unit in conducting aerial and group surveys of the wildlife population in the vicinity of the spill
- Deploy acoustic and visual wildlife hazing equipment as necessary
- Establish and implement protocols for collection and logging of impacted wildlife
- Coordinate transportation of wildlife to processing centers
- Review Group assignments and incident activities with subordinates and assign tasks
- Brief the Wildlife Branch Director on activities and status of resources assigned to the Group
- Coordinate activities with other Groups
- Determine need for assistance for assigned tasks
- Maintain Unit/Activity Log (ICS 214)

3620.1 Recovery Processing

Processing procedures will be specified as incident specific criteria dictates.

3630.2 Carcass Retrieval and Processing

The U.S. Fish and Wildlife Service is responsible for the disposition of all migratory birds, dead or alive.

3640 Wildlife Rehabilitation Group

The Wildlife Rehabilitation Group is responsible for receiving oiled wildlife at the processing center; recording essential information; collecting necessary samples; and conducting triage, stabilization, treatment, transport and rehabilitation of oiled animals.

Responsibilities include:

- Establish wildlife rehabilitation centers and conduct rehabilitation operations.
- Maintain documentation on wildlife delivered for rehabilitation.
- Store, document, coordinate laboratory analysis and necropsies, and properly handle deceased wildlife.
- Identify resources and logistics support requirements.

For Wildlife Rehabilitation points of contact, refer to the following sections: 9211 Trustees For Natural Resources, Sections 9200 Personnel and Services Directory and 9700 List of Response References
3640.1 **Wildlife Rehabilitation Operations**

Rehabilitation operations will be organized and coordinated as facility and incident-specific criteria dictates.

3640.2 **Rehabilitation Facilities**

Rehabilitation facilities will be characterized as incident location dictates.

Refer to Section 9200 Personnel and Services Directory for available fixed sites.

3640.3 **Rehabilitation Procedures**

The U.S. Fish and Wildlife Service’s policy titled [Best Practices for Migratory Bird Care During Oil Spill Response](https://www.fws.gov/wafwo/publications/best_practices.pdf) (November 2003) are to be used in evaluating capture methods; making informed choices during spill responses; and evaluating oiled bird rehabilitation activities to improve field practices. This document is RRT policy in Region 4 for acquiring the best achievable care for migratory birds during an oil spill response.

The following criteria will be used when considering and evaluating bird rehabilitators for conducting oiled-bird response:

- Hold all necessary permits for bird-related response activities;
- Experience in the capture, treatment, and care of oiled birds;
- Experience conducting bird-related response activities within the Incident Command System structure;
- Ability to quickly mobilize to perform bird capture, field evaluation, stabilization and transport, including remote locations if necessary;
- Access to appropriate facilities adequate for treating and housing oiled birds;
- Ability to establish and operate bird intake, holding, and isolation areas within 12-24 hours of wildlife response activation; and
- Ability to establish and operate bird cleaning and pre-release areas within 48 hours of wildlife response activation.
- Agreement with a licensed veterinarian, experienced in the treatment of oiled birds, to provide any necessary veterinary medical care.

3640.4 **Species – SE Florida**

SE Florida contains many rare and endangered birds and marine mammals. The vulnerability of each species depends on a number of factors, including properties of the material spilled, life stage of the species affected, and time of year since the distribution and concentration of species varies widely according to season. Some species frequently encountered in Southeast Florida include the following:
Manatees - The West Indian manatee is a threatened species of estuarine/aquatic mammal which ranges throughout Florida. They are present year-round. Manatees tend to cluster around the warm water effluents of power plants during the colder months from November to March. Manatees have been shown to avoid oiled areas, but they can become trapped in spilled oil. This can cause respiratory stress from the inhalation of oil or oil fumes after only a short period of time. Herding manatees away from impacted areas may be effective. Since manatees are herbivorous, feeding primarily on sea grasses, sea grass beds and mangrove shorelines would need to be carefully monitored to prevent damage from a spill.

Dolphins and Whales - Of the 26 species of dolphins and whales known to inhabit Florida waters, most live offshore and are not likely to be directly affected by a near shore spill. The Atlantic bottlenose dolphin is frequently sighted in near shore waters, and the Atlantic spotted dolphin is found in near shore waters during spring and summer. Toxic effects of an oil spill may include eye irritation and respiratory stress. Oil has been linked to whale stranding incidences as well.

Sea Turtles - Five species of sea turtles are found in South Florida waters: Loggerhead, Atlantic Green, Leatherback, Kemp's Ridley, and Hawksbill. Loggerheads are threatened and the remaining four species are endangered. Sea Turtles nest on SE Florida beaches, and oil could impact adults, nest, and eggs. Boom sites have been selected to protect nesting areas, and timely deployment of boom is critical. Oil spilled during the nesting season (late April through early September) could necessitate the removal of nests from impacted areas.

Coastal Birds - Florida wetlands provide nesting and feeding habitat for coastal birds, some of which are endangered or threatened species. The primary effect of oil on a bird is to coat its feathers, inhibiting their heat insulation and water repellent properties. This can cause death by hypothermia and drowning. Birds also ingest oil by preening their oil coated feathers or by eating oil contaminated prey.

3700 RESERVED

3800 RESERVED

3900 RESERVED for AREA / DISTRICT
SECTION 4000

PLANNING SECTION

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4720.8 Weather Forecast Specialist

4730 Oil

4730.1 Shoreline Cleanup Assessment

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4743.1 The Magnuson-Stevens Fishery Conservation and Management Act

4743.2 The EFH Consultation Process and How it Applies to USCG FOSCs

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4743.4 References

4743.5 Emergency Response Checklist for EFH during Oil Discharges and Releases of Hazardous Substances

4744 Legal

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- 4840.1 Historical Cultural Resources Specialist
- 4870 Disposal
- 4871 Ocean Dumping
- 4880 Dredging
- 4890 Decanting

4900 RESERVED for AREA / DISTRICT
The Planning Section is responsible for the collection, evaluation, and dissemination of tactical information related to the incident, and for the preparation and documentation of Action Plans. The section also maintains information on the current and forecasted situation, and on the status of resources assigned to the incident. Task Organization includes the Situation, Resource, Documentation, and Demobilization Units, as well as Technical Specialists. The Planning Section Units are shown in figure 4100-1.

**4100 Planning Section Organization**

4110 Planning Cycle

Figure 4110-1 Incident Planning Cycle
4110.1 Initial Response and Assessment

The period of Initial Response and Assessment occurs in all incidents. Short-term responses, which are small in scope and/or duration (e.g., a few resources working one operational period) can often be coordinated using only ICS Form 201 (Incident Briefing Form).

INCIDENT BRIEFING (ICS Form 201) - During the transfer-of-command process, an ICS Form 201-formatted briefing provides the incoming Incident Commander (IC)/Unified Commander (UC) with basic information on the incident resources and situation. Most importantly, the brief functions as the Incident Action Plan (IAP) for the initial response and remains in force and continues to develop until the response ends or the Planning Section generates the incident's first IAP. It is also suitable for briefing individuals newly assigned to the Command and General Staff as well as for needed assessment briefings for the staff. ICS Form 201 facilitates documentation of response objectives, situational awareness, resource employment and deployment, and documentation of significant actions taken. ICS Form 201 is essential for planning and the effective management of initial response activities.

When: New IC/UC.
Facilitator: Staff Briefing as required.
Attendees: Command and General Staff as required
Agenda:

Using ICS Form 201 as an outline, include:

- Situation (note territory, exposures, safety concerns, etc.; use map/charts).
- Current priorities.
- Strategy(s) and tactics.
- Current organization.
- Resource assignments.
- Resources en-route and/or ordered.
- Facilities established.

4110.3 Initial Unified Command Meeting

This meeting provides UC officials with an opportunity to discuss important issues prior to joint incident action planning. The meeting should be both brief and documented. Prior to the meeting, parties should have an opportunity to review and address the agenda items. Planning meeting participants will use the results of this meeting to guide the operational efforts prior to the first tactics meeting.

When: The UC is formed prior to the first meeting.

Facilitator: UC Member
Agenda:

- Identify UC, based on IMH Chapter 6 criteria.
- Identify jurisdictional priorities and objectives.
- Present jurisdictional limitations, concerns and restrictions.
- Develop a collective set of incident objectives.
- Agree on incident priorities.
- Agree on basic organizational structure.
- Designate the best-qualified and acceptable Operations Section Chief (OPS).
- Agree on General Staff personnel designations and planning, logistical, and financial agreements and procedures.
- Agree on resource ordering procedures.
- Agree on cost-sharing procedures.
- Agree on informational matters.
- Designate a Unified Command Information Officer.

4110.3 Unified Command Objectives Meeting

At this meeting the IC/UC will identify/review and prioritize objectives for the next operational period using the ICS Form 202. Objectives from the previous operational period are reviewed and any new objectives are identified.

When: Before the tactics meeting
Facilitator: UC Member
Attendees: UC Members, Command and General Staff as appropriate.
Agenda:

- Review/identify objectives for the next operational period (clearly stated and attainable with the resources available, yet flexible to allow members to choose best tactics).
- Review any open agenda items from initial/previous meetings.

### 4110.4 Tactics Meeting

This meeting creates the blueprint for tactical deployment during the next operational period. In preparation for the Tactics Meeting, the Planning Section Chief (PSC), and OPS review the first stage of response operations or the current IAP situation status information, as provided by the Situation Unit to assess work progress against IAP objectives. The OPS/PSC will jointly develop primary and alternate strategies to meet objectives for consideration at the next Planning Meeting.

When: Prior to Planning Meeting.
Facilitator: PSC.
Attendees: PSC, OPS, Logistics Section Chief (LSC), and Resources Unit Leader (RUL).

Agenda:

- Review the objectives for the next operational period and develop strategies (primary and alternatives).
- Prepare a draft of ICS Form 215 (used in planning meeting) to identify resources that should be ordered through Logistics.
4110.5 Preparing for the Planning Meeting

During this phase of the Planning Cycle, the Section Chiefs and their associated staff members begin the work of preparing for the upcoming Planning Meeting. Each Section Chief is responsible for ensuring that his/her Planning Meeting responsibilities are met. The PSC should facilitate this to the greatest extent possible to ensure that the material, information, resources, etc., to be used or discussed in the Planning Meeting are organized and prepared. There are to be no surprises in the Planning Meeting.

When: After the Tactics Meetings
Facilitator: PSC

4110.6 Planning Meeting

This meeting defines incident strategies and tactics and identifies resource needs for the next operational period to achieve the U/C objectives. Depending on incident complexity, this meeting should last no longer than 30-45 minutes. This meeting refines objectives and priorities, identifies and solves problems, and defines work assignments and responsibilities on a completed ICS Form 215 (Operations Planning Worksheet). Displays in the meeting room should include Objectives ICS Form 202 for the next period, large sketch maps or charts (clearly dated and timed), a poster-sized ICS Form 215, a current resource inventory prepared by the Resource Unit, and current situation status displays prepared by the Situation Unit. After the meeting, ICS Form 215 is used by the LSC to prepare the tactical and logistical resource orders, and used by the PSC to develop IAP assignment lists.
When: After the UC and Tactics Meetings
Facilitator: PSC
Attendees: IC/UC, Command Staff, General Staff, Air Operations Branch Director (Air Ops), the RUL, Safety Officer (SO), and Technical Specialists, as required.

AGENDA:

<table>
<thead>
<tr>
<th></th>
<th>Primary Responsibility</th>
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<tbody>
<tr>
<td>1.</td>
<td>State incident objectives and policy issues.</td>
</tr>
<tr>
<td>2.</td>
<td>Briefing of situation, critical and sensitive areas, weather/sea forecast, and resource status/availability.</td>
</tr>
<tr>
<td>3.</td>
<td>State primary and alternative strategies to meet objectives.</td>
</tr>
<tr>
<td>4.</td>
<td>Designate Branch, Division, and Group boundaries and functions as appropriate, use maps and ICS form 215.</td>
</tr>
<tr>
<td>5.</td>
<td>Specify tactics for each Division, note limitations.</td>
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<tr>
<td>6.</td>
<td>Specify resources needed by Divisions/Groups.</td>
</tr>
<tr>
<td>7.</td>
<td>Specify operations facilities and reporting locations on the Situation map.</td>
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<tr>
<td>8.</td>
<td>Develop resources, support, and overhead order (orders).</td>
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<tr>
<td>9.</td>
<td>Discuss support issues: communications, traffic, safety, medical, etc.</td>
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<tr>
<td>10.</td>
<td>Contributing organization/agency considerations regarding work plan.</td>
</tr>
<tr>
<td>11.</td>
<td>Safety considerations regarding work plan.</td>
</tr>
<tr>
<td>12.</td>
<td>Media considerations regarding work plan.</td>
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<tr>
<td>14.</td>
<td>Finalize and approve work plan for the next operational period.</td>
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</tbody>
</table>
4110.7 Incident Action Plan (IAP) Preparation

Attendees immediately prepare their assignments for the IAP. The deadline will be early enough to permit timely IC/UC approval and duplication of sufficient copies for the Operations Briefing and for overhead.

When: Immediately following the Planning Meeting, the PSC assigns the deadline. 
Facilitator: PSC

<table>
<thead>
<tr>
<th>Common Components</th>
<th>Primary Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Incident Objectives (ICS form 202).</td>
<td>Resources Unit</td>
</tr>
<tr>
<td>2. Organization List/Chart (ICS forms 203/207).</td>
<td>Resources Unit</td>
</tr>
<tr>
<td>3. Assignment List (ICS form 204).</td>
<td>Resources Unit</td>
</tr>
<tr>
<td>4. Communication Plan (ICS form 205).</td>
<td>Communications Unit</td>
</tr>
<tr>
<td>5. Medical Plan (ICS form 206).</td>
<td>Medical Unit</td>
</tr>
<tr>
<td>6. Incident Map.</td>
<td>Situation Unit</td>
</tr>
<tr>
<td>7. Safety Plan.</td>
<td>Safety Officer</td>
</tr>
<tr>
<td>8. Decontamination Plan.</td>
<td>Technical Specialist</td>
</tr>
<tr>
<td>9. Waste Management or Disposal Plan.</td>
<td>Technical Specialist</td>
</tr>
</tbody>
</table>

Optional Components (use as pertinent):

<table>
<thead>
<tr>
<th>Optional Component</th>
<th>Department/Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Traffic Plan.</td>
<td>Branch Director</td>
</tr>
<tr>
<td>3. Demobilization Plan.</td>
<td>Ground Support Unit</td>
</tr>
</tbody>
</table>
4110.8 Operations Briefing

During this meeting the IAP is presented to the oncoming response organization shift prior to the start of the next op-period. After this meeting, off-going supervisors should be interviewed by their relief and by OPS in order to further confirm or adjust the oncoming shift's IAP. The cognizant Division/Group supervisor may make shifts in tactics. Similarly, a supervisor may reallocate resources within that division to adapt to changing conditions.

When: About an hour prior to each shift change
Facilitator: PSC
Attendees: IC/UC, Command Staff, General Staff, Branch Directors, Division/Group

<table>
<thead>
<tr>
<th>Agenda</th>
<th>Primary Responsible</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Review IC/UC objectives and changes to IAP.</td>
<td>PSC</td>
</tr>
<tr>
<td>2. Discuss current response actions and last shift’s accomplishments.</td>
<td>OPS</td>
</tr>
<tr>
<td>3. Review weather and sea conditions forecast.</td>
<td>SUL</td>
</tr>
<tr>
<td>4. Division/Group and Air Operations assignment.</td>
<td>OPS</td>
</tr>
<tr>
<td>5. Trajectory analysis.</td>
<td>SUL</td>
</tr>
<tr>
<td>6. Transport, communications, and supply updates.</td>
<td>LSC</td>
</tr>
<tr>
<td>7. Safety message.</td>
<td>SO</td>
</tr>
<tr>
<td>8. Incident Action Plan (IAP) approval and motivational remarks.</td>
<td>IC/UC</td>
</tr>
</tbody>
</table>
4110.9 Assessing Progress and Debriefing

The off-going supervisors will be debriefed regarding successes and challenges of the on-site work tasks. Throughout the next operational period, all Section Chiefs will review and assess the response progress and make recommendations to the IC/UC in preparation for the next UC Objectives Meeting. This feedback/information is gathered from various sources, including Field Observers, responder debriefs, stakeholders, etc.

4110.10 Special Purpose Meetings

Special Purpose meetings are most applicable to larger incidents requiring an Operational Period Planning Cycle, but may be useful during Initial Response and Assessment. Examples include:

- Press briefings
- Alternative Strategy Proposals from technical specialists
- High level briefings to Governor, Congressionals, DHS, etc.

4110.11 Command Staff Meeting

This meeting coordinates Command Staff functions, responsibilities, and objectives. It is held before the Tactics Meeting. Command Staff (IC/UC, SO, LO, IO) attend.
4110.12 **Command and General Staff Meeting**

This meeting is an opportunity for the Command & General staffs to gather under informal conditions to discuss developing issues.

4120 **Planning Section Objectives**

4121 **First Operational Period (0-4 Hours)**

- Evaluate extent of the incident.
- Initiate incident logs.
- Begin Section stand-up.

4122 **Second Operational Period (4-24 Hours)**

- Identify and prioritize effected or potentially affected environmentally, archaeologically, and economically sensitive areas. Communicate this information to the Operations Section and Unified Command (UC) to ensure initial efforts minimize or avoid impact to such areas.
- Designate Situation Unit to implement and maintain an incident tracking system.
- Continue evaluating the extent of the incident.
- Forecast probable spill impacts.
- Develop strategic plans for response activities during the 24-48 hour operational period and beyond.

4123 **Third Operational Period (24-48 Hours)**

- Continue to identify and prioritize sensitive areas.
- Continue tracking incident progress in cooperation with the Operations Section.
- Forecast probable spill impacts.
- Develop strategic plans for response activities for the next few days of the operational period.
4200 Situation Unit

The Situation Unit is responsible for the collection and evaluation of spill information, displaying that info, and forecasting the incident evolution. This responsibility includes the compilation of information regarding the type and amount of oil spilled, the amount of oil recovered, the oil’s current location and anticipated trajectory, and the impacts on natural resources.

4210 Situational Display (Charts / Maps of the Area)

Various methods may be established for displaying situational information to the UC. The method of choice will depend on availability of resources, the kind of system used (i.e. HSIN - see section 4230.3 below), and the command post physical layout.

_Tidal Inlet Protection Strategies for Oil Spill Response_ (Southeast Coast of Florida Port Canaveral Inlet to Cow Key Channel)  
([http://ocean.floridamarine.org/acp/miaacp/Maps.html#TIPS](http://ocean.floridamarine.org/acp/miaacp/Maps.html#TIPS))

_The Southeast Florida Environmental Sensitivity Index (ESI) Maps_  
([http://ocean.floridamarine.org/esimaps/](http://ocean.floridamarine.org/esimaps/)) serve as quick references for oil and chemical spill responders and coastal zone managers.

They contain three kinds of information:

1. **Shorelines** are ranked based on their physical and biological character, then color-coded to indicate their sensitivity to oiling;

2. Sensitive **biological resources**, such as seabird colonies and marine mammal hauling grounds, are depicted by shaded polygons and symbol icons to convey their location and extent on the maps;

3. ESI maps also show sensitive **human-use resources**, such as water intakes, marinas, and swimming beaches

The maps and charts used in displaying incident information must be appropriate for the incident you are facing. The maps / charts must help responders to do their job and the more detailed the displays are for the area of operation the better.

4220 Weather / Tide / Currents

_NOAA's National Weather Service_ ([https://www.weather.gov/](https://www.weather.gov/)) is the primary source of weather data, forecasts and warnings for the United States. Television weathercasters and private meteorology companies prepare their forecasts using this information. The NWS is the official voice for issuing warnings during life-threatening weather situations.
<table>
<thead>
<tr>
<th>NAME</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Weather Service</td>
<td>(305) 229 - 4522</td>
</tr>
<tr>
<td>Miami, Fl.</td>
<td></td>
</tr>
<tr>
<td>(Local Contact)</td>
<td></td>
</tr>
</tbody>
</table>


National Data Buoy Center (NDBC) ([https://www.ndbc.noaa.gov/](https://www.ndbc.noaa.gov/)) is an agency within the National Weather Service (NWS) of the National Oceanic and Atmospheric Administration (NOAA). It provides high quality meteorological/environmental data in real time from automated observing systems that include buoys and a Coastal-Marine Automated Network (C-MAN) in the open-ocean and coastal zone surrounding the United States.

4230 Situation Unit Displays

Establish a visual story of what is happening on the incident. The story should include at a minimum:

- The current incident objectives
- Summary of the status of the incident. This includes information on the incident itself (e.g. number of injured) and information on response resources (e.g. number of vessels)
- The current situation (e.g. incident boundaries, weather, tides, currents)
- Predictions and potential impacts of what could happen if weather does not cooperate and mitigation strategies
- Schedule meeting times and location

Guiding principles to keep in mind when establishing and maintaining displays:

- Strive for high quality presentation
- Ensure accuracy of situational information
- Maintain current information
- Prominently display a map/ chart legend (important to standardize what the symbols mean)
- Establish a method to capture map / chart information for historical purposes
- Date and time-stamp the map / chart to reflect most recent updates
4230.1 **Geospatial Information System**

The GIS Specialist should be included into any response organization for compiling updated spill information and providing various map products to the incident command.

4230.2 **Marine Information for Safety and Law Enforcement (MISLE) System**

The MISLE system features an integrated crisis management system designed to provide real time (or near-time) response and planning information to a UC. It includes electronic forms using a Microsoft Access relational database, a Geographic Information System (GIS) situation display, and a web-based intranet system for disseminating information.

4230.3 **Homeland Security Information Network (HSIN)**

The Homeland Security Information Network (HSIN) is a national secure and trusted web-based portal for information sharing and collaboration between federal, state, local, tribal, territorial, private sector, and international partners engaged in the homeland security mission.

HSIN is made up of a growing network of communities, called Communities of Interest (COI). COIs are organized by state organizations, federal organizations, or mission areas such as emergency management, law enforcement, critical sectors, and intelligence. Users can securely share within their communities or reach out to other communities as needed. HSIN provides secure, real-time collaboration tools, including a virtual meeting space, instant messaging and document sharing. HSIN allows partners to work together instantly, regardless of their location, to communicate, collaborate, and coordinate.

HSIN offers many dynamic capabilities including:

- 24/7 availability
- Document Libraries
- Instant-messaging tool
- Web conferencing
- Incident reporting
- Common Operational Picture (COP) provides situational awareness and analysis
- Announcements
- Discussion Boards
- Task Lists
- Requests For Information/For Your Information (RFIs/FYIs)
- Calendars
- Really Simple Syndication (RSS) Feeds
- Online training materials

You may obtain an application by sending a request to HSIN.Outreach@hq.dhs.gov. Once nominated, the COI Validating Authority will review your membership application.
and approve or deny your admission to the COI. If the application is approved, an email will be sent to you with instructions on how to log onto HSIN for the first time.

4240 **Display Processors**

Responsible for the display of incident status obtained from Field Observers, resource status reports, aerial and other photographs and infrared data.

4250 **Field Observers**

Field Observers are responsible for collecting situation information from personal observations at the incident.

4260 **Trajectory Analysis Specialists**

Trajectory Analysis Specialists are responsible for providing projections and estimates of the movement and behavior of the spill. The specialist will combine visual observations, remote sensing information, computer modeling as well as observed and predicted tidal, current and weather data to form this analysis.

**Trajectory Analysis Specialist: Role and Responsibility**

- Obtain briefing and special instructions from the Environmental Unit Leader
- Participate in Incident Command System (ICS) meetings as required
- Coordinate with the Situation Unit and Air Operations Branch Director to schedule and conduct spill observations/overflights, as needed
- Gather pertinent information on tides and currents from all available sources
- Provide trajectory and overflight maps, and tidal and current information
- Provide briefing on observations and analysis to the proper personnel
- Maintain Individual Log (ICS 214a) and provide it along with other incident related documentation to the Documentation Unit

4270 **Resources at Risk (RAR) Specialists**

RAR specialists are responsible for the identification of resources thought to be at risk from exposure to the released substance through the analysis of known and anticipated oil movement of the material and the location of natural, cultural and economic resources. The Resources at Risk Specialist considers the relative importance of the resources and the relative risk to develop a priority list for protection. The Resources at Risk Technical Specialist uses this information to recommend priorities for pre-planned response strategies from the Area Contingency Plan (ACP). Refer to applicable ESIs for information necessary for this Unit.

**Resources at Risk Specialist: Role and Responsibility:**

- Obtain Briefing and special instructions from the Environmental Unit Leader
- Participate in Incident Command System (ICS) meetings as required
- Obtain current and forecasted status information from Situation Unit
- Identify natural resources at risk
- Identify cultural and historic resources at risk
- Identify socioeconomic resources at risk
- Develop a prioritized list of the resources at risk for use by the Planning Section
- Provide status reports to appropriate requesters
- Maintain Individual Log (ICS 214a) and provide it along with other incident related documentation to the Documentation Unit

**4280 Required Operational Reports**

Throughout the course of the response cycle numerous operational reports will be developed for formal dissemination of information and archival reasons. Some reports are required by regulation; others are required by the U/C or specific agency. These reports include:

- Situation / Pollution Reports (SITREPs / POLREPs) (USCG/EPA)
- ICS Form 209
- Executive Summaries (State/Federal Agency)

**4290 Request For Information Unit**

Information management entails tracking resources and responding to Requests for Information (RFIs) using near real-time reports created from the authoritative repositories that contain actual data entered about plans, activities, and outcomes by the field-level response organization.

As highlighted during the Deepwater Horizon response, the volume, type, and frequency of data requested can overwhelm the Situation Unit at every level. The internal and external demand for immediate spill response information can cause a departure for ICS information protocols. Different components of the ICS structure may be queried about most current information regarding their area of responsibility causing inconsistent response status reporting. Depending on who is asked, when the question is asked, and which component of the command structure prepared the response, different reports of what appears to be similar types of data can be generated. That information can then be segregated by the requestor for further distribution without prior vetting resulting in perceptions that the response organization does not know what is going on.

To resolve this issue and provide accurate and timely information, a dedicated Request For Information Unit (RFIU) should be established within the Situation Unit. This RFIU should be staffed by senior CG/agency officials and become the central conduit for information management. As the scope of the situation/response escalates, consultants should be brought in, including contract support and a team from CG Headquarters.
4300 **Resources Unit**

The Resources Unit is responsible for the status of all resources (primary and support) at an incident. This is achieved through the development and maintenance of a master list of all resources used during the event.

4310 **Resource Management Procedures**

This section outlines the responsibilities for members of the resources unit in managing response resources for the Planning Section.

4310.1 **Check-In Recorder and Procedures**

Resource Check-in recorders are responsible for ensuring all assigned resources are accounted for at an incident.

During the early stages of a response when large numbers of resources are arriving check-in locations are usually established in many different locations to handle the influx of resources. Check-in may be found at any of the following locations:

- Incident Command Post
- Staging Areas
- Base or Camps
- Helibases

Check-in recorders are needed at each check-in location to ensure that each resource assigned to a unit is accounted for. The ICS Form 211 (Check-in List) will be used to record the necessary check-in information. All check-in information will be forwarded to the Resources Unit.
4400 Documentation Unit

All users of the OSLTF must maintain detailed records for all resources and costs incurred in responding to a spill incident. Documentation will identify the impact on the waters of the U.S., the source and circumstances of the incident, the responsible party or parties, and impacts and potential impacts to public health and welfare and the environment. Failure to submit timely and complete documentation can result in delays in reimbursement for removal costs and payments to contractors. When appropriate, documentation also will be collected for scientific understanding of the environment and for research and development of improved response methods and technology. The OCS will make the documentation available to natural resource trustees to help them determine the actual or potential natural resource injuries.

It is the Documentation Unit Leader’s (DUL) responsibility to put into place a systematic process to collecting critical incident information, organizing, and maintaining custody of materials during and following the incident response. See Chapter 8 of the Incident Management Handbook COMDTPUB P3120.17 and Documentation Unit Leader Job Aid located at (https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids) for duties and responsibilities.

Responsibilities of the Documentation Unit Leader (DUL) include:

- Provide incident documentation.
- Implement a system to ensure that critical documents pertaining to the response are sent to the Documentation Unit.
- Assess the effectiveness of the Documentation Unit’s ongoing activities and modify the system, as necessary to ensure proper documentation.
- Provide duplication services for the command team.
- Establish a comprehensive filing system.
- Ensure that any discrepancies and/or missing documents are recorded.
- Ensure that any documentation that is submitted to the Documentation Unit is accurate and complete.
- Establish a comprehensive archive of files for the response.
- Store files for post-incident use.
- Document Unit activities on the ICS-214CG, Unit Log.

4410 Services Provided

- Collect, file, and segregate all activity records for future archival reference. Relay any challenges and difficulties to the Planning Section Chief.
- Reproduce copies of originals in response to official requests approved by Planning Section Chief.
- Collect copies of supplementary plans from support agencies involved
- Provide research support to Liaison Officer and Information Officer.
4420 Administrative File Organization

Establishing an administrative filing system depends on the complexity of the incident, as well as the potential for future litigation. Typically, the person assigned to the Documentation Unit Leader position will be experienced in the management of such a task. Assistants should review the Job Aid found on https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids.
**4500 Demobilization Unit**

The Demobilization unit is responsible for developing the Incident Demobilization Plan and assisting sections and units to ensure an orderly, safe and cost effective demobilization of personnel and equipment is accomplished from the incident.

The Demobilization Unit Leader (DMOB) must have maintain close liaison with the Resource Unit Leader (RESL) who maintains the latest information on resources that are currently on the incident and those that will be required for future operational periods. This relationship is critical and focused to make sure that all resources (personnel, and major items of response and support equipment) are released in a methodical way that maintains the integrity of resource accountability and does not impact the continuing response efforts.

Responsibilities of the Demobilization Unit Leader include:

- Establishing a Demobilization Plan
- Coordinating and supporting the implementation of the Demobilization Plan
- Preparing Demobilization Check-out forms, ICS 221-CG for each resource being released
- Keep the Planning Section Chief apprised of the demobilization progress
- As requested by the Planning Section Chief (PSC), attend planning meetings and briefs to provide information on the Demobilization Plan
- Document Unit activities on the ICS 214-CG Unit Log

See Section 9331 Template Demobilization Plan for initial development of demobilization plan.
4600 Environmental Unit

The Environmental Unit is responsible for environmental matters associated with response including strategic assessment, modeling, surveillance, and environmental monitoring and permitting. The Environmental Unit also prepares environmental data for the situation unit.

Environmental Unit Leader: Role and Responsibility

- Obtain briefing and instructions from Planning Section Chief
- Participate in Incident Command System Meetings as required
- Identify sensitive areas and recommend response priorities
- Determine the extent, fate and effects of contamination
- Acquire, distribute, and provide analysis of weather forecasts
- Monitor the environmental consequences of cleanup actions
- Develop shoreline cleanup and assessment plans
- Identify the need for, and prepare any special advisories or orders
- Identify the need for, and obtain permits, consultations, and other authorizations
- Identify and develop plans for protection of affected historical/cultural resources
- Evaluate the opportunities to use various Response Technologies
- Develop disposal plans
- Develop plan for collecting, transporting, and analyzing samples
- Coordinate plans with natural resource trustee agencies
- Ensure compliance with all applicable environmental requirements, approvals and permits
- Determine need for any specialized resources required to support the incident response
- Coordinate with the Air Operations branch Director for the establishment of flight restrictions, if necessary, for sensitive wildlife areas
- Maintain Unit Log (ICS 214) and provide it along with other incident related documentation to the Documentation Unit

- Reference Section 9710 for Environmental Sensitivity Indexes (ESI)
- Reference Section 9730 for Geographic Response Plans (GRP)
- Reference Section 9731 for Tidal Inlet Protection Strategies (TIPS)

4610 Human Health

This section outlines human health resources and sensitivity issues for the shorelines and coastal areas of Southeastern Florida.

4611 Shoreline/Coastal Residential Population Densities

See Section 9422.7 Population Density.
4612 **Drinking Water Intakes**

This information is Security Sensitive Information (SSI) and may be provided upon request. Please contact the Sector Miami Contingency Planning and Readiness Department at (305) 535-8757.
4700 **Technical Support / Specialists**

Technical specialists are advisors within the Planning Section with special skills needed to support an incident. Technical specialists may be assigned anywhere in the ICS structure, however, and often advise the FOSC/SOSC/RPIC directly on certain issues

4710 **Scientific Support Coordinator (SCC)**

Normally, the [NOAA Scientific Support Coordinator (SSC)](https://www.transportation.gov/sites/dot.gov/files/docs/Maritime%20Emergency%20Response%20Guide%20-%20March%202015_0.pdf) should be included in any response if only as notification to ensure all response issues are addressed. The SSC will be located within the Command Staff or an Assistant within the Environmental Unit if not assigned as the Unit Leader.

The State of Florida has designated a Scientific Support Coordinator (SSC) through the Florida Fish and Wildlife Conservation Commission. Contact to the State SSC will be coordinated through the NOAA SSC and invited into the Unified Command organization as available.

See [Section 1321](#) for contact information of these response partners.

**Scientific Support Coordinator:**

Roles and Responsibilities:
- Obtain briefing and special instructions from the Environmental Unit Leader
- Participate in Incident Command System meetings as required
- Provide overflight maps and trajectory analysis to the Situation Unit
- Provide weather, tidal, and current information
- Obtain consensus on scientific issues affecting the response
- Develop a prioritized list of the resources at risk
- Provide information on chemical hazards
- Evaluate environmental trade off of countermeasures and cleanup methods, and response endpoints
- Maintain Individual Log (ICS 214a) and provide it together with other incident related documentation to the Documentation Unit

The [National Oceanic and Atmospheric Administration (NOAA)](https://www.nos.noaa.gov/) provides SSCs in coastal and marine areas. The SSC provides scientific support for response and contingency planning in coastal and marine areas. The SSC assists in:

- assessing the hazards that may be involved;
- build a diverse support team to provide expertise in environmental chemistry, oil slick tracking, pollutant transport modeling, environmental tradeoffs of countermeasures and cleanup, information management, contingency planning;
- provides information on the sensitivity of coastal environments to oil and hazardous substances, natural resources at risk, and associated cleanup and mitigation methods;
- provides expertise on living marine resources and their habitats, including endangered species, marine mammals and National Marine Sanctuary ecosystems;
- provides information on actual and predicted meteorological, hydrological, ice, and oceanographic conditions for marine, coastal, and inland waters, and tide and circulation data for coastal and territorial waters;
- liaison to the scientific community and the natural resource trustees.

SSC support for Southeast Florida is provided through the U.S. Coast Guard Seventh District in Miami, FL.

NOAA’s Office of Response and Restoration’s Emergency Response Division (ERD), consists of an multi-disciplinary scientific team that includes oceanographers, modelers, biologists, chemists, and geologists to respond to oil and chemical spills in U.S. waters and helps the FOSC to make timely operational decisions. The team is headquartered at NOAA's campus in Seattle; however SSCs lead the team at spills, drawing on the team's spill trajectory estimates, chemical hazards analyses, and assessments of the sensitivity of biological and human-use resources. In addition, ERD natural resource scientists assess the extent of environmental injury and assist the Assessment and Restoration Division with initiation of natural resource damage assessment (NRDA).


See Section 9213 for a comprehensive list of NOAA contacts.

**4720 Hazardous Materials**

**4720.1 Toxicologist and Local Scientists**

The Chaffey Amendments to the Oil Pollution Act of 1990 mandates that the Area Committee compile a list of local scientists, both inside and outside Federal Government Service, with expertise in the effects of spills of the types of oil typically transported in the area, who may be contacted to provide information or, where appropriate, participate in meetings of the scientific support team convened in response to a spill.

See Section 9217 for a list of toxicologist contacts.

**4720.2 Product Specialist**

Trained professional that is knowledgeable about the specific hazardous substance product that is released, and in particular the chemical changes that may occur when it is released into the environment.
4720.3 Certified Marine Chemist

The Marine Chemist Association is an independent professional organization composed of chemists certified by the National Fire Protection Association in accordance with published rules. The Association originated in May 1938, as the Marine Chemists' Subsection of the NFPA, Marine Section. Upon termination of the Marine Section in 1948, the present Association was organized for the following purposes:

- To promote the science of, and improve the method of evaluation and eliminating health, fire, and explosion hazards in marine and associated industries.
- To obtain and circulate information relative to these hazards and other information regarding the professional and ethical activities of its members.
- To enhance the general welfare of its members by promoting a closer relationship with all concerned industry and regulatory bodies.

The United States Coast Guard and the Occupational Safety and Health Administration require that a certificate issued by a Marine Chemist must be obtained before hot work or fire producing operations can be carried out in certain spaces aboard a marine vessel. The appropriate U.S. Coast Guard Regulations are contained in 46 CFR 35.01-1(c)(1), 71.60-1(c)(1), 91.50-1(c)(1), 167.30-10(c)(1), and 189.50-1(c)(1). The appropriate OSHA regulations are contained in 29 CFR 1915.14.

In complying with both the U.S. Coast Guard and OSHA regulations, the Marine Chemist applies the requirements contained in National Fire Protection Association Standard 306. NFPA 306, Control of Gas Hazards on Vessels, describes conditions that must exist aboard a marine vessel. A survey by the Marine Chemist ensures that these conditions are satisfied.

In addition, a Marine Chemist is able to perform similar evaluations on other than marine vessels where an unsafe environment exists for workers, or hot work is contemplated on a system that might contain residues of a flammable or combustible product or materials. See Sections 9240.8 Maritime Associations or 9240.10 Laboratories for further information.

Web Site: [http://marinechemist.org/](http://marinechemist.org/)

4720.4 Certified Industrial Hygienist

An Industrial Hygienist (IH) is a professional who is dedicated to the health and well being of the worker. Typically, this would have an IH evaluating the health effects of chemicals or noise in a work place. The IH professional traditionally has gained knowledge though a combination of education, training, and experience. Ideally, this knowledge is used to anticipate when a hazardous condition could occur to cause an adverse health effect on workers or the environment. Failing that, the IH must be able to
recognize conditions that could lead to adverse health effects to workers or a community population.

See Sections 9240.8 Maritime Associations or 9240.10 Laboratories for further information.

4720.5 Chemist or Chemical Engineer

Trained and licensed professional that is knowledgeable in the development and application of manufacturing processes in which materials undergo changes in properties and that deals especially with the design and operation of plants and equipment to perform such work.

See Sections 9240.8 Maritime Associations or 9240.10 Laboratories for further information.

4720.6 Sampling

The SSC is responsible for providing a sampling plan for the coordinated collection, documentation, storage, transportation and submittal to appropriate laboratories for analysis or storage.

**Sampling Specialist:**

Role and Responsibilities:
- Obtain briefing and special instructions from the Environmental Unit Leader
- Participate in Incident Command System (ICS) meetings as required
- Identify and alert appropriate laboratories
- Meet with team to develop initial sampling plan and strategy and review sampling and labeling procedures
- Coordinate with GIS Specialists to develop appropriate base maps and finished sample location maps to document locations where samples were collected
- Coordinate sampling activities with NRDA Representative(s), Incident Investigators, and Legal Specialists
- Provide status reports to appropriate requesters
- Maintain Individual Log (ICS 214a) and provide it along with other incident related documentation to the Documentation Unit

See Section 9240.10 Laboratories for further information.

4720.7 Response Technologies Specialist

The Response Technology Technical Specialist is responsible for evaluating the opportunities to use various Response Technologies, including mechanical containment and recovery, dispersant or other chemical countermeasures, in-situ burning, and
bioremediation. The Response Technologies Technical Specialist will conduct the consultation and planning required to deploy a specific technology and articulate the environmental trade off of using or not using a specific technology.

**Response Technology Specialist:**

Role and Responsibilities:

- Obtain briefing and special instructions from the Environmental Unit Leader
- Participate in Incident Command System (ICS) meetings as required
- Gather data pertaining to the incident, including location, type and amount of material released, physical and chemical properties, environmental conditions, and resources at risk
- Identify available response technologies that may be effective on the specific released material
- Make initial notification to all agencies that have authority over the use of response technology
- Keep Planning Section Chief advised of response technology issues
- Provide status reports to appropriate requesters
- Establish communications with Regional Response Team to coordinate activities associated with the chosen response technology
- Maintain Individual Log (ICS 214a) and provide it along, with other incident related documentation to the Documentation Unit

**4720.8 Weather Forecast Specialist**

The Weather Forecast Specialist is responsible for acquiring and reporting incident – specific weather forecasts. This Specialist will interpret and analyze data from the NOAA’s National Weather Service and other sources. The Weather Forecast Specialist will be available to answer specific weather-related response questions and coordinate with specific weather related response questions and coordinate Scientific Support Coordinator and Trajectory Analysis Specialists as needed. Weather forecasts will be supplied by the specialist to the Situation Unit for dissemination throughout the Command Post.

**Weather Forecast Specialist: Role and Responsibility**

- Obtain briefing and special instructions from the Environmental Unit Leader
- Participate in Incident Command System (ICS) meetings as required
- Gather pertinent weather information from all appropriate sources
- Provide incident-specific weather forecasts on an assigned schedule
- Provide briefing on weather observations and forecasts to the proper personnel
- Maintain Individual Log (ICS 214a) and provide it along with other incident related documentation to the Documentation Unit
4730 Oil

4730.1 Shoreline Cleanup Assessment

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 integrate 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.

Target cleanup endpoints are an integral part of spill-specific cleanup guidelines used for emergency oil-spill response. Endpoints are selected based on cleanup objectives to:

1. Minimize exposure hazards to human health;
2. Speed recovery of impacted areas; and
3. Reduce the threat of additional or prolonged natural resource impacts.

These objectives lead to developing cleanup strategies that do not cause more harm to the environment than good.

Ideally, cleanup efforts will return the resource to its baseline condition without suffering further impact or affecting resources not initially impacted by the spill. Aggressive and inappropriate cleanup techniques can make matters worse. Less intrusive methods or natural recovery are often preferable. The best cleanup strategy is often not the one that removes the most oil. Rather, it is the strategy that removes oil that poses a greater risk of injury than would result from cleanup, and allows remaining oil to be removed by natural processes.

<table>
<thead>
<tr>
<th>HIERARCHY OF CLEANUP POINTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENDPOINT (HIGHEST TO LOWEST IN PRIORITY)</td>
</tr>
<tr>
<td>No visible oil, not detectable by sight, smell, feel</td>
</tr>
</tbody>
</table>

| VERSION | JUNE 30, 2018 | UPDATED JUNE 30, 2018 | CLASSIFICATION: UNCLAS | CONTROLLING AUTHORITY | USCG SECTOR MIAMI | ISSUING AUTHORITY | SECTOR COMMANDER | PAGE | 4000-36 |
**Visual inspections are preferred over chemical analyses because it is difficult to sample areas with high variability; time and costs of analysis, and lack of guidelines on what levels are safe.**

It may be appropriate to conduct limited sampling and analysis to confirm the visual endpoint as safe for human use, such as on recreational beaches.

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<table>
<thead>
<tr>
<th><strong>Visible oil, but no more than background</strong></th>
<th>This endpoint if often applied where there is a significant background rate of tar ball deposition on the shoreline.</th>
</tr>
</thead>
</table>

<p>| <strong>No longer releases sheens that will affect sensitive areas, wildlife, or human health</strong> | This endpoint is used where sheening persists after cleanup efforts become ineffective, or on sensitive habitats where further cleanup efforts will cause more harm than natural removal. |
|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Residual sheening should persist over a relatively short time period. | A sheen is an oil film ranging from barely visible to dull colors. Sorbents’ effectiveness is usually limited in recovery of sheens. |
| Consider the amount and duration of sheening, and the distance to sensitive resources, to determine if sheening poses a significant threat. | Consider the degree of exposure: high wave/tidal exposure speeds removal, breaks up sheens; sheltered areas will sheen longer and sheens will be more persistent. |
| Consider the degree and timing of use: temporary sheening may be tolerated in areas or during periods of low use; even minor sheens may not be tolerated in areas of high use, such as swimming beaches. | This endpoint is usually defined as oil removal to a stain or coat, or weathering to the point that it is no longer sticky. It |</p>
<table>
<thead>
<tr>
<th><strong>No longer rubs off on contact</strong></th>
<th>is appropriate for hard substrates (rocky shores, seawalls, riprap, gravel) and vegetation (salt marsh, mangroves). The objective is to prevent oiling of fur, feathers, and feet of wildlife, people, and property during contact with oiled surfaces. Consider the degree and timing of use: high-use areas often require higher cleanliness, whereas natural removal is allowed in low-use areas where further cleanup efforts will be disruptive.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Oil removal to allow recovery/recolonization without causing more harm than natural removal of oil residues</strong></td>
<td>This endpoint is used where further oil removal will result in excessive habitat disruption (e.g. trampling of soft sediments and plant roots, mixing oil deeper, extensive sediment removal, vegetation cutting) or high biota mortality (e.g. from high-pressure, hot-water washing of intertidal communities). It is also used for areas with difficult access which limits the type of cleanup which can be conducted along that shoreline segment. Consider the potential for erosion from excessive sediment removal, particularly where erosion/deposition patterns of the beach cycle will re-work and clean sediments within an acceptable timeframe.</td>
</tr>
</tbody>
</table>

Although the highest cleanup endpoint is removal of all visible oil, this is often impossible, particularly if there is a background rate of oil deposition (e.g. natural oil seeps or shipping traffic). In these cases, a more appropriate endpoint would be cleanup of visible oil, but not exceeding the background amount. When shoreline cleanup to achieve these endpoints is likely to cause added harm to the environment, three additional endpoints may be considered:

(1) Oil removal to the point where the shoreline no longer generates sheens that affect sensitive areas, wildlife, or human health;

(2) Oil removal to the point where it no longer rubs off; and
(3) Oil removal to the point that allows recovery/recolonization without causing more harm than leaving the oil in place.  
Note that “visible” oil applies not only to oil on the surface, but also to buried oil that must be exposed by digging trenches into the sediments.

The NOAA Shoreline Assessment Manual outlines methods and provides visual aids for conducting shoreline assessments and incorporating the results into the decision-making process for shoreline assessments and cleanup at oil spills.  

**Shoreline Cleanup Assessment Specialist: Role and Responsibility:**

The Shoreline Cleanup Assessment Specialist is responsible for providing appropriate cleanup recommendations for the various types of impacted shorelines. This Specialist will also recommend the need for, and the numbers of, Shoreline Cleanup Assessment Teams (SCATs) and will be responsible for making recommendations to the Environmental Unit Leader about appropriate cleanup methods and cleanup endpoints.

- Obtain Briefing and special instructions from the Environmental Unit Leader  
- Participate in Incident Command System (ICS) meetings as required  
- Assemble Shoreline Cleanup and Assessment Team (SCAT)  
- Coordinate Shoreline Cleanup Assessment operations with Federal and state resource trustees and affected landowners  
- Carry out surveys and collect samples  
- Identify most effective, environmentally sound cleanup strategies and tactics  
- Prepare Clean-up recommendations for review and approval of the Environmental Unit Leader  
- Monitor clean-up operations for implementation of strategies and revise plans as required  
- Maintain Individual Log (ICS 214a) and provide it along with other incident related documentation to the Documentation Unit

4730.2 Natural Resource Damage Assessment  
(https://oceanservice.noaa.gov/facts/nrda.html)

A major goal of the Oil Pollution Act of 1990 (OPA)1 is to make the environment and public whole for injury to or loss of natural resources and services as a result of a discharge or substantial threat of a discharge of oil (referred to as an “incident”).

The Natural Resource Damage Assessment (NRDA) is the legal process that federal agencies like NOAA, together with the states and Indian tribes, use to evaluate the impacts of oil spills, hazardous waste sites, and ship groundings on natural resources both along the nation's coast and throughout its interior. NOAA and these partners, referred to collectively as natural resource trustees, work together to identify the extent of natural
resource injuries, the best methods for restoring them, and the type and amount of
restoration required. In addition to studying impacts to the environment, the NRDA
process includes assessing and restoring the public's lost use of injured natural resources
(e.g., closed recreational fishing or swimming).

NOAA’s responsibilities in a NRDA include:

A preliminary assessment to determine whether any impacts have occurred. Scientists
may collect data, review scientific literature, and use mathematical models to help
predict the effects of the incident on trust resources.

Injury assessment and restoration planning, during which the trustees quantify the
injuries through scientific and economic studies and then identify potential restoration
projects to offset the loss (e.g., beach and shoreline enhancements, creation of oyster
reefs or other shellfish habitats, and programs to monitor the recovery of species and
habitats). A restoration plan is then released for public feedback.

Restoration aims to return the injured resources to their original condition and
compensate the public for interim losses, i.e., the time it takes the resources to recover, as
well as humans' lost use of the resources. Throughout the NRDA process, the co-trustees
often work with the Responsible Party (the entity whose property or actions caused the
injury). The Responsible Party pays for the assessment and restoration and may
participate in restoration activities.

See Sections 9213.1 Scientific Support Coordinator for NRDA support contacts.

4731 Alternative Response Technologies

During an oil or chemical spill, the On-Scene Coordinator (OSC), who directs the
response, may be asked to consider using a non-conventional alternative countermeasure
(a method, device, or product that hasn't typically been used for spill response). To assess
whether a proposed countermeasure could be a useful response tool, it's 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.

The ARTES may be used both before and during an incident. If an FOSC would like to
consider using an alternative response tool for pre-spill planning, the ARTES may help
evaluate the tool. ARTES uses an Alternative Response Tool Team (ARTT) to rapidly
evaluate a tool and provide feedback to the FOSC in the form of a recommendation. This
enables the FOSC to make a well-informed decision on the use of an alternative tool.
One of the advantages of ARTES is that it provides a management system for addressing the numerous proposals submitted by vendors during a spill. Needs of a spill change as the response progresses. ARTES requires evaluations only on an as-needed basis. That is, once an operational need is identified, then an evaluation can be initiated. Having a record of proposals on file will enable the FOSC to address alternatives for any future needs. Subjecting all proposals to the same degree of evaluation ensures that vendors are considered on a “level playing field.”

Refer to the following:
Alternative Response Tool Evaluation System (ARTES)


4732 Specialized Monitoring of Applied Response Technologies (SMART)

See Section: 1695 Special Monitoring of Applied Response Technologies (SMART)

The SSC is also responsible for evaluating the opportunities to use dispersants, other chemical countermeasures, in-situ burning and bioremediation. This includes a consultation and planning required to deploy and articulate environmental trade offs.

Also refer to (https://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/resources/smart.html) for notifications and guidance

4733 Decontamination

See Section 3260 Decontamination Group.

4734 Disposal (Waste Management) Specialists

Responsible for providing a disposal plan that details the collection, sampling, monitoring, temporary storage, transportation, recycling and disposal of all anticipated response wastes.

In dealing with oil spills, one of the main problems encountered is what to do with the waste materials, once the cleanup has begun. When dealing with the method of disposal, there are three main areas of concern: ecology, logistics, and finance. What further effects or risks are going to occur due to relocation of the waste material? Ideally, the goal is to dispose of the material without any further hazard generated or further impacts to the environment, including air, surface water, ground water, and soils. How can waste be safety moved from the site to the disposal and/or treatment area? What is the availability of the machinery needed for removal? What is the capacity of the disposal and/or treatment facility? How much is it going to cost to dispose of the waste? What are the possibilities of recycling the wastes into a useful
product to help offset the disposal cost? Waste material generally fall into one of the following categories:

(1) Recovered liquids (oil/water mixtures)

(2) Contaminated absorbents and debris

(3) Contaminated soil/sand

Liquid waste is probably the easiest form of waste to deal with because it is easily handled, moved, or sometimes can be processed into a useful product. Absorbents are the most widely used products for oil spill cleanup. Organic absorbents, mainly made of straw, are biodegradable. Many new absorbents are synthetic and their biodegradability is greatly reduced. The best absorbent would be one that could be reused, much like a sponge, leaving only liquid waste, which is easily disposed of, thereby reducing cleanup costs and the amount of solid waste generated.

Disposal Specialist: Role and Responsibilities:

- Obtain briefing and special instructions from the Environmental Unit Leader
- Participate in Incident Command System (ICS) meetings as required
- Develop a Pre-Cleanup Plan and monitor pre-cleanup operations, if appropriate
- Develop a detailed Waste management Plan
- Calculate and verify the volume of petroleum recovered, including petroleum collected with sediment/sand, etc.
- Provide status reports to appropriate requesters
- Maintain Individual Log (ICS 214a) and all waste management records and provide them along with other incident related documentation to the Documentation Unit

See Section 9322 Waste Disposal Plan for initial development of a waste management plan.

4734.1 Recovered Liquid Waste

Items/Issues to be addressed, as applicable, in Disposal Plan:

- Disposal in accordance with 40 C.F.R. 262.20-23 for RCRA wastes.
- Recycling (recovery in settling tanks, used oil recyclers).
- High temperature incineration.
- Evaporation of light ends.
- Oxidation.
- Bio-degradation.
- Open burning where permitted.
- Use as fuel.

4734.2 Contaminated Sorbents and Debris

Items/Issues to be addressed, as applicable, in Disposal Plan:
- Disposal in accordance with 40 C.F.R. 262.20-23 for RCRA wastes.
- Incineration at waste-to-energy facilities.
- Soil thermal treatment facilities (special conditions apply).
- Class I permitted municipal waste landfill.

### 4734.3 Contaminated Soils

Items/Issues to be addressed, as applicable, in Disposal Plan

- Disposal in accordance with 40 C.F.R. 262.20-26 for RCRA wastes.
- Soil thermal treatment facilities.
- Incineration at waste-to-energy facilities.

### 4734.4 Waste Characterization

The first step in determining which method(s) of disposal will be utilized is to characterize the waste and determine if it is subject to the requirements of the Resource Conservation and Recovery Act (RCRA), 40 C.F.R. The Responsible Party’s (RP) knowledge of the material and/or laboratory analysis, and the intended use of the recovered material, must be used to determine if the material meets the criteria for hazardous waste set forth in 40 C.F.R 261.

### 4734.5 RCRA Regulated Waste

If the material meets the criteria for RCRA regulated wastes, it can only be disposed of at an approved hazardous waste treatment/disposal facility. If the spill is not a hazardous waste listed in 40 C.F.R 261 Subpart D, but exhibits a characteristic of hazardous waste per 40 C.F.R 261 Subpart C, it is possible to treat the waste on-site to render it non-hazardous prior to off-site disposal. The waste generator shall treat hazardous waste in tanks or containers only, provide a waste analysis plan to document treatment, and ensure compliance with 40 C.F.R 262.34 requirements while accumulating and treating the waste. This kind of treatment would include stabilization of soils with cement, neutralization, and other simple forms of non-thermal treatment. Evaporation of organics and dilution are not permissible.

### 4734.6 Non-RCRA Regulated Wastes

Several options exist for disposal, treatment or recycling of wastes and recovered products that are not subject to RCRA requirements. Following is a brief summary of each option and recommended procedures.

### 4735 Land Filling

Land filling of soil and debris, which is non-hazardous and non-saturated in a lined Class I landfill in an acceptable disposal option. Decisions regarding acceptance of wastes are at the discretion of the landfill operator. Laboratory analysis of waste may be required
prior to acceptance. In some cases, treatment of petroleum-contaminated soil may include “land farming.” This process involves spreading the soil in a thin layer over an impermeable liner or surface. The contaminant reduction is caused by a combination of volatilization, biodegradation, and photo degradation.

4736 Contact Water

Contact water is any water that has come in contact or is contaminated with oil. While the RP is expected to provide sufficient containment, collection, and storage resources, the disposal of excess contact water may become necessary if a lack of storage capacity is available in order to ensure an efficient response. The OSC/UC should consider the disposal of contact water as a last resort. The RRT has guidance and checklists to assist the OSC/UC in deciding upon procedures, standards, and monitoring protocols. RRT approval is not required for the disposal of contact water, but State approval may be required.

See “RRT4 Contact Water Guidance” policy under “Guidance Documents” at web site:

https://www.nrt.org/site/doc_list.aspx?site_id=52

4737 Dredging

See Section 9233 Local Government Environmental Agencies for local/county contacts regarding inland/coastal dredging.

For offshore/ocean dredging, EPA would be the primary point of contact for permitting and other guidance. See Section 9216 EPA Environmental Response Team for contact information.

4738 Deepwater Removal

For offshore/ocean removal, EPA would be the primary point of contact for permitting and other guidance. See Section 9216 EPA Environmental Response Team for contact information.

4740 General

The following provides guidance on the various consultation processes and respective agencies. Always liaise with the NOAA Scientific Coordinator to convene formal and informal discussions.

4741 Cultural and Historic Properties

The National Historic Preservation Act requires Federal agencies to take into account
the effects of response actions on historic properties when responding to spills. As the Federal official designated to coordinate and direct response actions, the Federal On-Scene Coordinator (FOSC) is responsible for ensuring historic properties are appropriately considered while planning and during a spill response. Historic properties include any prehistoric or historic district, site, building, structure, or object listed in, or eligible for inclusion in, the National Register of Historic Places (36 CFR Part 60).

The listing of these sites is not publicly releasable, however detailed maps identifying historic sites are available from the Florida Department of Natural Resources, Geographic Information Systems Division as needed. Most historic sites are located on land and are not likely to be impacted by spills of oil or hazardous substances. However, many sites are located near the water, which can be adversely impacted by containment and recovery operations. Heavy equipment is particularly harmful to archeological sites and the FOSC should use other methods of containment and recovery in these areas. Some historic sites are located underwater and may be damaged by an oil or hazardous substance spill. However, even underwater, the sites are more likely to be adversely impacted by containment and recovery operations than the spill itself.

Before conducting containment or recovery operations on a historic site, the FOSC should contact the Florida Historical Preservation Officer (FL SHPO) to determine the sensitivity of the site. The Florida SHPO may also be able to assist in identifying which containment and recovery techniques are least likely to impact the historic site.

See Section 9225 for FL Historical Preservation Officer contact information.

The National Register of Historic Places is the Nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archeological resources. Properties listed in the register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture. The National Register is administered by the National Park Service, which is part of the U.S. Department of the Interior.

See National Register of Historic Places (http://www.nps.gov/history/nr/about.htm)

4741.1 The National Historic Preservation Act

On October 15ᵗʰ, 1966, Congress passed 16 USC 470, the National Historic Preservation Act (NHPA), to preserve the historical and cultural foundations of our Nation. Under Section 106 of NHPA, Federal agencies are required to consider the effects of their actions on historic properties and take steps to reduce or eliminate adverse effects.

For the purpose of this plan, the FOSC, as the Federal official designated to coordinated direct response actions, is responsible for ensuring that historic properties are appropriately considered in planning and during emergency response.


4741.2 How the Programmatic Agreement (PA) applies to the USCG FOSC

The Programmatic Agreement on Protection of Historic Properties during Emergency Response under the National Oil and Hazardous Substances Pollution Contingency Plan (PA) (https://www.nrt.org/sites/2/files/Programmatic_Agreement_on_Protection_of.pdf) requires consideration of historic properties in planning for and conduct of emergency response under the National Oil and Hazardous Substances Pollution Contingency Plan (NCP). The PA was developed to help Federal agencies sufficiently comply with the requirements of the statute. This document is intended to assist Federal On-Scene Coordinators (FOSCs) in areas where the pre-spill planning called for in the PA has not yet been completed. However, it should not be used to replace existing regional PAs developed pursuant to the national PA or existing Area Contingency Plan (ACP) provisions developed pursuant to a regional or the national PA. It should also not be used as a substitute for completing the pre-spill planning called for in the PA.

The PA, signed by the Assistant Commandant for Marine Safety, Security and Environmental Protection on May 13, 1997, provides an alternative to the process in Section 106 of the NHPA to ensure appropriate consideration of historic properties within the context of the NHPA during emergency response to a discharge or a release under the NCP (40 CFR 300). The alternative to following the process in the PA, including the pre-spill planning part of the process, is to follow the complete consultation process in Section 106 of the NHPA.

The PA states that the FOSC is responsible for ensuring that historic properties are appropriately considered in planning and during emergency response. During pre-spill planning activities, the PA calls for identifying:

- historic properties listed in, or determined to be eligible for listing in, the National Register of Historic Properties (NR) that might be affected by response to a release or spill;
- unsurveyed areas where there is a high potential for the presence of historic properties; geographic areas or types of areas where historic properties are unlikely to be affected;
- parties that are to be notified in the event of a spill in a non-excluded area; who will be responsible for providing expertise on historic properties to the FOSCs during
emergency response (i.e., the FOSC’s Historic Properties Specialist (see Section 9225 FL Historical Preservation Officer)); and

- developing emergency response strategies to help protect historic properties.

Effective consideration of historic properties during emergency response in the absence of this advance planning is extremely difficult and may not be possible, so to take advantages of the benefits of the PA, FOSCs are to make every effort to conduct this planning effort and incorporate it into the ACP in advance. During emergency response, FOSCs are responsible for initiating the agreed upon mechanism for addressing historic properties, namely activating the FOSC’s Historic Properties Specialist. In turn, the FOSC’s Historic Properties Specialist will: notify and consult with parties identified in pre-incident planning and those applicable entities that are listed in the ACP; assess potential effects of emergency response strategies on historic properties; and recommend to the FOSC response actions to help minimize or eliminate potential impacts to historic properties.

4741.3 Obtaining Expertise on Historic Property Matters During Emergency Response

One of the essential pre-spill planning elements is the identification of those who will be responsible for providing reliable and timely expertise on historic properties to the FOSC during emergency response, i.e., the FOSC’s Historic Properties Specialist. The PA provides that historic properties expertise and support may be obtained by the FOSC in any one of several ways:

- Implementing an agreement with State or Federal agencies that have historic properties specialists on staff;
- Executing a contract with experts identified in ACPs; or
- Privately hiring historic properties specialists.

The PA specifies the professional qualifications and standards that an Historic Properties Specialist must meet. It should be noted that only the FOSC, and not the Responsible Party, may contract with experts to serve as the FOSC’s Historic Properties Specialist. An FOSC may utilize a Pollution Removal Funding Authorization (PRFA) for funding the activation of an Historic Property Specialist only during emergency responses to oil pollution incidents. Oil Spill Liability Trust Fund resources are not available for hiring of a specialist to assist with pre-spill planning activities.

If FOSCs choose to obtain historic properties expertise through executing contracts with appropriate archaeologists, it is possible to go through a solicitation process that includes technical input and assistance from appropriate State Historic Preservation Officers (SHPOs) and Federal land management agency cultural resources specialists. Blanket Purchase Request Agreements may then be established with one or more companies or with one or more named individuals who may be activated during emergency response to serve as the FOSC’s Historic Properties Specialist(s).
4741.4 References

In the development of an Incident Action Plan (IAP), refer to this document, its appendixes, and the PA. The PA may be found at: https://www.nps.gov/history/local-law/nhpa1966.htm.

For an example of implementation guidelines for the national PA, refer to the properties included in the NR may be found at: https://www.nps.gov/history/local-law/nhpa1966.htm.

However, the NR is not sufficient in helping to determine all of the properties that need to be considered in your ACP, as you must also consider properties that could be determined eligible for inclusion in the NR.

For eligibility criteria, please refer to: https://www.nps.gov/history/local-law/nhpa1966.htm.

The following web page contains links to SHPOs, Tribal Preservation Officers, and Federal Preservation Officers: https://www.nps.gov/history/local-law/nhpa1966.htm.

Information on Indian tribes may be found at:

NATHPO | Home Page
Geographical Index to the Tribes of the United States
Maps of Native American Nations, History, Info

4741.5 Emergency Response Phase Checklist

<table>
<thead>
<tr>
<th>Excluded areas may be specific geographic areas or types of areas where, should a release or spill occur, historic properties are unlikely to be affected. This includes the information listed in Section 4741.7 and any additional exclusions agreed upon by the signatories to a regional PA.</th>
<th>If the incident affects only excluded areas, no further actions are necessary unless:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Previously unidentified historic properties are discovered during the response; and/or</td>
<td></td>
</tr>
<tr>
<td>• The State Historic Preservation Officer or appropriate Federal, Indian, or</td>
<td></td>
</tr>
</tbody>
</table>
Native Hawaiian organization notifies the FOSC that a categorically excluded release or spill may have the potential to affect a historic property; and/or
- The FOSC is not sure whether a release or spill fits into one of the categories listed above; and/or.
- At any time, the specifics of a release or spill change so it no longer fits into one of the categories listed above; and/or.
- The spill or release is greater than 100,000 gallons.

If the area where a release or spill occurs has not been excluded, then:
- Activate the agreed-upon mechanism for addressing historic properties (i.e., the FOSC’s Historic Properties Specialist), who will notify and consult with the parties identified in the ACP through the PA pre-spill planning process and provide them with incident information (Section 4741.8).

FOSC’s Historic Property Specialist assesses potential effects of emergency response strategies on historic properties in consultation with the parties identified in the ACP.

The FOSC’s Historic Property Specialist recommends to the FOSC response actions and policies developed in consultation with parties identified in the ACP to help minimize potential impacts to historic properties. See Section 4741.9.

Whenever the FOSC determines that the requirements of the PA cannot be satisfied concurrently with the paramount requirement of protecting public health and the environment, the determination shall be documented in writing including the name and title of the person who made the determination, the date of determination, and a brief description of the competing values between public health and safety and carrying on the provisions of the PA (See Section 4741.10). Submit form to State Historic Preservation Officer or appropriate Federal, Indian, or Hawaiian Native organizations and/or public.

See also RRT4 Guidelines at https://www.nrt.org/site/doc_list.aspx?site_id=52

### 4741.6 Procedures for Determining When to Activate an Historic Properties Specialist

**STEP 1:** Receive notification of oil discharge or hazardous substance release

**STEP 2:** Determine if Historic Properties need to be considered. Does the spill or release fall into one of the following categories listed in Section 4741.7?

If the answer is “YES,” no other actions regarding historic protection are required. If the answer is “NO” proceed to Step 3.
STEP 3: To continue in accordance with the National Programmatic Agreement, Activate Federal On-Scene Coordinator’s Historic Properties Specialist

See Section 4741.8 for suggested information to provide to the Historic Properties Specialist upon activation.

4741.7 Spills and Releases Categorically Excluded From NHPA Compliance

<table>
<thead>
<tr>
<th>Spills/releases onto (which stay on):</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Gravel pads.</td>
<td></td>
</tr>
<tr>
<td>• Roads (gravel or paved, not including the undeveloped right-of-way).</td>
<td></td>
</tr>
<tr>
<td>• Parking areas (graded or paved).</td>
<td></td>
</tr>
<tr>
<td>• Dock staging areas less than 50 years old.</td>
<td></td>
</tr>
<tr>
<td>• Gravel causeways.</td>
<td></td>
</tr>
<tr>
<td>• Artificial gravel islands.</td>
<td></td>
</tr>
<tr>
<td>• Drilling mats, pads, and/or berms.</td>
<td></td>
</tr>
<tr>
<td>• Airport runways (improved gravel strips and/or paved runways)</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Spills/releases into (that stay in):</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Lined pits; e.g., drilling mud pits and reserve pits.</td>
</tr>
<tr>
<td>• Water bodies where the release/spill:</td>
</tr>
<tr>
<td>1) will not reach land or submerged land; and</td>
</tr>
<tr>
<td>2) will not include emergency response activities with land or submerged land-disturbing components.</td>
</tr>
<tr>
<td>• Borrow pits.</td>
</tr>
<tr>
<td>• Concrete containment areas</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Spills/releases of:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Vapor (e.g., chlorine gas)</td>
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</tbody>
</table>

IMPORTANT NOTES TO FOSC:

(1) If unsure whether a release or spill fits into one of the above categories; and/or

(2) If at any time the specifics of a release or spill changes so it no longer fits into one of the above categories; and/or

(3) If the spill or release is greater than 100,000 gallons; and/or
(4) If the State Historic Preservation Officer (SHPO) and/or another stakeholder notifies you that a categorically excluded release or spill may have the potential to affect an historic property.

Follow the [Emergency Response Phase Checklist](#), or Section IV of the PA.

**4741.8 Information to be Provided to the Historic Properties Specialist Upon Activation**

<table>
<thead>
<tr>
<th>Name of Incident:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Date/time of incident:</td>
<td></td>
</tr>
<tr>
<td>Spill/release location: land_______ water________ land/water_________</td>
<td></td>
</tr>
<tr>
<td>If on land, estimate number of acres contaminated________</td>
<td></td>
</tr>
<tr>
<td>Spill/release coordinates: ______________ latitude; ______________ longitude.</td>
<td></td>
</tr>
<tr>
<td>If on land, ______________ township; ______________ range; _______________ section</td>
<td></td>
</tr>
<tr>
<td>Distance to nearest water body, if on land: ______________ km/mi</td>
<td></td>
</tr>
<tr>
<td>Distance to nearest land, if in water: ______________ km/mi</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Product released:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated volume of product released: _______gals/bbls</td>
<td></td>
</tr>
<tr>
<td>Release status: Stopped________; Continuing________; Unknown________</td>
<td></td>
</tr>
<tr>
<td>Is spill/release: Contained________; Spreading________; Unknown________</td>
<td></td>
</tr>
<tr>
<td>Estimated volume of product potentially released: _________gals/bbls/other measure</td>
<td></td>
</tr>
</tbody>
</table>

Have Regional Response Strategies been approved for the area affected or potentially affected by the spill/release? Yes_______; No_______

Describe any response actions proposed or taken that include ground-disturbing activities:
4741.9 Potential Emergency Protection Strategies

<table>
<thead>
<tr>
<th>Response Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mechanical Recovery (e.g. use of skimmers, booms, sorbents)</td>
</tr>
<tr>
<td>In situ Burning</td>
</tr>
<tr>
<td>Dispersant Use</td>
</tr>
<tr>
<td>Protective or diversionary booming</td>
</tr>
<tr>
<td>Covering site With protective material</td>
</tr>
<tr>
<td>Construction of berms or trenches to divert product away from sites / areas</td>
</tr>
<tr>
<td>On-scene inspections by the FOSC Historic Properties Specialist or individual(s)</td>
</tr>
<tr>
<td>authorized by the Federal OSC Historic Properties Specialist</td>
</tr>
<tr>
<td>Participation in Shoreline Cleanup Assessment Teams by the FOSC Historic Properties Specialist or designee</td>
</tr>
<tr>
<td>Provision of information on historic properties protection to response personnel</td>
</tr>
<tr>
<td>Provision of information to the FOSC on Historic Properties Protection for areas / locations proposed for emergency – response related support activities (e.g. helipads and staging areas</td>
</tr>
</tbody>
</table>

**Note:** These response strategies are not listed in order of precedence. In addition, other response strategies for the protection of historic properties may be identified and recommended to the FOSC for use during an incident response.
4741.10 **Documentation of Actions Taken**

This form should be completed and submitted, along with any additional supporting documentation, in a reasonable and timely manner to the appropriate entities listed below:

| Name of incident: ________________________________________________________ |
| Date/time of incident: ___________________________________________________ |
| Location of incident: ____________________________________________________ |

Brief description of response action approved (including the date) by the Federal On-Scene Coordinator (FOSC) where protecting public health and safety was in conflict with protecting historic properties:

Brief description of why protecting public health and safety could not be accomplished while also protecting historic properties:

FOSC Name and Title:
FOSC Signature:
Date of Signature: _______________________________________________________

Faxed/Emailed to:

☐ SHPO

☐ (Name and fax number of potentially-affected resource managers/trustees):

☐ (Name and fax number of potentially-affected resource managers/trustees):

☐ (Name and fax number of potentially-affected resource managers/trustees):
4742 Endangered Species Protection

The Interagency Memorandum of Agreement Regarding Oil Spill Planning and Response Activities under the National Contingency Plan and the Endangered Species Act (MOA), which was signed by the USCG, among others, aligns the consultation requirements with the pollution response responsibilities outlined in the NCP (40 CFR 300). This document is intended to assist Federal On-Scene Coordinators (FOSCs) in areas where the pre-spill planning called for in the MOA has not yet been completed. It should not be used to replace existing Area Contingency Plan (ACP) provisions developed pursuant to the MOA or existing regional guidance on implementation of the MOA. It should also not be used as a substitute for completing the pre-spill planning called for in the MOA.

4742.1 The Endangered Species Act of 1973

The Endangered Species Act of 1973 (ESA) (16 USC 1531 et seq) was enacted to conserve and recover threatened and endangered species and the ecosystems upon which they depend. The Act is administered by the U.S. Fish and Wildlife Service (USFWS) in the Department of the Interior and NOAA’s National Marine Fisheries Service (NOAA Fisheries) in the Department of Commerce. Under Section 7 of the ESA, federal agencies must consult with USFWS and NOAA Fisheries on actions they carry out, permit, or fund which may affect listed species or designated critical habitat. ESA Section 7 requires that agencies ensure their actions are not likely to jeopardize listed species or destroy or adversely modify their designated critical habitat. During emergencies such as disasters, casualties, national defense or security emergencies, and response to oil spills, the ESA allows for emergency consultation during the incident with formal consultation occurring after the incident, if necessary. The emergency consultation procedures are described in the MOA.

4742.2 How the MOA Applies to the FOSC

The MOA, signed by the USCG, Environmental Protection Agency (EPA), NOAA, DOI, FWS, and NOAA Fisheries in July 2001, aligns the ESA consultation requirements with the pollution response responsibilities outlined in the NCP (40 CFR 300). The MOA is intended to be used at the Area Committee level primarily to identify and incorporate plans and procedures to protect listed species and designated critical habitat during pre-spill planning and response activities.

In addition, a guidebook addressing the MOA was developed by its signatory agencies to further facilitate cooperation and understanding between the agencies involved in oil spill planning and response. This cooperation is highly successful when it is established before an incident occurs and needs to continue throughout an incident and the post-incident follow-up and review. By working proactively to identify the potential effects of spill response activities on species and their habitat, and then developing response plans and countermeasures, impacts to listed species and/or critical habitat can be reduced or avoided completely during an incident.
Using the MOA guidebook, the attached appendices were developed to assist FOSCs during Emergency Response and Post Response activities. In the appendices, there are additional recommendations that were developed as a result of the April 2003 Bouchard B. No. 120 spill that occurred in Buzzard’s Bay, Massachusetts. Pre-spill planning guidance can be found in Chapter 6 of the MOA Guidebook.

4742.3 References

Regulations regarding ESA consultation are found in 50 CFR 402, located at:
2004 CFR Title 50, Volume 6 Interagency Cooperation - Endangered Species

The Interagency Memorandum of Agreement Regarding Spill Planning and Response Activities under the Federal Water Pollution Control Act’s National Oil and Hazardous Substances Pollution Contingency Plan and the Endangered Species Act available at: https://www.nrt.org/production/NRT/NRTWeb.nsf/AllAttachmentsByTitle/A-259ESAMOU/$File/ESAMOA.pdf?OpenElement.

The guidebook for the MOU is available at: https://www.nrt.org/site/doc_list.aspx?site_id=52.

4742.4 Oil Spill Emergency Response Phase

An excerpt from Chapter 7 of the ESA MOA Guidebook

<table>
<thead>
<tr>
<th>FOSC notifies appropriate representatives of NOAA Fisheries, USFWS, State Natural Resource Trustees, Tribes and/or other agencies and stakeholders once an oil spill has occurred where the potential for impacting environmentally sensitive areas, endangered species and/or critical habitats from spill response activities exists. Use pre-identified points of contact or “Notification List” from ACP to contact the Service regional or field office directly and to notify the RRT representatives of DOI and DOC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>FOSC gathers information about sensitive areas, endangered species, or critical habitat that may potentially be impacted by a Federal action: 1) As soon as possible after the spill has occurred, determine data needs and who will be providing or collecting the data. 2) Use or develop data collection forms to facilitate consistent and precise data compilation.</td>
</tr>
<tr>
<td>If listed species or critical habitats are impacted or could be present in the area affected by response activities, initiate emergency consultation by contacting the USFWS and/or NOAA Fisheries through agreed-upon procedures.</td>
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</tbody>
</table>
Appoint a Technical Specialist within the Planning Section to serve as the Endangered Species expert to help ensure that the necessary information, using terminology understood by USFWS and/or NOAA Fisheries, is gathered. If appropriate, the NOAA SSC and/or the USFWS rep may coordinate endangered species expertise for the FOSC. If there is no USFWS or NOAA Fisheries representative in the ICS, but they are aware of the situation, the FOSC must ensure that the NOAA SSC and DOI are apprised of the situation. Information gathered will be used in the ESA consultation. *Note: As necessary, the FOSC can make funding available to USFWS and/or NOAA Fisheries for costs incurred in providing any agreed upon assistance such as preparing the Biological Assessment or Biological Evaluation. However, the USFWS and/or NOAA Fisheries are not reimbursed for completing a Biological Opinion.* Pollution Removal Funding Authorization guidance can be found: [http://www.uscg.mil/hq/npfc/tops.htm](http://www.uscg.mil/hq/npfc/tops.htm)

<table>
<thead>
<tr>
<th>Implement ACP for initial response actions.</th>
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<tr>
<td>Develop Incident Action Plan with strategies based on the specifics of the spill situation. This plan will serve as formal documentation of actions directed to minimize the impacts of response actions.</td>
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<tr>
<td>Emergency consultation continues until the FOSC determines that the spill response is complete. <em>Recommendation:</em> Develop/seek alignment on clean-up methodologies and cessation of operations with consensus from resource managers, specialists and responders, and revisit as clean up progresses toward a conclusion.</td>
</tr>
</tbody>
</table>

USFWS and/or NOAA Fisheries provide the FOSC with timely recommendations to avoid and/or minimize impacts to listed species and critical habitat. If an incidental take is anticipated, USFWS and/or NOAA Fisheries would advise FOSC of ways to minimize this, or, if this is not possible, document the actual take of listed species. A “take” is defined in the ESA as: "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." The USFWS has defined "harm" as "an act which actually kills or injures wildlife" (50 C.F.R. § 17.3). The regulation further explains that "[such an] act may include significant habitat modification where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering."
The FOSC requests USFWS and/or NOAA Fisheries representatives on-scene (or someone else mutually agreed upon) to gather and document the information necessary for post-emergency Formal Consultation, including: Description of the emergency (the oil spill response). Evaluation of the emergency response actions and their impacts on listed species and their habitats, including documentation of how USFWS and/or NOAA Fisheries recommendations were implemented, and the results of implementation in minimizing take. Comparison of the emergency response actions with the pre-planned countermeasures and information in the ACP. **The FOSC should ensure that the above checklist is completed before the case is closed.** Recommendation: To obtain timely information on oil spill response impacts, provide a short form for the SCAT team to be completed daily for sites with listed species. The daily site form should contain the following fields (at a minimum): Staff (numbers) Actions taken Equipment used Time working Checkboxes for weather (sunny, cloudy, etc) Wrack (wet seaweed at high tide line) removed? (Y/N) All forms should emphasize the need for more detail when there are extraordinary circumstances, such as nest abandonment, thought to be related to the response.

Notify/alert Service representatives, NOAA SSC and/or DOI representative of any changes in response operations due to weather, extended operations or some other circumstance.

Obtain information from Services of seasonal variances (e.g. bird migration), or other natural occurrences affecting the resource.

FOSC or a representative designated by the FOSC should maintain a record of all written and oral communications during the response (See Appendix B of the ESA MOA for a means for tracking this information), to include recommended response procedures and incidental take.
### 4742.5 Post-Response Phase

*An excerpt from Chapter 8 of the ESA MOA Guidebook*

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Text</th>
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<tbody>
<tr>
<td>FOSC determines when removal operations are complete and closes the case ensuring that lessons learned are recorded, documentation is filed and Area Committee is advised of any necessary changes to the ACP (See pg. 51, ESA MOA Guidebook). <em>Note:</em> The Emergency Consultation Checklist from the MOA Guidebook should be compiled BEFORE the FOSC determines that the response operations are completed and the case is closed. Oil Spill Liability Trust Fund (OSLTF) funding is not available AFTER the case is closed.</td>
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<tr>
<td>FOSC, USFWS and NOAA Fisheries jointly evaluate the impacts of response activities on listed species and critical habitat. <em>Note:</em> This is to be based on information gathered during the response, not on any new studies.</td>
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<tr>
<td>If joint evaluation concludes that listed species and/or critical habitat were not adversely affected by response activities, the consultation process is complete. The FOSC must send a letter to USFWS and/or NOAA Fisheries including: Report of this agreement; and, Request a letter of concurrence from USFWS and/or NOAA Fisheries.</td>
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<tr>
<td>If joint evaluation results in a disagreement between USFWS, NOAA Fisheries, and the FOSC, USFWS and/or NOAA Fisheries will send the FOSC a letter stating why they believe there were adverse effects on listed species or critical habitat. The FOSC may act on the USFWS/NOAA Fisheries reply or simply document the response.</td>
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<tr>
<td>If impacts have occurred, the FOSC sends a letter to USFWS and/or NOAA Fisheries to initiate <em>Formal Consultation</em>. Enclose the information gathered during the response with any modifications that may have been made during the post-response joint evaluation. This can be done by finalizing the Emergency Consultation Checklist from Appendix B of the MOA and submitting it with a cover letter and a request for formal consultation from Appendix E as an initiation package to the Service(s). Also see Activity 11: Documenting the Risk Assessment, pg. 65 of the Guidebook. <em>Note:</em> If a Service representative assists in preparing the initiation package, the same representative will NOT be responsible for reviewing it or preparing the biological opinion.</td>
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<tr>
<td>The USFWS and/or NOAA Fisheries have 30 days from receipt of the initiation package to determine if the package is complete. When complete, they normally issue a Biological Opinion within 135 days.</td>
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</table>
Essential Fish Habitat Protection During Emergency Spill Response Operations for Oil Discharges and Hazardous Substance Releases

This section is intended to assist Federal On-Scene Coordinators (FOSCs) in areas where the pre-spill planning activities called for under the Magnuson-Stevens Fishery Conservation and Management Act have not yet been completed. However, this document is not intended to be an all-inclusive technical reference for reducing or eliminating all possible adverse effects to Essential Fish Habitat (EFH). It should also not be used to replace existing Area Contingency Plan (ACP) provisions developed pursuant to the protection of EFH.

4743.1 The Magnuson-Stevens Fishery Conservation and Management Act

In 1996 the Magnuson Fisheries Conservation Act was amended by the Sustainable Fisheries Act to include a number of new mandates, and was subsequently renamed the Magnuson-Stevens Fishery Conservation Act (MSA) (16 USC 1801 et seq). The MSA established procedures designed to identify, conserve, and enhance EFH for those species regulated under a Federal fisheries management plan (FMP). EFH is defined as “those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity” and can include rivers, estuaries, bays and open ocean (out to 200 miles).

Under Section 305(b)(2) of the MSA, Federal action agencies are required to consult with NOAA’s National Marine Fisheries Service (NOAA Fisheries) on all actions, or proposed actions, authorized, funded, or undertaken by the agency that may adversely affect EFH. Consultation involves the submission of an EFH assessment to NOAA Fisheries for actions including emergency responses to oil discharges and hazardous substance releases. Reference Section 4654 for guidance on the identification of EFH in your FOSC’s area of responsibility.

4743.2 The EFH Consultation Process and How it Applies to USCG FOSCs

The EFH consultation process is in place to ensure that Federal agencies consider the effects of their actions on EFH, with the goal of “maintain[ing] fish production consistent with a sustainable fishery and the managed species contribution to a healthy ecosystem” (50 CFR 600.815(a)(2)(i)(C)(4)). The process as outlined in this FOSC guide satisfies the Federal agency consultation and response requirements of Sections 305(b)(2) and 305(b)(4)(B) of the MSA, as well as the EFH conservation recommendation requirement of MSA Section 305(b)(4)(A).

As with the Endangered Species Act, FOSCs determine when an action “may adversely affect” EFH. Once the FOSC has identified an action that may adversely affect EFH, the FOSC must notify NOAA Fisheries and provide an EFH Assessment. Once NOAA Fisheries receives the Assessment, it provides recommendations to the FOSC within 30 days regarding the actions taken or to be taken. The FOSC is then required to provide a detailed response in writing to NOAA Fisheries within 30 days of receiving the recommendation.
Alternatively, if the FOSC determines that there are “no adverse affects,” the FOSC is not required to notify NOAA Fisheries of its findings and actions related to the spill response. However, NOAA Fisheries on their own may decide that an action may adversely affect EFH and send their recommendations to the FOSC. In this case, the FOSC must respond to NOAA Fisheries in writing within 30 days.

The FOSC’s response to NOAA Fisheries shall include a description of measures proposed to avoid, mitigate, or offset the impact of the activity on EFH. In cases where the FOSC is not in agreement with the recommendations by NOAA Fisheries, the FOSC should at a minimum explain the reasons for not following the recommendations.

The FOSC should contact NOAA Fisheries early in emergency response planning, but may consult after-the-fact if consultation on an expedited basis is not practicable before taking action (50 CFR 600.920(a)(1)). To the extent practicable, the Scientific Support Coordinator (SSC) or FOSC should notify NOAA Fisheries of the activities being taken and whether or not time allows for upfront consultation. Additionally, the FOSC and NOAA Fisheries may agree to combine an EFH consultation into an already established consultation process, such as those for the ESA or the National Environmental Protection Act (NEPA), for the same incident, provided all the information required for EFH is documented.

In the development of an Incident Action Plan, refer to the Emergency Response Checklist for EFH during Oil Discharges and Releases of Hazardous Substances. FOSCs are also encouraged to work with applicable Regional Response Teams and Area Committees before an oil discharge or a hazardous substance release to update their ACPs with methods on how to minimize, mitigate, or avoid adverse effects to EFH.

4743.3 What is Required in an EFH Assessment?

For the consultation process, the EFH Assessment must include the following (50 CFR 600.920(e)(3)):

1. Description of the action (level of detail must correspond to magnitude and complexity of potential effects);
2. Analysis of the potential adverse effects of the action on EFH and the managed species;
3. Federal agency’s conclusions regarding the effects of the action on EFH; and
4. Proposed mitigation, if applicable.

The EFH Assessment should include:

1. Description of the spill;
2. Conclusions of the USCG (through the Area Committee and/or FOSC) regarding the effects of the action on EFH; and
(3) EFH Assessments submitted to NOAA Fisheries shall employ one or both of the following formats as necessary:

**Use of Existing Environmental Consultation Procedures for EFH Consultation**

NOAA Fisheries encourages this procedure to streamline the EFH consultation process. As long as an existing process clearly identifies in a separate section of the document the information required to satisfy an EFH Assessment, and the process will provide NOAA Fisheries with timely notification, the assessment may be incorporated into documents prepared for other purposes. Examples of such documents include Endangered Species Act Biological Assessments pursuant to 40 CFR 402 and the National Environmental Policy Act documents and public notices pursuant to 40 CFR 1500.

**Abbreviated and Expanded Consultation**

Abbreviated consultation procedures should be used when the adverse effects of an action can be alleviated through minor modifications to the action. However, in cases where Federal actions would result in substantial adverse effects to EFH, expanded consultation procedures must be used. Expanded consultation allows maximum opportunity for NOAA Fisheries and the Federal agency to work together to review the action’s impacts on EFH and to develop EFH conservation recommendations. If appropriate, NOAA Fisheries may conduct a site visit.

**4743.4 References**

**EFH Policy Regulations**

Procedures for identification of EFH and the consultation process can be found at:

https://www.fisheries.noaa.gov/national/habitat-conservation/consultations-essential-fish-habitat

Essential Fish Habitat locations may be found via liaison with County, state and federal members of the SE Area Committee.

**EFH Consultation Guidance**

Includes information on the procedures that have been developed to assist NOAA Fisheries and other Federal agencies in addressing the EFH coordination and consultation requirements:

https://www.fisheries.noaa.gov/national/habitat-conservation/consultations-essential-fish-habitat
EFH Assessment Guidance

Intended to assist Federal agencies in developing EFH Assessments. The guide contains EFH definitions, responses to frequently asked questions concerning preparation of EFH Assessments, and gives three examples of completed EFH Assessments:

https://www.fisheries.noaa.gov/national/habitat-conservation/consultations-essential-fish-habitat

NOAA Fisheries EFH Regional Contacts:

<table>
<thead>
<tr>
<th>REGION</th>
<th>NAME</th>
<th>E-MAIL</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southeast Region</td>
<td>David Dale</td>
<td><a href="mailto:david.dale@noaa.gov">david.dale@noaa.gov</a></td>
<td>(727) 551-5736</td>
</tr>
<tr>
<td>(St Petersburg, FL)</td>
<td></td>
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</tbody>
</table>

4743.5 Emergency Response Checklist for EFH During Oil Discharges and Releases of Hazardous Substances

FOSC notifies Department of Interior/NOAA representative to the RRT of any actual or potential adverse effects to EFH.

FOSC notifies NOAA Fisheries regional staff of actual or potential adverse effects to EFH. Notification should occur in writing.

*Note:* The National Response Center’s (NRC) flash fax notification of a spill to NOAA does not meet this requirement.

If consultation during the emergency response phase is not practicable, the FOSC may consult with NOAA Fisheries after-the-fact, as per 50 CFR 600.920(1)(a).

FOSC provides NOAA Fisheries an EFH Assessment for spill activities:

- [ ] Description of discharge or release
- [ ] Description of area which may be affected
- [ ] Description of spill response actions
- [ ] Analysis of the potential adverse effect(s) of the response actions on EFH and the managed species
- [ ] USCG recommendations/conclusions regarding the effects of the action on EFH
- [ ] Proposed mitigation, if applicable
Supplemental information, if appropriate, for EFH Assessment:

- Results of on-site inspection evaluating habitat and site-specific effects
- Views of recognized experts on the habitat or species affected
- Review of pertinent literature and related information
- Analysis of alternatives to the response actions taken
- Other relevant information

FOSC notifies NOAA Fisheries of changes in response operations due to weather, extended operations, or some other circumstance.

FOSC obtains information on seasonal variances or other natural occurrences affecting EFH from NOAA Fisheries.

FOSC provides a detailed response in writing within 30 days of receiving EFH Conservation Recommendations from NOAA Fisheries, unless otherwise agreed to.

SSC provides NOAA Fisheries a response regarding EFH Conservation Recommendations after the FOSC determines that removal operations are completed IAW with 40 CFR 300.320(b). If operations are not complete then send an interim response:

- Description of spill response
- Evaluation of emergency response actions & their impacts on EFH to include documentation of how NOAA Fisheries recommendations were implemented and results of implementation in minimizing adverse effects to EFH
- A comparison of the emergency response actions with the pre-planned countermeasures from the ACP

**4744 Legal**

The CG FOSC should consult with USCG District 7 for advisory capacity during an oil spill response.

**4744.1 USCG Judge Advocate General & Chief Counsel (CG-094)**

The Coast Guard Legal Program is a “full-service” legal support organization, providing legal advice and counsel for any and all requirements the service’s decision makers place on us. This is done within 10 general legal practice areas: Criminal Law/Military Justice, Operations, International Activities, Civil Advocacy, Environmental Law, Information and Intelligence Law, Procurement Law, Internal Organizational Law, Regulations & Administrative Law, Legislative Support and Legal Assistance. (https://cg.portal.uscg.mil/Pages/CG-094.aspx)

**4744.2 Florida Office of the Attorney General**

See Section 9221 Government Official Liaisons.
4744.3 **U.S. Department of Justice**

The U.S. Department of Justice provides the highest level of legal advice within the Federal Government. The Environment and Natural Resources Division (ENRD) is responsible for litigation ranging from: protection of endangered species, to global climate change, to cleaning up the nation's hazardous waste sites. Nearly one-half of the Division's lawyers enforce the nation's civil and criminal environmental laws and the health and environment of all Americans. The Division also defends environmental challenges to government programs and activities. It represents the United States in all matters concerning the protection, use, and development of the nation's natural resources and public lands, wildlife protection, Native American rights and claims, and the acquisition of federal property.

[United States Department of Justice](http://www.usdoj.gov/)

[USDOJ: Environment and Natural Resources Division](http://www.usdoj.gov/enrd/index.html)

4745 **Chaplain**

[Reserved for future Area Planning Committee Development].

4746 **Public Health**

[Reserved for future Area Planning Committee Development].

4747 **Human Resources**

[Reserved for future Area Planning Committee Development].

4748 **Critical Incident Stress Management**

**COMDTINST 1754.3 - Critical Incident Stress Management**

(1) To request Services: (305) 278 – 6665 / (305) 278 – 6675

(2) Employee Assistance Program (EAP) referrals to counseling services:
   1 - 800 – 222 - 0364

4750 **Law Enforcement**

See Section: **3360 Law Enforcement Group**
4760 Search and Rescue

See Section: 3310 Search and Rescue (SAR) Group
4770 Marine Casualties

4770.1 Notification of Marine Casualties

Regulations contained in 46 Part 4 of the Code of Federal Regulations require owners, agents, masters, operators, or persons in charge, immediately after addressing resultant safety concerns, to notify the nearest Coast Guard Sector whenever a vessel is involved in a marine casualty. These casualties include:

- An unintended grounding or an unintended strike of, or 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 a vessel;
- Loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel;
- An occurrence that adversely affects the vessel’s seaworthiness or fitness for service or route, including fire, flooding, or failure of or damage to fixed fire extinguishing systems, life saving equipment, auxiliary power generating equipment, or bilge pumping systems;
- Loss of life;
- An injury that requires professional medical treatment;
- Any occurrence resulting in more than $25,000 of property damage, not including salvage cost.

33 Part 160.215 requires vessels carrying hazardous materials to notify the nearest Coast Guard Sector whenever a hazardous condition exists, either aboard a vessel or caused by a vessel or its operation.

4770.2 Responsibilities of the Responsible Party

In the case of an incident, the Responsible Party (RP) must take adequate measures to mitigate and/or remove damage, or risk of damage, caused by the vessel or the release of any materials from the vessel. The RP will pay for all legitimate response measures, up to their limit of liability. If an RP cannot be identified, or the acting RP fails to adequately respond, it is the responsibility of the Captain of the Port or FOSC to take over 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.

4770.3 Types of Marine Casualties

The primary objective in any salvage scenario, whether a single event casualty or combination of casualties, is to minimize the risk to human health, the environment, and property. The following six types of casualties are listed in order of frequency:

(1) Hull or Machinery Damage: A vessel’s hull or machinery may be damaged by shifting cargo, storm damage, or other causes, and may render a vessel unable to
maneuver. The greatest threats to the vessel, cargo, and environment exist when loss of maneuverability happens close to shore or hazards to navigation. Use of anchors or towing vessels may be the best defense in slowing the unintended movement of a vessel drifting towards a hazard.

(2) **Stranding or Grounding:** Unintentional groundings may result from navigational error, anchor drag, loss of maneuverability, or for other reasons. Ground reaction, which is usually measured in long tons or metric tons, is the weight of the vessel that is being supported by the ocean bottom instead of the water. Ground reaction can cause a vessel to capsize, become holed, break apart, or become difficult to remove from ground. A salvor or naval architect can make a good estimate of ground reaction using the information gathered by the crew or response personnel including pre-casualty drafts, post-casualty drafts, tide cycle, location/depth of ground (usually determined with soundings), and the type of bottom. Once ground reaction is determined, it is fairly simple to estimate the force-to-free, which is the measure of the force needed to pull the vessel off the ground. Force-to-free is usually listed in short tons, which is equivalent to tug bollard pull. In order to float a vessel free or pull it off with tugs/ground tackle, ground reaction must usually be reduced in a controlled manner by deballasting, lightering, and/or tidal lifting.

(3) **Collision:** The most common result of a collision at sea is hull damage and flooding. Collisions are sometimes accompanied by fire and explosions, as many ship’s systems and/or cargo may be damaged upon impact. The general priorities after a collision usually include damage assessment, flooding control, and firefighting. Typically, a vessel is not well-equipped to handle rapid flooding, and, when left unchecked, can lead to capsizing and foundering. Often vessel crews are not well-versed in damage control, requiring a prompt response to ensure professional salvors and marine inspectors are on scene as soon as possible.

(4) **Fire and Explosion:** Fires of any size onboard a vessel should be treated with extreme caution as they may quickly turn into a conflagration. Most commercial vessels will be equipped with fixed fire fighting systems to contain fires started in the engine room (the most common source of shipboard fires). Large commercial vessel crews are generally trained to combat fires that originate in the engine room or accommodation spaces. Crews are generally not trained to fight fires originating in or spreading to the cargo. Most professional salvors offer shipboard firefighting capability – either with in-house resources or via subcontractor capabilities. Shore based fire fighters often do not have an appreciation for the special considerations for shipboard firefighting, especially fixed fire fighting systems or vessel stability, and therefore should be monitored closely when employed to extinguish a fire in port.

(5) **Allision:** occur when a vessel strikes a fixed object. Most of the considerations are the same as a collision, with the addition of assessing the damage sustained by the object, especially if the object was a bridge or critical piece of infrastructure. Immediate notification should be made to the Army Corp of Engineers and Federal and State Departments of Transportation. Appropriate actions should be taken to
ensure the object does not pose a risk to future transportation onshore or to other vessels.

(6) Stress Fractures: Stress fractures are failures in the construction of the vessel and may be due to stresses imposed on a vessel because of a heavy seaway, improper loading or ballasting, or construction material fatigue. Cracks can lead to pollution or flooding incidents and, under extreme circumstances, total ship loss. Therefore, it is important to quickly assess the size, location, and orientation of the crack. Surveyors, shipyards, and Coast Guard Marine Inspectors are familiar with methods to arrest or repair cracks.

4770.4 Initial Response and Casualty Assessment

*Common to all casualties is a need for the quick and substantial allotment of response resources.*

The Unified Command will set the objectives of a vessel casualty response. Early dissemination of an accurate assessment of the vessel’s condition and deployment of appropriate response resources is essential.

4770.5 Initial Actions to be taken by the Crew

A prudent vessel captain will take certain actions to mitigate the threat to the crew and vessel. Upon receiving notification of a marine casualty, the Incident Commander should verify that the vessel master, if possible and appropriate, has taken the following actions listed below:

<table>
<thead>
<tr>
<th>Initial actions to be taken by vessel’s crew</th>
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<tbody>
<tr>
<td>Have ship’s personnel report to emergency stations</td>
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<tr>
<td>Secure watertight fittings</td>
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<tr>
<td>Take appropriate fire fighting actions</td>
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<tr>
<td>Notify the ship’s operations controller</td>
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<tr>
<td>Obtain an accurate cargo storage plan</td>
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<tr>
<td>Request shore personnel request salvage assistance</td>
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<tr>
<td>Display day shapes &amp; sound appropriate signals</td>
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4770.6 Critical Information

There is certain information that is critical to planning a successful salvage operation. This information, essential to the response planning process, should be gathered from the vessel master or on-scene response personnel, as appropriate to the situation. The information gathered should be used to determine the “window of opportunity” - i.e., when the most factors align for a successful operation. Refer to the chart below for incident-specific critical information that should be gathered and shared with all interested parties.

Following the report of an incident, certain initial information must be gained to mount a 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 Vessel Response Plan (VRP).

<table>
<thead>
<tr>
<th>Incident</th>
<th>Critical Information</th>
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<tbody>
<tr>
<td>All Incidents</td>
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<tr>
<td>Safety status of crew</td>
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<tr>
<td>Proximity to navigation hazard</td>
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<tr>
<td>On-scene weather conditions</td>
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<tr>
<td>Forecasted weather conditions</td>
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<tr>
<td>Contracted resources</td>
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<tr>
<td>Potential damage / breaches in hull</td>
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<tr>
<td>Potential for spill or plume</td>
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<tr>
<td>Status of ground tackle</td>
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<tr>
<td>Communications nature and schedule</td>
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<tr>
<td>Quantity/nature of cargo/fuel/ballast</td>
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<tr>
<td>Status of propulsion &amp; steering</td>
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<tr>
<td>Grounding</td>
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<td>Pre-casualty drafts</td>
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<tr>
<td>Post-casualty drafts</td>
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<td>Tide height at grounding</td>
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<tr>
<td>Location/depth of soundings</td>
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<tr>
<td>Time/Height of next high tide</td>
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<tr>
<td>Liquid level of all tankage</td>
<td></td>
</tr>
<tr>
<td>Availability of salvage resources</td>
<td></td>
</tr>
<tr>
<td>Bottom type</td>
<td></td>
</tr>
<tr>
<td>Fire</td>
<td></td>
</tr>
<tr>
<td>Status of shipboard fire pumps</td>
<td></td>
</tr>
<tr>
<td>Status of fixed firefighting systems</td>
<td></td>
</tr>
</tbody>
</table>
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
DOT, ACOE, State notified (allisions)

4771 Lightering and Salvage

4771.1 Identify Response 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. These response teams should include unit Pollution Investigators, Casualty Investigators, and Vessel Inspectors. Furthermore, the Salvage Emergency Response Team (SERT) at the Marine Safety Center should be engaged.

Refer to: 9240.3 Firefighting/Salvage/ Divers for resources

4771.2 Setting the First Operational Objectives

Once enough information has been gathered to proceed with a decisive action plan, the USCG Operational Commander, IC or UC will set forth the operational period objectives. These objectives may include but are not limited to:

- Evacuate crew
- Control vessel movement
- Get response personnel and equipment on-scene
- Extinguish shipboard fire
- Stop/slow flooding
- Stop/slow vessel movement toward potential hazards
- Contain pollution
- Identify suitable port of refuge
- Create a salvage plan
- Mitigate potential impacts of the casualty on other vessel traffic and port activities
- Evaluate risk to public- i.e., hazardous material release, air quality, etc.
- Prepare and approve press release
- Establish a safety zone
- Contact all appropriate Federal, State and local agencies, as well as foreign
governments

- Evaluate/mitigate the environmental impacts of incident
- Identify an appropriate lightering vessel.

**4771.3 Oil/Hazardous Material Release Mitigation and Lightering**

Oil spills or hazardous material releases are of the greatest 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 spill or hazardous material 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, a containment boom to surround the vessel(s).

**4771.4 Lightering**

One of the most effective ways to mitigate or prevent an oil spill or hazardous material release is to remove all remaining cargo and unnecessary bunker fuel 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 lightered to mobile facilities 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 loading/offloading the vessel, who is frequently the Chief Officer or First Mate of the vessel.

**4771.5 Vessel/Cargo Salvage Plan Review**

A plan is essential to any successful salvage operation. Depending on the urgency and complexity of the operation, the quality of the plan may vary from a bound document approved by engineers to a sketch on a cocktail napkin. All involved parties must ensure that the plan provided is appropriate given the constraints of the operation.

When evaluating a salvage plan, it is essential to rely upon the resources available to an IC or UC for these particular incidents. The two major public resources are the Coast Guard’s SERT and the Navy’s SUPSALV.

Refer to [9240.3 Firefighting/Salvage/ Divers](#) for resources.
Given optimal conditions as well as time and resources available, a complete salvage plan should include the following elements:

<table>
<thead>
<tr>
<th>All Incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-incident drafts fore and aft</td>
</tr>
<tr>
<td>Cargo listing / volume</td>
</tr>
<tr>
<td>Fuel volume</td>
</tr>
<tr>
<td>Status of vessel propulsion and steering systems</td>
</tr>
<tr>
<td>Post casualty drafts</td>
</tr>
<tr>
<td>Contingency planning identifying possible failure points</td>
</tr>
<tr>
<td>Lightering considerations</td>
</tr>
<tr>
<td>Clear understanding or contractual agreement of responsibility for control of vessel</td>
</tr>
<tr>
<td>Strength of hull girder, damaged areas, attachment points, and rigging</td>
</tr>
<tr>
<td>Booming considerations</td>
</tr>
<tr>
<td>Means for controlling interference between pollution response and salvage efforts</td>
</tr>
<tr>
<td>Potential pollution risks and precautions to avoid or minimize impact</td>
</tr>
<tr>
<td>Communications plan</td>
</tr>
<tr>
<td>Anticipated start time and predicted tides, currents, weather</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Grounding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Post casualty drafts/locations/soundings</td>
</tr>
<tr>
<td>Bottom type</td>
</tr>
<tr>
<td>Estimated ground reaction</td>
</tr>
<tr>
<td>Force-to-free</td>
</tr>
<tr>
<td>Towing assets available/utilized and horse power of each</td>
</tr>
<tr>
<td>Predicted stability when re-floated</td>
</tr>
<tr>
<td>A summary of the engineering rationale for retraction &amp; refloating techniques</td>
</tr>
<tr>
<td>Tow/rigging plan including attachment points</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lightering</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume of cargo/fuel to be lightered</td>
</tr>
<tr>
<td>Type of cargo to be lightered</td>
</tr>
<tr>
<td>Identification of compatible receiving facilities</td>
</tr>
<tr>
<td>Special procedures to handle hazardous cargo/materials</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Flooding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identification and listing of all dewatering systems to be employed</td>
</tr>
<tr>
<td>Order of dewatering to ensure satisfactory stability of vessel</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transit Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identification of transit route and final destination</td>
</tr>
<tr>
<td>Means for controlling the vessel as it is freed</td>
</tr>
</tbody>
</table>
Route identified, with special attention to increased draft and beaching areas
Vessel escorts, if any, to be employed and horse power of each
Any preparation of vessel necessary to gain permission for entry into destination

4771.6 Resources

In addition to mobilizing unit investigators, inspectors, and responders, the first calls of a response should include contact with these resources. The missions of these resources are explicitly to assist Incident Commanders and on-scene response personnel in addressing matters of vessel salvage. In the table provided below, a number one indicates the best suited resource, while a two indicates a capable, though secondary resource. It is important to note that employing either a commercial salvor or Navy SUPSALV will require a funding source.

<table>
<thead>
<tr>
<th></th>
<th>Commercial Salvor</th>
<th>SERT Team*</th>
<th>Strike Team*</th>
<th>Navy SUPSALV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessel Assessment</td>
<td>1</td>
<td>2</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Pollution Assessment</td>
<td>2</td>
<td></td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Salvor Equipment</td>
<td>1</td>
<td></td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Salvage Plan Assessment</td>
<td></td>
<td>1</td>
<td></td>
<td>2</td>
</tr>
</tbody>
</table>

* Coast Guard teams will provide services to a Coast Guard unit at no cost.

4771.6.1 Marine Safety Center Salvage Emergency Response Team (SERT)

The Marine Safety Center Salvage Emergency Response Team (SERT) is on call 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 casualty. 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.

SERT has mobile computing capability for on-scene deployment. The MSC maintains a database containing over 5,000 hull files that can be used to generate computer models of vessels used in salvage engineering. External relationships with organizations like the Navy Supervisor of Salvage (SUPSALV), Coast Guard Intel Coordination Center, and the Office of Naval Intelligence (ONI), as well as all major class societies, also enable the salvage team to quickly locate and transfer information about a damaged vessel that would otherwise be difficult to access.


### 4771.6.2 USCG Strike Teams

The National Strike Force (NSF) ([https://cg.portal.uscg.mil/units/nsfcc/SitePages/Home.aspx](https://cg.portal.uscg.mil/units/nsfcc/SitePages/Home.aspx)) was established in 1973 as a direct result of the Federal Water Pollution Control Act of 1972. The NSF’s 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 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 Strike Teams provide rapid response support in incident management, site safety, contractor performance monitoring, resource documentation, response strategies, hazard assessment, oil spill dispersant and operational effectiveness monitoring, and high capacity lightering and offshore skimming capabilities.

National Strike Team Coordination Center: 252-331-6000 (24 hours).

### 4771.6.3 NAVSEA Supervisor of Salvage and Diving

The Office of the Director of Ocean Engineering, Supervisor of Salvage and Diving (SUPSALV), is a component of the Naval Sea Systems Command (NAVSEA). SUPSALV is located at the Washington Navy Yard in Washington, DC. SUPSALV is responsible for all aspects of ocean engineering, including salvage, in-water ship repair, contracting, towing, diving safety, and equipment maintenance and procurement.

The Salvage Operations Division maintains standing worldwide commercial contracts for salvage, emergency towing, deep ocean search and recovery operations, and oil pollution abatement. Additionally, they own, maintain and operate the worldwide Emergency Ship Salvage Material (ESSM) system, which incorporates the world's largest standby inventory of salvage and pollution abatement equipment. They also own, maintain, and operate a large number of deep ocean search and recovery systems, with depth capabilities up to 20,000 feet. They also routinely provide salvage technical assistance to fleet salvors, as well as to other federal agencies.
Within the National Oil and Hazardous Substance Pollution Contingency Plan (NCP), SUPSALV has been assigned as 1 of 7 "Special Teams" available to the Federal On-Scene Coordinator (FOSC). Thus, they provide assistance (personnel and/or equipment) for commercial oil or hazardous substance spills, or potential spills (i.e., salvage operations), as requested by any FOSC. Assistance ranges from salvage technical or operational assistance to mobilization of SUPSALV and other Navy resources to support a partial or full federal response to a marine casualty. Be aware, however, these services are provided on a reimbursable basis only – they are not free.

4771.6.4 American Salvage Association

Leading U.S. salvors have formed the American Salvage Association (ASA). Created in response to the need for providing an identity to the U.S. marine salvage and firefighting response, the intention of the ASA is to make professional and improve marine casualty response in U.S. coastal and inland waters.

The American Salvage Association meets with various federal and state agencies to exchange views on the improvement of salvage and firefighting response in the U.S.

4771.6.4 References


NAVSEA Instruction 4740.8 (series), Salvage, Recovery and Open Sea Spill Response Programs.


OPNAV Instruction 4740.2 (series), Salvage and Recovery Program.


4772 **Marine Firefighting**

See Section 8000: MARINE FIREFIGHTING PLAN
4800 Required Correspondence, Permits, and Consultation

4810 Notice of Federal Interest


- The OSC shall present a Notice of Federal Interest for an Oil Pollution Incident Form (CG 5549 08 - 05) (https://cg.portal.uscg.mil/units/cgmer/mer1/FOSCR%20Documents/CG5549%2007-17%20NOFI.pdf) to every suspected discharger. [NOTE: This requirement is for internal direction only. The failure of an OSC to present this Notice in a 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 or her possible liability to a civil penalty. Notice should also be made in potential pollution incidents when the actions of the potential discharger to abate the threat are considered insufficient, and Federal action is contemplated. If possible, any witness(es) should accompany the OSC's representative when the Notice is served. The OSC's representative shall retain the OSC's copy of the Notice that is signed and dated by the suspected discharger, or the suspected discharger's representative. If the discharger refuses to sign, the Notice will still be served. The investigator will note the circumstances on the copy, Sign and date it, and have the witness(es) sign and date it. Should the owner/operator be unavailable, the Notice shall be sent via Certified mail, return receipt requested.

4811 Administrative Orders

An “Administrative Order” is a specific directive from the FOSC requiring detailed actions or corrective measures to be taken by the responsible party to clean up a pollutant or threatened discharge/release of a pollutant. An Administrative Order may be issued to the responsible party to direct certain response actions when cooperative efforts between the FOSC and the responsible party fail to garner the required response. The Administrative Order may also direct compliance with a request to enter or inspect any vessel, facility, establishment, place, property, or location where there is a reasonable basis to believe that there has been or may be a release, or, for any space necessary to enter in responding to that release. Administrative Orders may be either oral or written. However, if the OSC or their representative issues an oral order, it should be immediately followed by a written document that contains the dialogue of the order.

1) Authority to Issue Orders


2) Direct the Administrative Order to the person identified as the Responsible Party
The OSC must be reasonably certain that the person to whom the order is issued is in fact the person responsible for the spill or release. (The order should be directed to a company or corporation as opposed to an individual when possible).

(3) The OSC may issue an Administrative Order for Oil Spills and Hazardous Substance releases under provisions of CWA/OPA for the following:

- When there is a discharge of oil and hazardous substances from a facility/vessel in harmful quantities into the navigable waterways of the United States. Note: The CWA defined “harmful quantity” of oil in 40 CFR 109.2 and “reportable quantity” for designated hazardous substances in 40 CFR 117.3.

- When there may be an imminent and substantial threat to the public health or welfare of the United States, including fish, shellfish, and wildlife, public and private property, shorelines, beaches, habitat, and other living and nonliving natural resources under the jurisdiction or control of the United States. [See 33 CFR 1.01-80(d)(4), 40 CFR 300.322(b), or 33 USC 1321(e)(1)(B)].

- When the OSC feels that the spiller is reluctant or not performing a satisfactory clean up.

(4) Prior to issuing an Administrative Order, the affected State or States must be notified. (See 33 USC 1321(e)(1)(B) or Section 4306 of OPA).

(5) Penalties for Non-compliance

- If the responsible party fails to respond to an oil spill that is his/her responsibility, he/she is liable for a civil penalty of $27,500 per day of violation or an amount up to 3 times the removal cost incurred by the Oil Spill Liability Trust Fund (OSLTF). [See 33 USC 1321(b)(7)(B)(ii)].

(6) Appeals

- A responsible party issued an administrative order for an oil pollution incident must direct the request for an appeal to the district courts of the United States. [See 33 USC 1321(e)(2)].

(7) Additional References

- Environmental Law Handbook (This book explains the Laws in the Environmental Statutes), Published by Government Institutes.

- Executive Order 12580 (52 FR 2923), Sec.4(c)(1), (The President’s authority to grant the Coast Guard response actions).
4812 Notice of Federal Assumption (NOFA)

Reference COMDTINST M16000.11, Coast Guard Marine Safety Manual, Volume VI, Chapter 7.B.3.d.

Under FWPCA Section (311)(c)(l), whenever a polluter is unknown or not acting responsibly, or when its removal effort is insufficient, or to present the substantial threat of a discharge, the OSC may assume total or partial control of response activities. The OSC must inform the suspected polluter, if known, of this action by issuing a Notice of Federal Assumption of Response Activities, even if the suspected polluter has not initiated any action. This Notice references the Notice of Federal Interest for an Oil Pollution Incident and indicates the date and time the Federal response is initiated. The same procedures used for issuing and obtaining signatures for the Notice of Federal Interest for an Oil Pollution Incident apply. Figure 7-4 is a sample Notice of Federal Assumption of Response Activities. [NOTE: This requirement is for internal direction only. The failure of an OSC to present a Notice of Federal Assumption of Response Activities in a given case does not affect any liability of any person which may arise in that case.] In some instances, the OSC may determine that the polluter's response efforts should continue, but that some Federal assistance is necessary to augment the cleanup (e.g., cleanup resources that the polluter cannot or will not provide). Whenever it is necessary for the federal government to expend funds in support of a cleanup operation, for purposes other than monitoring, the OSC should declare a Federal spill for the area(s) for which he or she is assuming control, activate the OSLTF to cover expenses and take whatever actions are necessary to ensure a proper cleanup. In these cases, the Notice of Federal Assumption shall clearly delineate those actions or areas for which the OSC is assuming control or providing other resources. [NOTE: The term "declare a Federal spill" as used in this chapter means: in the case where a suspected polluter has been identified, the presentment of the Notice of Federal Assumption; or in other cases, the initiation of Federal removal operation.

See https://cg.portal.uscg.mil/search/Pages/results.aspx?k=Notice%20of%20Federal%20Assumption for a sample, editable copy of a NOFA.
### 4813 Letter of Designation

Reference COMDTINST M16000.11, Coast Guard Marine Safety Manual, Volume VI, Chapter 7.

Notice of Designation of Source Policy. Designation of a source under section 1014 of OPA 90 is done to fulfill the requirements relating to the dissemination of information about an incident, through advertisements, so that potential claimants will be aware of the opportunity and procedures for submitting claims for uncompensated removal costs or damages. Exact specification and types of advertisement required are provided in the letter issued by the NPFC. OPA provides that designation of source is done where "possible and appropriate." “Technical Operating Procedures for Designation of Source” can be obtained at: [https://www.uscg.mil/Portals/0/NPFC/docs/PDFs/urg/Ch3/NPFCTOPs.pdf?ver=2017-11-14-095628-987](https://www.uscg.mil/Portals/0/NPFC/docs/PDFs/urg/Ch3/NPFCTOPs.pdf?ver=2017-11-14-095628-987).

Sector Miami will not issue Notices of Designations. The National Pollution Funds Center (NPFC) will designate the source, notify the reporting party/guarantor, and set the advertising requirements. In the event that it appears there is a reasonable possibility for claims in a given incident, but the source is not known, the OSC immediately notifies the NPFC. The NPFC will then advertise as required under section 1014(c) of OPA.

### 4820 Fish and Wildlife Permits

A Federal Migratory Bird Rehabilitation Permit will authorize you to take, transport and temporarily possess sick, injured, and orphaned migratory birds for rehabilitation purposes. You should review 50 CFR parts 10, 13 & 21.31 of the Code of Federal Regulations

Send completed application forms to the Regional Permit Office:

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Fish and Wildlife Service Migratory Bird Permit Office Region 4</td>
<td>P.O. Box 49208 Atlanta, Ga. 30359</td>
<td>(404) 679 – 7070 Fax: (404) 679 – 4180 E-mail: <a href="mailto:permitsR4MB@fws.gov">permitsR4MB@fws.gov</a></td>
</tr>
</tbody>
</table>

### 4830 ESA Consultations

Section 7(a)(1) of the Endangered Species Act (ESA) requires all federal agencies, in consultation with the with the Service, to ensure that their response actions do not jeopardize listed species or destroy or adversely modify critical habitat. As a result of this consultation, recommended procedures are developed that will achieve better
conservation of listed species and critical habitat during implementation of oil spill response activities.

For consultations to the NOAA National Marine Fisheries Service, utilize the *RRT IV Endangered Species Consultation* document, which can be downloaded at:


The following is the emergency point of contact for initiating the consultation within Regional Response Team IV:

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOAA Fisheries Service</td>
<td>263 13th Ave South St. Petersburg, FL 33701</td>
<td>(727) 403-2641 (24 hr)</td>
</tr>
<tr>
<td>Southeast Regional Office</td>
<td></td>
<td>(727) 824-5301 (Main)</td>
</tr>
<tr>
<td><a href="mailto:nmfs.ser.emergency.consult@noaa.gov">nmfs.ser.emergency.consult@noaa.gov</a></td>
<td></td>
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</tbody>
</table>

See also NOAA NMFS Protected Resources Division - [http://sero.nmfs.noaa.gov/pr/pr.htm](http://sero.nmfs.noaa.gov/pr/pr.htm) provides internal guidance and establishes national policy for conducting consultation and conferences pursuant to section 7 of the Endangered Species Act of 1973, as amended. The website addresses the major consultation processes, including informal, formal, emergency, and special consultations, and conferences.

**4840 National/State Historical Properties Preservation Consultations**

The National Historic Preservation Act requires federal agencies to take into account the effects of response actions on historic properties when responding to spills. As the federal official designated to coordinate and direct response actions, the Federal On-Scene Coordinator (FOSC) is responsible for ensuring historic properties are appropriately considered while planning and during a spill response. Historic properties include any prehistoric or historic district, site, building, structure, or object listed in, or eligible for inclusion in, the National Register of Historic Places (36 CFR Part 60).

The listing of these sites is not currently included in this plan; however detailed maps identifying historic sites are available from the Florida Department of Environmental Protection (FDEP), Geographic Information Systems Division. Most historic sites are located on land and are not likely to be impacted by spills of oil or hazardous substances. However, many sites are located near the water, which can be adversely impacted by containment and recovery operations. Heavy equipment is particularly harmful to archeological sites and the FOSC should use other methods of containment and recovery in these areas. Some historic sites are located underwater and may be damaged by an oil or hazardous substance spill. However, even underwater, the sites are more likely to be adversely impacted by containment and recovery operations than the spill itself.
Before conducting containment or recovery operations on a historic site, the FOSC should contact FDEP and/or the Florida Division of Historical Resources to determine the sensitivity of the site. They may also be able to assist in identifying which containment and recovery techniques are least likely to impact the historic site.

The **Programmatic Agreement on Protection of Historic Properties and Cultural Resources during Emergency Response under the National Oil and Hazardous Substances Pollution Contingency Plan** or Programmatic Agreement (PA) requires consideration of historic properties in planning for and conduct of emergency response under the National Oil and Hazardous Substances Pollution Contingency Plan (NCP). The PA was developed to help Federal agencies sufficiently comply with the requirements of the statute. This document is intended to assist Federal On-Scene Coordinators (FOSCs) in areas where the pre-spill planning called for in the PA has not yet been completed. However, it should not be used to replace existing regional PAs developed pursuant to the national PA or existing Area Contingency Plan (ACP) provisions developed pursuant to a regional or the national PA. It should also not be used as a substitute for completing the pre-spill planning called for in the PA.

The PA provides an alternative to the process in Section 106 of the NHPA to ensure appropriate consideration of historic properties within the context of the NHPA during emergency response to a discharge or a release under the NCP (40 CFR 300). The alternative to following the process in the PA, including the pre-spill planning part of the process, is to follow the complete consultation process in Section 106 of the NHPA.

During pre-spill planning activities, the PA calls for identifying:

- historic properties and cultural resources listed in, or determined to be eligible for listing in, the National Register of Historic Properties (NR) that might be affected by response to a release or spill;
- unsurveyed areas where there is a high potential for the presence of historic properties and cultural resources;
- geographic areas or types of areas where historic properties and cultural resources are unlikely to be affected;
- parties that are to be notified in the event of a spill;
- who will be responsible for providing expertise on historic properties and cultural resources to the FOSCs during emergency response (i.e., the FOSC’s Historic Properties Specialist); and
- developing emergency response strategies to help protect historic properties and cultural resources.

During emergency response, the PA describes:

- determination of whether categorical exclusion apply;
- activation of a historic properties and cultural resource specialist;
- identification of historic properties and cultural resources;
assess the potential effects of emergency response strategies on historic properties and cultural resources;
implementation of decisions about appropriate emergency response actions; and
determination that National PA cannot be satisfied.

The following is the emergency point of contact for initiating the consultation within Regional Response Team IV:

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>FL Dept of State Division of Historical Resources</td>
<td>500 S. Bronough St Tallahassee, FL 32399</td>
<td>State Historical Preservation Officer (SHPO) (850) 245-6333 (24 hr)</td>
</tr>
<tr>
<td>National Parks Service</td>
<td>Biscayne National Park 9700 SW 328 St Homestead, FL 33033</td>
<td>Chief Ranger William Lopez 305-283-1952 (24 hr)</td>
</tr>
</tbody>
</table>

The RRT Guide to the Programmatic Agreement for Protection of Historical Properties can be found on the RRT IV website at: [https://www.nrt.org/site/doc_list.aspx?site_id=52](https://www.nrt.org/site/doc_list.aspx?site_id=52)

**4840.1 Historical/Cultural Resources Specialist**

The Historical/Cultural (H/C) Resources Specialist is responsible for identifying and resolving issues related to any historic sites that are threatened or impacted during an incident. The Specialist must understand and be able to implement a “Programmatic Agreement on Protection of Historic Properties” and consult with State Historic Preservation Officers (SHPO), land management agencies, appropriate native tribes and organizations, and other concerned parties. The Specialist must identify H/C sites and develop strategies for protection and cleanup of those sites in order to minimize damage.

Roles and Responsibilities:
- Obtain briefing and special instructions from the Environmental Unit Leader
- Participate in Incident Command System (ICS) meetings as required
- Implement Programmatic Agreement (PA) for the FOSC
- If PA is not used, coordinate Section 106 consultations with the SHPO
- Consult and reach consensus with concerned parties on affected H/C sites and response strategies
- Identify and prioritize threatened or impacted H/C sites
- Participate in the testing and evaluation of cleanup techniques used on H/C sites
- Monitor and provide guidance on the cleanup of H/C sites to reduce or eliminate response-related impacts
- Ensure compliance with applicable Federal/State regulations
- Maintain Individual Log (ICS 214a) and provide it along with other incident related documentation to the Documentation Unit
4870 Disposal


4871 Ocean Dumping

If the OSC/UC decides that either a stricken vessel or its cargo would best be disposed of at sea, after other disposal methods have been ruled as unacceptable, the RRT can assist in obtaining the appropriate permits from the EPA. 40 CFR 220.3(c) and 40 CFR 229.3 also contains guidance on emergency dumping permits.

Also see RRT4 Guidance for Ocean Dumping at:

https://www.nrt.org/site/doc_list.aspx?site_id=52

See also Section 9750.2 Guidelines for Ocean Disposal of Vessels

4880 Dredging


4890 Decanting

See Section: 3250.2 Decanting Policy

4900 Reserved for Area / District
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LOGISTICS SECTION

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5000 LOGISTICS SECTION

This section coordinates logistics support that includes control and accountability for Federal supplies and equipment; resource ordering; delivery of equipment, supplies, and services to the Incident Command Post and other field locations; facility location, setup, space management, building services, and general facility operations; transportation coordination and fleet management services; information and technology systems services; administrative services such as mail management, and reproduction; and other customer assistance. In addition, communication to the Joint Field Office (JFO) may be also required during large Federally led (National Response Framework (NRF)) responses to maintain overall management of critical resources to all regional command(s) involved.

5100 Logistics Section Organization

The Logistics Section is responsible for providing facilities, all services and materials needed for the incident. The Incident Commander will determine the need to establish a Logistics Section on the incident. This is usually determined by the size of the incident, complexity of support, and how long the incident may last. Once the IC determines that there is a need to establish a separate Logistics function, an individual will be assigned as the Logistics Section Chief.

report.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids for the Incident Management Handbook (IMH) and specific Job Aids and information on all Logistics Section duties and positions including ICS forms.

### 5110 Logistics Section Chief Responsibilities

The Major responsibilities of the Logistics Section Chief are:

- Responsible for providing facilities, services, and materials to all organizational components involved in the incident. Manage issues that include, but are not limited to:
  - Developing and coordinating incident communications
  - Providing medical services
  - Coordinating meals and subsistence support
  - Coordinating delivery of response equipment, materials, and supplies
  - Assuring equipment is maintained/repaired
  - Assuring response facility locations are properly equipped
  - Managing the process of on-site and remote security issues
  - Assuring transportation services are available
  - Assuring response vessels and vehicles are fueled and maintained
- Plan the organization of the logistics section.
- Assign work locations and preliminary work tasks to section personnel.
- Notify the resources unit of the Logistics Section Units activated including names and locations of assigned personnel.
- Assemble and brief Branch Directors and Unit Leaders.
- Participate in the development and implementation of the IAP. Assess and develop service and support branches/units to support the response organization as identified in the IAP.
- Identify service and support requirements for planned and expected operations.
- Provide input and review the Communications Plan, Medical Plan and Traffic Plan.
- Coordinate and process requests for additional resources. Prioritize to local/near region suppliers as practicable. Track all resources
- Review the IAP and estimate Section needs for the next operational period in coordination with the Planning Section Chief.
- Advise on current service and support capabilities.
- Prepare service and support elements of the IAP.
- Estimate future service and support requirements
- Receive and process incident Demobilization Plan from the Planning Section. Coordinate the release of resources in conformance with the plan
- Recommend release of Unit resources in conformity with Incident Demobilization Plan.
- Ensure the general welfare and safety of the Logistics Section personnel.
- Attend the initial Incident Briefing, Business Management Meetings, Tactics Meetings, Planning Meetings, and Operations Briefings
- Coordinate with Public Information Officer (PIO) to provide accommodations for
press briefing (may include Incident Command) and other PIO needs
• Maintain Unit Activity Log ICS Form 214.

5120 Logistics Section Objectives

5121 First Operational Period (0-4 Hours)
• Establish section at direction of Unified Command.
• Identify resources and vendors required by Operations Section. Prioritize to local/near region suppliers as practicable. Initiate ordering activities in coordination with Finance Section.
• Identify personnel requirements and initiate ordering activities.
• Establish personnel check in procedures.

5122 Second Operational Period (4-24 Hours)
• Identify and contract equipment and services for an Incident Command Post as directed by the Unified Commanders.
• Mobilize additional response resources as necessary.
• Receive and process all ordered supplies and either store them or dispatch them to the field for use.
• Identify support resources needed by response personnel and equipment. Prioritize to local/near region suppliers as practicable. Initiate procurement process via the Finance Section.
• As personnel arrive, ensure that they receive an initial incident briefing, are checked in, and are assigned to the appropriate section.
• As possible, ensure that reliefs are provided for initial responders as in-coming personnel become available.

5123 Third Operational Period (24-48 Hours)
• Mobilize additional resources as necessary.
• Establish a resource tracking system to capture use/work/standby hours for all personnel/equipment assigned to the response.
• Develop personnel rotation schedules and relief process in coordination with Operations and Planning Sections. The schedules must ensure that temporarily assigned
personnel effectively brief their reliefs prior to departure and that they are not held beyond their parent organization’s allowable work schedules.
5200 **Support Branch**

Responsible for development and implementation of logistics plan in support of the IAP, including providing personnel, equipment, facilities, and supplies to support incident operations.

**Support Branch Director Responsibility:**

- Responsible for the development and implementation of logistics plans in support of the IAP
- Provide personnel, equipment, facilities, and supplies to support incident operations
- Supervise the operation of the Supply, Facilities, Ground Support, and Vessel Support Units
- Determine initial support operations in coordination with Logistics Section Chief and Service Branch Director
- Prepare initial organization and assignments for support operations
- Determine resource needs
- Inform Logistics Section Chief of progress and activities
- Resolve problems associated with requests from the Operations Section
- Maintain Individual Log (ICS 214a)

5200.1 **Supply Unit**

Responsible for requesting additional personnel based on Operations and Planning needs. The Supply Unit also orders equipment and supplies; receives and stores all supplies for the incident; maintains an inventory of supplies; and services all equipment. Additionally, the Supply unit is responsible for layout and activation of incident facilities. They provide sleeping and sanitation facilities for incident personnel and manage the various bases, staging areas, and camps.

**Supply Unit Leader Responsibility:**

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.

- Obtain a briefing from the Supply Unit Leader
- Participate in Logistics Section/Support branch planning activities
- Provide Kits to Planning, Logistics and Finance Sections
- Determine the type and amount of supplies en route
- Arrange for receiving ordered supplies
- Coordinate with the Security Manager on the development and implementation of safety and security procedures for on-site supplies
- Order, receive, distribute, and store supplies and equipment and coordinate contracts and resource orders with the Finance Section
- Respond to requests for personnel, supplies, and equipment
- Maintain inventory of supplies and equipment
Submit reports to the Support Branch Director
Maintain Unit Log (ICS 214) and provide it along with other incident related documentation to the Documentation Unit

5210 Summary of Suppliers

A large scale response can have significant negative impacts on the local/regional economy due to displaced workers caused from closed ports and waterways. Resource ordering should always prioritize local and near region suppliers to help reduce this potentially severe impact. Such local/near-region support could include:

- Supplemental housing, transportation and communications support providers;
- Office cleaning staff providers;
- Security staff providers;
- Vessels of Opportunity (VoOs);

The Responsible Party, OSRO and Command Logistics staff need to quickly develop resource-ordering protocols for utilizing local and near regional workers to support the clean-up/recovery efforts. Ordering factors should include:

- Background Checks and drug testing protocols;
- Qualifications, experience and fitness of hired workers;
- Pre-deployment training (HAZWOPER, Safety Plan, etc.);
- Evaluation process for sufficiency of response performance for retention. (The ICS 225-CG Form should be referenced when developing the evaluation process);
- Training of non-specific tasking (disposal activities, shuttling, etc.);
- Own-supplied and Command Organization supplied safety equipment;
- Worker’s Compensation liability;
- “Badging” for authentication of worker identity; and
- Monitoring process of workers for increase/decrease of work/rest periods due to hardship of work and heat stress.
5210.1 Oil Response Equipment

See Section 9240.1 Clean-up Companies.

See also: Environmental Yellow Pages (http://enviroyellowpages.com/)

5210.2 Hazardous Substance Response Equipment

See Section 9240.1 Clean-up Companies.

See also: Environmental Yellow Pages (http://enviroyellowpages.com/)

5220 Facilities

Facility Unit Leader Responsibilities:
- Responsible for the layout and activation of incident facilities (e.g., Bases, Camps, and the Incident Command Post)
- Determine the requirements for each facility to be established
- Notify Unit Leaders of facility layouts
- Provide sleeping and sanitation facilities for incident personnel
- Manage Base and Camp operations
- Obtain personnel to operate facilities
- Provide security services
- Provide facility maintenance services – sanitation, lighting, clean-up
- Demobilize Base and Camp facilities
- Maintain Facilities Unit records
- Maintain Unit/Activity Log (ICS 214)

5220.1 Incident Command Post Options

For any spill encountered in the SE Florida region, the needs and features required for an Incident Command Post will be dictated by the specific scenario details and response organization make-up. For initial planning purposes, the following hierarchy will be utilized:

- Until the actual potential size of the spill/response organization is known, initial contact and I-201 briefing to Command Cadre will be conducted at the Sector Miami / Base Miami Beach complex utilizing appropriate field locations for survey (SCAT) teams to provide updates. Contact with the SE Area Command will be accomplished via teleconference bridge.

- If knowledge is known about a spill indicating immediate ramp-up of an expanded response organization, the county Emergency Operations Center (EOC) located within the affected county will be utilized as the initial command post until more permanent accommodations can be contracted.
See Section 9230.1 County Emergency Operations Centers.

5220.2 **Incident Command Post Needs**

[Reserved for future Area Planning Committee Development]
### MIAMI DADE COUNTY - Berthing

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<tr>
<th>NAME</th>
<th>LOCATION</th>
<th>NUMBER OF ROOMS</th>
<th>PHONE NUMBER</th>
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<tr>
<td>Holiday Inn Golden Glades</td>
<td>148 NW 167th St. North Miami, Fl. 33167</td>
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<td>(305) 949-1441</td>
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<tr>
<td>Red Roof Inn</td>
<td>3401 NW Le Jeune Rd. Miami, Fl. 33142</td>
<td></td>
<td>(305) 871-4221</td>
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<tr>
<td>Double Tree Inn South</td>
<td>1101 NW 57th Ave. Miami, Fl. 33126</td>
<td></td>
<td>(305) 266-0000</td>
</tr>
<tr>
<td>Hyatt Regency</td>
<td>400 SE 2nd Ave. Miami, Fl. 33131</td>
<td></td>
<td>(305) 358-1234</td>
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<tr>
<td>Sheraton Biscayne Bay Hotel</td>
<td>495 Brickell Ave. Miami, Fl. 33131</td>
<td></td>
<td>(305) 373-6000</td>
</tr>
<tr>
<td>Holiday Inn</td>
<td>990 N. Homestead Blvd. Homestead, Fl. 33030</td>
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<td>(305) 247-7020</td>
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### BROWARD COUNTY - Berthing

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<tr>
<td>Hyatt Regency Pier 66</td>
<td>2301 SE 17th St Fort Lauderdale, FL</td>
<td>Potential ICP location</td>
<td>(954) 525-6666</td>
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<tr>
<td>Marriott Renaissance</td>
<td>1617 SE 17th St Fort Lauderdale, FL</td>
<td>Potential ICP location</td>
<td>(954) 626-1700</td>
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<tr>
<td>Embassy Suites</td>
<td>1100 SE 17th St Fort Lauderdale FL</td>
<td>Potential ICP location</td>
<td>(954) 527-2700</td>
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<tr>
<td>Hyatt Regency Bonaventure Conference Ctr</td>
<td>250 Racquet Club Rd Fort Lauderdale, FL</td>
<td>Potential ICP location</td>
<td>(954) 616-1234</td>
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<tr>
<td>Ramada Inn</td>
<td>1250 W. Hillsboro Blvd. Deerfield Beach, Fl. 33442</td>
<td>(954) 427-2200</td>
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<tr>
<td>Howard Johnson Resort Hotel</td>
<td>9 North Pompano Beach Blvd. Pompano Beach, Fl. 33062</td>
<td>(954) 781-1300</td>
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<tr>
<td>Ramada Inn Airport</td>
<td>2275 State Road 84 Fort Lauderdale, Fl. 33312</td>
<td>(954) 584-4000</td>
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<tr>
<td>Red Roof Inn</td>
<td>1500 W. Commercial Blvd. Fort Lauderdale, Fl. 33309</td>
<td>(954) 776-6333</td>
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**Palm Beach County - Berthing**

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<tr>
<td>Double Tree Inn</td>
<td>4431 PGA Blvd. Palm Beach Gardens, Fl. 33410</td>
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<td>(561) 622-2260</td>
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<tr>
<td>Holiday Inn</td>
<td>1301 Belvedere Rd. West Palm Beach, Fl. 33405</td>
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<td>(561) 659-3880</td>
</tr>
<tr>
<td>Pennwood Motor Lodge</td>
<td>9295 U.S. Highway 1 Sebastian Fl. 32958</td>
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<td>(561) 589-3855</td>
</tr>
<tr>
<td>Holiday Inn Oceanside</td>
<td>3384 Ocean Drive Vero Beach, Fl. 32963</td>
<td></td>
<td>(561) 231-2300</td>
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<tr>
<td>Holiday Inn Downtown</td>
<td>2600 North A1A Fort Pierce, Fl. 34949</td>
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</tr>
<tr>
<td>Holiday Inn Downtown</td>
<td>1209 S. Federal Highway Stuart, Fl. 34994</td>
<td></td>
<td>(561) 287-6200</td>
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</table>

**5220.4 Port / Dock Facilities / Capacities**

See: GRP Staging Area Report
### 5220.5 Staging Areas

See also [GRP Staging Area Report](#)

#### MIAMI DADE COUNTY – Staging Areas

<table>
<thead>
<tr>
<th>NAME</th>
<th>LOCATION</th>
<th>PHONE NUMBER</th>
<th>FACILITIES</th>
</tr>
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<tbody>
<tr>
<td>Turnberry Isle Marina</td>
<td>19755 NE 36 Court Aventura, Fl. 33180</td>
<td>(305) 933 - 6934</td>
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<tr>
<td>Haulover Beach Park Marina</td>
<td>10800 Collins Ave. Miami Beach, Fl.</td>
<td>(305) 947 - 3525</td>
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<tr>
<td>Pelican Harbor Marina</td>
<td>1279 NE 79TH St. Miami, Fl. 33138</td>
<td>(305) 754 - 9330</td>
<td>County Park</td>
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<tr>
<td>Morning Side Park</td>
<td>750 NE 55TH Terrace Miami, Fl. 33137</td>
<td>(305) 754 - 1242</td>
<td>County Park</td>
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<tr>
<td>Sunset Harbor Leo Grossman Park</td>
<td>17000 Convention Center Drive Miami Beach, Fl. 33140</td>
<td>(305) 673 - 7730</td>
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</tr>
<tr>
<td>Miami Beach Marina</td>
<td>300 Alton Road Miami Beach, Fl. 33139</td>
<td>(305) 673 – 6000</td>
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<tr>
<td>Watson Island City Park</td>
<td>1390 NW 7th St. Miami, Fl. 33125</td>
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<tr>
<td>Fisher Island Club and Marina</td>
<td>1 Fisher Island Dr. Miami, Fl. 33109</td>
<td>(305) 535 – 6000</td>
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<tr>
<td>Dinner Key Marina</td>
<td>1390 NW 7th St. Miami, Fl. 33125</td>
<td>(305) 579 – 6980</td>
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<tr>
<td>Crandon Park Marina</td>
<td>4000 Crandon Blvd. Key Biscayne, Fl. 33149</td>
<td>(305) 361 -5421</td>
<td>County Park</td>
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<tr>
<td>Key Biscayne Yacht Club</td>
<td>180 Harbor Dr. Key Biscayne, Fl.</td>
<td>(305) 361 – 8229</td>
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<tr>
<td><strong>Matheson Hammock Marina</strong></td>
<td>9610 Old Cutler Rd. Miami, Fl. 33156</td>
<td>(305) 665 – 5475</td>
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<tr>
<td>NAME</td>
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<tr>
<td>Snapper Creek Marina</td>
<td>11190 Snapper Creek Rd. Miami, Fl. 33156</td>
<td>(305) 661 - 0505</td>
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<tr>
<td>Black Point Marina</td>
<td>24775 SW 87 Ave Cutler Ridge, Fl. 33032</td>
<td>(305) 258 – 4029 (305) 857 - 3350</td>
<td>County Park</td>
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<tr>
<td>Homestead Bayfront Park</td>
<td>9698 SW 328TH St. Homestead, Fl. 33033</td>
<td>(305) 230 - 3033</td>
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<tr>
<td>Bill Baggs Cape Florida State Park</td>
<td>1200 S. Crandon Blvd. Key Biscayne, Fl. 33149</td>
<td>(305) 361 - 8779 (305) 365-0003 (fax)</td>
<td>Facilities for Bill Baggs Cape Florida State Park</td>
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**BROWARD COUNTY – Staging Areas**

<table>
<thead>
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<th>NAME</th>
<th>LOCATION</th>
<th>PHONE NUMBER</th>
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<tbody>
<tr>
<td>George English Park</td>
<td>1101 Bayview Dr. Ft. Lauderdale, Fl. 33304</td>
<td>(305) 396 – 3621 (954) 761 - 5346</td>
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<tr>
<td>Hollywood Marina</td>
<td>700 Polk St. Hollywood, Fl. 33019</td>
<td>(954) 921 - 3035</td>
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<tr>
<td>Birch Los Olas Municipal Parking</td>
<td>97 East Los Olas Circle Ft. Lauderdale, Fl.</td>
<td>(954) 468 - 1600</td>
<td></td>
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<tr>
<td>John U. Lloyd State Park</td>
<td>6503 N. Ocean Dr. Dania, Fl. 33004</td>
<td>(954) 923 - 2833</td>
<td>Facilities for John U. Lloyd Beach State Park</td>
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## PALM BEACH COUNTY – Staging Areas

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<th>NAME</th>
<th>LOCATION</th>
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<tr>
<td>Jupiter Beach Park</td>
<td>1375 Jupiter Beach Rd.</td>
<td>(561) 966-6600</td>
<td>-Large Park -Parking Lots -Pavilion -Restrooms -Outdoor showers</td>
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<td></td>
<td>Jupiter, Fl. 33477</td>
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<tr>
<td>Burt Reynolds Park</td>
<td>800 &amp; 801 N. U.S. Highway 1</td>
<td>(561) 966-6600</td>
<td>-Boat ramps -Boat Slips (day use) -Parking Lots -Pavilion -Restrooms</td>
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<td></td>
<td>Jupiter, Fl. 33477</td>
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<tr>
<td>Carlin Park</td>
<td>400 S. S.R. A1A</td>
<td>(561) 966-6600</td>
<td>-Amphitheater -Pavilion -Restrooms -Outdoor Showers -Parking Lots</td>
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<td></td>
<td>Jupiter, Fl. 33477</td>
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<tr>
<td>Phil Foster Park</td>
<td>900 E. Blue Heron Blvd.</td>
<td>(561) 966 - 6600</td>
<td>-Boat Ramps -Boat Slips -Pavilion -Parking Lots -Restrooms -Outdoor Showers</td>
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<td></td>
<td>Riviera Beach, Fl. 33404</td>
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<tr>
<td>North Palm Beach Marina</td>
<td>1037 Marina Dr.</td>
<td>(321) 626 - 4919</td>
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<td>North Palm Beach, Fl. 33040</td>
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<tr>
<td>Lake Park Marina</td>
<td>105 Lake Shore Dr.</td>
<td>(561) 842 - 2724</td>
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<td>Lake Park, Fl.</td>
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<tr>
<td>USCG Station Lake Worth Inlet</td>
<td>3300 Lake shore Dr.</td>
<td>(561) 840 - 8503</td>
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<td></td>
<td>Riviera Beach, Fl. 33404</td>
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<tr>
<td>Port of Palm Beach</td>
<td>301 Broadway Riviera</td>
<td>(561) 842 - 4201</td>
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<td></td>
<td>Beach, Fl. 33419</td>
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<tr>
<td>Lake Worth Municipal Beach</td>
<td>10 South Ocean Blvd.</td>
<td>(561) 533 – 7376</td>
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<td>Lake Worth, FL.</td>
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<td>Palm Beach County Boat Ramp</td>
<td>2700 6th Ave. South</td>
<td>(561) 966 - 6600</td>
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<td>Lake Worth, Fl. 33461</td>
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<tr>
<td>Ocean Inlet Park</td>
<td>6990 North Ocean Blvd. Ocean Ridge, Fl. 33435</td>
<td>(561) 966 - 6600</td>
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<tr>
<td>Boynton Beach Ocean Front Park</td>
<td>6415 N. Ocean Blvd. Boynton Beach, Fl.</td>
<td>(561) 375 – 6220</td>
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<tr>
<td>Silver Palm Park</td>
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ST. LUCIE COUNTY – Staging Areas

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<th>FACILITIES</th>
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<tbody>
<tr>
<td>Sebastian Inlet Recreation Area (State Park)</td>
<td>9700 S. A1A Melbourne Beach, Fl. 32951</td>
<td>(561) 984-4852</td>
<td>-Large Park -(2) Recreation Areas -Boat Ramps -Restrooms - Large parking lots</td>
</tr>
<tr>
<td>Wabasso Beach Park (County Park) Riverside Park</td>
<td>1808 Wabasso Beach Rd. Vero Beach, Fl. 32963</td>
<td>(772)581-4998</td>
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</tr>
<tr>
<td>Harbor Branch Oceanographic Institute</td>
<td>5600 U.S 1 North Ft. Pierce, Fl. 34946</td>
<td>(772) 465 - 2400</td>
<td></td>
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<tr>
<td>South Causeway Island Park</td>
<td>414 Seaway Drive Fort Pierce, Fl.</td>
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<tr>
<td>USCG Station Fort Pierce</td>
<td>900 Seaway Drive Fort Pierce, Fl.34949</td>
<td>(561) 464 - 6100</td>
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<tr>
<td>Avalon State Park (Ft. Pierce Inlet State Park )</td>
<td>Ft. Pierce, Fl. 34949</td>
<td>(772) 468 - 3985</td>
<td>Facilities for Avalon State Park</td>
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</tbody>
</table>
5220.6 Security Providers

Security Manager Responsibilities:
- The Security Manager is responsible to provide safeguard for protecting personnel and property from loss or damage
- Establish access control to the Incident Command Post (ICP)
- Establish contacts with local law enforcement agencies as required
- Contact Agency Representatives to discuss any special custodial requirements that may affect operations
- Establish and maintain site security identification program for all personnel on site
- Coordinate with Resources Unit Leader to check-in/check-out all personnel in the ICP, utilizing the Personnel Check-in Form (ICS 211)
- Transmit personnel check-in information to the Resources Unit on a regular, pre-arranged schedule
- Ensure that all support personnel are qualified to manage security problems
- Develop Security Plan for incident facilities
- Adjust Security Plan for personnel and equipment changes and releases
- Establish and maintain site security perimeter barriers, facilities, and signs as required
- Keep the peace, prevent assaults, and settle disputes by coordinating with Agency Representatives
- Coordinate security activities with appropriate incident personnel
- Ensure the appropriate systems/controls are in place to prevent damage and loss assets
- Document all security complaints and suspicious occurrences
- Maintain Unit Log (ICS 214) and provide it along with other incident related documentation to the Documentation Unit

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miami Protection</td>
<td>8004 NW 154 St. #274 Miami, Fl. 33016</td>
<td>(305) 264 – 7878</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 - 800 – 743 - 2314</td>
</tr>
<tr>
<td>Devcon Security Services Corp.</td>
<td>3880 North 28th Terrace Hollywood, Fl. 33020</td>
<td>(954) 926 – 5200</td>
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<tr>
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<td>1 - 800 - 509 – 4911</td>
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<td>Miami # (786) 845 - 9661</td>
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# 5220.7 Airports / Heliports

### MIAMI DADE COUNTY – Airports / Heliports (Public)

<table>
<thead>
<tr>
<th>AIRPORT NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
<th>COORDINATES</th>
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<tbody>
<tr>
<td>Miami International</td>
<td>P.O. Box 592075 Miami, Fl. 33159</td>
<td>(305) 876-7077</td>
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<td></td>
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<td>Fax: (305) 876 - 0948</td>
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<tr>
<td>Opa Locka</td>
<td>114201 NW Le Jeune Rd. Opa Locka, Fl. 33054</td>
<td>(305) 869 – 1660</td>
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<td>Fax: (305) 869 - 1666</td>
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<tr>
<td>Kendall – Tamiami Executive</td>
<td>12800 S.W. 145th Ave. Miami, Fl. 33186</td>
<td>(305) 869 - 1700</td>
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<tr>
<td></td>
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<td>Fax: (305) 869 - 1780</td>
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<tr>
<td>Homestead General Aviation</td>
<td>28700 SW 217th Ave. Homestead, Fl. 33030</td>
<td>(305) 247 – 4883</td>
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<tr>
<td></td>
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<td>Fax: (305) 246 - 4252</td>
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<tr>
<td>Dade – Collier Transition and Training Airport</td>
<td>28700 SW 217th Ave. Homestead, Fl. 33030</td>
<td>(305) 247 – 4883</td>
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<td>Fax: (305) 246 - 4252</td>
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<tr>
<td><strong>Baptist Hospital Helistop</strong></td>
<td>8900 N. Kendall Dr. Miami, Fl. 33176</td>
<td>(786) 596 – 6647 Fax: (786) 596 - 2112</td>
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<tr>
<td><strong>CBS Channel 4 Helistop</strong></td>
<td>8900 NW 18th Terrace Miami, Fl. 33172</td>
<td>(305) 639 – 4415 Fax: (305) 639 - 4678</td>
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<tr>
<td><strong>Dade City Mosquito Control Heliport</strong></td>
<td>8901 NW 58th St. Miami, Fl. 33178</td>
<td>(305) 592 - 1186</td>
<td></td>
</tr>
<tr>
<td><strong>District VI (Florida DOT) Helistop</strong></td>
<td>1000 NW 111th Ave. RM 6205B Miami, Fl. 33178</td>
<td>(305) 470 – 5366 Fax: (305) 470 - 5369</td>
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<tr>
<td><strong>EMS Heliport (Speedway EMS)</strong></td>
<td>One Speedway Blvd. Homestead, Fl. 33035</td>
<td>(305) 230 – 5174 Fax: (305) 230 - 5140</td>
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<tr>
<td><strong>FP&amp;L Heliport</strong></td>
<td>9250 West Flagler St. MSC Miami, Fl. 33102</td>
<td>(305) 552 - 3001 Fax: (305) 552 - 3775</td>
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<tr>
<td><strong>FP&amp;L Turkey Point Heliport</strong></td>
<td>3800 Southern Blvd. Hangar 162 West Palm Beach, Fl. 33406</td>
<td>(561) 640 – 2012 Fax: (561) 640 -2294</td>
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<tr>
<td><strong>Fisher Island Heliport / Seaplane Base</strong></td>
<td>1 Fisher Island Drive Fisher Island, Fl. 33109</td>
<td>(305) 535 – 6022 Fax: (305) 604 -2393</td>
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<tr>
<td><strong>Jackson Memorial Hospital Helistop</strong></td>
<td>1611 NW 12th Ave. Miami, Fl. 33136</td>
<td>(305) 355 – 4063 Fax: (305)585 – 8050</td>
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<tr>
<td><strong>Miami Beach Police Dept. Helistop</strong></td>
<td>1100 Washington Ave. Miami Beach, Fl. 33139</td>
<td>(305) 673 – 7776 Fax: (305) 673 - 7924</td>
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<tr>
<td><strong>Miami Children’s Hospital Helistop</strong></td>
<td>3100 SW 62nd Ave. Miami, Fl. 33155</td>
<td>(305) 666 – 6511 Fax: (305) 669 - 6519</td>
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<tr>
<td>Name of Helistop</td>
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<tr>
<td>Miami Federal Reserve Helistop</td>
<td>9100 NW 36th St. Miami, Fl. 33152</td>
<td>(305) 471 - 6414</td>
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<tr>
<td>Miami Herald Helistop</td>
<td>1 Herald Plaza Attn Bldg. Eng Miami, Fl. 33132</td>
<td>(305) 376 – 2575</td>
<td>(305) 376 - 2555</td>
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<tr>
<td>Miami Police Heliport</td>
<td>400 NW 2nd Ave. RM 408 Miami, Fl. 33128</td>
<td>(305) 579 – 6524</td>
<td>(305) 579 -6166</td>
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<tr>
<td>Mt. Sinai Medical Center Helistop</td>
<td>4300 Alton Rd. Miami Beach, Fl. 33140</td>
<td>(305) 674 – 2520</td>
<td>(305) 674 -2007</td>
</tr>
<tr>
<td>NE Regional Police Station Helistop</td>
<td>15665 Biscayne Blvd. Miami, Fl. 33160</td>
<td>(305) 787 – 1617</td>
<td>(305) 787 -1677</td>
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<tr>
<td>Ocean Beach Resort Heliport</td>
<td>4833 Collins Ave. # 1714 Miami Beach, Fl. 33140</td>
<td>(305) 672 – 6607</td>
<td>(305) 672 - 8693</td>
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<tr>
<td>Palmetto General Hospital Helistop</td>
<td>2001 West 68th St. Hialeah, Fl. 33016</td>
<td>(305) 364 – 2192</td>
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<tr>
<td>Parkway Regional Medical Center Heliport</td>
<td>3201 Rolling Hills Circle Davie, Fl. 33328</td>
<td>(954) 916 - 2900</td>
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<tr>
<td>Pro- Player Stadium Heliport</td>
<td>296 NW 199th St. Miami, Fl. 33056</td>
<td>(305) 626 – 7487</td>
<td>(305) 624 - 6403</td>
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<tr>
<td>South Dade Community Health Center Heliport</td>
<td>10300 SW 216th St. Miami, Fl. 33190</td>
<td>(305) 252 - 4853</td>
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<tr>
<td>Southwest Police Station Heliport</td>
<td>7707 SW 117th Ave. Miami, FL. 33183</td>
<td>(305) 279 – 6929</td>
<td>(305) 596 - 7128</td>
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<tr>
<td>Sunbeam Television Helistop</td>
<td>1401 79th St. Causeway Miami, Fl. 33141</td>
<td>(305) 795 - 2623</td>
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<tr>
<td>Burr’s Strip</td>
<td>21100 SW 127th Ave. Miami, Fl. 33177</td>
<td>(305) 342 – 7527</td>
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<tr>
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<td>Fax: (305) 253 - 0513</td>
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<tr>
<td>Holley Dusting Strip</td>
<td>37425 SW 192nd Ave. Florida City, Fl. 33034</td>
<td>(305) 360 – 6279</td>
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<tr>
<td>Lindbergh’s Landing Airstrip</td>
<td>18205 SW 158th St. Miami, Fl. 33187</td>
<td>(305) 987 – 1610</td>
<td>Fax: (305) 324 – 6024</td>
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<tr>
<td>Mac’s Field</td>
<td>23799 SW 167th Ave. Homestead, Fl. 33031</td>
<td>(305) 247 – 3226</td>
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<tr>
<td>MJD Stolport</td>
<td>22361 SW 232nd St. Miami, Fl. 33170</td>
<td>(305) 248 -2800</td>
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<tr>
<td>Richard’s Field</td>
<td>22001 SW 202nd Ave. Miami, Fl. 33170</td>
<td>(305) 248 – 8824</td>
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**MIAMI Dade County – Airports / Heliports (Military)**

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<th>Airport Name</th>
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<tr>
<td>Homestead ARB United States Air Force</td>
<td>29050 Coral Sea Blvd. Homestead, Fl. 33039</td>
<td>(305) 224 – 7890</td>
<td>Fax: (305) 224 - 7512</td>
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**Broward County – Airports / Heliports (Public)**

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<th>Airport Name</th>
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<tr>
<td>Pompano Beach Airpark</td>
<td>1001 NE 10th St. Pompano Beach, Fl. 33060</td>
<td>(954) 786-4135</td>
<td>Fax: (954) 786 - 4136</td>
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<tr>
<td>Fort Lauderdale Executive</td>
<td>6000 NW 21st Ave. Ft. Lauderdale, Fl. 33309</td>
<td>(954) 828-4966</td>
<td>Fax: (954) 938 - 4974</td>
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<tr>
<td>Downtown Fort Lauderdale Heliport</td>
<td>6000 NW 21st Ave. Ft. Lauderdale, Fl. 33309</td>
<td>(954) 828-4966</td>
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<td>Fax: (954) 938 - 4974</td>
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<tr>
<td>Fort Lauderdale / Hollywood International</td>
<td>100 Aviation Blvd. Ft. Lauderdale, Fl. 33315</td>
<td>(954) 359-1029</td>
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<td>Fax: (954) 359-6183</td>
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<tr>
<td>North Perry Airport</td>
<td>101 SW 77th Way Pembroke Pines, Ft. 33023</td>
<td>(954) 359-1016</td>
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<td></td>
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<td>Fax: (554) 962 - 3119</td>
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BROWARD COUNTY – Airports / Heliports (Private)

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<tbody>
<tr>
<td>Broward County Arena Helistop</td>
<td>2555 Panther Parkway Sunrise, Fl. 33323</td>
<td>(954) 835 – 8340</td>
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<td>Fax: (954) 835 - 8445</td>
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<tr>
<td>Broward County Sheriffs Helistop</td>
<td>5252 NW 20th Terrace Ft. Lauderdale, Fl. 33309</td>
<td>(954) 938 – 0650</td>
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<tr>
<td>Broward General Medical Center</td>
<td>1600 South Andrews Ave. Ft. Lauderdale, Fl. 33316</td>
<td>(954) 355 - 5770</td>
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<tr>
<td>Medical Center Helistop</td>
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<tr>
<td>Cleveland Clinic Florida Helistop</td>
<td>3100 Weston Rd. Weston, Fl. 33331</td>
<td>(954) 689 – 5050</td>
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<td>Fax: (954) 689 - 5058</td>
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<tr>
<td>Grande Oaks Golf Club Helistop</td>
<td>3201 Rolling Hills Circle Davie, Fl. 33328</td>
<td>(954) 916 - 2900</td>
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<tr>
<td>Las Olas Centre Helistop</td>
<td>350 SW 34th St. Ft. Lauderdale, Fl. 33315</td>
<td>(954) 359 – 0444</td>
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<td>Fax: (954) 359 - 0411</td>
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<tr>
<td>Memorial Hospital West Helistop</td>
<td>703 North Flamingo Rd. Pembroke Pines, Fl. 33028</td>
<td>(954) 433 - 7143</td>
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<tr>
<td>Memorial Regional Hospital Helistop</td>
<td>3501 Johnson St. Hollywood, Fl. 33021</td>
<td>(954) 985 – 5533</td>
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<tr>
<td>NBC Stations Mgmt. Inc. Heliport</td>
<td>15000 SW 27th Miramar, Fl. 33027</td>
<td>(954) 622 – 6822</td>
<td>Fax: (954) 622 - 6825</td>
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<tr>
<td>North Broward Medical Center Helistop</td>
<td>201 East Sample Road Pompano Beach, Fl. 33064</td>
<td>(954) 786- 6760</td>
<td>Fax: (954) 786 - 6696</td>
</tr>
<tr>
<td>Road Rock #2 Heliport</td>
<td>3291 W. Sunrise Blvd. Ft. Lauderdale, Fl. 33311</td>
<td>(954) 791 - 7927</td>
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<tr>
<td>Southwest Ranches Airpark</td>
<td>5950 – B SW 172 Ave. Southwest Ranches, Fl. 33331</td>
<td>(954) 880 - 0001</td>
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<tr>
<td>Thunderbird Heliport</td>
<td>3291 West Sunrise Blvd. Ft. Lauderdale, Fl. 33311</td>
<td>(954) 791 – 7927</td>
<td>Fax: (954) 792 - 7962</td>
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<tr>
<td>Westside Regional Medical Center Helistop</td>
<td>8201 West Broward Blvd. Plantation, Fl. 33324</td>
<td>(954) 476 - 3997</td>
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Palm Beach County – Airports / Heliports (Public)

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<th>PHONE NUMBER</th>
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<tbody>
<tr>
<td>Palm Beach County International</td>
<td>846 Palm Beach International Airport West Palm Beach, Fl. 33406</td>
<td>(561) 471-7412</td>
<td>Fax: (561) 471 - 7427</td>
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### Palm Beach County – Airports / Heliports (Private)

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<tr>
<td>Antiquers Aerodome</td>
<td>7320 Skyline Drive Delray Beach, Fl. 33446</td>
<td>(561) 496 – 4434</td>
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<tr>
<td>Delray Community Hospital Helistop</td>
<td>5352 Linton Blvd. Delray Beach, Fl. 33484</td>
<td>(561) 495 – 3225</td>
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</tr>
<tr>
<td>Columbia / JFK Healthcare System Helistop</td>
<td>5301 South Congress Ave. Atlantis, Fl. 33462</td>
<td>(561) 965 - 7300</td>
<td></td>
</tr>
<tr>
<td>Duda Airstrip Belle Glade</td>
<td>P.O. Box 620257 Oviedo, Fl. 32762</td>
<td>(407) 365 - 2111</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Fax: (407) 365 – 2147</td>
<td></td>
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<tr>
<td>Location</td>
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<td>Phone</td>
<td>Fax</td>
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<tr>
<td>FP&amp;L Training Center Helistop</td>
<td>P.O. Box 14000 Juno Beach, Fl. 33408</td>
<td>(561) 694-3217</td>
<td>Fax: (561) 691-2190</td>
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<tr>
<td>Fisher Marina Heliport</td>
<td>4200 N. Flagler Dr. West palm Beach, Fl. 33407</td>
<td>(561) 840-8101</td>
<td>Fax: (561) 844-8393</td>
</tr>
<tr>
<td>Glades General Hospital Helistop</td>
<td>1201 South Main Street Belle Glade, Fl. 33430</td>
<td>(561) 996-6571</td>
<td>Fax: (561) 996-1956</td>
</tr>
<tr>
<td>Hardrives Delta #3 Helistop</td>
<td>2101 South Congress Avenue Delray Beach, Fl. 33445</td>
<td>(561) 278-0456</td>
<td>Fax: (561) 278-2147</td>
</tr>
<tr>
<td>Jupiter Medical Center Helistop</td>
<td>1210 South Old Dixie Highway Jupiter Fl. 33458</td>
<td>(561) 745-5758</td>
<td>Fax: (561) 745-5748</td>
</tr>
<tr>
<td>Koch Field at Bethesda Hospital Helistop</td>
<td>2815 South Seacrest Blvd. Boynton Beach, Fl. 33435</td>
<td>(561) 737-7733</td>
<td>Fax: (561) 735-7006</td>
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<tr>
<td>Murphy Construction Helistop</td>
<td>1615 Clare Ave. West Palm Beach, Fl. 33401</td>
<td>(561) 655-3634</td>
<td>Fax: (561) 820-2991</td>
</tr>
<tr>
<td>Loxahatchee Airport</td>
<td>2750 NE 40th Court Lighthouse Point, Fl. 33064</td>
<td>(954) 782-0684</td>
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<tr>
<td>NITV Helistop</td>
<td>11400 Fortune Circle West Palm Beach, Fl. 33414</td>
<td>(561) 798-6280</td>
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<tr>
<td>Okeelanta Airport</td>
<td>P.O. Box 86 South Bay, Fl. 33493</td>
<td>(561) 996-9072</td>
<td>Fax: (561) 992-7326</td>
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<tr>
<td>Palm Beach County Judicial Center Helistop</td>
<td>215 North Olive Ave. West Palm Beach, Fl. 33401</td>
<td>(561) 355-2255</td>
<td>Fax: (561) 355-2895</td>
</tr>
<tr>
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<tr>
<td>Palms West Hospital Helispot</td>
<td>13001 State Rd. 80 Loxahatchee, Fl. 33470</td>
<td>(561) 798-3300</td>
<td></td>
</tr>
<tr>
<td>PBSO West County Jail Helispot</td>
<td>3323 Belvedere Rd. #503 West Palm Beach, Fl.33406</td>
<td>(561) 233-0257</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fax: (561) 233-0206</td>
</tr>
<tr>
<td>PGA National Heliport</td>
<td>400 Ave. of the Champions Palm Beach Gardens, Fl. 33418</td>
<td>(561) 627-2000</td>
<td></td>
</tr>
<tr>
<td>Ranger Heliport</td>
<td>101 Sansbury Way West Palm Beach Fl. 33411</td>
<td>(561) 793-9400 ext</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fax: (561) 790-4332</td>
</tr>
<tr>
<td>St Mary's Hospital Helispot</td>
<td>901 45th St. West Palm Beach, Fl. 33407</td>
<td>(561) 882-2760</td>
<td></td>
</tr>
<tr>
<td>Wellington Regional Medical Center Helistop</td>
<td>10101 Forest Hill Blvd Wellington, Fl. 33414</td>
<td>(561) 798-8598</td>
<td></td>
</tr>
<tr>
<td>Wellington Aero Club Airport</td>
<td>3461B Fairlane Farms Wellington, Fl. 33414</td>
<td>(561) 795-7767</td>
<td></td>
</tr>
<tr>
<td>West Boca Medical Center Helistop</td>
<td>21644 State Rd. 7 Boca Raton, Fl. 33428</td>
<td>(561) 488-8205</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fax: (561) 883-7000</td>
</tr>
<tr>
<td>West Palm Beach Police Station Helistop</td>
<td>600 Banyan Blvd. West Palm Beach, Fl. 33401</td>
<td>(561) 689-3745</td>
<td></td>
</tr>
<tr>
<td>William P Gwinn Airport</td>
<td>P.O. Box 109610 Palm Beach Gardens, Fl. 33410</td>
<td>(561) 775-5452</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fax: (561) 775-5580</td>
</tr>
<tr>
<td>Willis Gliderport Airpark</td>
<td>10621 Denoeu Rd. Boynton Beach, Fl. 33437</td>
<td>(561) 737-0000</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fax: (561) 734-9287</td>
</tr>
<tr>
<td>WPEC Helispot</td>
<td>P.O. Box 198512 West Palm Beach, Fl. 33419-</td>
<td>(561) 844-1212</td>
<td></td>
</tr>
<tr>
<td>AIRPORT NAME</td>
<td>ADDRESS</td>
<td>PHONE NUMBER</td>
<td>COORDINATES</td>
</tr>
<tr>
<td>---------------------------</td>
<td>----------------------------------</td>
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</tr>
<tr>
<td>WPTV Helispot</td>
<td>1100 Banyan Blvd. West Palm Beach, Fl. 33401</td>
<td>(561) 653-5650</td>
<td>Fax: (561) 653-5657</td>
</tr>
</tbody>
</table>

**ST. LUCIE COUNTY – Airports / Heliports (Public)**

<table>
<thead>
<tr>
<th>AIRPORT NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
<th>COORDINATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Lucie County International</td>
<td>3000 Curtis King Blvd. Ft. Pierce, Fl. 34946</td>
<td>(772) 462-1732</td>
<td>Fax: (772) 462 - 1718</td>
</tr>
</tbody>
</table>

**ST. LUCIE COUNTY – Airports / Heliports (Private)**

<table>
<thead>
<tr>
<th>AIRPORT NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
<th>COORDINATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adams Ranch Airport</td>
<td>P.O. Box 12909 Ft. Pierce, Fl. 34979</td>
<td>(772) 461-6321</td>
<td>Fax: (772) 451-6874</td>
</tr>
<tr>
<td>Aero Acres Airport</td>
<td>18607 Mach One Drive Port St. Lucie, Fl. 34987</td>
<td>(772) 460-3991</td>
<td></td>
</tr>
<tr>
<td>Baggett Stolport</td>
<td>8815 Angle Road Ft. Pierce, Fl. 34947</td>
<td>(561) 461-5722</td>
<td></td>
</tr>
<tr>
<td>Dragonfly Airport</td>
<td>P.O. Box 12909 Ft. Pierce, Fl. 34979</td>
<td>(772) 461-6321</td>
<td>Fax: (772) 461-6874</td>
</tr>
<tr>
<td>Evans Properties Airport</td>
<td>660 Beachland Blvd. #301 Vero Beach, Fl. 32963</td>
<td>(772) 234-2410</td>
<td></td>
</tr>
<tr>
<td>F P &amp; L St. Lucie Heliport</td>
<td>6451 South Ocean Dr. Jensen Beach, Fl. 34957</td>
<td>(561) 467-7453</td>
<td></td>
</tr>
<tr>
<td>Hale 700 Airport</td>
<td>660 Beachland Blvd. Suite 301 Vero Beach, Fl. 32963</td>
<td>(772) 234-2410</td>
<td></td>
</tr>
<tr>
<td>Harbor Branch Ocean Institute Helipot</td>
<td>5600 North US 1 Fort Pierce, Fl. 34946</td>
<td>(772) 465-2400</td>
<td></td>
</tr>
<tr>
<td>Holiday Village of Sandpiper Helipot</td>
<td>3500 SE Morningside Blvd. Port St Lucie, Fl. 34952</td>
<td>(772) 398-5001</td>
<td></td>
</tr>
<tr>
<td>Lawnwood Medical Center Helipot</td>
<td>1700 South 23rd St. Ft. Pierce, Fl. 34954</td>
<td>(772) 468-4475</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: (772) 398-5115</td>
<td></td>
</tr>
<tr>
<td>Southeastern Airport</td>
<td>2720 Sneed Rd. Fort Pierce, Fl. 34945</td>
<td>(772) 461-8924</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: (772) 461-9050</td>
<td></td>
</tr>
<tr>
<td>St. Lucie Medical Center Helipot</td>
<td>PO Box 3152 Fort Pierce, Fl. 34948</td>
<td>(561) 461-5200</td>
<td></td>
</tr>
<tr>
<td>Strazzulla Groves Airport</td>
<td>1280 N.E. 48th St. Pompano Beach, Fl. 33064</td>
<td>(954) 785-2320</td>
<td></td>
</tr>
<tr>
<td>Treasure Coast Airpark</td>
<td>381 NW 46th Ave. Deerfield Beach, Fl. 33442</td>
<td>(954) 461-3828</td>
<td></td>
</tr>
<tr>
<td>Williams Hawgwild Airport</td>
<td>500 Pulitzer Rd. Ft. Pierce, Fl. 34945</td>
<td>(772) 465-4092</td>
<td></td>
</tr>
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</table>

### 5220.8 Temporary Storage and Disposal Facilities (TSD’s)

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SERVICE</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Magnum Tank Service Inc.</td>
<td>1280 N.E. 48th St. Pompano Beach, Fl. 33064</td>
<td></td>
<td>(954) 785-2320</td>
</tr>
<tr>
<td>Cliff Berry Inc.</td>
<td>P.O. Box 13079 Port Everglades Station Fort Lauderdale, Fl. 33316</td>
<td></td>
<td>(954) 763-3390</td>
</tr>
</tbody>
</table>
5220.9 **Maintenance and Fueling Facilities (land / water)**

Land based fueling facilities will not be addressed due to their wide availability. Little difficulty is normally experienced in finding gas stations which will take Federal Government credit cards.

During a prolonged response two types of maintenance will almost certainly be required, vehicles, and outboard motors. For Federal agencies, vehicle maintenance must be handled through GSA channels or by following the instructions of the rental car agency for rental vehicles. Non-federal agencies will continue to use their normal repair procedures. Numerous vehicle/vessel repair facilities are available throughout the area of responsibility.

**MIAMI DADE COUNTY – Maintenance and Fueling Facilities**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SERVICE</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Haulover Marine Center</strong></td>
<td>15000 Collins Ave. Miami, Fl. 33154</td>
<td>Gas &amp; Diesel</td>
<td>(305) 945-3934</td>
</tr>
<tr>
<td><strong>Miami Beach Marina</strong></td>
<td>300 Alton Rd. Miami Beach, Fl. 33139</td>
<td>Gas &amp; Diesel</td>
<td>(305) 673-6000</td>
</tr>
<tr>
<td><strong>Fisher Island Club Marina</strong></td>
<td>1 Fisher Island Dr. Miami, Fl.33109</td>
<td>Gas &amp; Diesel</td>
<td>(305) 535-6000</td>
</tr>
<tr>
<td><strong>Virginia Key Marina</strong></td>
<td>3501 Rickenbacker Causeway Key Biscayne, Fl. 33149</td>
<td>Gas &amp; Diesel</td>
<td></td>
</tr>
<tr>
<td><strong>Fred’s Place</strong></td>
<td>46700 Card Sound Road Homestead, Fl. 33030</td>
<td>Gas &amp; Diesel</td>
<td>(305) 248-2446</td>
</tr>
<tr>
<td><strong>Haulover Beach Park Marina</strong></td>
<td>10800 Collins Ave. Miami Beach, Fl. 33154</td>
<td>Gas &amp; Diesel</td>
<td>(305) 947-3525</td>
</tr>
<tr>
<td><strong>Crandon Park Marina</strong></td>
<td>4000 Crandon Blvd. Key Biscayne, Fl. 33149</td>
<td>Gas &amp; Diesel</td>
<td>(305) 361-1281</td>
</tr>
<tr>
<td>Homestead Bayfront Marina</td>
<td>9698 SW 328th ST. Homestead, Fl. 33033</td>
<td>Gas &amp; Diesel</td>
<td>(305) 230-3033</td>
</tr>
<tr>
<td>--------------------------</td>
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</tr>
<tr>
<td>Pelican Harbor Marina</td>
<td>1275 NE 79th ST. Miami, Fl. 33138</td>
<td>Gas &amp; Diesel</td>
<td>(305) 754-9330</td>
</tr>
<tr>
<td>Black Point Marina</td>
<td>24775 SW 87th Ave Cutler Ridge, Fl. 33032</td>
<td>Gas &amp; Diesel</td>
<td>(305) 258-4092</td>
</tr>
<tr>
<td>Matheson Hammock Marina</td>
<td>9610 Old Cutler Rd. Miami, Fl. 33156</td>
<td>Gas &amp; Diesel</td>
<td>(305) 665-5475</td>
</tr>
</tbody>
</table>

**BROWARD COUNTY – Maintenance and Fueling Facilities**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SERVICE</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Murrelle Marina</td>
<td>846 N. Dixie Highway Lantana, Fl. 33462</td>
<td>Gas &amp; Diesel</td>
<td>(561) 582-3213</td>
</tr>
<tr>
<td>Cove Marina</td>
<td>1755 SE 3rd Court Deerfield Beach, Fl. 33441</td>
<td>Gas &amp; Diesel</td>
<td>(954) 427-9747</td>
</tr>
<tr>
<td>Lighthouse Point Marina</td>
<td>2830 NE 29th Ave. Fort Lauderdale, Fl. 33064</td>
<td>Gas &amp; Diesel</td>
<td>(954) 942-8118</td>
</tr>
<tr>
<td>Hideaway Marina</td>
<td>599 S. Federal Highway Pompano Beach, Fl. 33062</td>
<td>Gas &amp; Diesel</td>
<td>(954) 943-3200</td>
</tr>
<tr>
<td>Marina Mar of Ft. Lauderdale</td>
<td>3100 E. Oakland Blvd. Fort Lauderdale, Fl. 33308</td>
<td>Gas &amp; Diesel</td>
<td>(954) 563-7101</td>
</tr>
<tr>
<td>Marina Inn &amp; Yacht Harbor</td>
<td>2150 SE 17th St. Fort Lauderdale, Fl. 33316</td>
<td>Gas &amp; Diesel</td>
<td>1-800-327-1390</td>
</tr>
</tbody>
</table>
### PALM BEACH COUNTY – Maintenance and Fueling Facilities

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SERVICE</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jupiter Seasport Marina</td>
<td>North Highway A1A</td>
<td>Gas &amp; Diesel</td>
<td>(561) 575-0006</td>
</tr>
<tr>
<td></td>
<td>Jupiter, Fl. 33417</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Riviera Municipal Marina</td>
<td>200 13th St. Riviera Beach, Fl. 33404</td>
<td>Gas &amp; Diesel</td>
<td>(561) 842-7806</td>
</tr>
<tr>
<td>Sailfish Marina Resort</td>
<td>98 Lake Dr. West Palm Beach, Fl.</td>
<td>Gas &amp; Diesel</td>
<td>(561) 844-1724</td>
</tr>
</tbody>
</table>

### ST. LUCIE COUNTY – Maintenance and Fueling Facilities

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SERVICE</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sembler Riverfront &amp; Marina</td>
<td>1660 Indian River Dr.</td>
<td>Gas &amp; Diesel</td>
<td>(561) 589-4843</td>
</tr>
<tr>
<td></td>
<td>Sebastian, Fl. 32958</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sand Point Marina</td>
<td>4015 Main St. Sebastian, Fl. 32976</td>
<td>Gas &amp; Diesel</td>
<td>(561) 664-8300</td>
</tr>
<tr>
<td>Fort Pierce Inlet Marina</td>
<td>1010 Seaway Dr. Fort Pierce, Fl. 34949</td>
<td>Gas &amp; Diesel</td>
<td>(561) 464-8451</td>
</tr>
<tr>
<td>Wood’s Cove Marina</td>
<td>350 SE Monterey Rd. Stuart, Fl. 34994</td>
<td>Gas &amp; Diesel</td>
<td>(407) 287-1298</td>
</tr>
<tr>
<td>Manatee Marina</td>
<td>4905 SE Dixie Highway</td>
<td>Gas &amp; Diesel</td>
<td>(561) 288-2888</td>
</tr>
<tr>
<td></td>
<td>Stuart, Fl. 34997</td>
<td></td>
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</tbody>
</table>
5220.10 Fish and Wildlife Response Facilities and Resources

See Section 9240.6 Wildlife Rescue Organizations and Section 9240.7 Volunteer Organizations of this plan.

5230 Vessel Support

Responsible for implementing the vessel routing plan for the incident and coordinating transportation on the water and between shore resources. This may include arranging fueling, maintenance and repair of vessels on a case-by-case basis.

Vessel Support Unit Leader Responsibilities:
- Coordinate the development of and implement the Vessel Routing Plan
- Coordinate vessel transportation assignments with the Protection and Recovery Branch or other sources of vessel transportation
- Coordinate water to land transportation with Ground Support Unit as necessary
- Maintain prioritized list of transportation requirements that need to be scheduled with the transportation
- Support out-of-service vessel resources as requested
- May be requested to arrange fueling, maintenance, and repair of vessels on a case by case basis
- Maintain inventory of support and transportation vessels
- Notify Resource Unit Leader on all status changes of support and transportation vessels
- Maintain Unit/Activity log (ICS 214)

5230.1 Boat Ramps / Launching Areas

MIAMI DADE COUNTY – Boat Ramps / Launching Areas

<table>
<thead>
<tr>
<th>Boat Ramp</th>
<th>Location</th>
<th>Facilities</th>
<th>Phone Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crandon Park Marina</td>
<td>4000 Crandon Blvd. Key Biscayne, Fl. 25° 42.9' N., 80° 10.6' W.</td>
<td>Dock office: 8:30-4:00&lt;br&gt;Fuel dock: 8:00-5:00</td>
<td>(305) 361-1281</td>
</tr>
<tr>
<td>Haulover Beach Park Marina</td>
<td>10800 Collins Ave Miami Beach, Fl. 25° 54.2' N., 80° 8.4' W.</td>
<td>Dry dock office: 24 hours&lt;br&gt;Wet slip office: 8:00-5:00&lt;br&gt;Fuel dock: 24 hours</td>
<td>(305) 947-3525</td>
</tr>
<tr>
<td>Marina Name</td>
<td>Address</td>
<td>Hours</td>
<td>Phone Number</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>----------------------------------------------</td>
<td>--------------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>Homestead Bayfront Marina</td>
<td>9698 SW 328th St. Homestead, Fl.</td>
<td>Sunrise to Sunset</td>
<td>(305) 230-3033</td>
</tr>
<tr>
<td></td>
<td>25° 27.8' N., 80° 19.2' W.</td>
<td></td>
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</tr>
<tr>
<td>Pelican Harbor Marina</td>
<td>1275 NE 79 St. Miami, Fl.</td>
<td>Dock office: 8:30-4:30</td>
<td>(305) 754-9330</td>
</tr>
<tr>
<td></td>
<td>25° 51.6' N., 80° 09.9' W.</td>
<td>Fuel dock: weekdays 8:30-4:30</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>weekends 7:00-4:30</td>
<td></td>
</tr>
<tr>
<td>Black Point Marina</td>
<td>24775 SW 87th Ave. Cutler Ridge, Fl.</td>
<td>Dock office: 8:30-4:45</td>
<td>(305) 258-4092</td>
</tr>
<tr>
<td></td>
<td>25° 31.5' N., 80° 17.9' W.</td>
<td>Fuel dock: weekdays 8:00-7:00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(outer channel marker).</td>
<td>weekends 6:00am-10:00pm</td>
<td></td>
</tr>
<tr>
<td>Matheson Hammock Marina</td>
<td>9610 Old Cutler Road Miami, Fl.</td>
<td>Dock office: 8:30-4:30 Fuel</td>
<td>(305) 665-5475</td>
</tr>
<tr>
<td></td>
<td>25° 40.5' N., 80° 15.5' W.</td>
<td>dock: Mon.-Thur. 10:00-5:00</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Thur.-Sun. 7:00-6:00</td>
<td></td>
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</table>
## BROWARD COUNTY – Boat Ramps / Launching Areas

<table>
<thead>
<tr>
<th>Boat Ramp</th>
<th>Location</th>
<th>Facilities</th>
<th>Phone Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caliban (Alsdorf) Park</td>
<td>NE 14 Street Causeway &amp; Intracoastal Pompano Beach</td>
<td>$5.00 to park trailer -24 hours</td>
<td></td>
</tr>
<tr>
<td>Edith Weiner Hack Park</td>
<td>4111 NW 6 Street, Hillsborough Canal, west of Powerline Road Deerfield Beach</td>
<td>No charge - dawn/dusk (only for small boats)</td>
<td>480-4494</td>
</tr>
<tr>
<td>Pioneer Park</td>
<td>425 NE 3 Street Deerfield Beach</td>
<td>No charge - 24 hours</td>
<td>480-4423</td>
</tr>
<tr>
<td>Villages of Hillsboro Park - Hillsboro Canal</td>
<td>4111 N.W. Sixth St., Hillsborough Canal, west of Powerline Road, Deerfield Beach</td>
<td>No charge, dawn/dusk (only for small boats) 14 Parking Spaces</td>
<td>(954) 480 4494</td>
</tr>
<tr>
<td>Donaldson Park</td>
<td>900 NW 43 Avenue Coconut Creek</td>
<td>No charge - 24 hours</td>
<td>574-1460</td>
</tr>
<tr>
<td>Margate Marina</td>
<td>7044 N.W. 1 Street Margate</td>
<td>No charge - dawn/dusk</td>
<td>972-6458</td>
</tr>
<tr>
<td>West Bend Ramp</td>
<td>Margate Blvd. and W. River Drive Margate</td>
<td>No charge - dawn/dusk</td>
<td>972-6458</td>
</tr>
<tr>
<td>Riverside Park</td>
<td>Coral Ridge Drive &amp; C-14 Canal Coral Springs</td>
<td></td>
<td>345-2107</td>
</tr>
<tr>
<td>Markham County Park</td>
<td>16001 State Road 84 1 access to L35A Canal 1 access to New River Canal Sunrise</td>
<td>No charge - dawn/dusk ($1.00 per person entrance fee)</td>
<td>389-2000</td>
</tr>
<tr>
<td>Veterans Park</td>
<td>NW corner of University Drive and Southgate Boulevard Tamarac</td>
<td>No charge - dawn/dusk</td>
<td>764-1288</td>
</tr>
<tr>
<td>Cherry Creek Ramp</td>
<td>2950 NE 12 Terrace Oakland Park</td>
<td>No charge - 24 hours</td>
<td>561-6280</td>
</tr>
<tr>
<td>Park Name</td>
<td>Address</td>
<td>Fee/Hours</td>
<td>Phone No</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>-----------------------------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Colohatchee Park</td>
<td>1975 NE 15 Ave. &amp; S. Fork Middle River Wilton Manors</td>
<td>No charge - 24 hours</td>
<td>390-2115</td>
</tr>
<tr>
<td>Cooleys Landing</td>
<td>450 SW 7 Avenue (At New River Bridge) Ft. Lauderdale</td>
<td>No charge - 24 hours</td>
<td>468-1626</td>
</tr>
<tr>
<td>George English Park</td>
<td>1101 Bayview Drive Sunrise Blvd. &amp; Bayview Drive Ft. Lauderdale</td>
<td>Parking meters - 24 hours</td>
<td>764-5423</td>
</tr>
<tr>
<td>S.E. 15 Street Boat Ramp</td>
<td>1784 SE 15 Street Ft. Lauderdale</td>
<td>Parking Meters - 24 hrs</td>
<td></td>
</tr>
<tr>
<td>Griffin Marine Park - Dania</td>
<td>S.W. 30th Avenue and Dania Cut-off Canal, Dania Beach</td>
<td>No Charge, Sunrise to Sunset 10 Parking Spaces</td>
<td>(954) 924-3730</td>
</tr>
<tr>
<td>Hollywood Marina</td>
<td>700 Polk Street Hollywood</td>
<td>Parking meters – 5:00 a.m./11:00 p.m.</td>
<td>921-3035</td>
</tr>
<tr>
<td>Hollywood Rotary Park - C-10 Canal</td>
<td>3100 Taft Street, Hollywood</td>
<td>No Charge, Sunrise to Sunset No Trailer Parking(954) 921-3404</td>
<td></td>
</tr>
<tr>
<td>Harbour Towne/ A Westrec Marina</td>
<td>851 NE 3 Street Dania</td>
<td>$6.00 - 24 hours</td>
<td>921-8700</td>
</tr>
<tr>
<td>John U. Lloyd Boat Ramp</td>
<td>Dania Beach Blvd. &amp; A1A Whiskey Creek in north end of park Dania</td>
<td>$6 - dawn/11:00 p.m.</td>
<td>923-2833</td>
</tr>
<tr>
<td>S.S. Holland Park</td>
<td>Johnson St. &amp; N. 9th Ave. Hollywood</td>
<td>Metered parking - 8:00 p.m./dusk</td>
<td>921-3404</td>
</tr>
</tbody>
</table>
### PALM BEACH COUNTY – Boat Ramp / Launching Areas

<table>
<thead>
<tr>
<th>Boat Ramp</th>
<th>Location</th>
<th>Facilities</th>
<th>Phone Number</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Burt Reynolds’ East Side</strong></td>
<td>Located 800 &amp; 801 U.S. 1, north of Indiantown Road.</td>
<td>Four ramps. These ramps have great access to the Jupiter Inlet from a well maintained county park. Downside is that you have to clear one of two short fixed bridges (one is immediately to the west of the ramps; the other requires that you circle around the island on which the park is located.)</td>
<td>(561) 966 - 6600</td>
</tr>
<tr>
<td><strong>Burt Reynolds West Side</strong></td>
<td>Located 800 &amp; 801 U.S. 1, north of Indiantown Road</td>
<td>These ramps have great access to the Jupiter Inlet from a well maintained county park. These two ramps offer quick access to the Intracoastal Waterway. The ramps are lit after dark with two streetlights. There is 24 hour access.</td>
<td>(561) 966 - 6600</td>
</tr>
<tr>
<td><strong>Phil Foster Park</strong></td>
<td>900 E. Blue Heron Blvd. East side of the Intracoastal Waterway at the Blue Heron Bridge (Singer Island/Riviera Beach.)</td>
<td>This ramp has good access to Peanut Island and the Lake Worth (Palm Beach) Inlet. There are two wide ramps with a fair amount of parking.</td>
<td>(561) 966 - 6600</td>
</tr>
<tr>
<td><strong>Bert Winters Park</strong></td>
<td>13425 Ellison Wilson south of Donald Ross Road in Juno Beach</td>
<td>Two ramps with access to the Intracoastal Waterway. It’s about a half hour boat ride to the Jupiter Inlet (north) and the Lake Worth (Palm Beach) Inlet (south). This ramp is less congested because of its location. Strong current in the Intracoastal Waterway can make it difficult to maneuver upon your return. Park gates close at night.</td>
<td></td>
</tr>
</tbody>
</table>
Juno Park
14775 State Road A1A
Juno Beach, Fl. 33408
One steep ramp with access
to the Intracoastal Waterway.
It’s about a half hour boat
ride to the Jupiter Inlet
(north) and the Lake Worth
(Palm Beach) Inlet (south).
This ramp is less congested
because of its location.
Strong current in the
Intracoastal Waterway can
make it difficult to maneuver
upon your return. Park gates
close at night. The ramp’s
steep grade and tight tow
vehicle turn-around space
are of concern to some
boaters
(561) 966 - 6600

ST. LUCIE COUNTY – Boat Ramps / Launching Areas

<table>
<thead>
<tr>
<th>Boat Ramp</th>
<th>Location</th>
<th>Facilities</th>
<th>Phone Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indian River Veteran’s Memorial Park</td>
<td>600 North Indian River Drive Fort Pierce, Fl.</td>
<td>Good access to the Ft. Pierce Inlet</td>
<td></td>
</tr>
<tr>
<td>Jaycee Park</td>
<td>South Ocean Drive and Melaleuca Dr. Fort. Pierce, Fl.</td>
<td>Good access to the Ft. Pierce Inlet</td>
<td></td>
</tr>
<tr>
<td>Black Pearl</td>
<td>20 Seaway Dr. Fort Pierce, Fl.</td>
<td>Good access to the Ft. Pierce Inlet</td>
<td></td>
</tr>
<tr>
<td>Little Jim</td>
<td>North A1A Fort Pierce, Fl.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Causeway Island</td>
<td>Banty Saunders Bridge Area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Savannas Recreation Area</td>
<td>1400 E. Midway Road Fort Pierce, Fl.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>South Causeway Island Park</td>
<td>414 Seaway Dr. Fort Pierce, Fl.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 5230.2 Vessel / Boat Sources

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SERVICE</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marine Industries of South Florida</td>
<td><a href="http://www.miasf.com">www.miasf.com</a></td>
<td>General listing of all marine services</td>
<td></td>
</tr>
</tbody>
</table>

### 5230.3 Maintenance

**MIAMI DADE COUNTY - Maintenance**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SERVICE</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Piper Marine Service</td>
<td>1959 NE 153rd ST. Miami, Fl. 33162</td>
<td>All Marine Repairs</td>
<td>(305) 940-2030</td>
</tr>
<tr>
<td>Key Biscayne Marine Service</td>
<td>3301 Rickenbacker Causeway Key Biscayne, Fl. 33149</td>
<td>All Marine Repairs</td>
<td>(305) 361-8652</td>
</tr>
</tbody>
</table>
# BROWARD COUNTY - Maintenance

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SERVICE</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>RPM Diesel Engine Co.</td>
<td>2555 State Road 84 Fort Lauderdale, Fl.</td>
<td>Diesel Engine &amp; Electrical Repairs</td>
<td>(954) 587-1620</td>
</tr>
<tr>
<td>Royal Palm Yacht Basin</td>
<td>629 NE 3rd ST. Dania, Fl. 33004</td>
<td>Haul-out All Marine Repairs</td>
<td>(954) 923-5900</td>
</tr>
<tr>
<td>High Seas Yacht Service</td>
<td></td>
<td>Mobile Marine Service All Marine Repairs</td>
<td>(954) 975-8220</td>
</tr>
<tr>
<td>Sun Power Diesel</td>
<td>413 SW 3rd Ave. Fort Lauderdale, Fl. 33315</td>
<td>Diesel Engine Repairs</td>
<td>(954) 522-4775</td>
</tr>
<tr>
<td>Gun Marine Services</td>
<td>278 SW 33rd Court Fort Lauderdale, Fl. 33315</td>
<td>Mobile Fuel Tank Cleaning</td>
<td>(954) 522-6346</td>
</tr>
<tr>
<td>Burr’s Marine Electric</td>
<td></td>
<td>Mobile Elect. Repair Service</td>
<td>(954) 484-7198</td>
</tr>
<tr>
<td>Ward’s Marine Electric</td>
<td>630 SW Flagler Ave. Fort Lauderdale, Fl. 33301</td>
<td>Marine Elect. Repairs</td>
<td>(954) 523-2815</td>
</tr>
<tr>
<td>Jackson Marine Sales</td>
<td>1915 SW 21st Ave. Fort Lauderdale, Fl. 33312</td>
<td>Haul-out All Marine Repairs</td>
<td>(954) 792-4900</td>
</tr>
</tbody>
</table>

# PALM BEACH COUNTY – Maintenance

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SERVICE</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Calypso Marine Service</td>
<td>1544 Cypress Dr. Jupiter, Fl. 33469</td>
<td>All Marine Repairs</td>
<td>(561) 746-2870</td>
</tr>
<tr>
<td>B&amp;F Marine Service</td>
<td>18487 SE Federal Highway Tequesta, Fl. 33469</td>
<td>All Marine Repairs</td>
<td>(561) 744-5001</td>
</tr>
<tr>
<td>Murray Marine</td>
<td>2515 Ave. E Riviera Beach, Fl. 33404</td>
<td>All Marine Repairs</td>
<td>(561) 842-4582</td>
</tr>
</tbody>
</table>
### ST. LUCIE COUNTY - Maintenance

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SERVICE</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harbortown Boat Yard</td>
<td>25 North Causeway Dr.</td>
<td>Haul-out All Marine Repairs</td>
<td>(561) 468-0770</td>
</tr>
<tr>
<td>Cracker Boy Boat Works</td>
<td>1602 North 2nd St.</td>
<td>All Marine Repairs</td>
<td>(561) 465-7031</td>
</tr>
<tr>
<td>Burdge Boat Works Inc.</td>
<td>5741 SE Ault Ave.</td>
<td>All Marine Repairs</td>
<td></td>
</tr>
<tr>
<td>David Lowe’s Boat Yard</td>
<td>4550 SE Boatyard Dr.</td>
<td>Haul-out All Marine Repairs</td>
<td>(561) 287-0923</td>
</tr>
</tbody>
</table>

### 5240 Ground Support Unit

Primarily responsible to support “out of service” resources, the coordination and transportation of personnel, supplies, food and equipment. In addition to the maintenance and repair of vehicles and other ground support equipment, this division would implement the traffic plan for the incident.

**Ground Support Unit Leader Responsibilities:**
- Coordinate the transportation of personnel, supplies, food, and equipment
- Coordinate the maintenance of incident roads
- Coordinate the development of the Traffic Plan with the Planning Section
- Implement the incident command post Traffic Plan
- Provide fueling, service, maintenance, and repair services for vehicles and other ground support equipment
- Requisition maintenance and repair supplies (e.g., fuel spare parts)
- Support out-of-service vehicle resources
- Notify Resource Unit on all status changes of support and transportations vehicles
- Maintain inventory of support and transportation vehicles (ICS 218)
- Maintain usage information on rented equipment
- Submit reports to Support Branch Director as directed
Maintain Unit/Activity Log (ICS 214)

5241 Transportation

Each organization responding to a pollution incident will normally be responsible for its own transportation needs. Additional vehicles required to meet the increased ground transportation will normally be rented unless it is clear that the response will last in excess of 1 month. For long spills obtaining additional vehicles through lease agreements or through GSA for federal vehicles may be appropriate. Whether individuals or agencies rent the necessary vehicle is at the discretion of the agency. Additional vehicles for Coast Guard use will be rented by persons on travel orders and the cost included in their travel claim.

The contractor should provide transportation of contractor equipment and personnel by boat to conduct cleanup operations. Efficiency will dictate transportation to or from remote locations to evaluate an incident. Monitoring organization personnel may be transported by contractor boats or vice versa.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SERVICE</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Penske Truck Rental</td>
<td><a href="http://www.pensketruckrental.com/">http://www.pensketruckrental.com/</a></td>
<td></td>
<td>(305) 463-6006 (305) 653-6211</td>
</tr>
<tr>
<td>Budget Truck Rental</td>
<td><a href="http://www.budgettruck.com/">http://www.budgettruck.com/</a></td>
<td></td>
<td>(800) 462-8343</td>
</tr>
<tr>
<td>Ryder Truck Rental</td>
<td><a href="http://www.ryder.com/">http://www.ryder.com/</a></td>
<td></td>
<td>(800) 297-9337</td>
</tr>
<tr>
<td>National Car Rental</td>
<td><a href="http://www.nationalcar.com/">http://www.nationalcar.com/</a></td>
<td></td>
<td>(888) 868-6206</td>
</tr>
<tr>
<td>Enterprise Car Rental</td>
<td><a href="http://www.enterprise.com/car_rental/home.do">http://www.enterprise.com/car_rental/home.do</a></td>
<td></td>
<td>(800) 325-8007</td>
</tr>
</tbody>
</table>

5250 Port Locations of Safe Refuge

When conditions exist when a vessel must be moved into or within a port to minimize spill potential or other exigent conditions/circumstances, the Port Administration of the nearest commercial port shall be contacted for arranging a suitable berth of “Safe Refuge”. All anchorages have been designated locations of safe refuge until further arrangements can be made.
5300 Service Branch

Service Branch Director Responsibilities:

- Responsible for the management of all service activities at the incident
- Supervise and coordinate the operations of the Communications, Medical, and Food Units
- Determine level of service required to support operations
- Participate in planning meetings of Logistics Section Personnel
- Review the IAP
- Inform the Logistics Section Chief of activities
- Maintain Individual Log (ICS 214)

5310 Food Unit

Responsible for determining feeding requirements at all incident facilities; menu planning; determining cooking facilities required; food preparation; serving; providing potable water; and the general maintenance of food service areas. To obtain information on food distributors, contact the State EOC in Tallahassee, FL. The State EOC will contact the appropriate disaster relief effort organization.

Food Unit Leader (FDUL) Responsibilities:

- Responsible for determining feeding requirements at all incident facilities
- Determine cooking facilities required, obtain necessary equipment and supplies to operate food service facilities
- Determine the amount of food and water needed and ensure that it is distributed to all incident facilities
- Ensure that adequate food supplies, such as potable water, and non-perishable food items are ordered to support operations
- Put in place a food monitoring program that will ensure that the food is maintained and served in accordance with proper food handling practices
- Monitor food service provider for compliance with proper food handling practices
- Keep inventory of food and check in orders
- Ensure accountability for all food and water ordered
- Consider need to serve warm meals versus cold box lunches
- Provide Supply Unit Leader with food supply orders
- Maintain a Unit Log ICS 214-CG

Although the American Red Cross (http://www.redcross.org/) is not a government agency, its authority to provide disaster relief was formalized when, in 1905, the Red Cross was chartered by Congress to "carry on a system of national and international relief in time of peace and apply the same in mitigating the sufferings caused by pestilence, famine, fire, floods, and other great national calamities, and to devise and carry on measures for preventing the same." The Charter is not only a grant of power, but also an imposition of duties and obligations to the nation, to disaster victims, and to the people
who generously support its work with their donations.

Red Cross disaster relief focuses on meeting people's immediate emergency disaster-caused needs. When a disaster threatens or strikes, the Red Cross provides shelter, food, and health and mental health services to address basic human needs. In addition to these services, the core of Red Cross disaster relief is the assistance given to individuals and families affected by disaster to enable them to resume their normal daily activities independently.

The Red Cross also feeds emergency workers, handles inquiries from concerned family members outside the disaster area, provides blood and blood products to disaster victims, and helps those affected by disaster to access other available resources.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greater Miami &amp; the Keys</td>
<td>335 SW 27th Avenue Miami, FL 33135</td>
<td>(305) 644-1200</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: (305) 644-1038</td>
</tr>
<tr>
<td>Broward County Chapter</td>
<td>6710 W. Sunrise Blvd. Ste. 111 Plantation, Fl. 33319</td>
<td>(954) 797 – 3800</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: (954) 797 – 1861</td>
</tr>
<tr>
<td>Greater Palm Beach Area</td>
<td>825 Fern St. West Palm Beach, Fl. 33401</td>
<td>(561) 833 – 7711</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: (561) 833 - 8771</td>
</tr>
<tr>
<td>North Treasure Coast Chapter</td>
<td>2506 17th Ave. Vero Beach, Fl. 32960</td>
<td>(772) 562 – 2549</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: (772) 778 – 5500</td>
</tr>
</tbody>
</table>

5310.1 Catering / Messing Options

[Reserved for future Area Planning Committee Development]

5320 Medical Unit

Responsible for the development of the Medical Emergency Plan, obtaining medical aid and transportation for injuries and all incident personnel, and preparations of reports and records.

- Provide and coordinate emergency and routine medical services to response personnel.
- Manage dedicated Medical Unit resources and coordinate additional medical services.
- Identify resources and logistics support needs.
- Report the status of Medical Unit Services.
Medical Unit Leader Responsibilities:
- Responsible for the development and activation of the Medical Emergency Plan
- Obtain medical aid and transportation for injured and ill incident personnel
- May assist Operations in supplying medical care and assistance to civilian casualties at the incident (but not intended to provide medical services to the public)
- Prepare procedures for major medical emergencies
- Declare major medical emergencies as appropriate
- Respond to requests for medical aid, medical transportation, and medical supplies
- Prepare medical reports and submit as directed
- Coordinate with the Compensation/Claims Unit on processing injury-related claims
- Maintain Unit/Activity Log (ICS 214)

5320.1 Medical Facilities / Hospitals

MIAMI DADE COUNTY Facilities

<table>
<thead>
<tr>
<th>NAME</th>
<th>SERVICE</th>
<th>NON-EMERGENCY NUMBER</th>
<th>EMERGENCY NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cedars Medical Center</td>
<td>560 beds</td>
<td>(305) 325 - 5511</td>
<td>(305) 325 - 5464</td>
</tr>
<tr>
<td>1400 NW 12th Ave. Miami, Fl. 33136</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Baptist Hospital of Miami</td>
<td>Emergency Rm 600 beds</td>
<td>(786) 596 - 1960</td>
<td>(786) 596 – 6556</td>
</tr>
<tr>
<td>8900 North Kendall Dr. Miami, Fl. 33176</td>
<td>Helipad</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jackson Memorial Hospital</td>
<td>Level I Trauma Center</td>
<td>(305) 585 - 1111</td>
<td>(305) 585 – 6901</td>
</tr>
<tr>
<td>1611 NW 12th Miami Fl. 33136</td>
<td>Burn Center</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hyper-baric Emergency Rm</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1,250 beds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mount Sinai Medical Center</td>
<td>Emergency Rm 967 beds</td>
<td>(305) 674-2121</td>
<td></td>
</tr>
<tr>
<td>4300 Alton Road Miami Beach, FL 33140</td>
<td>Helipad</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mercy Hospital - Miami and South Florida</td>
<td>Hyper-baric Emergency Rm</td>
<td>(305) 854 - 4400</td>
<td>(305) 285 – 2171</td>
</tr>
<tr>
<td>3663 South Miami Ave. Miami, Fl. 33133</td>
<td>300 beds</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NAME | SERVICE | NON-EMERGENCY NUMBER | EMERGENCY NUMBER |

<table>
<thead>
<tr>
<th>NAME</th>
<th>SERVICE</th>
<th>NON-EMERGENCY NUMBER</th>
<th>EMERGENCY NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>MIAMI DADE COUNTY Facilities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hospital Name</td>
<td>Address</td>
<td>Services</td>
<td>Phone Numbers</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>--------------------------------</td>
<td>-------------------------</td>
<td>------------------------------------</td>
</tr>
<tr>
<td>Palmetto General Hospital</td>
<td>2001 W 68th St. Hialeah, Fl. 33016</td>
<td>Helipad Boat Dock</td>
<td>(305) 823 - 5000 (305) 364 – 2124</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hyper-baric</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Emergency Rm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>360 beds</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Helipad</td>
<td></td>
</tr>
<tr>
<td></td>
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<td></td>
</tr>
<tr>
<td>North Shore Medical Center</td>
<td>1100 NW 95th ST. Miami, Fl. 33150</td>
<td></td>
<td>(305) 835 - 6000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miami Children’s Hospital</td>
<td>3100 SW 62nd Ave Miami, FL 33155</td>
<td>Trauma Center</td>
<td>(305) 666-6511</td>
</tr>
<tr>
<td></td>
<td></td>
<td>289 beds</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>South Miami Hospital</td>
<td>6200 SW 73rd St. South Miami, Fl. 33143</td>
<td></td>
<td>(786) 662 - 4000 (786) 662 – 8181</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jackson South Community Hospital</td>
<td>9333 Southwest 152 St. Miami, Fl. 33157</td>
<td>199 beds</td>
<td>(305) 251 - 2500 (305) 256 – 5001</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aventura Hospital</td>
<td>20900 Biscayne Blvd. Aventura, Fl. 33180</td>
<td>Hyper-baric</td>
<td>(305) 682 – 7000 (305) 682 – 7100</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Emergency Rm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>407 Bed</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Palm Springs General Hospital</td>
<td>1475 W. 49th St. Hialeah, Fl. 33012</td>
<td></td>
<td>(305) 558 - 2500</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Homestead Hospital</td>
<td>975 Baptist Way Homestead, Fl. 33033</td>
<td>Mass Decon</td>
<td>(786) 243 - 8000 (786) 243 – 8510</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Emergency Rm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>147 beds</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Helipad</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Safety Officer (786) 243-8299</td>
</tr>
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</tr>
<tr>
<td>Coral Gables Hospital</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3100 Douglas Rd. Coral Gables, Fl. 33134</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Doctors Hospital</td>
<td>281 beds</td>
<td>(305) 445 - 8461</td>
<td></td>
</tr>
<tr>
<td>5000 University Dr. Coral Gables, Fl. 33146</td>
<td></td>
<td></td>
<td>(786) 308 - 3000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(786) 308 - 3911</td>
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**BROWARD COUNTY Facilities**

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<thead>
<tr>
<th>NAME</th>
<th>SERVICE</th>
<th>NONEMERGENCY NUMBER</th>
<th>EMERGENCY NUMBER</th>
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<tbody>
<tr>
<td>Broward General Medical Center</td>
<td>Level I Trauma Center</td>
<td>(954) 355-4400</td>
<td></td>
</tr>
<tr>
<td>1600 South Andrews Ave</td>
<td>Emergency Rm 340 beds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fort Lauderdale, FL 33316</td>
<td>Helipad</td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Broward Medical Center</td>
<td>Acute Care 409 beds</td>
<td>(954) 786 - 6400</td>
<td></td>
</tr>
<tr>
<td>201 E. Sample Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pompano Beach, Fl. 33064</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Ridge Medical Center</td>
<td>Level II Trauma Center</td>
<td>(954) 776 - 6000</td>
<td></td>
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<tr>
<td>5757 North Dixie Highway Fort</td>
<td>Emergency Rm 391 beds</td>
<td></td>
<td></td>
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<tr>
<td>Lauderdale, Fl. 33334</td>
<td>Helipad</td>
<td></td>
<td></td>
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<tr>
<td>West Boca Medical Center</td>
<td>Emergency Rm 185 beds</td>
<td>(561) 488 - 8000</td>
<td></td>
</tr>
<tr>
<td>21644 State Road 7</td>
<td>Helipad</td>
<td></td>
<td></td>
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<tr>
<td>Boca Raton, Fl. 33428</td>
<td></td>
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<tr>
<td>Memorial Regional Hospital</td>
<td>Level I Trauma Center</td>
<td>(954) 987 - 2000</td>
<td></td>
</tr>
<tr>
<td>3501 Johnson St. Hollywood</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Ft. Lauderdale, Fl. 33021</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Holy Cross Hospital</td>
<td>Emergency Rm 570 beds</td>
<td>(954) 771 - 8000</td>
<td></td>
</tr>
<tr>
<td>4725 N Federal Highway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ft. Lauderdale, Fl. 33308</td>
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<tr>
<td>NAME</td>
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</tr>
<tr>
<td><strong>Coral Springs Medical Center</strong></td>
<td></td>
<td>(954) 344 - 3000</td>
<td></td>
</tr>
<tr>
<td>3000 Coral Hills Drive</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coral Springs, Fl. 33065</td>
<td></td>
<td></td>
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<tr>
<td><strong>Memorial Hospital Miramar</strong></td>
<td></td>
<td>(954) 538 - 5000</td>
<td></td>
</tr>
<tr>
<td>1901 SW 172nd Ave.</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Miramar, FL. 33029</td>
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**Palm Beach County – Medical Facilities**

<table>
<thead>
<tr>
<th>NAME</th>
<th>SERVICE</th>
<th>NON-EMERGENCY NUMBER</th>
<th>EMERGENCY NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Columbia Hospital</td>
<td>Emergency Rm</td>
<td>(561) 842 - 6141</td>
<td>(561) 863 - 3900</td>
</tr>
<tr>
<td>2201 45th St. West Palm Beach, Fl.</td>
<td>250 beds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>33407</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Good Samaritan Medical Center</td>
<td>Emergency Rm</td>
<td>(561) 655 - 5511</td>
<td></td>
</tr>
<tr>
<td>1309 N. Flagler Dr.</td>
<td>350 beds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Palm Beach, Fl. 33402</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saint Mary's Hospital</td>
<td>Level II Trauma Center</td>
<td>(561) 844 - 6300</td>
<td></td>
</tr>
<tr>
<td>901 45th St. West Palm Beach, Fl.</td>
<td>Emergency Rm</td>
<td>450 beds</td>
<td></td>
</tr>
<tr>
<td>33407</td>
<td>Helipad</td>
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<td></td>
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<tr>
<td>Wellington Regional Medical Center</td>
<td>Emergency Rm</td>
<td>(561) 798-8500</td>
<td></td>
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<tr>
<td>10101 Forrest Hill Blvd</td>
<td>143 beds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Palm Beach, Fl. 33414</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JFK Medical Center</td>
<td>Emergency Rm</td>
<td>(561) 965 - 7300</td>
<td>(561) 548 – 3751</td>
</tr>
<tr>
<td>4800 Congress Ave. Lake Worth, Fl.</td>
<td>300 beds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>33460</td>
<td>Helipad</td>
<td></td>
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</tbody>
</table>
Jupiter Medical Center
1210 S. Old Dixie Highway
Jupiter, Fl. 33458
Emergency Rm
175 beds
Helipad
(561) 747-2234

Glades General Hospital
1201 South Main St.
Belle Glade, Fl. 33430
Acute Care
73 beds
Glades General
Hospital 1201 South Main St. Belle Glade, Fl. 33430
(561) 996–6571

Bethesda Memorial Hospital
2825 S. Seacrest Blvd.
Boynton Beach, Fl. 33435
Emergency Rm
401 beds
Helipad
(561) 737-7733

Boca Raton Community Hospital
800 Meadows Rd
Boca Raton, Fl. 33486
Emergency Rm
401 beds
(561) 395-7100

Delray Medical Center
5352 Linton Rd
Delray Beach, FL 33445
Level II Trauma Center
Emergency Rm
495 beds
Helipad
(561) 498-4440

ST. LUCIE COUNTY – Medical Facilities

<table>
<thead>
<tr>
<th>NAME</th>
<th>SERVICE</th>
<th>NON-EMERGENCY NUMBER</th>
<th>EMERGENCY NUMBER</th>
</tr>
</thead>
</table>
| Lawnwood Regional Medical Center & Heart Institute
1700 s. 23rd St.
Fort Pierce, Fl. 34950 | Level II Trauma Center
Emergency Rm
240 beds
Helipad | (772) 461 - 4000 | (772) 461 – 4000 1 + 4551 |
| St. Lucie Medical Center
1800 S.E. Tiffany Ave.
Port St. Lucie, Fl. 34952 | Emergency Rm
150 beds
Helipad | (772) 335 - 4000 | (772) 335 – 4000 Ext. 3181 |
<table>
<thead>
<tr>
<th>NAME</th>
<th>SERVICE</th>
<th>NONEMERGENCY NUMBER</th>
<th>EMERGENCY NUMBER</th>
<th>PARAMEDICS</th>
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<tbody>
<tr>
<td>Miami Dade County EMS</td>
<td>Ground Transport</td>
<td>(305) 596-8576</td>
<td>911</td>
<td>YES</td>
</tr>
<tr>
<td>Miami Dade County EMS</td>
<td>Helicopter</td>
<td>(305) 596-8576</td>
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**BROWARD COUNTY – Ambulance / EMS Services**

<table>
<thead>
<tr>
<th>NAME</th>
<th>SERVICE</th>
<th>NON-EMERGENCY NUMBER</th>
<th>EMERGENCY NUMBER</th>
<th>ALS</th>
</tr>
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<tbody>
<tr>
<td>Fort Lauderdale Fire Rescue Emergency Medical Services (EMS)</td>
<td>Staffed with a minimum of two paramedics trained in ALS</td>
<td>(954) 828 - 5330</td>
<td>911</td>
<td>YES</td>
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<tr>
<td>Broward County EMS</td>
<td>Ground Transport</td>
<td>(954) 831-8200</td>
<td>911</td>
<td>YES</td>
</tr>
<tr>
<td>Broward County EMS</td>
<td>Helicopter</td>
<td>(954) 831-8200</td>
<td></td>
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### PALM BEACH COUNTY – Ambulance / EMS Services

<table>
<thead>
<tr>
<th>NAME</th>
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<th>EMERGENCY NUMBER</th>
<th>PARAMEDICS</th>
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<tbody>
<tr>
<td>Palm Beach County EMS</td>
<td>Ground Transport</td>
<td>(561) 272-1626</td>
<td>911</td>
<td>YES</td>
</tr>
<tr>
<td>Palm Beach County EMS</td>
<td>Helicopter</td>
<td>(561) 272-1626</td>
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</table>

### ST. LUCIE COUNTY – Ambulance / EMS Services

<table>
<thead>
<tr>
<th>NAME</th>
<th>SERVICE</th>
<th>NONEMERGENCY NUMBER</th>
<th>EMERGENCY NUMBER</th>
<th>PARAMEDICS</th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Lucie County Fire District</td>
<td>ALS / BLS</td>
<td>(772) 462 - 8300</td>
<td>911</td>
<td>Yes</td>
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</tbody>
</table>
**5400 Communications Unit**

Responsible for developing plans for the effective use of incident communication equipment and facilities; installing and testing of communications equipment; supervision of the Incident Communication Center; distribution of communication equipment to incident personnel; and the maintenance and repair of communication equipment.

**Communications Unit Leader Responsibilities:**

- Responsible for developing plans for the effective use of incident communications equipment and facilities
- Install, test, maintain, and repair communications equipment and systems
- Advise on communications capabilities and limitations
- Set up telephone systems
- Supervise the Incident Communications Center
- Establish appropriate communications distribution and maintenance locations
- Ensure personal portable radio equipment from cache distributed per the Radio Plan
- Distribute communications equipment to incident personnel and ensure an equipment accountability system is established
- Maintain records on all communications equipment
- Recover equipment from relieved or released Units
- Prepare and implement the incident Radio Communications Plan
- Ensure communications systems are installed and tested
- Provide technical information as required on:
  - Adequacy of communication systems currently in place
  - Geographic limitations on communications system
  - Equipment capabilities
  - Amount and types of equipment available
  - Anticipated problems in the use of the communications equipment
- Maintain Unit/Activity Log (ICS 214)

<table>
<thead>
<tr>
<th>NAME</th>
<th>Comms Equip</th>
<th>NON-EMERGENCY NUMBER</th>
<th>EMERGENCY NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>USCG Communications Command (COMMCOM)</td>
<td>See <a href="https://cg.portal.uscg.mil/units/c4itsc/C4IT-DeployableComms-ServiceCatalog/SitePages/Home.aspx">https://cg.portal.uscg.mil/units/c4itsc/C4IT-DeployableComms-ServiceCatalog/SitePages/Home.aspx</a></td>
<td>(757) 398-6330 Normal Working Hours</td>
<td>(757) 635-4369 Comms Watch Officer After Normal Working Hours Or 24/7 email monitor <a href="mailto:COM-DG-M-DeployCommsRequest@uscg.mil">COM-DG-M-DeployCommsRequest@uscg.mil</a></td>
</tr>
</tbody>
</table>
5410 Communication Plan

It is the Communication Unit Leader’s (COML) responsibility to develop and implement a communications plan that meets the requirements of the incident.

Communications Unit Leader (COML) responsibilities:

- Conduct a Communications Assessment to determine what kinds of equipment (radios, cell phones, computers, telephones) and support are needed for incident operations.

Assessment should include:

1. Understanding geographic limitations on communication equipment.
2. Knowing where the incident is projected to move in the coming hours or days.
3. Determining what the future plans are for the incident (e.g. growth in the organization).
4. Determining what communication facilities are in the area (cell phone towers, repeaters).
5. Knowing whether secure communications are required.
6. Ensure the communications portion of the Incident Action Plan are completed on time:
7. Develop the Communications Plan ICS 205-CG.
8. Review and provide input into the Assignment Lists, ICS 204-CG.
9. Work closely with the Operations Section Chief to ensure that their communication needs are being met.
10. Provide communication equipment to response personnel and maintain an accountability of equipment that is checked out.
11. Maintain a Unit Log, ICS 214-CG.

5410.1 Incident Communications

For events occurring in the Sector Miami AOR, little communications difficulty can be expected. The primary radio communications when working with public emergency resources such as fire and police departments is via Mutual Aid 800 MHz as opposed to the marine band. Sector Miami does have 800 MHz capability.
5410.2 Communications Support

[Reserved for future Area Planning Committee Development]

5410.3 USCG Deployable Communication Facilities

See https://cg.portal.uscg.mil/units/lantarea/lant-6/lant-63/Contingency%20Comms/Forms/AllItems.aspx for planning and coordination of events requiring the use or assistance from the LANTAREA Deployable C4IT Asset equipment inventory.

- The primary purpose of the Deployable C4IT equipment inventory is to support real world contingency operations, emergencies, natural disasters, training exercises, NSSE and other events such as military out-loads, oil spills, long term SAR operations, law enforcement, terrorist incidents, and temporary replacements for communications facilities that are disabled during natural disasters, renovations, or other surge/pulse operations.

- C3 equipment assets cover the HF, VHF, and UHF frequency spectrum and satellite communications (SATCOM) in both secure and non-secure modes. All equipment is transportable and includes hand-held radios, base stations, cryptographic accessories, and all supporting peripherals. Units requesting cryptographic accessories must provide the address and EKMS account number of the receiving command/unit.

- Requesting unit is responsible for shipping and funding costs of DCCS air time if applicable, and shipping for portable equipment. Shipping methods (for portable cache equipment) include FedEx, contractor delivery/pick up, or local customer pick-up at COMMCOM in Chesapeake, VA. Other than NSSE's, COMMCOM will usually fund support and/or deployment of assets.
### SECTION 6000

FINANCE / ADMINISTRATION SECTION

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<td>6110 Finance/Administration Section Chief</td>
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<td>6120 Modular Development of the Finance/Administration Section</td>
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<tr>
<td>6130 Degree of Integration</td>
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<th>6200 FUND ACCESS</th>
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<tbody>
<tr>
<td>6210 Federal On-scene Coordinator (FOSC) Access</td>
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<tr>
<td>6220 State On-scene Coordinator (SOSC) Access</td>
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<tr>
<td>6230 Trustee Access</td>
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<td>6240 Stafford Act Funding</td>
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<td>6241 NRF Key Concepts</td>
</tr>
<tr>
<td>6250 Coast Guard Area Commander Support</td>
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<td>6251 USCG ESF Watchstander Responsibilities</td>
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<td>6260 Communications</td>
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<td>6270 Funding Processes for ESF-10</td>
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<th>6300 COST UNIT</th>
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<th>6400 TIME UNIT</th>
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<tr>
<th>6500 COMPENSATION / CLAIMS UNIT</th>
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</thead>
</table>
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6600 PROCUREMENT UNIT

   6610 Procurement Processes and Procedures

6700 HUMAN RESOURCES

6800 RESERVED

6900 RESERVED FOR AREA / DISTRICT
6000 FINANCE / ADMINISTRATION SECTION

The Finance/Administration Section is responsible for all incident costs and financial considerations. This includes the Time Unit, Procurement Unit, Compensation/Claims Unit and Cost Unit. The IC will determine the need for a Finance/Administration Section, and designate an individual to perform that role. The Finance/Administration Section is generally set up for any incident that may require on-site financial management. In general, the decision to establish a finance / administration section will depend on two factors:

(1) the financial complexity of the response; and

(2) the number of tactical assets deployed (usually measured by the number of tactical divisions/groups established or likely to be established).

If no Finance Section is established, the individual members of the Unified Command will perform finance functions for their agency/organization component.

6010 Key Unified Command Financial Decisions

As discussed in Section 1000 of this plan, the National Response System places responsibilities for conducting clean up on the responsible party as a matter of policy. In practices, however, the involvement of the state, local, and federal agencies in various phases of the response are significantly more involved. The National Pollution Fund Center (NPFC) refers to the National Contingency Plan’s four phases of a response:

   Phase I: Discovery and Notification;
   Phase II: Preliminary Assessment and Initiation of Action;
   Phase III: Containment, Countermeasures, Cleanup and Disposal; and
   Phase IV: Documentation and Cost Recovery.

Certain federal, state, and local government costs incurred during Phase II Assessment may be chargeable against the OSLTF, but may not all be billed against the Responsible Party during cost recovery Phase IV.

Further, Unified Command members come to the response with objectives that overlap on the subject of pollution removal but often extend beyond this matter. The Responsible Party Incident Commander (RPIC) for instance will normally have key objectives of the response directed toward repairing damage and returning a vessel or facility to operation. In the case of an abandoned vessel, the marina or dry-dock owner will normally have objectives of having the derelict vessel removed/eliminated after the pollutant is removed. While these may at first appear to be post-response objectives, these decisions and matters deeply influence the response itself. For example, non-response derelict-vessel disposal strategies will influence the response decision on how clean the derelict
hull must be rendered in order to assure it poses no additional threat to the environment.

Various financial mechanisms available to the members of the Unified Command each come with stringent limitations and intended employment. For this reason, one of the most important decisions the Unified Command must come to during the first Unified Command meeting is an agreement about how financial responsibilities will be shared. The remainder of this section details some considerations in making these decisions.

**Limitations in the Employment of the OSLTF:**

1. **Missions Other Than Pollution Removal.** The federal, state, and local government response to an incident will typically include search and rescue, law enforcement, safety of navigation (including placing Aids to Navigation and salvage of sunken vessels), port safety, and maritime homeland security. However, only those actions whose primary purpose is removal (i.e., the containment or removal of oil pollution or necessary to minimize or mitigate oil pollution damage to the public health, welfare, or environment) and which are consistent with the National Contingency Plan may be paid or reimbursed by the OSLTF. The first key financial decision of the Unified Command is how other mission objectives will be funded, followed through by funding instructions to the Finance/Administration Section.

2. **Employment of State and Local OGAs Pollution Response Resources.** From the outset of any response, the Federal On-Scene Coordinator (FOSC) should establish whether state or local resources are necessary for removal actions. The Unified Command, based on this decision, must carefully define the scope of the state or local OGA’s expected actions and allow the FOSC’s staff to evaluate potential claims against the OSLTF. When a state or local OGA responds under this type of agreement, the Coast Guard representatives in the Finance/Administration section must execute a Pollution Removal Funding Authorization (PRFA) with the OGA’s financial representative. The PRFA assures the OGA will be reimbursed for specific work performed at the FOSC’s request. The second key financial decision of the Unified Command is which actions will be undertaken by state and local OGAs at the FOSC’s request (and paid for using a PRFA), and which will be undertaken by these agencies as independent members of the Unified Command (using funding mechanisms other than the OSLTF).

3. **Federal Vessels and Installations.** The National Contingency Plan places responsibility for spills from federal vessels and installations on the owning federal agency, including use of its own funding. However, the Federal On-Scene Coordinator can use the OSLTF as a last resort to clean up or prevent oil discharges. When the responsible federal agency is capable of funding the clean up, the FOSC should attempt to establish a Military Interdepartmental Purchase Request (MIPR) or equivalent to reimburse the use of FOS and OGA pollution response equipment and personnel time. The third key financial decision of the Unified Command is to
establish mechanisms (such as a MIPR) to finance FOSC and OGA response activities when the spill comes from a federal vessel or installation, and to determine when the last resort OSLTF access is needed.

(4) **Damage Claims and Removal Activities.** Claims of damage may be submitted for reimbursement (when approved) from the OSLTF. Often, such damage claims include the costs of restoring a vessel, facility, etc., to operation (as in the case of a third-party vessel which is oil contaminated as a result of the spill). Actual decontamination of a vessel, facility, or other installation may also reasonably be a removal action (i.e., to prevent further human health, economic or environmental damage), and the question of overlaps between damage claims and removal actions arises. Rather than simply a question of funding mechanisms, these questions impinge directly on which clean-up strategies and objectives the Unified Command will execute, particularly during the later stages of the response. *The fourth key financial decision of the Unified Command is to establish how removal strategies and actions will impact damage claims and establish a single, uniform policy for handling these overlaps, usually in consultation with the National Pollution Fund Center’s case manager.*

(5) **Replenishment of Response Equipment to Inventory.** The OSLTF may be used to restore pollution response equipment to inventory in the condition it was in before the response. Items used up in the response (consumables) or damaged beyond economical repair may be replaced. *The fifth key financial decision the Unified Command faces is how equipment will be evaluated at the start of the response, and how the condition will be assessed during demobilization for replenishment/repair purposes, along with the financial arrangements for accomplishing the replenishment. Again, this replenishment decision can extend only to response equipment used for oil pollution removal, not toward other objectives.*

(6) **Discharges causing Underground Contamination.** Discharges from oil tanks and related facilities often cause extensive subsurface or groundwater contamination. When underground contamination has migrated so as to cause an actual surface discharge or substantial threat of a discharge into navigable waters, the OSLTF may be used for removal. When these imminent threat or actual discharge conditions are not met, the incident is considered a hazardous materials incident ashore under municipal, county, and state hazardous material discharge rules. *The sixth key financial decision is how various aspects of a response causing underground contamination will be treated (i.e., threat to the navigable waters or not), and consequently how the response will be funded.*

(7) **Preferred or prioritized Sources of Supply.** Many if not all of the agencies and organizations responding to a spill will have pre-arranged sources of supply and service, and all will have legal and procedural limitations on procurements. While the emergency elements of the response may expedite procurements, it does not eliminate the rules governing procurement. Accordingly, the seventh key financial
decision is to sort out procurement and contract responsibilities between the agencies/organizations in the Unified Command based upon preferences and prioritization of sources of supply.

(8) **Limits of Liability.** In a large response, there is significant possibility that the Responsible Party’s limits of financial responsibility will be exceeded, opening the possibility that the response may transition entirely to FOSC / SOSC control. *The eighth key financial decision is to agree upon an appropriate means of tracking the Responsible Party’s financial commitment, an approach to these limits, and process for deciding when and how any transition in the Unified Command will occur.*
6100 Finance / Administration Section Organization

The Finance and Administration Section Chief is responsible for all financial and cost analysis aspects of the incident and for supervising members of this Section.

- Implement and manage the Finance Section branches and units needed to proactively accomplish Finance Section actions.
- Provide, manage, coordinate, document, and account for access to response funding sources, including the Oil Spill Liability Trust Fund (OSLTF), Natural Resources Damage Assessment Fund (NRDA), State funding sources, and other sources of response funding.
- Coordinate and ensure the proper completion of response cost accounting documentation
- Coordinate and manage response ceilings, budgets and cost estimates.
- Provide financial support for contracting services, purchases, and payments.
- Serve as the primary contact to the National Pollution Fund Center (NPFC) and the NPFC Case Officer to coordinate response cost recovery actions.
- Identify additional financial services resources or logistics support needed.
- Report on the status of Finance Section services.
- Responsible for all financial and cost analysis aspects of incident.
- Responsible for all financial and cost analysis of the incident:
  - Manage all contracts needed to support response operations
- Keep track of response costs
- Receive and process claims related to the incident
- Attend briefing with responsible agency to gather information
- Gather strategy information from planning meetings and briefings
- Develop a Finance Operating Plan
- Determine resource needs, prepare work objectives, and make task assignments
- Brief the Incident Command on financial status and forecasts
- Provide input in all planning sessions on financial status and forecasts
- Meet with assisting and cooperating agency representatives as required
- Maintain Daily contact with agency administrative headquarters on finance matters
- Ensure that all personnel time records are maintained adequately for tracking of expenditures and transmitted to home agencies according to policy
- Assist with demobilization planning
- Ensure all obligation documents are properly prepared and completed
- Attend the initial Incident Briefing, Business Management Meetings, Tactics Meetings, Planning Meetings, and Operations Briefings.
- Maintain Individual Log (ICS 214a)


6120 Modular Development of the Finance/Administration Section

Larger incidents typically require a Finance/Administration Section to monitor costs. When the incident clearly will require involved financial arrangements, particularly when damage claims will likely be involved, the Unified Command is well advised to establish a Finance / Administration Section within the first operational period so that out-of-area financial experts can mobilize to staff the section.

Smaller incidents may also require certain Finance/Administration functions. For example, the IC may establish one or more units of the Finance/Administration Section for such things as procuring special equipment, contracting with a vendor, or for making cost estimates of alternative strategies.

It is critical to note that even where no Finance / Administration Section or units are established, all of the Sections FUNCTIONS are performed by other personnel at the site (e.g., during a small response, all Section functions will typically be performed by the Federal On-Scene Coordinator’s Representative at the same time that he/she is overseeing the clean-up operation, future operational period planning, response equipment and personnel logistics, liaison functions, and command objectives function. In any but the smallest of responses, the subject-matter span of control will rapidly be exceeded.

A typical modular progression for a Finance / Administration Section during a response
Initial Response Organization: The initial response to an oil spill is typically investigatory and tactical; no dedicated finance / administration section personnel will deploy. Finance / Administration functions will be performed as needed by the initial responders, but these functions typically do not arise immediately.

Reinforced Response Organization: The reinforced response to an oil spill also typically does not include dedicated finance / administration units; the majority of responses play out entirely at this level with the reinforcing response assets handing the response within the first operational period. Indications from the scene that the incident is escalating will typically require the deployment of dedicated Section personnel.

Multi-Division/Group Response Organization: A multi-division response organization indicates that the incident is sufficiently large and complex as to require a finance / administration section on-scene. Because this level of response typically involves the sustainment of reinforced response personnel and equipment on-scene (rather than the mobilization of large number of extra resources), the multi-division / group organization typically requires a procurement unit and a time unit.

Multi-Branch Response Organization: A multi-branch organization clearly indicates the need for the entire Finance / Administration Section, with Time, Procurement, Claims & Compensation, and Costs Units.


6130 Degree of Integration

In general, sections are integrated under a unified command to varying degrees depending upon the nature of the work and restrictions on standard operating procedure. The Planning Section, for instance, is highly integrated with “agency stovepipes” completely eliminated. At the other end of the spectrum, the Finance / Administration Section deals with employees, equipment, procurements, and contracts completely bound by differing agency policy and legal requirements. In most instances these differing agency requirements cannot easily be resolved, and the Section normally operates almost as a grouping of agency “stove-pipes” within each Unit, integrated into a coherent whole by the Unit Leaders and Section Chief.

The decision of the Unified Command with regard to the assignment of personnel to each section should be made based upon the level of involvement an agency has in procurement, cost documentation, etc., and the degree to which agency financial and administrative Standard Operating Procedure differ. Where the Coast Guard Captain of the Port is the FOSC, for instance, all Coast Guard operational forces and federal procurements will occur within the military Coast Guard framework (including fatigue standards, cost documentation, federal contract processes, etc.). These procedures differ significantly from a civilian corporate or local governmental agency’s procedures, but do
not differ significantly from other military and federal agencies (such as the U.S. Navy, Marine Corps, or National Aeronautical and Space Administration). Assuming they are making significant procurement, time and equipment contributions, local government and civilian corporate organizations would likely need representation within the Finance and Administration Section (loose integration), but the federal agencies might fully integrate by delegating their financial management to the Coast Guard representatives in the Section.
6200 Fund Access

The National Pollution Funds Center User Reference Guide (https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/e-tools/) is designed to be a Federal on-scene coordinator reference tool during an oil or hazardous materials spill incident.

The Technical Operating Procedures (TOPS) serve as Coast Guard Guidance for various fund users. They provide formatting, forms and instructions for compiling and submitting documentation efficiently and effectively.

The TOPS below can be found in the NPFC User Reference Guide.

Technical Operating Procedures for Determining Removal Costs Under the Oil Pollution Act of 1990 (June 1999)

Removal Cost Policy and Operating Procedures (CERCLA) (May 1996)


Technical Operating Procedures for Designation of Source Under the Oil Pollution Act of 1990

6210 Federal On-scene Coordinator (FOSC) Access

Should it become necessary, the FOSC may access the OSLTF or CERCLA funds by obtaining a Federal Project Number (FPN) or CERCLA Project Number (CPN) and ceiling from the Coast Guard’s CANAPS funding system. CANAPs will automatically confirm the issuance of the FPN or CPN by message.

The OSLTF applies to funding responses only when the following two conditions are both met:

(1) There is a discharge of oil (as defined in 33 USC Section 2701(23)), or a substantial threat of a discharge of oil:

   (a) Into the navigable waters;
   (b) On the adjoining shorelines;
   (c) Into the waters of the exclusive economic zone; or
   (d) That may affect natural resources under exclusive management authority of the United States.

(2) There are further actions necessary to ensure effective and immediate removal, mitigation or prevention of the substantial threat.
The OSLTF has $50 Million in the Emergency Fund sub-fund available for funding emergency removal of oil, and a maximum of $500 Million per case to remediate natural resource damages. A maximum of $1 Billion is available per case to pay for costs and damages associated with an oil spill.

The CERCLA funding for responses generally applies when the following three conditions are all met:

1. A hazardous substance (not oil under 33 USC 2701(33)) has been released, or there is substantial probability that it will be released;

2. The release (or probable release) presents an imminent and substantial threat to the public health or welfare; and

3. The Responsible Party (RP) is failing to take appropriate actions or it is necessary to monitor the actions of the RP to assure they are taking appropriate actions.

The CERCLA removal funding is limited to no more than $2 Million dollars or 12 months in duration, though the Environmental Protection Agency may grant waivers to this requirement. The FOSC can obligate no more than $250,000 per incident without an approved Action Memorandum. There is no CERCLA funding for compensation payments to claimants damaged by hazardous substances.

Should a FPN or CPN that has been obtained prove unnecessary (no funds expended), the OSC must inform D7(m) of this fact so they can deactivate the FPN. During a spill the Coast Guard will monitor the activities of all contractors hired by the FOSC as well as document its own costs. Other agencies will document their costs on the appropriate forms. At the end of the response all documentation will be submitted to the OSC for verification and forwarding to the NPFC.

More information can be found at:

Chapter Three Removal Actions Oil and Hazardous Substances (NPFC User Reference Guide - https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/e-tools/).

6220 State On-Scene Coordinator (SOSC) Access

The Governor of Florida has designated a representative for state access to the Fund. The Governor’s letter designates the Chief, Office of Coastal Protection to make request pursuant to Section 133.25 of OPA 90.

State access to OSLTF and CERCLA funds provides an avenue for states to receive Federal funds for immediate removal costs resulting from their response to actual or threatened discharges of oil. State access does not supersed or preclude the use of other existing Federal payment regimes. The State should not seek and will not receive payments for the same costs from more than one payment regime.
States may access funds via one of three methods:

(1) File a claim with the NPFC within 6 years of the cleanup.

(2) Ask the FOSC to obtain a FPN/CPN and a ceiling amount for the State. The State will work directly with the NPFC to document costs.

(3) Have the FOSC obtain a FPN/CPN and then issue a Pollution Removal Funding Authorization (PFRA) to the State with a ceiling and time limit. The FOSC will then review all documentation prior to submission to the NPFC.

The Technical Operating Procedures (TOPS) serve as Coast Guard Guidance for various fund users. They provide formatting, forms and instructions for compiling and submitting documentation efficiently and effectively. A copy of the “Technical Operating Procedures for State Access to the Fund” can be obtained at:

https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/e-tools/


6230 Trustee Access

Administrative Trustees are organizations with responsibilities for specific areas or natural resources such as the Department of the Interior. OPA 90 authorizes these organizations access to the fund through one administrative trustee known as the Lead Administrative Trustee (which must be a federal agency.) The designation of Lead Administrative Trustee is made for each spill based on the involvement of each organization. Administrative trustee access to the emergency fund would most likely be limited to beginning the damage assessment process.

The Lead Administrative Trustee may request funding directly from the NPFC case officer for the purpose of initiating damage assessments. The NPFC case officer will inform the FOSC that funds have been requested by the Lead Administrative Trustee.

ROLE OF TRUSTEES IN THE FUNDING PROCESS

- Trustees must coordinate with each other during all phases of NRDA to ensure no double recovery of damages.
- In the pre-assessment phase of a NRDA, all affected trustees must select a Federal Lead Administrative Trustee (FLAT), who is then responsible for coordinating the effort and submitting necessary paperwork to NPFC.
- Trustees assess damages for “injury to, destruction of, loss of, or loss of use of” natural resources.
- Trustees develop restoration alternatives to address any injury to natural resources.
resources, from which they select the most appropriate alternative to implement.

- Trustees must also coordinate with the FOSC during the NRDA process to avoid interference with the ongoing response.

**6240 Stafford Act Funding**

Under the Stafford Act, when there is a Presidential declaration of a major disaster or emergency, the Coast Guard FOSC may receive direct tasking in the form of a Mission Assignment – a work order issued by the Federal Emergency Management Agency (or other designated agency) directing the recipient agency to complete a specified task. Emergency Support Function 10 (ESF-10) – Hazardous Materials Response Annex of the Federal Response Plan – includes both Oil and Hazardous Materials response activities.

In the execution of a mission assignment, the FOSC will use existing funds, resources, and contracts for goods and services to complete the task. The FOSC will then review the actual expenses against the estimated costs and make payments to OGA and private vendors for each cost.

For oil spills and hazardous materials releases, the FOSC will receive a Request for Federal Assistance from IAG, FEMA or the ESF lead agency, including a cost ceiling, and will then proceed to respond as normal using the OSLTF and CERCLA funds, (Reference Section 6270 for FEMA funded ESF #10 responses, including the Request for Federal Assistance form in the cost documentation. It is important to recognize that Stafford Act funds, like OSLTF and CERCLA funds, may only be applied to response costs directly related to the tasking, and the Stafford Act ceiling must be managed carefully just as other fund ceilings are managed.

**Stafford Act Funding References**

- Commander, Coast Guard Atlantic Area Message 282118Z MAY 03
- National Response Plan
- DOT Order 1100.29G Regional Emergency Transportation Coordinators or Representatives
- National Oil and Hazardous Substance Spill Contingency Plan (NCP)
- FEMA/EPA Memorandum of Agreement: Policy Guidance on ESF-10 Mission Assignments
- COMDTINST 16451.1 Disaster Related Pollution Response Activities Under The National Response Framework and Cost Reimbursement From The Stafford Act
- D-7(m) Policy Letter Guidance for Disaster Response Under the National Response Framework (NRF) in Support of Emergency Support Function ESF#10
6241 National Response Framework Key Concepts

Emergency support functions (ESF). The NRF groups disaster response actions into 15 functional areas known as ESFs and assigns a federal agency to chair each ESF and administer its response actions. While it is possible for USCG units to provide support under any of the ESFs, the two most likely ESFs for response and possible chair/vice-chair responsibilities are ESF-1 (transportation) and ESF-10 (hazardous materials). The USCG’s role and responsibilities for ESF-10 include all of those contained in the National Contingency Plan (reference e) as well as releases of hazardous materials beyond those covered under the NCP (e.g., household hazardous waste cleanup). The NCP is incorporated in its entirety into the NRF under ESF-10.

Mission assignments.

(1) The administrative vehicle by which FEMA tasks a federal agency to respond is known as a mission assignment. The mission assignment is a task-specific work order identifying response operations to be executed under an assigned ESF. The primary response agency may enlist the assistance of other federal agencies by issuing an interagency agreement (IAG). Federal agencies must use their own funds in the execution of a mission assignment or IAG then seek reimbursement from FEMA. It is imperative that USCG units and other agencies operating at the request of the FOSC receive a mission assignment or IAG for any FEMA (or primary agency) tasking as FEMA will not reimburse for emergency services rendered if a mission assignment or IAG does not specify those services. However, response units should not delay responses that fall under existing statutory authorities/responsibilities waiting for a mission assignment or IAG. The FOSC should direct the response and allow higher authority to work out the funding.

(2) Reference f provides a listing of some of the tasks for which ESF-10 mission assignments can be expected. EPA and USCG personnel continue to work with FEMA to identify common ESF-10 tasks and to pre-script mission assignments for these common tasks in order to speed the process.

(3) FEMA may assign a limited number of pre-Stafford Act declaration mission assignments in order to stage federal and FOSC-requested response assets for events related to forecasted disasters such as hurricanes. In the past, the USCG has pre-staged personnel via these pre-declaration mission assignments. The process is slightly more involved, emphasizing the need for close coordination between district staffs, area, NPFC, FEMA and EPA prior to a disaster response.

Regional Response Coordination Center (RRCC).

Upon a Stafford Act declaration, FEMA activates the appropriate RRCC. The RRCC coordinates federal response efforts until a Joint Field Office (JFO), staffed by an Emergency Response Team (ERT), is established in the field and the FEMA Federal
Coordinating officer (FCO) assumes coordination responsibility (note: there is generally one JFO per impacted state). The FCO has the legal authority to assign missions to federal agencies. The RRCC generally operates from the FEM regional office for the affected area. Primary functions of the RRCC include: communicating with the impacted state(s); coordinating deployment of the ERT-A (emergency response team - advance element) to field locations; assessing damage information; and developing initial mission assignments.

**USCG/FOSC staffing support for the RRCC.**

If the disaster impacts the coastal zone, the USCG will normally provide one person knowledgeable in USCG / Area Contingency Plan response capabilities to the RRCC to ensure the interests and capabilities of the USCG are recognized at the outset of response operations and to coordinate the initial issuance of mission assignments/IAGs. Typically, the Seventh Coast Guard District office will provide this person. The individual assigned must have sufficient experience and maturity to work with mid-to-upper level management personnel from other agencies and to operate under stressful conditions for long hours. Districts normally ensure personnel are rotated every two-to-three weeks to avoid response fatigue.

**State Emergency Operations Center (EOC).**

During a disaster response each state will activate an EOC to coordinate state response efforts and requests for federal assistance.

- **USCG/FOSC staffing support for an EOC.** The Seventh Coast Guard District will normally provide a senior officer as an Emergency Preparedness Liaison Officer (EPLO) to each activated EOC. The EPLO advises the state on USCG / FOSC response capabilities, identifies to the state response requirements appropriate for USCG / FOSC intervention, assists the state in requesting federal assistance via the RRCC or JFO and keeps the district informed of pending request, capability requirements, etc. It should be emphasized that the EPLO’s role is not a “fishing” expedition to look for work for the FOSC, but as a technical advisor informing the state on USCG / FOSC capabilities/existing responsibilities and processes for obtaining USCG / FOSC assistance.

**Emergency response team (ERT).** The ERT is the multi-agency response staff that includes the regional chair and support staff for each activated ESF. The ERT is located in the JFO. For incidents that impact just the coastal zone and require ESF-10, the USCG will be the regional ESF-10 incident chair with EPA as the vice-chair. For incidents that impact both the inland and coastal zones and require ESF-10, EPA will be the regional ESF-10 chair and the USCG the vice-chair. The USCG does not staff ESF-10 for incidents that do not impact the coastal zone.

(1) USCG / FOSC staffing of the ERT. In accordance with the FRP, the Coast Guard
Seventh District fills the USCG role as ESF-10 chair/vice-chair. As it is unlikely that a district division chief would be able to leave the district office during a major disaster response, he/she has designated a senior member of his/her staff to perform this function. The ESF-10 chair/vice chair will be supported by USCG and EPA personnel/watchstanders.

(2) Emergency response team - advance element. Prior to the establishment of the JFO and the ERT, an ERT-A is deployed to each impacted state. The ERT-A is the initial federal interagency group to respond to an incident in the field. The ERT-A normally deploys to the state emergency operations center (EOC) to obtain and evaluate disaster-related information, identify specific state requirements for federal response assistance and establish a location for the JFO. Typically, the JFO will be located as close to the impacted area as possible as designated by the FCO. Once the DFO is ready, the ERT-A folds into the ERT and helps to staff the JFO. USCG / FOSC participation on the ERT-A is critical for identifying tasks appropriate for the USCG / FOSC, aligning response operations with issued mission assignments and providing a conduit to USCG / FOSC resources.

As with the EPLO, USCG personnel assigned to an ERT-A are not looking for work, but ensuring that support requested by the state is tasked appropriately.

- **USCG/FOSC staffing support to the ERT-A.** For incidents requiring ESF-10 support that impact the coastal zone, at least two USCG watchstanders will be assigned to each ERT-A to support 24/7 operations. The Seventh Coast Guard District will coordinate USCG watchstanders. Watchstanders must be able to speak with authority on behalf of the USCG and FOSC(s) and have sufficient experience and maturity to interact with senior members of federal, state, or local agencies.

6250 Coast Guard Area Commander Support

Districts shall contact Coast Guard Atlantic Area if augmentation is required to fill ESF responsibilities. LANTAREA, with MLCA, will develop an ad hoc pool of ESF-knowledgeable personnel from amongst the districts and area/MLCA staffs to fill augmentation requirements.

6251 USCG ESF Watchstander Responsibilities

The USCG ESF Watchstander on the ERT-A and ERT is responsible for coordination and flow of information between the FCO/ESF chair and district, management of ESF-10 mission assignments, tracking ESF-10 response operations and costs in support of each mission assignment and providing subject matter expertise on USCG assets and capabilities.
Under the direction of the ESF-10 chair/vice-chair, the ESF-10 Watchstander shall:

- Serve as the USCG ESF-10 representative in the JFO.
- Coordinate information management for all Coast Guard ESF-10 activities.
- Coordinate emergency response activities with:
  - The affected district.
  - USCG EPLO at the EOC (if assigned).
  - The EPA ESF-10 Watchstanders.
  - Other federal agency counterparts within the ERT-A/ERT.
  - Federal agencies having control of supporting resources within the NRF response infrastructure.
  - Outside departments and agencies supporting ESF activities.
  - Provide the principal USCG representation and liaison for ESF-10 activities with the FCO and the ESF-10 chair.
  - Provide daily reports to the USCG ESF-10 chair/vice-chair, and the district(s) for the impacted area.
  - Provide timely reports to other ESF counterparts within the ERT-A/ERT.
  - Attend annual training focusing on the NRF and the activation/role of ESFs. Training should include joint formal instruction with FEMA and EPA as well as practical exercises.
  - Have an operational understanding of response actions under this plan and national-level contingency plans. Be cognizant of the function and responsibility of the regional response team mandate to support ESF activities.
  - Provide the necessary forum for the free exchange of information, consistent with statutes, regulations, and other directives between the district, other regional emergency response coordinators, and other support agencies regarding their emergency preparedness functions.
  - Facilitate with ESF counterparts the passing of mission assignments and IAGs, in support of FOSC response actions, to the cognizant district for processing/follow-on tasking to the appropriate field units.

6260 Communications

Normally the district serves as the primary hub for operational information between the ERT, the regional response team field units, the National Pollution Fund Center (NPFC) and LANTAREA. The USCG ESF Watchstander shall ensure the affected district receives up-to-date information on mission assignments. The district in turn shall task the appropriate field units to accomplish the mission and ensure that the ESF Watchstander receives up-to-date information on the status of all ESF related responses. The district will include in the daily Situation Report (SITREP) to LANTAREA any ESF actions undertaken by USCG units, with copy to NPFC. SITREPS, executive summaries, website/internet conduits, and other means of communication shall be shared between the ERT-A/JFO Watchstander(s) and the district routinely during deployment to facilitate informational needs. For incidents impacting a limited geographic area, the district may consider giving the ESF-10 staff liaison directly with FOSCs/incident commanders.
6270 Funding Processes for ESF-10

The following funding processes for ESF-10 modify those described in section 6240, reference G. Mission assignments or IAGs, are faxed to the district by either the ESF-10 Watchstander or EPA. The district then operationally approves the mission assignment or IAG and faxes it to the National Pollution Funds Center (NPFC) noting the applicable mission assignment number and total funding authorized. The NPFC signs the mission assignment or IAG and issues an accounting message with a Disaster Project Number (DPN) to the district. The districts and subordinate units then use the DPN as they would a Federal Pollution Number (FPN) used for oil spills for all operations/costs associated with the applicable mission assignment or IAG. However, unlike CERCLA and the OSLTF, the Stafford Act only pays for direct/actual costs and not the USCG standard rates used for pollution cases.
6300 Cost Unit

The Cost Unit is responsible for collecting all cost data, performing cost effectiveness analyses, and providing cost estimates and cost saving recommendations for the incident. To be successful, the Cost Unit must work closely with the Procurement Unit, and the Time Unit.

Cost Unit Leader (COST) responsibilities:

- Responsible for collecting all cost data, performing cost effectiveness analysis, and providing cost estimates and cost savings recommendations
- Coordinate with agency Headquarters on cost reporting procedures
- Ensure that personnel and equipment that will receive payment are properly identified
- Work with the Time and Procurement Units to obtain all cost data
- Conduct an analysis of costs and prepare estimates of incident costs
- Prepare incident cost summaries
- Maintain accurate information on the actual cost of all assigned resources for Planning
- Make recommendations for cost savings to the Finance Section Chief
- Maintain cumulative incident cost records
- Identify and distribute the appropriate cost documentation forms
- Ensure that all cost documents are accurately prepared
- Monitor direct costs and anticipated costs and track the obligations against various ceilings on a daily basis
- Add obligations from all sources (contractor, government, etc.) against each fund ceiling
- Complete all records prior to demobilization
- Provide Reports to the Finance Section Chief
- Maintain a Unit Log ICS 214-CG

Cost Documentation and Recovery Procedures, Forms and Completion Report

There are three primary aspects to successful cost recovery and documentation of significant pollution events: rapid start; dedicated personnel; and correct forms and submission procedures.

The requirement for a rapid start to documentation will be apparent upon examining the necessary forms and procedures. Whenever this plan is activated (i.e., the response exceeds the vessel or facility response plan, the state or federal government take an interest, or when there is no responsible party taking action), the following procedures must be executed by the Cost Unit:

1. Determine whether OSLTF funding applies. Based upon Unified Command decisions on response action funding, determine whether other sources of funding apply.
(2) Estimate the OSLTF and other funding ceilings required. In many responses, both an OSLTF and CERCLA ceiling will be established, with various response costs charged against one fund or the other depending on the decisions of the Unified Command and the limitations of the two funds. Similarly, other funds (such as for Search and Rescue, vessel salvage, and so on) may also be established, each with its own independent ceiling.

(3) Obtain a Federal Project Number (FPN) for the OSLTF fund, a CERCLA Project Number (CPN) for the CERCLA Fund, and authorized ceilings for each all identified funds. The Ceiling And Number Assignment Processing System (CANAPS) issues Federal and CERCLA project numbers and authorized ceiling limits for funding certain removal actions associated with oil and hazardous waste spills. For specific guidance on the obtaining of FPNs and CPNs, see CANAPS website at https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Response/CANAPS/.

(4) If any fund advice is needed, contact the National Pollution Fund Center Regional Case Manager at (202) 795-6069. If the regional manager is not available, the NPFC duty officer can be paged by calling (202) 494-9118, or by calling the National Response Center at 800-424-8802.

(5) Obtain copies of PRFAs and Authorizations to proceed from the Procurement Unit.

(6) Identify and distribute the appropriate cost documentation forms.

(7) Monitor contractors for all agencies on a daily basis. Collect both receipts and Daily Resource Reports (form CG-5136 series) from the Time Unit.

(8) Monitor U.S. Coast Guard and other Unified Command operational forces on a daily basis. Collect copies of aircraft use logs and vessel operating/navigation logs in addition to Daily Resource Reports (form CG-5136 series) from the Time Unit.

(9) Monitor OGA operational forces on a daily basis. Collect SF-1080 or SF-1081 vouchers and supporting OGA documentation. Normally, the type of required documentation will be detailed in the PRFA for the OGA response contribution from the Time Unit.

(10) Add up obligations from all three venues (contractor, unified command, and OGAs) against each fund ceiling (for this reason, it will be imperative to understand fully Unified Command decisions about which actions/contracts are directed to be made against which funding source). Include direct costs (Type I costs) and Anticipated Costs (estimates or Type II costs) and track the obligations against the various ceilings on a daily basis.

(11) Well before a ceiling is actually reached, project the “burn rate” and advise the Unified Command when a ceiling must be increased.
(12) With Unified Command approval, increase various fund ceilings.

(13) Compile and maintain daily an inventory of all equipment purchases by purchasing agency and charged fund.

(14) Maintain daily reports of costs against a ceiling as required by the NPFC (for the OSLTF ceiling) and each other fund/ceiling. Develop a daily display and post copies at each Situation Unit Display under the direction of the Situation Unit Leader and Display Processor.

(15) After the response, certify contractor invoices within the required timeframe. For NPFC/OSLTF contracts, the required timeframe is ten days. Be certain to obtain and clearly identify the required timeframe for all other funds and track unit performance against these required cycle times. In general, certification will require acknowledgement from the Operations Section that the invoiced goods or services were received, and acknowledgement from the appropriate contracting official (depending on agency/organization) that the cost for the good or service are as per the agreement.

(16) Forward all approved contractor invoices to the appropriate agency processing center for payment, keeping copies for the Unified Command’s records.

(17) Within 120 days of the end of the cleanup, complete Financial Summary reports for each and every fund/ceiling managed by the Section.

There are two principle sources of assistance in documenting costs that are available to all organizations. These are the assigned Case Officer at the National Pollution Fund Center and the District Response Advisory Team. Although these sources are available to all organizations, it may be more efficient to coordinate their assistance through Sector Miami.

There are two alternatives for non-federal organizations concerning forms on which reimbursable costs are documented. The first alternative is the organization’s documentation form that has been pre-approved by the National Pollution Fund Center. If an organization lacks a pre-approved documentation form it may use the federal.

Personnel rates will be determined to the maximum extent in advance. Contractor rates for contractors with Basic Ordering Agreements are fixed by the BOA. Standard rates for Coast Guard personnel are contained in Commandant Instruction 7310.1 (series). Other agencies are encouraged to have established personnel rates that can be furnished to the OSC. For organizations and contractors not having standard rates, this fact should be made known to the OSC early in the spill so that it may be addressed.

In spills where total expenditures are expected to be less than $50K, cost documentation may be collected by the FOSC and forwarded to the National Pollution
Funds Center at the conclusion of the spill response. In larger spill responses this information must be compiled and forwarded daily to the OSC and then the NPFC.

Certificate of Financial Responsibility (COFR) Forms  
(https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Forms/)

<table>
<thead>
<tr>
<th>FORM NUMBER</th>
<th>USER</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CG 5585</strong></td>
<td>Vessel Owners and Operators</td>
<td>Use this form to apply for a Certificate of Financial Responsibility (COFR).</td>
</tr>
<tr>
<td><strong>CG 5586</strong></td>
<td>Insurers / Guarantors</td>
<td>Vessel Owners and operators should ask their insurers to complete this form to show that they have adequate insurance to meet the applicable liability limits when applying for a COFR.</td>
</tr>
<tr>
<td><strong>CG 5586-1</strong></td>
<td>Insurers / Guarantors</td>
<td>Vessel builders, repairers, scrappers, lessors and sellers should ask their insurers to complete this form to show that they have adequate insurance to meet the applicable liability limits when applying for a Master Certificate.</td>
</tr>
<tr>
<td><strong>CG 5586-2</strong></td>
<td>Insurers / Guarantors</td>
<td>Vessel Owners and operators should ask their insurers to complete this form to show that they have adequate surety bonds to meet the applicable liability limits when applying for a COFR.</td>
</tr>
<tr>
<td><strong>CG 5586-3</strong></td>
<td>Vessel Owners and Operators, COFR Guarantors</td>
<td>Complete this form to show that you have adequate working capital and net worth to be self insured to meet the applicable liability limits when applying for a COFR.</td>
</tr>
<tr>
<td><strong>CG 5586-4</strong></td>
<td>Insurers / Guarantors</td>
<td>Vessel builders, repairers, scrappers, lessors and sellers should ask their insurers to complete this form to show that they have adequate net worth and working capital to be self insured to meet the applicable liability limits when applying for a Master Certificate.</td>
</tr>
</tbody>
</table>
### Spill Response Funding Forms
(https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Forms/)

<table>
<thead>
<tr>
<th>FORM NUMBER</th>
<th>USER</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>CG NPFC-CM01</td>
<td>FOSC’s</td>
<td>Follow this step by step guidance when using the OSLTF Emergency Fund or CERCLA / Superfund and monitoring cost documentation during a response.</td>
</tr>
</tbody>
</table>

### CG 5136 Forms
(https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Forms/)

<table>
<thead>
<tr>
<th>FORM NUMBER</th>
<th>USED BY</th>
<th>WHEN</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>CG 5136 A</td>
<td>FOSC’s</td>
<td>At the end of a spill</td>
<td>To summarize all resources used during the removal activities of a pollution incident.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(or at intervals for large spills)</td>
<td></td>
</tr>
<tr>
<td>CG 5136 B</td>
<td>FOSC’s and other</td>
<td>Daily</td>
<td>To list government personnel, equipment, and other resources incurred each day of removal activity.</td>
</tr>
<tr>
<td>CG 5136 D</td>
<td>Government Agencies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CG 5136 E</td>
<td>Contractors</td>
<td>Daily</td>
<td>To list contractor personnel, equipment, and other resources incurred each day of removal activity.</td>
</tr>
<tr>
<td>E-1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E-2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E-3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E-4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CG 5136 F</td>
<td>FOSC’s</td>
<td>As needed or daily</td>
<td>To record changes to the ceiling and obligations incurred during an entire spill.</td>
</tr>
<tr>
<td>E-1</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

This document includes instructions for completing each part of the form. [CG 5136 Form](https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Forms/)
### Claims Forms
(https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Forms/)

<table>
<thead>
<tr>
<th>FORM NUMBER</th>
<th>USERS</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CG NPFC-CA1</strong></td>
<td>Anyone injured by an oil spill</td>
<td>Provides format for submitting damage or removal cost claims to the NPFC. Use of form is not required, but all claims must contain the information listed on the form.</td>
</tr>
</tbody>
</table>
6400 Time Unit

The Time Unit is responsible for recording personnel and equipment time expenditures on the response, and in larger responses for managing the response commissary. Typical duties include:

- Determine agency/organization time reporting requirements for personnel and equipment, and assure the right time-documentation is made by operational personnel according to the governing time requirements. Where the situation is unclear, federal time collection data forms shall be used.
- Maintain separate logs for overtime expenditures.
- Track personnel and equipment hours against fatigue limits and resource burn-rate targets;
- Submit daily summarized personnel and equipment time reports to the Cost Unit in a format agreed upon as satisfying the Cost Unit’s cost recovery procedures.
- Establish a commissary on larger and long-term responses;
- Assure records are updated and provided continuously to agency representatives for their personnel and equipment time expenditures. Provide complete time records to the agency upon demobilization of resources.
- Identify, track, and raise safety-related fatigue/burn-rate overtime issues to the Finance/Administration Unit Leader.

Time Unit Leader Role and Responsibilities:
- Responsible for equipment and personnel time recording
- Ensure that 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
- Ensure all records are current and complete prior to demobilization
- Brief the Logistics Section Chief on current problems, recommendations, outstanding issues, and follow-up requirements
- Maintain Unit/Activity Log (ICS 214)

In small responses, the time and cost units are typically combined.
6500 Compensation / Claims Unit

The Claims and Compensation Unit is responsible for the following functions:

- Receive, coordinate, document, and process claims against the OSLTF, NRDA, or State funding sources.
- Coordinate evaluation of personal property damage claims.
- Identify additional resources and logistics support needed to process claims.
- Report on the status of claims processing.
- Overall management and direction of all compensation for Injury Specialists and Claims Specialist assigned to the incident

Compensation / Claims Unit Leader responsibilities:

- Responsible for the management of all injury compensation and claims matters
- Investigate all incident accidents (e.g. vehicle accidents)
- Determine the need for Compensation for Injury and Claims Specialists, set up work space, brief Specialists
- Establish contact with Safety Officer, Liaison Officer and Agency Representatives
- Establish Compensation for Injury work area with Medical Unit if possible
- Coordinate with Medical Unit on Processing injury-related claims
- Ensure that unit personnel working on injury compensations are coordinating closely with the Medical Unit and Safety Officer
- Review the Incident Medical Plan (ICS 206)
- Coordinate with Procurement Unit on Procedures for Handling claims
- Develop and advertise incident claim process
- Ensure all Compensation for Injury and Claims Logs and Forms are complete, accurate, compliant with Agency requirements and policies, and up-to-date
- Ensure all Compensation for Injury and Claims Logs are routed to the proper agency for post-incident processing
- Maintain all files on injuries and illness associated with the incident
- Maintain thorough documentation on all claims (witness statements, photos, etc.)
- Report on the status of claims processing
- Maintain a Unit Log, (ICS-214)

<table>
<thead>
<tr>
<th>CLAIM TYPE</th>
<th>DESCRIPTION</th>
<th>WHO CAN SUBMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Resource Damage Claims</td>
<td>Costs for: Assessing an area's natural resource damages, Restoring the natural resources, and Compensating the public for the lost use of the affected resources</td>
<td>Only specially designated natural resource trustees</td>
</tr>
</tbody>
</table>

https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/
<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Claims for Removal Costs</strong></td>
<td>Costs to prevent, minimize, mitigate, or clean up an oil spill. (The costs of cleaning up your own property fall under the category of property damage, not removal costs.)</td>
<td>Clean-up contractors, called Oil Spill Recovery Organizations (OSROs) Federal, State, and local government entities. The responsible party. Anyone who helped clean up the spill.</td>
</tr>
<tr>
<td><strong>Claims for Property Damages</strong></td>
<td>Injury to or economic loss resulting from destruction of real property (land or buildings) or other personal property. Does not include personal injury!</td>
<td>People or entities who own or lease the damaged property.</td>
</tr>
<tr>
<td><strong>Claims for Property Damages to Boats</strong></td>
<td>Injury to or economic loss resulting from damage to a boat (a subset of property damage).</td>
<td>People or entities who own or lease the damaged boat.</td>
</tr>
<tr>
<td><strong>Claims for Lost Profits and Earning Capacity</strong></td>
<td>Damages equal to the loss of profits or impairment of earning capacity due to the injury, destruction, or loss of property or natural resources.</td>
<td>Anyone with loss of profits or income. (You do not have to own the damaged property or resources to submit a claim under this category.)</td>
</tr>
<tr>
<td><strong>Claims for Loss of Subsistence Use of Natural Resources</strong></td>
<td>Loss of subsistence use of natural resources which have been injured, destroyed, or lost.</td>
<td>Anyone who, for subsistence use, depends on natural resources that have been injured, destroyed, or lost. (You do not have to own or manage the natural resource to submit a claim under this category.)</td>
</tr>
<tr>
<td>Claims for Lost Government Revenue</td>
<td>Net loss of taxes, royalties, rents, fees, or net profit shares due to the injury, destruction, or loss of real property, personal property, or natural resources</td>
<td>Federal agencies States Local governments</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td><a href="https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/">https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/</a></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### CLAIM TYPE

**Claims for Increased Public Services**

https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/

*Description*

Net costs of providing increased or additional Local governments public services during or after removal activities, including protection from fire, safety, or health hazards, caused by a discharge of oil or directly attributable to response to the oil spill incident

*Who Can Submit*

States Local Governments

### Forms and Documents for Submitting Claims

<table>
<thead>
<tr>
<th>FORM NUMBER</th>
<th>USERS</th>
<th>DESCRIPTION</th>
</tr>
</thead>
</table>
| **Claimants Guide**

https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/claims_docs/

| Individuals and small entities (businesses, non-profits, and governmental jurisdictions). May also be useful to larger businesses and governments. |

<table>
<thead>
<tr>
<th>Assists with submitting damage or removal cost claims to the NPFC. Includes Optional Claim Form</th>
</tr>
</thead>
</table>

| **CG NPFC-CA1**

https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/claims_docs/

| Individuals and small entities (businesses, non-profits, and governmental jurisdictions). May also be useful to larger businesses and governments. |

<table>
<thead>
<tr>
<th>Provides format for submitting damage or removal cost claims to the NPFC. Use of form is not required, but all claims must contain the information listed on the form</th>
</tr>
</thead>
</table>

| **Sample Damage Claim**

https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/claims_docs/

| Individuals and small entities (businesses, non-profits, and governmental jurisdictions). May also be useful to larger businesses and governments. |

<table>
<thead>
<tr>
<th>Shows sample documentation for a boat damaged by an oil spill</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORM NUMBER</td>
</tr>
<tr>
<td>-------------</td>
</tr>
<tr>
<td><strong>OSRO FAQ's</strong>&lt;br&gt;<a href="https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/claims_docs/">https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/claims_docs/</a></td>
</tr>
<tr>
<td><strong>Loss of Subsistence Use Claim Forms</strong>&lt;br&gt;<a href="https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/claims_docs/">https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/claims_docs/</a></td>
</tr>
<tr>
<td><strong>NRD Funding Guidelines</strong>&lt;br&gt;<a href="https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/claims_docs/">https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/claims_docs/</a></td>
</tr>
<tr>
<td><strong>RP Claim Submission Guidelines</strong>&lt;br&gt;<a href="https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/claims_docs/">https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/claims_docs/</a></td>
</tr>
<tr>
<td><strong>33 CFR 136</strong>&lt;br&gt;<a href="https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/claims_docs/">https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/claims_docs/</a></td>
</tr>
</tbody>
</table>
**6600 Procurement Unit**

The Procurement Unit is responsible for the following functions:

- Negotiate, coordinate, document, and manage all contracts needed to support response operations.
- Manage, coordinate, document, and account for all procurement orders needed to support response operations.
- Manage, coordinate, document, and account for all payments made to support response operations.
- Identify additional resources and logistics support needed to accomplish contracting and procurement services.
- Report on the status of contracting, procurement, and payment services.
- Administer all financial matters pertaining to vendor contracts.

**Procurement Unit Leader Responsibility:**

- Responsible for administering vendor contacts
- Contact appropriate Units on incident needs and any special procedures
- Coordinate with supply sources
- Establish and finalize contracts with supply vendors as required
- Interpret contracts and resolve disputes within delegated authority
- Coordinate with Cost Unit on cost data in contracts
- Complete final processing and send documents for payment
- Maintain Unit/Activity Log (ICS 214)

**6610 Procurement Processes and Procedures**

Should the FOSC wish to hire a contractor that has a Basic Ordering Agreement (BOA) with the Coast Guard, the contractor is issued an Authorization to Proceed. The OSC must also send a message to the Coast Guard Maintenance and Logistics Command Atlantic (MLC) within 24 hours indicating that an Authorization to Proceed has been issued.

Should the FOSC wish to hire a contractor that does not have a BOA with the Coast Guard, the FOSC must first determine that a BOA contractor is not available or is unable to perform the required tasks. D7 (m) should then be notified of the FOSC's intent to hire a non-BOA contractor. The FOSC may then issue the Authorization to Proceed and send the message as indicated above. The message should clearly indicate that a non-BOA contractor has been hired and why.

The FOSC may "hire" federal organizations by the use of a Federal Agency Pollution Removal Funding Authorization. The organization will document its costs using the Pollution Incident Daily Resource Report and bill the fund using Form SF 1080.

The FOSC may hire other governmental organizations (state and local) by the use of a Non Federal Agency Pollution Removal Funding Authorization. The organization will...
document its costs using the Pollution Incident Daily Resource Report or other system approved the NPFC.

Once a FPN has been obtained, all message traffic must contain the National Pollution Funds Center (NPFC), Coast Guard Finance Center and Maintenance and Logistics Command (MLC) as information addressees.
6700 **Human Resources**

The Human Resources Unit is primarily responsible for providing direct human resource services to the response organization, including compliance with all labor-related laws and regulations. In the performance of this last responsibility, the Human Resources Unit may serve as the implementing arm of the Safety Officer in assuring compliance with OSHA and other safety related training/qualifications outlined in the Safety Plan. The Human Resources Unit is responsible for the following functions:

- Serve as the single point of contact for incident personnel to discuss human resources issues and/or concerns;
- Issue Standing Orders to all military and Coast Guard Auxiliary personnel including decisions regarding uniform of the day, etc.;
- Serve as the single point of contact for receiving reports of inappropriate behavior, acts, or conditions parallel to the operational, logistics, and planning chains of command;
- Oversee and process all employee review and performance evaluations as completed by the operational, logistics, and planning supervisors;
- Oversee and process all employee incentive and meritorious action awards, including the processing of military awards, for operational, logistics, planning, and finance/administration supervisors, including a peer review of any proposed incentives/awards to assure consistency and factual accuracy; and
- Oversee and process all employee personnel records to assure required entries and notations are made in accordance with the various standards of Unified Command agencies/organizations.

6800 RESERVED

6900 RESERVED FOR AREA / DISTRICT
SECTION 7000
HAZARDOUS MATERIALS / SUBSTANCES

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7000 HAZARDOUS MATERIALS / SUBSTANCES

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7012 Assumptions/Planning Factors
7013 Concept of Operations and Governing Principles
  7013.1 National Response System Concepts: Response
  7013.2 Tiered Response Phases for Environmental and Health/Safety Issues During Hazardous Materials/Substance Response
7014 Scenario Based Planning
  7014.1 HAZMAT Release Scenarios
  7014.2 Hazard Analysis and Inventory
7015 Geographic Based Planning

7100 GOVERNMENT LEGAL AUTHORITIES, POLICY, and RESPONSIBILITY for RESPONDING

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7210.6 Department of Labor (DOL)

7210.7 Occupational Safety and Health Administration (OSHA)

7210.8 U.S. Department of Agriculture (USDA)

7210.9 Department of Commerce (DOC), National Oceanic and Atmospheric Administration (NOAA)

7210.10 Department of Defense (DOD)

7210.11 Department of State (DOS)

7210.12 Department of the Interior (DOI)

7210.13 Department of Justice (DOJ)

7210.14 Department of Energy (DOE)

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7210.17 Nuclear Regulatory Commission (NRC)

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7340 Logistics
7340.1 Communications
7340.2 Health and Medical Services
7340.2.1 Provisions for Ambulance Service and other Victim/Patient Transportation
7340.2.2 Provisions for Medical Treatment
7350 Finance/Administration
7350.1 General
7350.2 Comprehensive Environment Response, Compensation, and Liability Act, 1980
7350.3 Robert T. Stafford Disaster Relief and Emergency Assistance Act Funding Process

7400 RESERVED

7500 RESERVED

7600 RESERVED

7700 RESERVED

7800 RESERVED

7900 RESERVED
7000 Hazardous Materials/Substances

This Section defines the unified response to marine hazardous materials releases under this plan; this plan is activated whenever a hazardous material is released within the area defined in Section 1000 of the plan. State, local, and federal responders are bound by this plan for all such responses.

7010 Introduction

Contingency planning is essential to the successful implementation of any system designed to manage and contain a hazardous substance release. Contingency plans require a coordinated community response that may also involve state and federal agencies. Planning and coordination of services are equally critical at the national and regional level. The federal government established a National Contingency Plan (NCP) to promote coordination of resources and services of federal and state response systems. To oversee this plan, a National Response Team (NRT) and a National Response Center, a network of Regional Response Teams (RRTs), and a group of On-Scene Coordinators (OSCs) have been established.

This hazardous materials/substances section will outline and illustrate the local, state, and federal actions needed to properly mitigate a release of hazardous substances into the environment. This plan provides an integrated federal document to consolidate the actions by various agencies and organizations in support of the progression of the response.

This document identifies standard operating procedures for entering and leaving sites, accountability for personnel entering and leaving sites, decontamination procedures, recommended safety and health equipment, and personal safety precautions. The plan includes a list of emergency response equipment appropriate to the various degrees of hazard based on EPA’s four levels of protection (Levels A through D). The priority of response is to mitigate the affects of the hazardous substance release while protecting responders and the community.

7011 Background Information

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) (40 CFR part 300) establishes the National Response System (NRS) as the federal government’s response management system for emergency response to releases of hazardous substances into the environment of the United States.

This system functions through a network of interagency and intergovernmental relationships and provides for coordinating response actions by all levels of government to a real or potential hazardous substances incident. A primary mission of the federal system is to provide support to state and local response activities. Hazardous substances response under the NRS is divided into three organizational levels: the National Response Team (NRT), Regional Response Teams (RRTs), and On-Scene Coordinators.
At the National level, the NRT is comprised of 16 federal agencies with interests and expertise in various aspects of emergency preparedness and response to pollution incidents. The NRT provides national planning and policy guidance prior to incidents, and assistance as requested during an incident. Like the NRT, the RRTs are planning, policy, and coordinating bodies, and usually do not respond directly to the scene; rather they provide support, advice, and assistance to the Federal OSCs. All NRT member departments and agencies, as well as state and local participants, are represented on RRTs.

Federal OSCs are the federal officials pre-designated by EPA and the USCG to coordinate response resources. The OSC, either directly or through his or her staff, monitors, provides technical assistance, and/or directs federal and potentially responsible party (PRP) resources. As the state and local responder’s gateway to the resources of the NRS, it is the OSC’s responsibility to provide access to resources and technical assistance that may not otherwise be available to a community. Under the NCP, if federal involvement is necessary because state and local resources have been exceeded, the OSC is obligated to coordinate the use of these resources to protect public health and the environment.

During a HAZMAT incident, EPA will usually provide OSCs in the inland zone, and the USCG will generally provide OSCs in the coastal zone. The OSC coordinates all federal containment, removal, and disposal efforts and resources during an incident under the NCP or the National Response Plan (NRP). The OSC is the point of contact for the coordination of federal efforts with those of the local response community.

Agencies other than EPA or USCG might provide the OSC depending on the incident. While EPA and USCG have primary responsibility under federal laws and regulations, under CERCLA, DOD, DOE, and other federal agencies provide OSCs for incidents for which they have responsibility for releases of hazardous substances. If a federal agency – other than EPA, USCG, DOD, or DOE – has responsibility for an incident, they only provide the OSC if the incident involves non-emergency removal actions.

Each of the agencies in the NRS provides resources and technical expertise and has access to a wide range of federal assets, such as equipment and special expertise, through the RRT.

During an emergency, or for other response support needs, the NRS can be accessed 24-hours a day by calling the National Response Center (NRC) at 1-800-424-8802. Located in the USCG headquarters command center and operating 24-hours a day, the NRC immediately relays reports to the cognizant, pre-designated OSC.

The NRC receives reports of all chemical, radiological, etiological (causes of a disease or abnormal condition), and biological releases regulated by various federal statutes. (However, the only statutory requirements for reporting to the NRC are the Clean Water
Act (CWA) for oil discharges, the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) for hazardous substance releases, and the Hazardous Materials Transportation Act (HMTA) for hazardous materials releases.

When a discharge or release is discovered or reported, the pre-designated OSC is responsible for immediately collecting pertinent facts about the discharge or release to evaluate the situation. Based on the evaluation, if the OSC decides a federal emergency response action is necessary, he or she works with state and local emergency response teams, local police and firefighters, and/or other federal agencies to eliminate the danger.

While all significant hazardous substance releases must be reported to the NRC, many inland responses are effectively handled without any direct involvement by the federal government. Others require federal assistance when the incident exceeds state and local capabilities. In other words, the federal government acts as a “safety net” for state, local, tribal, and private party responders.

7012 Assumptions/Planning Factors

The assumptions and planning factors used to develop this plan are detailed in Section 9400, Section 9422 (FOUO Filed as a separate document).

7013 Concept of Operations and Governing Principles

This section outlines governing principles and concepts of operations for response to hazardous materials releases.

7013.1 National Response System Concepts: Response

This figure depicts the response process. Over ninety-five percent of incidents are handled at the local level. Under Title I CERCLA, EPA has authority to reimburse local community authorities for certain expenses regarding hazardous substance response incurred in carrying out temporary emergency measures to prevent or mitigate injury to human health or the environment.

The federal response is designed to fill the gaps and support the local response. Normally a federal lead response would not occur unless the local and state response system is overwhelmed or there are incident issues that need to be addressed by the federal authority and federal assistance is required.
7013.2. Tiered Response Phases for Environmental and Health/Safety Issues During Hazardous Materials/Substance Response

<table>
<thead>
<tr>
<th>Tier</th>
<th>Tier Description</th>
<th>Incident Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tier 1 - Local Response for Environment and Health Safety</td>
<td>IC: Local Fire Chief or HAZMAT Team Leader Potential Supporting Agencies: Fire Department Emergency Medical Police Partial EOC Staff Public Information office CHEMTREC National Response Center ACP Action: Provide support for local response at the request of the IC in way of technical expertise, resources, and/or funding. Focus is to fill response gaps identified by IC.</td>
<td>An incident or threat of a release which can be controlled by the first response agencies and does not require evacuation of other than the involved structure or the immediate outdoor area. The incident is confined to a small area and does not pose an immediate threat to life or property.</td>
</tr>
<tr>
<td>Tier 2 – Environmental and Health/ Safety Response Under the NCP</td>
<td>IC: Federal On Scene Coordinator (FOSC)</td>
<td>An incident involving a greater hazard or larger area which poses a potential threat to life or property and which may require a limited evacuation of the surrounding area.</td>
</tr>
<tr>
<td>“Limited Emergency Condition”</td>
<td>UC: FOSC, State/Local OSC, and/or Property Owner/Operator</td>
<td>Leading to:</td>
</tr>
<tr>
<td>Leading to:</td>
<td>Potential Supporting Agencies:</td>
<td>An incident involving a severe hazard or a large area which poses an extreme threat to life and property and will probably require a large scale evacuation; or an incident requiring the expertise or resources of county, state, federal, or private agencies/organizations</td>
</tr>
<tr>
<td>“Full Emergency Condition”</td>
<td>All Agencies listed in Tier 1 HAZMAT Teams EOC Staff Public Works Dept Red Cross County Emergency Management Agency State Police Public Utilities</td>
<td></td>
</tr>
<tr>
<td>For Larger Events:</td>
<td>All Agencies listed in Tier 1 and above Mutual Aid Fire, Police, Emergency Medical State Emergency Management State Environmental Agency State Department of Health EPA USCG All NRS supporting agencies</td>
<td></td>
</tr>
<tr>
<td>ACP Action: Support entire response effort. Refer health issues to health agencies.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Tier 3 – Environmental and Health/Safety Response Under the National Federal Response Plan (NRP) | Consequence Management Lead: FEMA | All responses where the state is overwhelmed and asks for a national disaster declaration and the formal assistance of the federal government. |
| “National Disaster Declaration” | ESF #10 Action: Focus on environmental issues surrounding oil, hazardous substances, bio-hazards, etc. | |
| | ACP Action: Response on the ground is supported similar to a NCP HAZMAT response. Response funded by FEMA. | |
| | ESF#8 Action: Refer health, medical, and safety issue to ESF#8 | |
| | Potential Supporting Agencies: | |
| | All Agencies listed in Tiers 1 and 2. All federal agencies supporting FEMA and the NRP. | |
7014 Scenario Based Planning

This section outlines the Area Plans for responding to hazardous materials releases in our Area of Responsibility on a scenario-specific basis.

7014.1 HAZMAT Release Scenarios

The hazardous materials release scenarios are fully defined and developed in Section 9442. The scenarios considered include:

- Release from a ship at sea – container ship fire
- Release from a Ship in port – Chemicals on Container Ship
- Release from Over-ground Transportation, Truck/Train– Chlorine Release from Train Derailment

7014.2 Hazard Analysis and Inventory

Hazard analysis is a necessary component of comprehensive emergency planning for a community. It is a three-step decision-making process comprised of hazard identification, vulnerability analysis, and risk analysis. This section focuses primarily on hazard identification. Hazard analysis is usually the task of an agency (e.g., the fire department, the Area Committee, or the LEPC) to review the hazard analysis information for their area.

The first task in conducting such an analysis is to complete an inventory of the hazardous materials present in the community and to determine the nature of the hazard. This is a key step because it permits planners to describe and evaluate risks, and to allocate resources accordingly. This information should be available to the Regional or Area Committee through the SERC or LEPC. These materials include fuels and chemicals such as chlorine. Such materials should be given special attention (vulnerability analysis) in the planning process.

In this context, a hazard is any situation that is capable of causing injury or impairing an individual(s) health. During the process of identifying hazards, facilities or transportation routes will be pinpointed that contain materials that are potentially dangerous to humans. The identification of hazards also should provide information on:

- The types, quantities, and location(s) of hazardous materials in the community, or transported through a community; and
- The nature of the hazard that would accompany incidents, such as explosions, spills, fires, and venting to the atmosphere.

In identifying hazards, hospitals and educational and governmental facilities should not be overlooked since they all contain a variety of chemicals. Major transportation routes and transfer points, such was airports, vessels in port, railroad yards, and trucking terminals, should also be included in the overall hazards identification plan. SARA Title
III planning provisions address many of these potential transportation risk areas by requiring facility cooperation in plan preparation and by including specific risk areas as well as a wide range of chemical handlers, from manufacturers to service-related businesses.

Risk analysis includes the probable damage that may occur if a chemical incident occurs. Information that is necessary for risk analysis includes:

- The type of risk to humans, such as an acute, chronic, or delayed reaction.
- The groups that are most at risk.
- The type of risk to the environment, such as permanent damage or a recoverable condition.

### 7015 Geographic Based Planning

The response to hazardous materials releases on geographic basis is outlined by the following geographical sub-areas:

- Miami River
- Miami
- Port Everglades / Port Lauderdale
- Port of Palm Beach
- Fort Pierce
- Offshore
7100 Government Legal Authorities, Policy, and Responsibility for Responding

This section details the governmental authorities, policy, and responsibility for responding to hazardous materials releases and draws largely upon Annex 1000 of this plan. Additional details pertinent to hazardous materials response as distinct from oil pollution response are presented below.

7110 Federal Policy

See Section 1600 National Policy and Doctrine of this plan and the following Memorandums Understanding or Agreement:

- United States Environmental Protection Agency (USEPA) and United States Coast Guard (USCG), 1982
- United States Departments of Transportation (USDOT) and Interior (USDOI), 1971
- United States Fish and Wildlife Service (USFWS) with USCG, 1979
- USEPA and USCG, 1981 USCG and United States Navy (USN), 1980
- USEPA and United States General Services Administration (GSA)

7111 State Policy

See Section 1500 State/Local Response System of this plan.

7111.1 Florida Statute

See Section 1510 Florida State Response System of this plan.

7112 Local Policy

See Section 1520 Local Response System of this plan.
7200 Response Management/Incident Command

7210 Organizational Roles and Responsibilities

7210.1 EPA, USCG, DOE, and DOD as On-Scene Coordinators

Federal On-Scene Coordinator (OSC). Under the National Oil and Hazardous Substances Contingency Plan (NCP), the Federal OSC can provide technical expertise in assessing the hazards posed to public health and the environment from a potential hazardous material/substance incident. OSCs also have the authority to deploy federal resources to do monitoring, sampling, risk assessment, safety and health analysis, clean up, disposal, and other response requirements.

7210.2 Center for Disease Control and Prevention (CDCP)

CDCP’s responsibility, on behalf of the Department of Health and Human Services (HHS), is to provide national leadership in the public health and medical communities in a concerted effort to detect, diagnose, respond to, and prevent illnesses, including those that could occur as a result of biological or chemical contamination.

This task is an integral part of CDCP’s overall mission to monitor and protect the health of the U.S. population. CDCP is also responsible for identifying appropriate personal protective equipment requirements for emergency workers. Specific PPE requirements for sampling and remedial activities can be found at:

CDC Anthrax: Protecting Investigators Performing Environmental Sampling

https://www.cdc.gov/anthrax/BIOTERRORISM/emergency-worker-safety.html

In addition, questions about the appropriate use of antibiotics and other health related issues should be addressed to CDCP.

7210.3 Agency for Toxic Substances and Disease Registry (ATSDR)

The Agency for Toxic Substances and Disease Registry (ATSDR) is also participating with CDCP in this effort and will provide expertise in the area of industrial chemical terrorism. In this document, the term CDCP includes ATSDR when activities related to chemical terrorism are discussed. In addition, colleagues from local, state, and federal agencies; emergency medical services (EMS); professional societies; universities and medical centers; and private industry can provide suggestions and information. Specific ATSDR expertise can be found at:

- American College of Medical Toxicology Consultation Services: Directory of Inpatient Medical Toxicology Services:

  http://www.acmt.net/Directory_of_Inpatient_Medical_Toxicology_Services.html
7210.4 Department of Homeland Security (DHS)

The Department of Homeland Security provides assistance and expertise from the various directorates. FEMA serves as the primary coordinating agency for disaster response and recovery activities. To carry out this role, FEMA executes a wide range of tasks, including processing governors’ requests for disaster assistance, coordinating federal operations under disaster declaration, and appointing a federal coordinating officer for each state where there has been a declared disaster. During a cross-border incident, the U.S. Customs Service assists with the safe and swift movement of equipment and personnel across the U.S. border.

7210.5 General Services Administration (GSA)

GSA provides logistical and telecommunications support during an incident. This support may include providing space, telephones, transportation, supplies, equipment, and procurement-related services. GSA can be contacted to identify contractors that are qualified for sampling and decontamination/disinfection of hazardous material/substance type substances.

7210.6 Department of Labor (DOL)

DOL’s Occupational Safety and Health Administration (OSHA) has the responsibility and authority to ensure that response workers are protected and to determine if response sites are in compliance with safety and health standards. In this role, OSHA provides consultation and enforcement as appropriate and requires adequate training, controls, and personal protective equipment to ensure that responders are properly protected during a response.

7210.7 Occupational Safety and Health Administration (OSHA)

OSHA’s responsibility is to ensure safe and healthful working conditions for working men and women. As such, OSHA is working with other federal agencies to increase knowledge of the hazards of anthrax in the workplace and to help identify methods to protect workers from those hazards. OSHA believes that it can best help employers and workers protect themselves by providing information and assistance that should help
reduce employee exposure to and risk from hazardous material/substances. OSHA is also working with other Federal agencies and employers including CDCP, the National Institute for Occupational Safety and Health (NIOSH), the FBI, and EPA to make sure that the guidance OSHA gives is the best and most current information available.

For more information about OSHA’s role in hazardous material/substance response, visit: Protecting the Worksite Against Terrorism: Anthrax

http://www.osha.gov/dep/anthrax/matrix/index.html

7210.8 U.S. Department of Agriculture (USDA)

The USDA’s Agricultural Research Service can be contacted for information regarding its procedures for handling anthrax and anthrax samples. Such procedures and protocols may be helpful since anthrax is routinely handled by their lab personnel and since CDCP is using ARS labs to actually analyze their samples. The USDA’s Forest Service, Agricultural Research Service, and other agencies have personnel, laboratory, and field capabilities to evaluate, monitor, and control situations where natural resources, including soil, water, wildlife, and vegetation, have been impacted by hazardous substances and other natural or manmade emergencies. Through the Forest Service, additional response equipment is also available.

7210.9 Department of Commerce (DOC), National Oceanic and Atmospheric Administration (NOAA)

NOAA, through the Scientific Support Coordinators (SSC), provides scientific information and expertise to mitigate the impacts of oil and hazardous substance releases on natural resources in coastal areas. NOAA’s expertise includes environmental chemistry, contaminant transport in air and water, weather forecasts, oceanographic conditions, and marine fisheries and mammals. During hazardous material/substance incidents Coast Guard OSCs should plan on using the NOAA SSC to coordinate the science and technical expertise within the Unified/Incident Command structure. Although NOAA may not have direct technical expertise concerning some hazardous material/substance agents or substances, their proven coordination and information management skills are institutionalized within response planning and strategic/tactical decision making for the Coast Guard OSCs serving this region.

7210.10 Department of Defense (DOD)

DOD provides a wide array of services from its many agencies and offices. In emergency situations, DOD may provide temporary restoration of essential public facilities and services. For response to contaminant release incidents, DOD’s Supervisor of Salvage and Diving, the Army Corps of Engineers, the Weapons of Mass Destruction Civil Support Teams, and the Chemical Biological Rapid Response Teams have extensive expertise in containment, collection, and mitigation.
7210.11 **Department of State (DOS)**

DOS helps coordinate international response efforts when discharges or releases cross international boundaries or involve foreign flag vessels. DOS also coordinates requests for NRS assistance from foreign governments.

7210.12 **Department of the Interior (DOI)**

DOI, through its bureaus and offices and based on its extensive land and resource management responsibilities, provides scientific expertise to FOSCs to help protect sensitive natural, recreational, and cultural areas and resources and to facilitate environmental recovery. Expertise is also available in remote sensing; mapping (including GIS); surface and ground water contamination and contaminant transport; oil, gas, and mineral development; and oil spill response research and development.

7210.13 **Department of Justice (DOJ)**

DOJ, in coordination with legal counsel of the federal agencies and departments involved, provides expert advice on legal questions arising during an incident. DOJ also represents the federal government in litigation relating to hazardous substance, oil, chemical, or biological releases. Through the Federal Bureau of Investigation, DOJ is the lead federal agency for crisis management during a terrorist incident. The Bureau of Alcohol, Tobacco, Firearms and Explosives may provide law enforcement support with experts in the field of fire and explosive investigations.

7210.14 **Department of Energy (DOE)**

DOE’s National Nuclear Security Administration is ready to respond to any type of nuclear/radiological accident or incident anywhere in the world, including monitoring, assessment, and working with local, state, and federal agencies and officials to resolve the situation. In the event of an energy crisis or natural disaster, DOE, in coordination with the energy industry, helps identify problems, assesses energy system damage, and assesses energy supply, demand, and requirements to restore the damaged energy systems.

7210.15 **Department of Health and Human Services (HHS)**

HHS’s Centers for Disease Control and Prevention (CDCP) and National Institute of Environmental Health Sciences provide worker health and safety training, while the Agency for Toxic Substances and Disease Registry (ATSDR) has established a surveillance system to evaluate the human health exposures to hazardous substances in emergencies. During an incident, CDCP and ATSDR also advise the FOSC on human health threats and the prevention or mitigation of exposure to hazardous substances.
7210.16 **Department of Transportation (DOT)**

DOT’s Research and Special Programs Administration (RSPA) administers national transportation safety programs for hazardous materials and oil by all modes of transportation and pipelines. RSPA provides technical assistance to the planning and response communities, including publication of the DOT Emergency Response Guidebook.

7210.17 **Nuclear Regulatory Commission (NRC)**

The Nuclear Regulatory Commission regulates civilian nuclear facilities and nuclear materials. The Nuclear Regulatory Commission is the lead federal agency during radiological events involving licensees, and provides expertise during other radiological incidents.

7210.18 **Environmental Protection Agency (EPA)**

EPA coordinates preparedness and response for hazardous substance releases and oil discharges in the inland zone. EPA’s Environmental Response Team is a group of highly trained scientists, engineers, and responders who provide training and technical skills in multimedia sampling and analysis, hazard assessment, and clean-up techniques.

7211 **Responding to a Hazardous Substance Incident**

It is important to note that the majority of hazardous substance releases, like oil spills, are small events that will not and should not result in a response beyond that of an initial or reinforced response organization.

A hazardous substance/materials release may bring together a greater number and wider variety of agencies than any other single incident. It is assumed that all hazardous materials incidents will be managed under UC principles because in virtually all cases, fire, law enforcement, and public health agencies will have some statutory functional responsibility for IC/Command Control and mitigation.

Depending on incident factors, several other agencies will respond to a hazardous materials incident. The best method of ensuring effective information flow and coordination between the responding agencies at the scene of a multi-agency incident is to establish an Incident Command Post (ICP) and the use of a UC. Each key response agency should provide a representative to remain at the ICP who will have the authority to speak for and commit agency resources.
7211.1 HAZMAT Incident / Unified Command Objectives

Primary Unified Command Objectives include:

- Health and Safety of Responders
- Victim Rescue
- Community Safety and Evacuation (if necessary)
- Securing the Source of the Contaminant
- Protection of Property
- Environmental Protection and Response

Other Possible Unified Command Objectives involve:

- Threat Assessment
- Lead Federal Agency Advisory Requirements
- Agent Identification
- Hazard Detection and Reduction
- Environmental Monitoring
- Sample and Forensic Evidence Collection/Analysis
- Identification of Contaminants
- Feasibility Assessment and Clean-Up
- On-Site Safety
- Protection, Prevention, Decontamination, and Restoration Activities

7212 Safety

7212.1 Guidance for Responders Supporting the Unified Command

Responders should not be in the Exclusion (Hot) or Contamination Reduction (Warm) Zone without the appropriate level of protection. Responders should always enter a suspected contaminated area with the level of protection that will ensure their survival. At the same time, they would not want to over-burden themselves with protective equipment that is nice to have, but may hinder their mission because of the heat stress or due to its weight or bulk. Therefore, they will have to know what kind of agent they are dealing in order to make knowledgeable decisions as to the level of protection required to ensure they do not become a victim, either as a result of the chemical agent or from exhaustion.

Consequently, initial entry into the Exclusion (Hot) Zone should be in Level B, with a possibility of downgrading to a lower level of protection once the agent is identified, the concentration of the agent is determined to be below IDLH, and/or the Incident Commander authorizes a lower level of protection based on risk assessment.

A response team requires maximum respiratory protection when entering atmospheres
containing unknown substances, or entering atmospheres containing known substances in unknown concentrations. If you are unsure of the agent employed, eliminate any risk by entering the area in Level B, as required by 29CFR1910.120(c)(5)(iii).

Liquid hazardous substances can be transferred to a responder in numerous ways, including:

- Helping victims,
- Helping other responders,
- Moving contaminated debris,
- Handling contaminated objects,
- Walking through contaminants, and
- Over-spray from victim decontamination operations (e.g., while hosing down victims).

7212.2 Safe Distance/Avoid Contact

Most initial responders (exceptions would be firefighters, HAZMAT teams, NSF, etc.), are trained at either the awareness or operations level and most likely have little, or no, personal protective equipment.

Their best protection at this level is contamination avoidance. Although “safe distances” will be set by the Incident Commander based on incident specific information and dynamics, the following are some general guidelines:

- **Move upwind**: Move upwind from the release.
- **Move upgrade**: Move upgrade from the release for chemical agents. Most of the chemical agents are heavier than air and will move downgrade, especially in still air. Also, any runoff from decontamination operations will flow downgrade.
- **Avoid contact with contaminated people and things**: Without proper protective clothing, you should avoid contact with contaminated people and things.

7212.3 Levels of Protection

Factors to be considered in selecting the proper level of protection include the potential routes of entry for the chemical(s), the degree of contact, and the specific task assigned to the user. Activities can also be undertaken to determine which level of protection should be chosen. The EPA and NIOSH recommend that initial entry into unknown environments or into a confined space that has not been chemically characterized be conducted wearing at least Level B protection.

7212.4 Routes of Entry

PPE is designed to provide emergency medical personnel with protection from hazardous materials that can affect the body by one of three primary routes of entry: inhalation, ingestion, and absorption.
• *Inhalation* occurs when emergency personnel breathe in chemical fumes or vapors. Respirators are designed to protect the wearer from contamination by inhalation but they must be worn properly and fit-tested frequently to ensure continued protection.

• *Ingestion* usually is the result of a health care provider transferring hazardous materials from his hand or clothing to his mouth. This can occur unwittingly when an individual wipes his mouth with his hand or sleeve, eats, drinks, or smokes tobacco.

• *Absorption* refers to chemical contact with the skin or eyes. Garments protect the skin, and full-face respirators protect against ingestion and direct eye contact. Mucous membranes in the mouth, nose, throat, inner ear, and respiratory system may be affected by more than one of these routes of entry. Many hazardous materials adhere to and assimilate with the moist environment provided by these membranes, become trapped or lodged in the mucus, and are subsequently absorbed or ingested.

### 7212.5 Chemical Protective Clothing (CPC)

Protective clothing is designed to prevent direct contact of a chemical contaminant with the skin or body of the user. There is, however, no one single material that will afford protection against all substances. As a result, multi-layered garments may be employed in specific situations despite their negative impact on dexterity and agility. CPC is designed to afford the wearer a known degree of protection from a known type, a known concentration, and a known length of exposure to a hazardous material, but only if it is properly fitted and worn correctly. Improperly used equipment can expose the wearer to danger.

Another factor to keep in mind when selecting CPC is that most protective clothing is designed to be impermeable to moisture, thus limiting the transfer of heat from the body through natural evaporation. This is a particularly important factor in hot environments or for strenuous tasks since such garments can increase the likelihood of heat-related injuries. Research is now underway to develop lightweight suits that are breathable but still protective against a wide range of chemicals. Cooling vests are sometimes used in warm weather situations to keep the body temperature normal, but with mixed results.

Essential to any protective ensemble are chemical resistant boots with steel toe and shank. Chemical resistant inner and outer-layered gloves must also be worn. Compatibility charts should be consulted to determine the appropriate type of boot and gloves to use, since no one material presently provides protection against all known chemicals. Wearing multiple layers of gloves impairs dexterity and makes performing basic aspects of patient assessment (e.g., checking breathing, taking a pulse) difficult without constant practice.

The effectiveness of CPC can be reduced by three actions: chemical degradation, permeation, and penetration.

• *Chemical degradation* occurs when the characteristics of the material in use are
altered through contact with chemical substances or aging. Examples of degradation include cracking and brittleness, and other changes in the structural characteristics of the garment. Degradation can also result in an increased permeation rate through the garment.

- **Permeation** is the process by which chemical compounds cross the protective barrier of CPC because of passive diffusion. The rate at which a compound permeates CPC is dependent on factors such as the chemical properties of the compound, the nature of the protective barrier in the CPC, and the concentration of the chemical on the surface of the protective material. Most CPC manufacturers provide charts on the breakthrough time: the time it takes for a chemical to permeate the material of a protective suit for a wide range of chemical compounds.

- **Penetration** occurs when there is an opening or a puncture in the protective material. These openings can include unsealed seams, buttonholes, and zippers. Often such openings are the result of faulty manufacture or problems with the inherent design of the suit.

Protective clothing is available in a wide assortment of forms, ranging from fully-encapsulated body suits to gloves, hard hats, earplugs, and boot covers. CPC comes in a variety of materials, offering a range of protection against a number of chemicals. Emergency medical personnel must evaluate the properties of the chemical versus the properties of the protective material. Selection of the appropriate CPC will depend on the specific chemical(s) involved, and on the specific tasks to be performed.

### 7212.6 Respiratory Protection

Substantial information is available for the correct selection, training, and use of respirators. The correct respirator must be employed for the specific hazard in question. Material Safety Data Sheets (if available) often specify the type of respirator that will protect users from risks. In addition, manufacturers suggest the types of hazards against which their respirators can offer protection.

OSHA has set mandatory legal minimum requirements (29 CFR (1910.134)) for respiratory protection.

In addition, NIOSH has established comprehensive requirements for the certification of respiratory protection equipment.

**Personnel must be fit-tested for use of all respirators.** Even a small space between the respirator and you could permit exposure to a hazardous substance(s) by allowing in contaminated air. Anyone attempting to wear any type of respirator must be trained and drilled in its proper use. Furthermore, equipment must be inspected and checked for serviceability on a routine basis.

There are two basic types of respirators: air-purifying and atmosphere-supplying.
Atmosphere supplying respirators include self-contained breathing apparatus (SCBA) and supplied-air respirators (SAR).

7212.7 Personal Protective Equipment (PPE) Response Level Definitions

Level A: This is the highest level of protection afforded by personal protective clothing. It is a fully encapsulating suit with SCBA or a tethered air supply. It provides maximum protection from liquids and vapors. The drawbacks to this level are that it is very difficult to work in, limits communications, and is hot and heavy. The greatest causes of injury to responders in Level A are slips, trips, and falls.

Level B: This level of protection is similar to Level A, but is not fully encapsulating. It provides maximum respiratory protection, through SCBA or tethered air supply, and splash protection, but does not provide the level of vapor and skin protection provided by Level A. Minimum protection required when entering an environment where the type of agent and concentration are unknown.

Level C: This level of protection consists of a respirator and a protective outer garment. Although the outer garment provides some splash protection, it does not provide vapor protection. Level C should be worn in the Contamination Reduction (Warm) Zone if vapor concentrations are known and below IDLH.

Level D: This level consists of normal work clothing and should only be worn in the Support (Cold) Zone. It affords no protection from any of the possible WMD agents.

PPE: All personnel who come in contact, or have the potential to come in contact, with the exposed casualties must wear protective clothing and respiratory protection.

OSHA Level B chemical protective clothing can provide adequate protection for responders operating the decontamination stations in the Contamination Reduction (Warm) zone.

If available, wear rubber gloves, but not latex (butyl or neoprene are acceptable).

Minimize contact: Minimize direct contact with the casualties and avoid any liquid contamination.

Monitor self and buddy: Ensure all responders are aware of the signs and symptoms of exposure. Monitor yourself and your buddy for these, both during and after decontamination.

Consider yourself contaminated: From the moment you enter the decontamination area or come into contact with a casualty, consider yourself contaminated.
7212.8 **Actions to Protect Others**

**Site Security:** Within the limitations of their PPE, responders need to establish site security early. Control ingress to and egress from the site. Controlling the site will help to contain and avoid the spread of contamination.

**Communicate the Hazard Warning to Others:** Include involvement of 911 dispatchers in the communications chain so that they can tell other responders about the hazards. Inform dispatch of local wind direction, ingress routes, staging areas, and other information that can be passed to follow-on responding units.

**Health and Safety Plan.** The ICS Compatible Site Safety and Health Plan is designed for safety and health personnel that utilize the Incident Command System (ICS). It is compatible with ICS and is intended to meet the requirements of the Hazardous Waste Operations and Emergency Response regulation (Title 29, Code of Federal Regulations, 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 chemical spills, the plan can be used for all hazard situations including WMD response. Refer to the generic ICS formatted Site Safety Plan.

7212.9 **Response Personnel Safety**

Need to address:

- Standard operating procedure for entering and leaving sites
- Accountability for personnel entering and leaving sites, including verification of appropriate training (e.g., HAZWOPER 40-hour or 24-hour training)
- Decontamination procedures
- Recommended safety and health equipment
- Personal safety precautions

Care must be taken to choose equipment that protects workers from the hazard present at the site without unnecessarily restricting the capacities of workers. Although the emphasis in equipment choices is commonly focused on protecting the worker from the risks presented by the hazardous material, impaired vision, restricted movements, or excessive heat can put workers at equal risk. After taking these factors into account, the planner should list the equipment appropriate to various degrees of hazard using the EPA Levels of Protection (A, B, C, and D). The list should include: the type of respirator (e.g., self-contained breathing apparatus, supplied air respirator, or air purifying respirator) if needed; the type of clothing that must be worn; and the equipment needed to protect the head, eyes, face, ears, hands, arms, and feet. This list can then be used as a base reference for emergency response. The specific equipment used at a given site will vary according to the hazard. In addition, the equipment list should be reevaluated and updated as more information about the site is gathered to ensure that the appropriate equipment is being...
used. Responders should receive ongoing training in the use of safety equipment.

7213 Operations

7213.1 Detection and Surveillance

When dispatched to the scene of an incident, emergency response personnel may not be aware that the situation involves hazardous materials. As a result, emergency personnel should always be alert to the possibility that they may be dealing with a chemically contaminated location or individual. But as a routine precaution, the involvement of hazardous materials should be considered a possibility on every call. The manual Recognizing and Identifying Hazardous Materials (produced by the National Fire Academy and the National Emergency Training Center) states that there are six primary clues that may signify the presence of hazardous materials. These clues are included below to facilitate and expedite the prompt and correct identification of any hazardous materials at the scene of an incident. Mobilization protocols should seek to obtain information about these clues and relay the information to field personnel as soon as possible. Certain combinations of patient symptoms such as nausea, dizziness, burning eyes or skin, or cyanosis should also suggest the presence of hazardous materials.

The six principle clues to hazardous materials incidents are:

(1) Occupancy and Location. Community preplanning should identify the specific sites that contain hazardous materials. In addition, emergency personnel should be alert to the obvious locations in their communities that use and/or store hazardous materials (e.g., laboratories, factories, farm and paint supply outlets, construction sites). The Department of Labor’s Material Safety Data Sheets (MSDSs) should also be available, especially for any particularly dangerous chemicals kept on site. It should be kept in mind, however, that these data sheets may have incomplete information and that the medical information provided is generally at a basic first aid level.

(2) Container Shape. Department of Transportation (DOT) regulations delineate container specifications for the transport of hazardous materials. There are three categories of packaging: stationary bulk storage containers at fixed facilities that come in a variety of sizes and shapes; bulk transport vehicles, such as rail and truck tank cars, that vary in shape depending upon the cargo; and labeled fiberboard boxes, drums, or cylinders for smaller quantities of hazardous materials. The shape and configuration of the container can often be a useful clue to the presence of hazardous materials.

(3) Markings/Colors. Certain transportation vehicles must use DOT markings, including identification (ID) numbers. ID numbers, located on both ends and both sides, are required on all cargo tanks, portable tanks, rail tank cars, and other packages that carry hazardous materials. Railcars may have the names of certain substances stenciled on the side of the car. A marking scheme designed by the National Fire Protection Association (NFPA 704M System) identifies hazard characteristics of
materials at terminals and industrial sites, but does not provide product specific information. This system uses a diamond divided into four quadrants. Each quadrant represents a different characteristic: the left, blue section refers to health; the top, red quarter pertains to flammability; the right, yellow area is for reactivity; and the bottom, white quadrant highlights special information (e.g., W indicates dangerous when wet, Oxy stands for oxidizer). A number from zero through four in each quadrant indicates the relative risk of the hazard, with zero representing the minimum risk. This system does not indicate what the product is, the quantity, or its exact location. In addition, it does not reveal the compound’s reactivity with other chemicals. The military also uses distinctly shaped markings and signs to designate certain hazards. These markings may be found on vehicles, on the products themselves, or on shipping papers.

(4) **Placards/Labels.** These convey information through use of colors, symbols, Hazard Communication Standards, American National Standard Institute (ANSI) Standards for Precautionary Labeling of Hazardous Industrial Chemicals, United Nations Hazard Class Numbers, and either hazard class wording or four-digit identification numbers. Placards are used when hazardous materials are being stored in bulk (usually over 1,001 lb), such as in cargo tanks. Labels designate hazardous materials kept in smaller packages. Caution must be exercised, however, because the container or vehicle holding a hazardous material may be improperly labeled or recorded, or it may not have any exterior warning.

(5) **Shipping Papers.** Shipping papers can clarify what is labeled as dangerous on placards. They should provide the shipping name, hazard class, UN ID number, and quantity, and may indicate whether the material is waste or poison. Shipping papers, which must accompany all hazardous material shipments, are now required to list a 24-hour emergency information telephone number. The location where the shipping papers are stored can be problematical; often they are found in close proximity to the hazardous material(s) or in other locations not easily accessible during an emergency. Shipping papers should remain at the incident scene for use by all response personnel.

(6) **Senses.** Odor, vapor clouds, dead animals or fish, fire, and skin or eye irritation can signal the presence of hazardous materials. Generally, if one detects an odor of hazardous materials, it should be assumed that exposure has occurred and the individual is still in the danger area, although some chemicals have a detectable odor at levels below their toxic concentrations. Some chemicals, however, can impair an individual’s sense of smell (e.g., hydrogen sulfide), and others have no odor, color, or taste at all (e.g., carbon monoxide). Binoculars are helpful to ascertain visible information from a safe distance.

### 7214 Notifications and Reporting Requirements

#### 7214.1 Notifications

See Section 9100 Emergency Notifications.
7217.2 Reporting Requirements

Address within existing forms and reports the following initial and ongoing information gleaned during response activities.

### Incident Information Summary

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<thead>
<tr>
<th>Completed? Mark “X”</th>
<th>Information/Data</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Date and time</td>
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<tr>
<td></td>
<td>Name of person receiving call</td>
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<td>Name and telephone number of on-scene contact</td>
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<td></td>
<td>Location</td>
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<td></td>
<td>Nearby populations</td>
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<tr>
<td></td>
<td>Nature (e.g., leak, explosion, spill, fire, derailment)</td>
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<tr>
<td></td>
<td>Time of release</td>
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<tr>
<td></td>
<td>Possible health effects/medical emergency information</td>
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<tr>
<td></td>
<td>Number of dead or injured: Where dead/injured are taken</td>
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<tr>
<td></td>
<td>Rescue accomplished? Rescue needed?</td>
</tr>
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<td></td>
<td>Name of material(s) released: if known Manifest/shipping invoice/billing label SSTC number CAS number MSDS available? Shipper/manufacturer identification Container type (e.g., truck, rail car, pipeline, drum, tank vessel, etc.) Railcar/truck 4-digit identification numbers Placard/label information</td>
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<td>Characteristics of material (e.g., color, smell, physical effects), only if readily detectable</td>
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<td></td>
<td>Present physical state of the material (i.e., gas, liquid, solid)</td>
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<td>Total amount of material that may be released</td>
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<td>Other hazardous materials in the area</td>
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<td></td>
<td>Amount of material released so far/duration of release</td>
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<tr>
<td></td>
<td>Whether significant amounts of the material appear to entering the atmosphere, nearby water, storm drains, or soil</td>
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<td>Whether the release was in a confined space</td>
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<td>Direction, height, color, odor of any vapor clouds or plumes</td>
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<td></td>
<td>Weather conditions (wind direction, speed, inversion)</td>
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<td></td>
<td>Local terrain conditions significant to dispersion</td>
</tr>
<tr>
<td></td>
<td>Personnel at the scene</td>
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</tbody>
</table>

7214.3 Public Warning Systems and Emergency Public Notification

Miami Dade, Broward, and Palm Beach County’s Emergency Operations Centers have telephone systems that can automatically telephone the community within a particular area and deliver a recorded message.
See Section 9100 Emergency Notifications.

7215 Initial Actions

There are hundreds of thousands of different types of materials, each posing unique threats to life, the environment, and property and each behaving differently under varying release and environmental conditions. For this reason, one of the most important functions of the Planning Section to obtain information about a chemical’s behavior, potential health effects, and possible response alternatives.

In some cases, it may be very difficult to identify the hazardous substances that are involved in an incident. For example, in the case of abandoned drums, it may be difficult to determine the substances involved and thus the risks associated with them. In other cases, it might be relatively easy. For example, if there is a train derailment or other transportation accident, hazardous waste manifests should be able to provide responders with the information needed to begin assessing the risks associated with the site.

Further, in the case of hazardous substance spills, until the released material is identified and the levels of potential exposure determined, a response strategy cannot be safely implemented. The situation must be approached with extreme caution and often a response must be delayed until safe levels of exposure are determined and a properly equipped response team can be assembled. Decisions regarding possible evacuations must also be made during the period of substance identification and risk determination.

During the initial response phase, some basic actions may be implemented depending upon the available information and resources. These actions can include, but are not limited to:

- rescue of victims
- controlling access to the area
- identifying the hazards
- controlling and/or stopping further releases
- sampling of water/soil/product
- containment of the already released product
- implementation of countermeasures
- establishing proper decontamination procedures

7216 Follow-up Actions

7216.1 Enforcement

OSHA shall be contacted for air sampling, exposure hazards, and enforcement of Federal Regulations for industry (29 CFR).
7216.2 Cost Recovery

Providing logistical and resource support to response agencies during a disaster is a critical component of emergency management. Supplies, equipment, manpower and additional resources will have to acquired and distributed. Normal purchasing policies and day-to-day operating procedures for procurement of personnel, material and equipment may also be disrupted. Local government is responsible for ensuring that all necessary resources are available to local agencies either through the use of local assets or by obtaining assistance from state and other agencies through the Florida Mutual Aid Agreement or other sources and procedures.

Resources expended, either in the form of equipment, materials or work hours, must also be accounted for in order to assess a disaster's impact on the local government and the community. Complete and accurate record keeping will also require extraordinary measures due to the disruptions a disaster can have on the normal workings of an organization.

7216.3 Environmental Monitoring

[RESERVED for Area Planning Committee Development per incident specific details]

7220 Obtaining Chemical Information

The aim of emergency personnel should be to make chemical-specific identification while exercising caution to prevent exposure to any chemicals. Identifying the hazardous material and obtaining information on its physical characteristics and toxicity are vital steps to the responder's safety and effective management of the hazardous materials incident. Since each compound has its own unique set of physical and toxicological properties, early and accurate identification of the hazardous material(s) involved allows emergency personnel to initiate appropriate management steps at the scene.

Many resources are available to provide information concerning response to and planning for hazardous materials incidents. There is also a vast array of telephone and computer-based information sources concerning hazardous materials. They can help by describing the toxic effects of a chemical, its relative potency, and the potential for secondary contamination. They may also recommend decontamination procedures, clinical management strategies, and advice on the adequacy of specific types of protective gear.

See Section 9725 Obtaining Chemical Information.

7230 Site Evaluation, Control and Management

7230.1 Site Control

Hazardous materials incidents often attract large numbers of people and equipment. This complicates the task of minimizing risks to humans, property,
and the environment.

An Incident Command System (ICS) coordinates management of facilities, equipment, personnel, and communications during a hazardous materials incident. An Incident Commander (IC) is responsible for control of the scene and for keeping contaminants on site. This includes delineating work zones, establishing levels of protection, and implementing decontamination activities.

To enhance control at the site of a chemical incident, rules regarding access to the site must be implemented. Inactive individuals and equipment should be kept at a safe distance from the area of possible contamination, and public access from all directions must be restricted promptly. In addition, media access should be limited to an area established as the Public Information Sector by a designated Public Information Officer. The Incident Commander must approve all access to the incident site and a Public Information Officer must escort the press personnel who enter the site.

**Work Zones.** NIOSH, OSHA, USCG, and EPA recommend dividing the incident area into three zones, establishing access control points, and delineating a contamination reduction corridor. The following diagram illustrates the recommended zones. The Exclusion (Hot) Zone should encompass all known or suspected hazardous materials contamination. The respective radius of the Contamination Reduction (Warm) Zone is determined by the length of the decontamination corridor, which contains all of the needed decontamination stations. The Support (Cold) Zone should be clean, meaning it is free of all hazardous materials contamination, including discarded protective clothing and respiratory equipment. The command post and staging areas for necessary support equipment should be located in the Support Area, upwind and uphill of the Exclusion Zone. Personnel in charge of each sector should be easily recognized (e.g., with a command vest). Equipment that may eventually be needed should be kept in staging areas beyond the crowd control line. Access to the different zones should be tightly controlled and limited to as few people as possible. Communication between work areas should be face-to-face whenever possible. Use of radios or other electronic devices (e.g., bullhorns) may be restricted depending on the hazards involved.
7230.2 **Source Damage Assessment**

The method for assessing damage of the source of the incident will be dependent on the hazardous substance involved. The HAZMAT team(s) involved will need to determine the appropriate level of PPE and/or other equipment required to safely inspect the source.

7240 **Evacuation, Shelters, and Shelter-in-Place**

7240.1 **Evacuation Procedures**

- Title of person and alternate(s) who can order/recommend an evacuation
- Vulnerable zones where evacuation could be necessary and a method for notifying these places
- Provisions for a precautionary evacuation
- Methods for controlling traffic flow and providing alternate traffic routes
- Locations of shelters and other provisions for evacuations (e.g., special assistance for hospitals)
- Agreements with nearby jurisdictions to receive evacuees
- Agreements with hospitals outside the local jurisdictions
- Protective shelter for relocated populations
- Reception and care of evacuees
- Re-entry procedures
Chapter 252 of the Florida Statutes (State Emergency Management Act, as amended) directs the establishment of county emergency management agencies in each county of the State of Florida and authorizes such agencies in the cities of the State. The Act provides for the rendering of mutual aid among political subdivisions, authority for the formulation of local disaster preparedness plans and for the authority to utilize the resources necessary to cope with a disaster emergency, including the power to direct and compel the evacuation of all or part of the county's population from threatened or stricken areas necessary for the preservation of life and other disaster mitigation, response or recovery.

The DOT Emergency Response Guidebook (https://www.phmsa.dot.gov/hazmat/erg/emergency-response-guidebook-erg) provides suggested distances for evacuating unprotected people from the scene of an incident during the initial phase. It is important to distinguish between general evacuation of the entire area and selective evacuation of a part of the risk zone. In either case, the plan should identify how people will be moved (i.e., by city buses, police cars, private vehicles). Provisions must be made for quickly moving traffic out of the risk zone and also for preventing outside traffic from entering the risk zone. If schools are located in the risk zone, identify the location to which students will be moved in an evacuation and how parents will be notified of this location. Special attention must also be paid to evacuating hospitals, nursing homes, and homes for the physically or mentally disabled.

- The characteristics of the hazardous substance will influence what conditions must be met to allow evacuees to return to their homes.
- Copies of evacuation procedures should be provided to all appropriate agencies and organizations (e.g., Salvation Army, churches, schools, hospitals) and could periodically be published in the local newspaper(s).
- If a particular response action that poses a significant hazard is planned (e.g., hot-tapping a pressure tank), then resident evacuation should be considered before operations are begun.
- Contact the cognizant County Emergency Operations Center for emergency shelters.

If evacuation is necessary, evacuation routes will be dependent upon the particular hazard and will need to be determined as needed.

7245 Other Public Protection Strategies

- Relocation
- Water supply protection
- Sewage system protection

Some hazardous materials incidents may contaminate the soil or water of an area and pose a chronic threat to people living there. It may be necessary for people to move out of the area for a substantial period of time until the area is decontaminated or until natural weathering or decay reduces the hazard. Planning must provide for the quick identification of a threat to the drinking water supply, notification of the public and
private system operators, and warning of the users. Planners should also provide sewage system protection. A hazardous chemical entering the sewage system can cause serious and long-term damage. It may be necessary to divert sewage, creating another public health threat and environmental problems.

7250 Fire and Rescue

- Chain of command among firefighters
- List of available support systems
- List of all tasks for firefighters

Firefighters are normally trained in proper safety procedures when approaching a hazardous materials incident. They should have copies of the DOT Emergency Response Guidebook (https://www.phmsa.dot.gov/hazmat/erg/emergency-response-guidebook-erg) and know how to find shipping manifests in trucks, trains, and vessels.

NOTE: An exception to this may be any responding volunteer fire station.

Primary Responsibilities and Tasks for the Responding Fire Station

- Prepare and execute plans to disperse fire fighting equipment and personnel to minimize the risk of damage, injury or loss.
- Plan for the acquisition of additional equipment and personnel required during an emergency.
- Maintain adequate communications facilities for normal operations and liaison with the Emergency Operations Center.
- Develop secondary water supplies.
- Prepare and execute plans to protect wooded areas.
- Train additional emergency fire personnel.

The major cities within the Sector Miami AOR are fortunate in that the majority of the counties are protected by full-time, totally professional fire suppression and emergency medical services. Any incident reaching the disaster level regardless of cause, which could be natural or accidental, is provided for under the responding fire station Standard Operating Procedures (SOP). These SOPS are constantly updated by the responsible County Fire Training Division. If a situation is so severe that it exceeds the City/County Fire and Rescue Department's ability to respond, a state-wide Mutual Aid Agreement is established to provide to provide assistance, namely neighboring City/County Fire Dept, State Division of Forestry, and Florida Fish and Wildlife Conservation Commission.

Further assistance may be requested of the Governor by the Mayor.
7260 Law Enforcement

- Chain of command for law enforcement officials
- List of all tasks for law enforcement personnel

Because major emergencies will usually involve state, county, and local law enforcement personnel, and possibly the military, a clear chain of command must be determined in advance. Because they are frequently first on scene, law enforcement officials should be trained in proper procedures for approaching a hazardous materials incident. They should have copies of the DOT Emergency Response Guidebook (https://www.phmsa.dot.gov/hazmat/erg/emergency-response-guidebook-erg) and know how to find shipping manifests in trucks, trains, and vessels. Specific information about protective equipment for law enforcement officials should be included here.

7260.1 County Emergency Operations Centers

- Responsible for the coordination of all law enforcement and fire rescue activities, utilizing primarily the 800MHz emergency communications platform.
- During the response, maintains adequate communication facilities and establishes alternative communications.
- As established by the cognizant Police Dept/Sheriff’s Office; executes emergency regulations and written directives concerning traffic control and the establishment of open routes for traffic and keeping thoroughfares free for necessary civilian and military movements.
- Execute contingency plans and written directives for the control of panic situations, the prevention of looting, the enforcement of Emergency Preparedness regulations and other law enforcement requirements during and following a disaster.

7260.4 Florida Department of Law Enforcement

- Coordinates locally active state law enforcement resources with local cognizant responding agency
- Monitors and facilitates implementation of State Law Enforcement Mutual Aid Agreement.

7270 Reserved

[RESERVED for Area Planning Committee Development]

7280 Ongoing Incident Assessment

- Field monitoring teams
- Provision for environmental assessment, biological monitoring, and contamination surveys
- Food/water controls
After notification that a release has occurred, it is crucial to monitor the release and assess its impact, both onsite and offsite. A detailed log of all sampling results should be maintained.

Health officials should be kept informed of the situation. Often the facility at which the release has occurred will have the best equipment for this purpose.

This section should describe who is responsible to monitor the size, concentration, and movement of leaks, spills, and releases, and how they will do their work. Decisions about response personnel safety, citizen protection (whether indoor or through evacuation), and the use of food and water in the area will depend upon an accurate assessment of spill or plume movement and concentration. Similarly, decisions about containment and clean up depend upon monitoring data.

Air and water monitoring can be made simple as long as it is capable of detecting change in the spill area. Suggestions include: CGI/O2, RAD, PID, compound specific detectors (colorimetric tubes), pH paper, temperature and conductivity for water, particulate matter meter, and compounds based on hazards analysis.

7280.1 Human Services

For a list of agencies providing human services refer to Section 9239 Site Safety Personnel / Health Departments

7280.2 Containment and Cleanup

- Techniques for Spill Containment and Clean up
- Resources for Clean up and Disposal
- Containment and mitigation actions
- Clean up methods
- Restoration of the surrounding environment

Local responders will typically emphasize the containment and stabilization of an incident. State and Federal regulatory agencies can focus on cleanup details. Federal RRT agencies can provide assistance during the cleanup process. It is the releaser’s legal and financial responsibility to clean up and minimize the risk to the health of the general public and workers that are involved. The FOSC or other government officials should monitor the responsible party cleanup activities.

A clear and succinct list of appropriate containment and cleanup countermeasures should be prepared for each hazardous material present in the community in significant quantities. Planners should concentrate on the techniques that are applicable to the hazardous materials and terrain of their area. It may be helpful to include sketches and details on how clean up should occur for certain areas where spills are more likely.

It is important to determine whether a fire should be extinguished or allowed to burn.
Water used in firefighting could become contaminated and then would need to be contained or possibly treated. In addition, some materials may be water-reactive and pose a greater hazard when in contact with water. Some vapors may condense into pools of liquid that must be contained and removed. Accumulated pools may be recovered with appropriate pumps, hoses, and storage containers. Various foams may be used to reduce vapor generation rates. Water sprays or fog may be applied at downwind points away from “cold” pools to absorb vapors and accelerate their dispersal in the atmosphere. (Sprays and fog might not reduce an explosive atmosphere.) Volatile liquids might be diluted acids and bases or neutralized. If a toxic vapor comes to the ground on crops, on playgrounds, in drinking water, or other places where humans are likely to be affected by it, the area should be tested for contamination. Appropriate steps must be taken if animals (including fish and birds) that may become part of the human food chain are in contact with a hazardous material. It is important to identify in advance what instruments and methods can be used to detect the material in question.

Restoration of the area is a long-range project, but general restoration steps should appear in the plan. Specific consideration should be given to the mitigation of damages to the environment.

7280.3 Decontamination

Decontamination of Response Personnel. Decontamination is the process of removing or neutralizing harmful materials that have gathered on personnel and/or equipment during the response to a chemical incident. Many incidents have occurred involving seemingly successful rescue, transport, and treatment of chemically contaminated individuals by unsuspecting emergency personnel who, in the process, contaminate themselves, the equipment, and the hospital where the patient is taken. Decontamination is of the utmost importance because it:

- Protects all hospital personnel by sharply limiting the transfer of hazardous materials from the contaminated area into clean zones.
- Protects the community by preventing transportation of hazardous materials from the hospital to other sites in the community by secondary contamination.
- Protects workers by reducing the contamination and resultant permeation of, or degradation to, their protective clothing and equipment.
- Protects other patients already receiving care at the hospital.

It should be stressed that to carry out proper decontamination, personnel must have received at least the same degree of training as required for workers who respond to hazardous materials incidents. The design of the decontamination process should take into account the degree of hazard and should be appropriate for the situation. For example, a nine-station decontamination process need not be set up if only a boot wash station would suffice.

Avoiding contact is the easiest method of decontamination that is, not to get the material on the worker or his protective equipment in the first place. However, if
contamination is unavoidable, then proper decontamination and/or disposal of the worker's outer gear will be necessary. Segregation and proper placement of the outer gear in a polyethylene bag or steel drum will be necessary until thorough decontamination is completed. With extremely hazardous materials, it may be necessary to dispose of the contaminated items altogether.

Physical decontamination of protective clothing and equipment (known as technical decontamination) can be achieved by several different means. These all include the systematic removal of contaminants by physical methods, such as dilution, brushing, scraping, and vacuuming, and by chemical methods where the contaminant is degraded, neutralized, solidified, or disinfected through some type of chemical process. There is an increasing trend toward using disposable clothing (e.g., suits, boots, gloves) and systematically removing these garments in a manner that precludes contact with the contaminants. The used items of clothing are then thrown away in a sealed container. Reusable suits will require thorough cleaning and testing after each use. The appropriate decontamination procedure will depend on the contaminant and its physical properties, and on the type of CPC being worn. Thoroughly researching the chemicals involved and their properties, or consultation with an expert, are necessary to make these kinds of decisions.

In addition to understanding the technical decontamination steps to be used for CPC and equipment, responders must be familiar with the emergency procedures to be followed if a responder wearing PPE becomes ill or is injured and needs to be quickly decontaminated prior to normal removal of his suit.

Care must be taken at all times to ensure that the decontamination methods being used do not introduce fresh hazards into the situation. In addition, the residues of the decontamination process must be treated as hazardous wastes. The decontamination stations and process should be confined to the Contamination Reduction Zone.

7290 Planning

[RESERVED for Area Planning Committee Development]
7300 Response Considerations

7300.1 Direction and Control

This section outlines the responsibilities of various entities for direction and control of responses to hazardous materials releases in the coastal area.

7300.2 Sector Miami

Coast Guard Sector Miami is not specially trained or equipped to respond to a hazardous material release. Sector Miami maintains a level D response capability with basic training in the management of hazardous material releases. In addition the Sector has an extensive library of chemical reference materials and has access to the Computer-Aided Management of Emergency Operations (CAMEO) and Aerial Locations of Hazardous Atmospheres (ALOHA) computer software programs. These programs can help the pollution investigators identify the pollutant and inform them of the hazardous associated with that particular material and the necessary safety equipment needed for the response. The ALOHA program produces an aerial map of an airborne chemical release and can help identify those areas which should be avoided or evacuated.

7300.3 Local HAZMAT Teams

See Section 9227 State Hazardous Substance Response Team and 9237 Hazardous Substance Response Team for a listing of available responders. These HAZMAT response teams have Level A, B, and C HAZMAT response entry capabilities and are trained to contain and mitigate any foreseeable hazardous material release in the AOR.

7300.4 USCG Strike Force / Teams

If the release is too large for the local resources to handle effectively, the FOSC may call the NSF Gulf Strike Team for assistance. The Gulf Strike Teams capabilities include:

- Responding with trained personnel and specialized equipment to prevent, contain and/or remove releases of hazardous materials
- Identifying, locating, and assisting in the transportation of specialized equipment needed for response
- Supervising/monitoring response personnel on sites
- Outlining, establishing, monitoring site safety requirements during hazardous material spill/release operations
- Providing resource and photographic documentation support
- Providing command, control, and communications support
7310 **Response Priorities**

7310.1 **Population / Health and Safety**

See Section 2200 Health and Safety and 5320 Medical Unit.

7310.2 **Environmental Priorities**

Refer to Section 4600 Environmental Unit. Refer to ESI Maps.

7310.3 **Economic Priorities**

Refer to ESI Maps.

7320 **Resource Management**

7320.1 **Identification of Resources**

See Sections 8000 Marine Fire Fighting Plan and 9227 State Hazardous Substance Response Team and 9237 Hazardous Substance Response Team.

7320.2 **Resources for Clean up and Disposal**

See Section 3250 Disposal Group for disposal regulations and guidelines.

See Section 9240.1 Cleanup Companies for Clean up and Disposal organizations.

7330 **Information Management and Communications**

7330.1 **Communication**

The UC should consider the following in bolstering their communications capabilities on-scene and among port/community:

- **Communicate the hazards**: Use the media to assist in communicating the hazards associated with the hazardous substance incident to the public;
- **Control access to scene(s)**: In addition to controlling access by the media to the incident scene(s) so that they do not interfere with operations or become casualties themselves, the media can also pass to the public information on street/road closures and alternate routes around the incident area;
- **Consider media as an asset**: Emergency responders should consider using the media to help communicate the hazards of entering this potentially dangerous crime scene, and help instill confidence that the incident is being managed in the most...
expedient and efficient manner.

**7330.2 Information Management**
Because of the potential complexities of a hazardous substance response and the relationship building and liaison skills needed to coordinate actions between the ICS/UC, the victims and the responders, and the responders and the community, the FOSC and UC members should consider the following to ensure the proper internal and external information flow during the response.

**Information Management.** The most important elements of any emergency response are the protection of life, environment, and property. These priorities lead to the establishment of objectives that drive the response. Information is the basis of every decision that is made during a response. Everyone from the Incident Commander establishing the objectives to the field worker cleaning a beach will make decisions based on the information presented to them. With that basic premise in mind, Information Management is arguably the most important supporting function of emergency spill response. It is the most critical and necessary means to a successful end. Time after time, post response and drill critiques have pointed to inadequate information flow, and communications as one of the most significant areas needing improvement during response.

Information management serves the information needs internal to the response organization as well as many information needs external to the actual emergency response operations. Well planned and executed information management is where the battle is won during emergency spill response, directly impacting the actual cleanup and response effectiveness. Successful information management is dependent on “getting the right piece of information in the right format to the right place at the right time”. It is not too surprising that the complex task of managing the information needs during response often falls short without adequate levels of training and planning.

**Internal Information Management.** Internal information management is all of the situational, environmental, physical, status, planning, operational, logistical, and financial information needed by the Incident Command System (ICS) to make decisions and affect a successful response. Successful internal information management requires an advanced level of skill to accomplish. The majority of critical internal information management is the responsibility of the Situation Unit Leader (SUL) who maintains status boards and situational displays in the Command Center. It is very important to understand, however, that the SUL will never be fully successful without the support of the entire ICS. Each position within the organization has information management responsibilities, which must feed into the appropriate pathway during the response.
Information skills for information management, obtaining critical information, disseminating it and avoiding information overflow information managers must understand and have the ability to provide a synthesis of information and present it in a context that is relevant for the decisions at hand.

**External Information Management.** Trustees and other stakeholders must be informed in order to fulfill their management and decision making responsibilities. The public, also an important stakeholder during spill response, needs to be informed and kept abreast of important developments. The Unified Command must develop a pathway for getting their information into the Incident Command.

When multiple public or private agencies and organizations come together to respond to an emergency or manage an event, efficient information flow is critical to effectively carrying out Information Officer/Joint Information Center (JIC) responsibilities and meeting the expectations of various publics. A JIC is a centralized “communication hub” that serves to achieve that information flow. Establishing a JIC, developing processes and procedures, and training staff on how to operate a JIC effectively allow response organizations to be more proactive in responding to the information needs of responders, the public, federal, state, and local governments, foreign governments, and industry.

Because of the critical nature of providing emergency information to disaster victims, time spent getting organized rather than responding at the time of an event can lead to confusion and a loss of public confidence. Through a JIC, the different agencies involved in a response can work in a cohesive manner, enabling them to “speak with one voice”.
**Information Management Tools.** Information management tools are available to On-Scene Coordinators (OSC) to assist in meeting information management needs during response. Some of these tools are designed to address internal information management needs, while others specifically target external information needs. Often, certain tools can, to some degree, serve both internal and external needs. OSCs are encouraged to become familiar with these tools and employ them in drills as well as actual responses in order to be better prepared to effectively and efficiently integrate them into the response when needed. It is necessary to remember that the most important element in successful information management is trained and capable people. The variety of ever growing computer-based technologies designed to assist with information management require the right people to use and manage them effectively.

**7330.3 Documentation and Investigative Follow-up**

- Format for reports
- Provision for cost recovery

Responders should use the ICS Forms adapted from the National Incident Management System (NIMS) by the States/BC Task Force and approved by the USCG for oil spill response.

See Section 6300 Cost Unit for documentation and recovery information.

**7340 Logistics**

**7340.1 Communications**

See Section 5400 Communication.

**7340.2 Health and Medical Services**

**7340.2.1 Provisions for Ambulance Service and other Victim/Patient Transportation**

Refer to Section 5320.2 Ambulance / EMS Service information.

**7340.2.2 Provisions for Medical Treatment**

Refer to Section 5320 Medical Unit.

**7350 Finance/Administration**

**7350.1 General**

Many localities are initially overwhelmed by the prospect of providing ample funding for
hazardous materials response activities. In large localities, each response agency is usually responsible for providing and maintaining certain equipment and personnel: in such cases, these individual agencies must devise funding methods, sources, and accounting procedures. In smaller localities with limited resources, officials frequently develop cooperative agreements with other jurisdictions and private industries. Some communities stipulate in law that the party responsible for an incident should ultimately pay the cost of handling it. In some states, regional HAZMAT teams that are responsible for several communities share costs.

See Section 6000 Finance/Administration.

7350.2 Comprehensive Environment Response, Compensation, and Liability Act, 1980

OSCs access the Superfund directly, to fund their response activities for costs allowable under the NCP. However, there are two other ways that the Superfund can be accessed -- either through Local Government Reimbursement (LGR) or the claims process. The claims process only works if a response action was preauthorized and therefore is relatively rarely used. The LGR addresses the following:

- Overtime pay for employees
- Expendable materials and supplies
- Replacement of equipment lost or destroyed
- Rental or leasing of equipment
- Special technical and laboratory services
- Evacuation services
- Decontamination of equipment

Only one request for reimbursement may be submitted to EPA for each emergency response. If more than one agency or municipality participates in a response, they must decide who will submit the application on behalf of all those involved. The replacement of disposable materials and supplies that were already owned by the local government and consumed during the response ARE NOT reimbursable. Because the local government prior to the response owned these materials and supplies, they are considered a part of the applicant’s normal operating budget.

7350.3 Robert T. Stafford Disaster Relief and Emergency Assistance Act Funding Process

In the event of a disaster, when the National Response Plan (NRP) is activated to assist an impacted State, we will pursue the use of Robert T. Stafford Disaster Relief and Emergency Assistance Act funding to reimburse allowable costs incurred in support of their activities under Emergency Support Function-10 (ESF #10) “Hazardous Materials Annex.” In the aftermath of a disaster, where the responsible party of a pollution incident is either unknown or non-responsive, it is appropriate to use Stafford Act funding as the
federal mechanism to address the pollution threat. This Stafford Act funding can be used in the discovery, assessment, evaluation, containment, countermeasure, cleanup, disposal, and documentation phases of the response/removal action. Stafford Act funding can be used to address all the pollutants identified within the NRP which includes those pollutants normally responded to using the Oil Spill Liability Trust Fund (OSLTF) and the Comprehensive Environmental Response, Conservation, and Liability Act (CERCLA) Fund.

**FEMA Mission Assignment.** The affected State will request a Mission Assignment from FEMA to address pollution issues. The EPA will facilitate ESF #10 Mission Assignments for EPA and Coast Guard actions. For activities within each State, Mission Assignments can be expected to be issued for the following efforts:

- Activation of the ERT-A;
- Technical Assistance/Assessment work; and
- Direct Federal Assistance/Response work.

If coastal zone is or has the potential to be impacted by the disaster, the EPA will attach specific tasking within the Mission Assignment to support Coast Guard actions. The EPA will then initiate an Inter-agency Agreement (IAG) with the Coast Guard to support Coast Guard costs under the Mission Assignment until reimbursed by the Stafford Act.

Oil Spill Liability Trust Fund (OSLTF) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) Fund. The use of the OSLTF and the CERCLA Fund should be avoided during Stafford Act declarations where the pollution event was caused by the disaster or emergency. However, if the Stafford Act funding process stated in this guidance is not fulfilling the immediate funding needs of the OSC, the pollution funds may always be used. Funding for pollution incidents commenced prior to a Stafford Act declaration or from sources not potentially impacted by the disaster shall be completed using the applicable pollution fund.
SECTION 8000

MARINE FIRE FIGHTING PLAN

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8100 Introduction

8101 Purpose and Objectives

Major marine firefighting incidents will likely require the coordinated efforts of federal, state, and local resources to carry out the level of response required. The purpose of this plan is to provide guidance to the Captain of the Port (COTP) and local fire agencies concerning fighting fires on vessels to ensure coordinated response to marine fires occurring throughout the Southeast Florida region.

This regional contingency plan has the following major objectives:

(1) To promote safety for first responders, protect lives and property within the ports communities of Southeast Florida;

(2) Identify jurisdiction and clarify lines of authority and response during a response;

(3) To secure a relationship among responsible federal, state, and local municipalities and commercial facilities so that resources may be employed to affect a swift, well coordinated response to vessel and waterfront fire emergencies.

8102 Scope

The Marine Firefighting Plan is prepared and maintained by the USCG Sector Miami. The data recorded in this Plan reflects input from the Marine Firefighting Subcommittee of the Southeast Florida Area Committee and encompasses all areas within the COTP Miami Zone.

8110 Definitions

CAPTAIN OF THE PORT (COTP): The Coast Guard officer designated by Commandant, USCG, to exercise federal responsibility for the safety and security of ports and waterways in a specific geographic area. For purposes of this Plan, COTP means COTP Sector Miami.

DANGEROUS CARGO MANIFEST: The Dangerous Cargo Manifest (DCM) is a listing of all hazardous material cargo on a vessel and contains a great deal of information of interest to emergency response teams. Vessel information includes name, call sign, flag, port of loading/discharge, and date. Cargo information includes proper shipping name, gross weight of cargo, hazard class, types of package, storage locations, and emergency response telephone number. Only hazardous materials subject to 49 CFR or the International Maritime Dangerous Goods (IMDG) code may be listed on the DCM.

EMERGENCY OPERATIONS CENTER: County and state run facilities with extensive inter-agency communications and coordination capabilities. It will be activated during significant emergencies such as a Level II fire as defined in this Plan.
FIRE CONTROL PLAN: A copy of this plan is prominently displayed in a weather tight enclosure, located outside the deckhouse (usually near the brow) for the assistance of shoreside firefighting personnel. It contains a set of general arrangement plans showing, for each deck, the fire control stations, fire resistant and fire retardant bulkheads. It also contains particulars of the fire detection, manual alarm, fire extinguishing systems, fire doors, means of access to different compartments, and ventilating systems including locations of dampers and fan controls.

HAZARDOUS MATERIALS: These are materials which, when commercially transported, are designated by the US Dept of Transportation (DOT) as presenting an unacceptable risk to health, safety, and property. These materials are carried by vessel in accordance with US DOT or USCG regulations. Regulations applicable to the transportation of hazardous materials by vessel include:

- Title 49 CFR, Subchapter C (Packaged Materials)
- Title 46 CFR, Subchapter D (Tank Vessels)
- Title 46 CFR Subchapter O (Certain Bulk Dangerous Cargoes)

INTERNATIONAL SHORE CONNECTION: This device is used to connect the water system piping of the vessel with the water supply on the shore. International Code requires that the ship have a connection with the ship’s fire system threads on one end and the international bolted flange on the other end. National Fire Code (NFPA 1405) requires the shoreside fire department must have a connection with the shoreside fire department’s threads on one end and the international bolted flange on the other end.

MARINE CHEMIST: A person who is certified through the National Fire Protection Association (NFPA) to determine if enclosed spaces are Safe for Workers and Hotwork or other operational restrictions for overhaul after the fire has been extinguished. The Marine Chemist should also be consulted for any fires involving hazardous materials.

MARINE FIRE FIGHTING SUBCOMMITTEE: A subcommittee of the Southeast Florida Area Committee which examines local policy issues and concerns regarding fire fighting in the COTP area. This group will be comprised of USCG and local/state fire fighting agencies to enhance inter-agency coordination. This group may also be represented by the Fire Rescue Workgroup of the South Florida Regional Domestic Security Task Force (RDSTF).

MATERIAL SAFETY DATA SHEET (MSDS): The MSDS is a chemical product information guide to be used if the product becomes a hazard because of a release, fire, or other unknown reaction. The MSDS contains information as to the fire problems, health hazards, toxicity, and reactivity of the chemical or product for which the MSDS was written. All chemicals and products for which chemicals were used in its manufacture must have an MSDS sheet.
NATIONAL FIRE PROTECTION ASSOCIATION (NFPA): an international non-profit organization of technical experts established in 1896 to reduce the worldwide burden of fire hazards by providing codes and standards, research and education. Many of these codes and standards have been incorporated by reference into federal and local regulations. *NFPA 1405 – Guide for Land-based Fire Fighters Who Respond to Marine Vessel Fires* is referenced in this plan as the accepted practices to be followed when responding to marine fires in COTP Miami zone.

REGIONAL RESPONSE TEAM (RRT): Each RRT maintains a Regional Contingency Plan (RCP) and has state, as well as federal government, representation. EPA and the Coast Guard co-chair the RRTs. RRTs are planning, policy and coordinating bodies and do not respond directly to the scene. The RRT provides assistance as requested by the On-Scene Coordinator during an incident. South Florida resides in Regional Response Team IV zone. (See also [http://www.rrt4.nrt.org/](http://www.rrt4.nrt.org/))

SAFETY ZONE: A safety zone is a water area or a water/shoreside area to which, for safety or environmental protection purposes, access is limited to authorized persons, vehicles or vessels. The safety zone is established by the COTP to protect vessels, structures, and shore areas. The safety zone can be fixed or mobile around a moving vessel. The COTP may direct who and what may operate within the safety zone.

SALVAGE COMPANY REPRESENTATIVE: A person or company who has been contracted to either assist in the firefighting effort or stabilize/recover the vessel following the fire for final disposition. The salvage representative may be contracted by the owner/operator of a vessel or a regulatory agency (local, state, federal) when the owner/operator has not responded in a timely manner. The agency decision to contract a salver should be the function of a unified command.

SECURITY ZONE: Security zones are designated areas of land, water, or land and water established for such time as is necessary to prevent damage or injury to any vessel or waterfront facility to safeguard ports, harbors, territories, or water of the United States, or to secure the observance of rights and obligations of the United States. The security zone is established by the COTP or CG District Commander. The designation of a security zone may only be made for areas within the territorial limits of the United States.

STRIKE TEAM: A Coast Guard component comprised of highly trained professional cadre who maintain and deploy with specialized equipment and expertise to support Federal responses to pollution and salvage incidents. South Florida resides in the Gulf Strike Team zone home ported in Mobil, AL.
8200 Authorities, Responsibilities, and Policy

8210 Federal Policy

The Coast Guard, under the provisions of the Port and Waterways Safety Act, has broad authority to prevent damage to, or the destruction/loss of any vessel, bridge or any other structure on or in the navigable waters of the United States. This includes land structures and shore areas immediately adjacent to those waters. This statute, along with the provision of 14 USC 88(b), provides authority for such assistance against fires as the Coast Guard may support with its available resources. This authority is exercised so as not to preempt other jurisdiction’s or agency’s fire fighting responsibilities.

The Federal Fire Prevention and Control Act of 1974 (PL 93-498), declares that fire fighting is and should remain a state and local function and in as such the fire department within whose jurisdiction the vessel or facility is located is the responsible fire suppression agency and is in charge of all fire fighting efforts. Although the Coast Guard clearly has an interest in fires involving vessels or waterfront facilities, local authorities are principally responsible for maintaining the necessary fire fighting capabilities within U.S. ports and harbors and up to 3 NM from the coastline boundary as directed by the Governor or applicable county emergency operations center (EOC).

The Oil Pollution Act of 1990 (OPA 90) mandates that owners and operators of vessels and Marine Transportation Related (MTR) facilities must identify response resources with fire fighting capability. 33 CFR Part 154 requires MTR facilities that do not have adequate fire fighting resources located at the facility or which cannot rely on sufficient local fire fighting capability must identify and ensure the availability of adequate resources within 24 hours. 33 CFR Part 155 requires that vessel owners and operators must identify commercial resources capable of deploying to the port within 24 hours.

In order to fulfill its obligation, which cannot be delegated, the responsible fire department may request mutual aid assistance from neighboring communities and advice/logistical support for other agencies through its EOC. 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. The COTP Sector Miami shall incorporate fire fighting contingency planning in each local port's response plan in accordance with this chapter.

8220 State Policy

Florida State Statute 252 (Emergency Management) gives the State Director of Emergency Management authority to provide support from available personnel, equipment, and other resources of state agencies and political subdivisions of the state that may be necessary to reinforce emergency management agencies in areas stricken by the emergency. This support is normally provided through the county emergency operations center (EOC) as a coordinating body, however direct assignment to the local fire chief may also occur if urgency demands.
8230 Local Policy

The owner/operator of a waterfront facility and the master of a vessel moored at a facility have a vested interest in the protection of the crew, facility, vessel and cargo. In the event of a fire, prompt notification must be given to local response agencies. The vessel/facility should contact the local fire department by calling 911.

It is essential that both county emergency management officials and COTP be notified immediately of any marine fire. Notifications should be conducted in accordance with section 8410 of this Plan for rapid, efficient dissemination of information. Local standard operating procedures may dictate additional notifications.

The fire department within whose jurisdiction the vessel/facility lies or moored is the responsible fire suppression agency and is in charge of all firefighting efforts. The fire department which has jurisdiction will:

- Act as Incident Commander;
- Establish a command post when acting as IC;
- Request necessary personnel and equipment including fire boats and appropriate medical aid;
- Determine the need for, and request mutual aid;
- Make all requests for Coast Guard/federal personnel, equipment, and waterside security through the COTP;
- Establish liaison with police departments for landside traffic and crowd control, scene security, and evacuation;
- Provide portable communications equipment or common use frequency to response personnel form outside agencies.

In port areas where a vessel is underway or at anchor and near the boundary between adjacent counties or cities, such that the exact location of the vessel is not easily determined, the fire department closest to the site shall respond in accordance with the state-wide mutual aid agreement until a position can be fixed by the Coast Guard, pilot, or master. If another department has jurisdiction, a transition process will occur and the relieved fire department will then provide support as requested.

8240 Captain of the Port Sector Miami Responsibility

COTP Sector Miami will work with port authorities and local governments within its jurisdiction to maintain a current and effective marine fire fighting plan supported by the port community fire departments to ensure coordination of responding entities to marine fires and other incidents. This policy is consistent with the Federal Fire Prevention and Control Act of 1974 (PL 93-498).

1 The State of Florida state-wide Mutual Aid Agreement is authority for signatory local governments to request and receive reciprocal emergency aid and assistance in emergencies too extensive to deal with unassisted and to ensure the timely reimbursement of costs incurred by the assisting local government.
The Coast Guard is designated as the primary search and rescue (SAR) agency in the maritime region. First priority must remain the saving of those from peril at sea and this will be undertaken without delay while fire fighting resources are being notified and requested to respond.

During a major fire aboard a vessel or waterfront facility, the COTP Sector Miami is responsible for:

- Assume IC for a burning vessel underway or at anchor when the fire department with jurisdiction is unable to respond or no fire department has jurisdiction;
- Assume operational control of all Coast Guard forces on-scene;
- Establish safety or security zones as necessary;
- Provide information on 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, stability and marine firefighting techniques;
- Respond to oil or hazardous material discharges;
- Obtain tugs to assist in relocating moored or anchored vessels;
- Alert owners/operators of terminals or vessels at risk.

COTP Miami will respond to calls for assistance and also advise local firefighting authorities on stability and salvage. The local community cannot rely on Coast Guard assets as the primary fire fighting resource. Through his/her broad federal authorities to assure safety of the port and the environment, the COTP will convene a Unified Command to constantly monitor all activities involved in responding to the marine fire event, support the local fire chief as forward incident commander and develop an integrated response plan. Senior representatives from assisting departments/agencies should comprise the Unified Command for consultation to determine options and methods to conduct a coordinated response. The county emergency operations center (EOC) provides an excellent central location for joint agency responses.

If additional resources are needed, they could be requested through the Southeast Florida Regional Security Task Force (RDSTF), EOC, or CG District Seven Command Center. For SAR operations, the largest CG vessel on scene, or as directed by COTP, will assume On-Scene Commander and will act as the command and control platform. Upon the conclusion of rescue operations, an assessment will be made by the Unified Command as to the continued need for all units on scene. The operations now shift to fire fighting, salvage, and support of the safety zone (if established). The Unified Command will then prioritize those and other needed functions as needed with the designated fire chief responsible for all fire fighting functions. If unassigned by the Unified Command, the COTP will act as the liaison between the Coast Guard, other response organizations and the media.
**8250 Owner/Operator Responsibility**

This plan is not intended to relieve the vessel/facility owner or operator (Master) or restrict their fundamental responsibility for safety or security of their vessel/facility. The Master provides a vital role to the incident commander in vessel orientation, on board cargo and stores, crew accountability and other vital information needed to safely extinguish the fire. It must be recognized, however, that the local fire chief is the most experienced in the art of fire fighting and will be designated overall command of the fire response.

The Master, officers, and crew shall assist in the fire fighting effort with the Master being the liaison between the Fire Chief and the vessel crew. The Master should provide the Fire Chief with crew members to act as guides, and shall control the actions of his crew. The Master shall not normally countermand any orders given by the local firefighters in the performance of their duties unless that action taken or planned clearly endangers the safety of the vessel or crew. In the absence of the Master, the senior deck officer will act for the Master.
8300 Planning and Response Considerations

8301 Levels of Response

Not all marine disasters require the full response set forth within this plan. The following parameters may be used as a guide in determining the scale and size of response organization required given the prevailing emergency conditions:

**Level I Response – Local command structure** – A marine casualty involving vessel of facility that does not pose a major threat to the port. Examples include pleasure craft, small vessels in boatyards, houseboats, etc. This level of disaster can usually be handled by one fire department on the local level with minimal waterside support. Minimal state and federal assistance will be required.

Sector Miami shall be notified in accordance with section 8410 and will send a pollution investigation representative to the scene who will provide direct liaison to the COTP.

**Level II Response – Unified Command structure** – A marine casualty on a vessel or facility that has the potential to be a significant risk to the port. Examples include small freight vessels in Miami River, container fires aboard container ships, tug fires, any ship/barge fires, etc. This level of disaster may involve the extra alarm response of two or more fire departments with mutual aid and waterside support requiring the coordination of county EOCs and dispatch centers.

A unified command post will be established by the jurisdictional fire department and notifications coordinated through the county EOCs and Sector Miami command center.

Sector Miami will dispatch a port operations team and additional personnel required who will supplement the unified command staff to coordinate any support and resources outside the existing mutual aid agreements. Examples include stability calculations, obtaining salvage consultation, networking with port officials to move the affected or adjoining vessels, etc. Responses of this complexity will necessitate a NIMS compliant Incident Command structure of appropriate size only to manage the response.

8302 High Risk Areas and Cargoes

Those following areas within the Southeast Florida region with stored regulated liquids in bulk include:

**Port Everglades** – major storage (125+ tanks) capacity of gasoline, diesel, jet fuel/kerosene, asphalt, No. 6 oil, No. 2 oil and propane. Although the storage tanks are located away from the waterfront, tank ships and integrated tug-barges (ITBs) offload at berths 5, 7, 8, 9, 10, 11, 12, and 13. A fire at any one of these berths could impact most of the adjacent berths as well. Also due to the volatile nature of the cargoes, a fire could rapidly evolve into a major catastrophe.
In addition, propane is offloaded in Port Everglades at berth 11. The storage tanks are located away from the waterfront.

**PortMiami** – Fisher Island - No. 6 oil, diesel and bio-diesel is stored in a 12 storage tanks on the island. This facility is restocked by tank ships and is distributed via barge to ships within the port, Miami River, and to FPL Turkey Point. The tanks are located near the waterfront. A marine fire at this location may also impact the Fisher Island ferries, the only transportation to/from the island community.

**Miami River** – a narrow waterway extending from the south of the PortMiami 5.5 miles into the city. Marine traffic in this area includes small container and break-bulk ships and recreation vessels. Many fixed and moveable bridges also cross the river. A marine fire anywhere in the river could close the river to traffic and potentially close a nearby bridge. Shipping companies in Miami River are major suppliers of goods to the Caribbean region and any prolonged closure of the river may severely impact those economies.

**Port of Palm Beach** – Still in development

**Fort Pierce** - Indian River Terminal – High explosive blasting caps are occasionally loaded onto small container ships/barges and transported to locations in the Caribbean. Security planning and coordination is conducted with local law enforcement and Coast Guard prior to the delivery of the cargo into the port. The vessels normally depart the same day of loading.

PASSENGER VESSELS: the ports of Miami and Port Everglades are the largest cruise ship ports in the world and home to the largest cruise ships in the world. Cruise ships arrive throughout the year with the peak season being between November through April. The Port of Palm Beach caters to the “day-cruise” industry with several arrivals/departures daily. The Fisher Island Ferry in Miami features 2-100+ passenger ferries and 4 tugs/barges for commercial deliveries. The ferries operate continuously for the community of Fisher Island.

BUNKERING: Vessels of all types take on oil bunkers in the ports. Bunkers are usually received from a barge alongside the vessel while it is tied up to a facility. Vessels also regularly bunker via tank truck in Fort Pierce and Miami River.

BARGES: Barges are used to transport bulk fuel to vessels for bunkering and shoreside storage tanks. Many tank ships arriving in Port Everglades and Miami are actually integrated tug/barges (ITB). Bunker barges are transported from Miami to FPL Turkey Point via Biscayne Bay. Propane is transported under pressure at ambient temperature and offloaded at Berth 11 in Port Everglades.

MILITARY VESSELS: These may be berthed at Port Everglades (midport), Miami (Terminal J) or Palm Beach. These vessels may arrive alone or in a fleet involving more than one port.
RECREATION VESSELS: South Florida is the largest recreation vessel user region in the US. Vessels as small as jet skis to large yachts over 200 ft traverse in the ports of this region. Most are fiberglass in construction and can be consumed quickly if a fire occurs.

8303 Minimum Notification Information Required

Once the notification of a marine disaster has been received it is important that the receiving agency, whether it be a local fire department, State/County EOC, or the Coast Guard, ascertain the necessary facts/data to correctly dispatch the needed resources contain the fire in a timely manner.

8304 Initial Response Coordination

Prompt notification to the jurisdictional fire department is the first and most important step in mobilizing the necessary response resources. Initial notification of a fire will normally be received by the local fire department through the 911 network for facility fires and vessels within the port or to the Coast Guard through channel 16 VHF-FM for vessels underway within the port or off shore.

The jurisdictional fire department will assume incident commander for all fires within the port and offshore out to 3 NM. Assistance to areas further offshore will be determined by distance, sea state, and prevailing weather and in agreement with COTP.

The COTP may establish a Safety Zone at any time during the incident to protect the attending responders and control traffic in and around the area as needs dictate. The COTP will also query the vessels and cargoes in the fire zone to determine any additional safety precautions such as relocating or active monitoring for exposure. Local shipping agents will be notified of any potential involvement or delays in arrival to or departure from their assigned moorings. When conditions warrant, a broadcast notice to mariners and/or marine safety information bulletin will be made to alert the port community and any imposed navigation restrictions.

8305 Access for Fire Fighting

Few disasters provide optimal circumstances. A facility fire may occur in a little used warehouse space where access is difficult. A vessel fire may occur while at anchor/underway away from the resources necessary to combat it or in lower decks limiting the efficiency of firefighting water. Facility fires must be fought at the scene and in most cases, vessels which are moored will remain at their location to allow local fire departments to combat the fire. However, vessels other than those aground or involved in a collision are generally mobile and may be maneuvered away from further damage and brought to a location to optimizing the fighting of the fire.
The COTP has final authority in:

- Ordering/allowing movement of a burning ship;
- Creating accesses or penetrations into a hull of a ship or other issues involving hull integrity;
- Opening flooding boundaries or other issues involving stability.

8306 Burning Ship Movement Considerations

An optional and crucial decision that may be made by the COTP/Unified Command is whether or not to order/allow a burning vessel to be moved or allowed to enter the port. A number of movement scenarios are possible, and may be required in an emergency including:

- From sea to an anchorage or a pier;
- From an anchorage to a pier;
- From a pier to anchorage;
- Grounding a vessel;
- Scuttling a vessel offshore.

The COTP approaches a burning ship from a systems point of view. This marine transportation system is used by various parties for transportation, recreation, and commerce. The possibility of having a ship sink in a key navigation channel or anchorage, or spreading the fire to other port assets must be evaluated. Risk evaluations and cost-benefit analysis are to be employed with a broad vision of the best interest to the entire port. The following information will be normally gathered and considered prior to making a decision to allow/order movement of a burning ship:

- Location and extent of fire;
- Vessel condition; possibility of vessel capsizing or sinking;
- Class, amount and nature of cargo;
- Possibility of explosion and/or release of hazardous materials (oil/fuel/hazmat);
- Hazard to crew or other resources where vessel is presently located;
- Potential for spread of fire to pier, nearby vessels/structures or other port assets;
- Maneuverability of the vessel (dead ship, etc.) and status of shipboard firefighting equipment;
- Pier access and firefighting resources available at new location;
- Present and forecast weather;
- Alternatives if the vessel is not allowed to move or enter port;
- Change in jurisdiction or government agency input; consultation with elected officials (mayor, city commissioner, etc.).

[NOTE: A request for entry into the port by a burning vessel under declaration of "force majeure" should be evaluated under the same previously listed criteria.]
Once the decision to permit entry or movement of the vessel has been made, consideration should be given to:

- Consultation from harbor pilots to determine their procedures for handling emergency movement of vessels and response times;
- Broadcast Notice to Mariners and moving safety/security zone;
- Locating the vessel to optimize the use of available resources in firefighting;
- Ordering the movement of other vessels or cargo stored in the designated destination to preclude their involvement;

8307 **Dewatering**

Dewatering considerations should be addressed without delay. Although vessels will have bilge pump capacity, these pumps are limited to pumping water which settles into the lowest areas of the vessel; they are also susceptible to clogging. Moving and operation of portable pumps aboard a vessel/barge will require hoisting equipment and personnel in addition to those assigned to the fire fighting.

8308 **Delays in Resource Arrival**

- Due to the large Sector Miami Area of Responsibility and five ports, response planners and incident commanders must be cognizant that resource delays may be encountered:

- Protracted operations, such as during Level II responses, will require relief of first responding units and mutual aid elements that may be traveling long distances;

- Responding fire boats to fires in the Miami River can be significantly slowed by the many bridges that cross the river.

Of particular concern is logistical support of adequate quantities of extinguishing agents in bulk, larger volume fire boats, and portable fire fighting apparatus. Any necessary resources not immediately at-hand should be requested through the appropriate channels (local EOC, State EOC, RDSTF, etc.) as soon as possible.

8309 **Assist Tugs**

In nearly all marine fire situations, tug companies should be contacted early in the planning phase to evaluate their capability and willingness to provide towing assist services to burning ships.

They may also be called upon to move barges or moored vessels in close proximity of the fire or provide logistical support to firefighting teams.
8310 Fire Boats

Refer to Appendix 1 for local and regional marine firefighting capabilities.

8311 Communications

The FCC has designated three frequencies, 154.126, 154.260, and 154.290 MHz, as the Fire Mutual Aid Radio Systems (FMARS) to provide for common communications between fire fighting units from different agencies operating at a common incident.

In addition, other local designated emergency frequencies have been established:

Miami-Dade Fire Rescue - 800 MHz
Port Everglades - 800 MHz

The main method available to the marine community is Channel 16 VHF-FM (156.8 MHz). This frequency is monitored continuously by CG Command Centers. Normally the initial call is made on Channel 16, and then all incident management traffic will be shifted to another “official” working channel:

- CG Station Miami Beach - Channel 22A (157.1 MHz);
- CG Station Fort Lauderdale - Channel 22A (157.1 MHz);
- CG Station Lake Worth Inlet - Channel 22A (157.1 MHz);
- CG Station Fort Pierce - Channel 22A (157.1 MHz);
8400  Marine Fire Fighting Response

8401  Marine Firefighting Guidance

Land based fire fighters will normally fight fires at waterfront facilities using structural tactics. Vessel fires require entirely different strategy and tactics.

Fire departments are strongly encouraged to use the extensive information and advice in NFPA Standard 1405, Guide for Land-Based Fire fighters Who Respond to Marine Fires.

Coast Guard activities are also to in accordance with Chapter 8, CG Marine Safety Manual, Volume VI, COMDTINST 16000.11(series).

8402  Basic Priorities of Firefighting

It is impossible to anticipate every task or activity that will be required to effectively respond when dealing with a major marine fire. There are, however, several basic priorities which must be addressed particularly in the case of a vessel fire at sea. Operational fire fighting priorities listed in order are:

Rescue: Life safety must always be the first consideration in any fire or emergency situation. When lives are in danger, the IC must quickly assess whether the situation necessitates immediate removal of personnel, the number of persons that need to be

Exposures: The fire should be fought so as to prevent the spread of fire on or off the vessel. Typical exposures include flammable liquid or gas tanks, open stairways, explosives, or any other substance which would accelerate or aid the spread of the fire.

Confinement: The effort to establish control over the fire through impeding the fire's extension to non-involved areas and limiting the fire to its area of origin. To accomplish proper containment

- Secure all closures and generally all ventilation (unless personnel are trapped inside the space);
- Establish primary fire, smoke, and flooding boundaries. Primary boundaries are critical to the control of a fire;
- Monitor and cool the boundaries, as necessary (if steam is produced when sprayed with a fog pattern, continue to cool the surface), on all six sides of the fire (fore, aft, port, starboard, above, and below).

Extinguishment: The main body of the fire should be attacked and suppressed. The goal is to cease combustion by disrupting the cycle of the fire tetrahedron. Tactics and agents to be used will be determined by the fuel source, amount of fuel/surface area and location of the fire.

Stability: The introduction of large amounts of water for fire fighting can significantly
alter the center of gravity of a vessel. Experts from the Marine Safety Center, National Strike Force, of Navy Supervisor of Salvage should be consulted for stability calculations and advice. Regardless of the degree of list, common hazards to compromised stability include:

- Diminished footing for response personnel;
- Difficulty in maintaining a foam blanket;
- Closure failures to automatic fire doors
- Reduced effectiveness of fixed dewatering systems
- Shifting of unsecured equipment and machinery (failures to securing mechanisms)

Overhaul: Actions to complete incident stabilization and begin the shift to property conservation. Considerations during overhaul include:

- Hazards from structural conditions at the fire scene;
- Atmospheric conditions (air packs should remain mandatory in the case of interior fire overhaul due to the likely presence of toxic vapors, carbon monoxide, and low oxygen levels);
- Monitor scene to ensure the fire will not re-ignite;
- Determination of the fire's point of origin and source of ignition;
- Access control of watertight doors to manage flooding boundaries (stability and free surface effect).

Detailed photographic records of the fire scene prior to clearing any debris is highly recommended to aid in post fire investigations.

Ventilation: Ventilation tactics will vary depending upon the location and conditions of the fire. Generally, all ventilation on a vessel will initially be secured and all dampeners shut upon receipt of a fire alarm. The purpose in ventilation shutdown is both to decrease the flow of oxygen to the fire area and to begin the containment process.

De-Watering and Salvage: As noted in NFPA 1405, basic stability data should be gathered during the initial stages of the incident:

- Drafts should be monitored at least every 30 minutes to quickly identify any changes in stability;
- Monitoring should continue at least four hours after water flow has stopped;

Oil and hazardous materials may enter the water during fire fighting and dewatering operations. Containment and recovery of these materials is an important consideration. The determination to fight the fire over the environmental concerns will continually need to be evaluated to the prevailing conditions (tires, burning containers, potential for sinking the vessel, etc.).
8403 **Response Sequence**

Action in response to a fire incident is broken into five phases for this plan’s purposes:

- **Phase I**  Discovery and Notification
- **Phase II**  Evaluation and Initiation of Action
- **Phase III**  Assessment of the Situation
  - Rescue >> Exposure >> Confinement >> Extinguishment >> Overhaul
- **Phase IV**  Demobilization
- **Phase V**  Documentation and Cost Recovery (Collection of Lessons Learned)

8410 **Notifications and Dispatch**

Regardless of the agency first to discover the fire, it is agreed the following agencies will be also notified if the incident is their jurisdictions:

- **All ports**: USCG Sector Miami 305-535-4472 / 8701
- **PortMiami and Miami River**: City of Miami Fire and Rescue 305-579-6231
  - Miami-Dade County Fire and Rescue 786-331-5000
- **Port Everglades**: Broward Sheriff’s Office Fire and Rescue 954-765-4191
  - Battalion 6 954-868-2261
- **Port of Palm Beach**: City of Riviera Beach Fire and Rescue 561-845-4110
  - Palm Beach County Fire and Rescue 561-684-6907
- **Fort Pierce**: St. Lucie County Fire and Rescue No Marine

Emergency landside notifications are most efficiently conveyed using 911.

- **State Warning Point**: (850) 413-9911 or 1-800-320-0519

8420 **Command Posts and Jurisdictional Command**

To effectively combat a major fire, an Incident Command Post (ICP) must be established as soon as possible. A command post provides several critical services:

- A single central site for command and control of the response. This reduces confusion among response personnel;
- Ready access to continuous communications between on-scene and off-scene personnel

The nature and location of the fire will be the deciding element in determining which agency assumes overall command or the lead in a unified command. The lead agency
must be determined as early as possible in the incident to ensure effective use of personnel and equipment.

Upon arrival of the first response unit, the senior response officer assumes incident command, assesses the situation, determines what additional assistance is needed, and reports conditions observed to the emergency dispatch center for relay to all jurisdictional agencies.

During the course of an incident (from arrival to clean-up), the lead agency may change as incident conditions change. The COTP may be the Incident Commander (IC) for any fire involving a vessel underway or anchored within the AOR. For vessel moored, the local fire department is the IC and the COTP will support the IC system. For any vessel fire, the local and mutual aid fire departments will be the primary fire fighting resources. When fire is involved at a shoreside facility, the local fire department is the Incident Commander. Note the required COTP consultations in Sections 8305 and 8307.

8420.1 Shoreside Incidents

For fires at a facility or on a vessel moored to a facility, there should be one command post. It 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:

- Provide a large open area to permit status board maintenance
- Adequate lighting and communication with IC

8420.2 Underway/At Anchorage Incidents

For incidents involving vessels underway or at anchorage, the Incident Command Post may be afloat, or at the Sector Command Center, or nearest port office with a forward command afloat. Potential afloat command posts platforms include:

- Coast Guard cutter
- Municipal Fireboats
- State marine units (e.g. FWCC Randall)

The COTP will request a fire department liaison be provided aboard any CG floating Incident Command Post to provide technical advice on scene. If a fire department establishes a floating Incident Command Post, the COTP will provide a CG liaison officer.
8420.3 **Unified Command**

In instances where 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 within one jurisdiction but involves several agencies with management responsibility due to the nature of the incident or the resources needed to combat it;
- The incident is multi-jurisdictional in nature because it affects or has the potential to affect several jurisdictions.

8421 **Coordination of Special Forces**

Requests for federal resources and special forces should be submitted through the COTP (Navy, Supervisor of Salvage, International Cargo Bureau, etc.). All resources and special forces made available will normally come under the direction and the control of the COTP unless otherwise agreed upon by the COTP and the Fire Dept IC.

State and local agency resources and special forces made available during an incident will normally come under the direction and control of the Fire Dept IC unless otherwise agreed upon by the Fire Dept IC and COTP.

8422 **Termination of Response Activities**

This decision will be made by the Incident Commander (IC) after consulting with the COTP unless it is a Level II response where the Unified Command will determine cessation of activities.

Note: Although firefighting efforts may be terminated, the vessel/facility should maintain a fire watch for at least 48 hours after the fire is out.

8423 **Resolution of Disputes**

Disputes will normally be resolved at the lowest level possible. If not resolved there, they will be referred to the command post for resolution between the senior Coast Guard and jurisdictional Fire Dept representatives. If not resolved at the command post, they will be referred to the COTP and appropriate Fire Chief.
8500 Plan Administration

8501 Exercises

Proper training and exercises are necessary to ensure smooth coordination in the event of an actual fire or incident. Realistic exercises also demonstrate the capabilities of the various organizations involved. These exercises also expose possible conflicts and create opportunities to improve the plan.

COTP Sector Miami will schedule periodic exercises with selected fire departments, port facilities and government agencies within the various ports of Southeast Florida region. It is recommended that each fire department or response organization coordinate with the port facilities and shippers in their respective jurisdictions and develop training and orientation on their own. The COTP will also assist coordination with other organizations if a larger exercise is required. For assistance in arranging an exercise, contact:

Commander
Attn: Contingency Planning and Force Readiness Division
USCG Sector Miami
100 MacArthur Causeway
Miami Beach, FL 33139

8502 Training

Training is the cornerstone of effective response. Effective training makes the difference between saving lives and property and having a major port disaster. In addition to the numerous colleges offering advanced firefighting curricula, the COTP may provide training sessions periodically for local fire departments, facility owners/operators and shipping companies. Such training might discuss ship construction and basic stability, shipboard/facility firefighting, salvage and hazardous material response. Suggestions for other training, volunteer speakers and general comments concerning this program should be directed to:

Commander
Attn: Contingency Planning Staff
USCG Sector Miami
100 MacArthur Causeway
Miami Beach, FL 33139

For further information consult National Fire Protection Association; NFPA 1405: Guide for Land-Based Fire Fighters Who Respond to Marine Vessel Fires
8510 Plan Review

This Plan as well as the entire Southeast Florida Area Contingency Plan will be available for review on the USCG Homeport website at https://homeport.uscg.mil/my-homeport/contingency-plans/area-contingency-plan?cotpid=35&Source=https://homeport.uscg.mil/port-directory/miami. Revisions/comments may be made to Sector Miami Contingency Planning Staff.

The COTP is responsible for the administration of this Plan and will keep it current by convening a meeting with the Marine Firefighting Subcommittee of the Southeast Florida Area Committee. This committee will meet at least annually to review this Plan for accuracy and/or revision.

The Marine Firefighting Subcommittee of the Southeast Florida Area Committee is comprised of representatives from each of the ports of Miami, Port Everglades, Palm Beach and Fort Pierce. A separate record will be maintained of any scheduled or ad-hoc Plan meetings with the roster and minutes available for review by all Southeast Florida Area Committee members.

Any changes and/or revisions will be annotated in the Record of Changes.

8520 Memorandums of Agreement / Memorandums of Understanding

Will add interagency agreements as accepted and signed
APPENDIX 1  LOCAL AND REGIONAL FIREFIGHTING ORGANIZATIONS AND CAPABILITIES

See Section 9236 Fire Departments of the SE Florida Area Contingency Plan
SECTION 9000
APPENDICES

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9500 MEMORANDUMS of AGREEMENT / UNDERSTANDING

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9510.1 MOA between Dept of Labor (OSHA) and The United States Coast Guard in establishing basic guidelines for cooperation between the two agencies in establishing health standards to protect worker health.

9510.2 MOU between Environmental Protection Agency and The United States Coast Guard Signed 4 January 1982 regarding use of dispersants.

9510.3 MOU between Environmental Protection Agency and The United States Coast Guard Signed 6 September 1979 regarding shared responsibility in response to hazardous materials discharges.

9510.4 MOU between Environmental Protection Agency, United States Coast Guard, and National Institute for Occupational Safety And Health Administration Signed 18 December 1980 regarding safety guidance during hazardous materials emergencies.

9510.5 MOU between Department of the Interior and Department of Transportation Signed 16 August 1971 regarding shared responsibility in response to hazardous materials discharges.

9510.6 MOU between Environmental Protection Agency and United States Coast Guard Signed 01 January 82 regarding establishing the accounting, contracting, and fund management control policies and procedures for USCG response actions.

9510.7 MOU between U.S. Fish and Wildlife Service and United States Coast Guard Signed 24 July 1979 regarding providing CG Federal On-Scene Coordinators with technical expertise and services in support of responses to oil and hazardous chemical discharges.
TABLE OF CONTENTS (Cont.)

9510.8 MOU for United States Coast Guard Auxiliary in support of the Marine Environmental Protection Program Signed 23 May 1995 regarding mobilizing the Coast Guard Auxiliary in promoting marine environmental protection.

9510.9 MOU between Director of Military Support (DOMS) and United States Coast Guard Signed 12 Aug 1996 regarding procedures for requesting the U.S. Air Force Reserve to provide aircraft, equipment and personnel for the application of oil dispersants.

9510.10 MOU between United States Coast Guard and Environmental Protection Agency Signed 09 October 1981 regarding agreed upon functions for responses to releases from vessels and facilities other than active or inactive "hazardous waste management facilities".

9510.11 MOU between United States Geological Survey (DOI), Department of Transportation, and the USCG Signed 18 December 1980 regarding promotion of safe activities and facilities associated with the exploration, development, and production of mineral resources to avoid duplication of effort.

9510.12 MOA between United States Navy and the USCG Signed 15 September 1980 regarding cooperation in oil spill clean-up operations and salvage operations.


9510.14 MOU between Department of Health and Human Services and Department of Homeland Security regarding establishing specific cooperation framework to enhance preparedness the introduction, transmission, and spread of serious communicable diseases.

9510.15 MOU between Environmental Protection Agency and United States Coast Guard Signed 03 March 2011 regarding the Corporation of National and Community Service (CNCS)
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9510.16 MOU Between US Fish and Wildlife Service and USCG Atlantic Area Signed 24 July 2012 regarding cooperative efforts to safeguard the Florida Manatee under the Endangered Species Act (ESA) and Marine Mammal Protection Act (MMPA)


9520 State MOUs

9520.1 MOA between USCG and State of Florida to cooperate and coordinate efforts related to oil spill prevention and response.

9520.2 MOU between USCG and Florida Institute of Oceanography Signed 29 June 2012 regarding assistance the marine research community in the Gulf of Mexico and SE Atlantic can provide, through FIO, to the USCG in their response to a natural or anthropogenic emergency.

9530 Local MOUs

9530.1 MOU between USCG Sector Miami and Miami-Dade Emergency Operations Center Signed 15 Dec 2004 regarding Sector Miami response actions to an alert declared at Turkey Point Nuclear Power Plant.

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9720 Technical References
9720.1 Incident Management Handbook (IMH)
9720.2 ICS Forms and Job Aids
9720.3 CHRIS Manual The Chemical Hazards Response Information System
9720.4 NCP Product List (March 2007)
9720.5 Oil Spill Prevention, Planning and Response Measures
9720.6 Mechanical Containment and Recovery of Spilled Oil
9720.7 Dispersants in Oil Spill Response
9720.8 Bio-remediation in Oil Spill Response
9720.9 In-Situ Burning In Oil Spill Response
9720.10 Oil Spill Shoreline Assessment and Shoreline Cleanup
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9720.12 DOT Emergency Response Guidebook
9725 Obtaining Chemical Information
9730 Geographic Response Plans (GRP)
9731 Tidal Inlet Protection Strategies (TIP)

9732 Regional Response Team IV Plan

9733 RRT IV Ops Manual

9734 Regional Contingency Plan Dispersants Plan

9740 Relevant Statute / Regulations Authorities List

9740.1 Federal Water Pollution Control Act (FWPCA)

9740.2 Clean Water Act (CWA)

9740.3 Oil Pollution Act of 1990 (OPA 90)

9740.4 Refuse Act of 1899

9740.5 Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

9740.6 Superfund Amendment and Reauthorization Act (SARA)

9740.7 Resource Conservation and Recovery Act (RCRA)

9750 Relevant Instructions / Guidelines / Standard Procedures and Practices List

9750.1 ICS 208 - Site Safety Plan (SSP) Template

9750.2 Guidelines for Ocean Disposal of Vessels

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9867 Final Disposition/Decontamination/Disposal Authorities

9868 Vessel WMD Event Response Checklist

9870 Information Management and Communications

9880 Specific WMD Issues

9881 Biological Agents

9881.1 Biological WMD Response Flowchart.

9882 Chemical Agents

9882.1 Chemical Agent WMD Response Flowchart. The following is the progression of general events surrounding a potential or actual chemical agent terrorism event.

9883 Radiological

9883.1 Federal Radiological Emergency Response Plan (FRERP)

9883.2 National Oil and Hazardous Substances Pollution Contingency Plan (NCP)

9883.3 National Response Framework (NRF)
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9885 Health Related Responses

9886 WMD Specific Response Resources

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9886.2 Hazardous Substance, Chemical, and Biological Response Resources/Capabilities

9886.3 Radiological Response Resources/Capabilities

9900 RESERVED for AREA / DISTRICT
## 9100 Emergency Notification

### 9110 Required Emergency Notifications

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<th></th>
<th>DATE / TIME</th>
<th>INITIALS</th>
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<th>POINT OF CONTACT</th>
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<tr>
<td>✓</td>
<td></td>
<td></td>
<td>USCG Sector Miami Command Center</td>
<td>(305) 535 – 4316 (305) 535 – 4472</td>
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<td>State of Florida State Warning Point (24hr)</td>
<td>(800) 320 – 0519 (850) 413 – 9911</td>
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<td>Municipal Fire Department Hazardous Materials Response (above the RQ)</td>
<td>911</td>
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<td>National Response Center</td>
<td>(800) 424 – 8802</td>
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### 9111 Federal On-Scene Coordinator’s Notifications

**Verification that caller has made emergency notification**

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<th>INITIALS</th>
<th>ENTITY NOTIFIED</th>
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<td>National Response Center</td>
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<td></td>
<td>State of Florida State Warning Point (24hr)</td>
<td>(800) 320 – 0519 (850) 413 – 9911</td>
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<td>Municipal Fire Department Hazardous Materials Response (above the RQ)</td>
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<td></td>
<td>Seventh Coast Guard District Response Division</td>
<td>(305) 415 – 7138</td>
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<td></td>
<td></td>
<td>Equipment Specialist</td>
<td>(305) 415 - 6869</td>
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<td>Seventh Coast Guard District Operations Center</td>
<td>(305) 415 - 6800</td>
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<td>Seventh Coast Guard District Legal Office</td>
<td>(305) 415 – 6950</td>
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<td>National Strike Force Coordination Center</td>
<td>(252) 331 – 6000</td>
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<td>National Strike Force Gulf Strike Team</td>
<td>(251) 441 – 6601</td>
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<td>Maintenance and Logistics Command Atlantic (fcp)</td>
<td>(757) 628 – 4114</td>
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<td></td>
<td></td>
<td>Commander Atlantic Area Operations Center (24hr)</td>
<td>(757) 398 – 6231</td>
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<td>Commander USCG Sector Miami</td>
<td>(786) 367 - 6944</td>
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<td>US Department of Interior (DOI)</td>
<td>Greg Hogue</td>
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<td>(404) 331 – 4524 (404) 909 - 0537</td>
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<td>Florida Department of Environmental Protection</td>
<td>(904) 807 – 3300</td>
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<td></td>
<td></td>
<td>Florida Fish and Wildlife Conservation Commission (Wildlife alert hotline / dispatch) (24hr)</td>
<td>(888) 404 - 3922</td>
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*These individuals need to be contacted whenever the situation involves those conditions outlined in D7 Policy Letter 1-02 ch 2.*
9120 Initial Awareness, Assessment and Notification Sequence

9120.1 Initial Assessment Check-off List

To ensure that all required information is collected, Sector Miami has created an unnumbered local form titled OIL/HAZARDOUS SUBSTANCE SPILL REPORT that is used to record all initial report information. A sample of the report is enclosed for references. Ready reference lists are being developed to prompt the required actions and notifications expected in the event of oil discharges corresponding to the Most Probable Discharge, Maximum Most Probable Discharge and Worst Case Discharge. In general:

(1) Using the SPILL REPORT form as a guide, try to complete each information block in Part I of the form. While the reporting source may not have all the needed information, it is critical that the person taking the report try to get the most detailed information available.

(2) During normal working hours, immediately notify the Response Department Head. After normal working hours, contact the Sector Miami Command Center (SCC).

(3) The Response Dept Head or SCC will select appropriate response notification actions. Be prepared to recommend a response strategy based upon the available information.

(4) In all cases where Sector personnel are dispatched to conduct a field investigation, ensure the Response and Prevention Department Heads are notified.

(5) If the oil discharge is 25 gallons or greater and within state waters, notify the Florida Department of Environmental Protection Coastal Protection Coordinator. Record this notification in Part 2 of the form.

(6) Notify agencies as needed from notification lists. Record this notification in the form.

(7) For all but small spills of nominal impact, notify the National Response Center if not already done by reporting source. Record this notification in the form.
9120.2 Initial Action Check-off List

(1) _____ Evaluate spill report and select response strategy.

(2) _____ Assess personnel safety/equipment requirements.

(3) _____ Dispatch pollution response team.

(4) _____ Assess critical factors.

(5) _____ Assess threat to public health.

(6) _____ Evaluate extent and duration of required response and determine if additional resources are required.

(7) _____ In all cases where there is significant media interest or a discharge of 100 gallons or more of oil; a CDO qualified individual should be dispatched to the scene to represent the Coast Guard’s interests.

(8) _____ Issue Letter of Federal Interest to Responsible Party.

(9) _____ Issue Letter of Designation of Source to Responsible Party.

(10) _____ Issue Directive/Administrative Order to Responsible Party (if required).

(11) _____ Issue Letter of Federal Assumption to Responsible Party (if required).

(12) _____ Draft press statement or press release (if required).

(13) _____ Response Equipment from Federal sources identified and activated (IN-SITU Burning and Chemical Dispersant response).

(14) _____ Emergency notifications/RRT notification.

(15) _____ Assign sectors to critical factors identified.
9120.3 **Sample Spill Report Form**

This form has been developed to assist in gathering, reporting, and documenting the information most commonly needed in emergency reports. The use of this form is not mandatory; but may be used if needed:

<table>
<thead>
<tr>
<th>REPORT DATE</th>
<th>INCIDENT DATE</th>
<th>TIME</th>
<th>REPORT MADE / TAKEN BY</th>
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</thead>
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</tbody>
</table>

**REPORTING PARTY** *(Person name.)*

**RESPONSIBLE PARTY** *(Name of owner, operator, etc.)*

**JOB TITLE**

**ORGANIZATION** *(Agency, Company, Home Owner, etc.)*

**DEP FWCC OTHER:**

**ADDRESS**

**PHONE**

**Incident Information**

**Source / Vessel / Facility NAME**

**WATER BODY AFFECTED**

**INCIDENT LOCATION** *(Geographic/ Lat-Lon / Street Address)*

**PRODUCT** *(Type of Pollutant, Diesel/Gasoline/Oil/Sewage, etc.): GASOLINE  DIESEL  HEAVY OIL OTHER (DESCRIBE):*

**DESCRIPTION OF SUBSTANCE** *(Color, Density  Odor, etc)*

**SOURCE & TOTAL QUANTITY ABOARD / AT SOURCE**

**IS THE SOURCE SECURED? YES ☐  NO ☐**

**QUANTITY RELEASED**

**QUANTITY IN WATER**

**CAUSE OF SPILL**

**THREATENED AREAS** *(Environmentally sensitive):*

**SEA CONDITIONS:** 0 –1 FT  2 –4 FT Greater than 4FT

**WEATHER**

**CLEANUP CONDUCTED or ONGOING?**

**YES ☐  NO ☐**

**CLEANUP CONTRACTOR**

**IS THIS AN OSRO?**

**YES ☐  NO ☐**

**NRC NOTIFIED? YES ☐  NO ☐**
### 9210 Federal Resources / Agencies

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>US EPA REGION 4</td>
<td>Atlanta, Ga.</td>
<td>(404) 562 – 8700</td>
</tr>
<tr>
<td>US Army Corps of Engineers (Miami Field Office)</td>
<td>9900 SW 107\textsuperscript{th} Ave., Ste 203, Miami, FL 33176</td>
<td>(305) 526 – 7181</td>
</tr>
<tr>
<td>See Also 9210.1</td>
<td><a href="http://www.saj.usace.army.mil/Missions/Regulatory.aspx">http://www.saj.usace.army.mil/Missions/Regulatory.aspx</a></td>
<td>(305) 779-6051</td>
</tr>
<tr>
<td>Federal Emergency Management Agency</td>
<td></td>
<td>(800) 621 – 3362</td>
</tr>
<tr>
<td>US Customs and Border Patrol</td>
<td>4371 NW 150th St., Opa Locka, Fl.</td>
<td>(305) 953 – 6937</td>
</tr>
</tbody>
</table>
9210.1 US Army Corps of Engineers

Equipment Inventory

The equipment available is as follows:

<table>
<thead>
<tr>
<th>Equipment Description</th>
<th>Tampa</th>
<th>Jacksonville</th>
<th>Clewiston</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hydrographic Survey</td>
<td>1 - 40 ft, up to 2-3’ seas</td>
<td>1 - 65 ft, up to 3-4’ seas</td>
<td>Push boat w/104x35 ft barge, w 70 ton crane</td>
</tr>
<tr>
<td>Vessel(s) with survey team</td>
<td>1 – 25 ft, inland</td>
<td>1 – 25 ft, inland</td>
<td>1 – 78x28 ft barge w/25 ton crane</td>
</tr>
<tr>
<td>Barges</td>
<td></td>
<td></td>
<td>2 – 22 ft Boston Whalers, inland</td>
</tr>
<tr>
<td>Assorted boats</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Additional Services

<table>
<thead>
<tr>
<th>Response Capabilities</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Navigation Branch</strong>,</td>
<td>Engineers, planners, surveyors, cartographers, dredging experts</td>
</tr>
<tr>
<td>Jacksonville District</td>
<td></td>
</tr>
<tr>
<td><strong>Geomatics Section</strong>,</td>
<td>GIS Analytical skills,</td>
</tr>
<tr>
<td>Engineering Branch,</td>
<td></td>
</tr>
<tr>
<td>Jacksonville District</td>
<td></td>
</tr>
<tr>
<td><strong>Environmental Planners</strong>,</td>
<td>3 Coastal engineers/geologists</td>
</tr>
<tr>
<td>Planning Division</td>
<td>4 Navigation/Port planners</td>
</tr>
<tr>
<td></td>
<td>1 Coastal Ecology/environmental restoration planner</td>
</tr>
<tr>
<td></td>
<td>2 Environmental specialists</td>
</tr>
<tr>
<td></td>
<td>6 Biologists</td>
</tr>
<tr>
<td><strong>Port Projects Managers</strong>,</td>
<td>Subject matter experts for navigational dredging at Florida commercial</td>
</tr>
<tr>
<td>Project Management Division</td>
<td>ports</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Regulatory Support

Nation-wide Permit (NWP) 20 will be the primary vehicle to authorize cleanup/containment work. Regulatory Division's South Permits Branch has regional offices located in Palm Beach Gardens and Miami. The South Permits Branch team is centrally located in or near coastal communities and can provide office space, administrative and logistical support for any response efforts. In addition South Branch has 10 vehicles and a professional staff of Biologist and environmental professionals many with a background in Marine Science.

9211 Trustees for Natural Resources

Section 300.600 of the NCP designates the Secretaries of the following Cabinet Departments to act as Trustees for the natural resources, subject to their respective management or control:

9211.1 Department of Agriculture (USDA)  https://www.usda.gov/

Examples of resources under the trusteeship of the Secretary of the Department of Agriculture (USDA) include:

- Federal rangeland;
- Federally-managed fisheries;
- Federally-owned or managed farmland;
- Land enrolled in the Wetlands Reserve Program; and
- National forest land.

9211.2 Department of Commerce (DOC)  http://www.commerce.gov

Examples of resources under the trusteeship of the Secretary of the Department of Commerce (DOC) include:

- Coastal environments, including salt marshes, tidal flats, estuaries, or other tidal wetlands;
- Designated Estuarine Research Reserves or Marine Sanctuaries;
- Endangered marine species;
- Marine mammals; and
- Rivers or tributaries to rivers which historically support or presently support anadromous fish (fish that spend a portion of their lifetime in both fresh and salt water; e.g., salmon).

The DOC Secretary delegated Trustee responsibility to the Administrator of the National Oceanic and Atmospheric Administration (NOAA). The following offices or groups within NOAA have responsibilities which include the protection and management of
natural resources: National Marine Fisheries Service; Office of Ocean and Coastal Resource Management; Office of Oceanography and Marine Services; and the General Counsel. For cases involving resources in coastal waters and anadromous fish streams, DOC acts as a co-Trustee with the Department of the Interior.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOAA National Environmental Satellite, Data and Information Service</td>
<td>4301 Rickenbacker Causeway Miami, Fl. 33149</td>
<td>(305) 361 – 4305</td>
</tr>
<tr>
<td></td>
<td>11691 SW 17th St. Miami, Fl. 33165</td>
<td>(305) 229 – 4406</td>
</tr>
<tr>
<td>National Marine Fisheries Service</td>
<td>75 Virginia Beach Dr. Miami, Fl. 33149 8401 NW 53rd Terrace Miami, Fl. 33166</td>
<td>(305) 361 – 4200 (786) 845 – 9580</td>
</tr>
<tr>
<td></td>
<td>11420 N. Kendall Dr. Miami, Fl. 33176</td>
<td>(305) 595 – 8352</td>
</tr>
<tr>
<td>NOAA Scientific Support Coordinator (SSC)</td>
<td>Brickell Plaza 909 SE 1st Ave. Miami, Fl. 33131</td>
<td>(305) 530 – 7931</td>
</tr>
</tbody>
</table>

9211.3 **Department of Defense (DOD)**  [https://www.defense.gov/](https://www.defense.gov/)

The Secretary of the Department of Defense (DOD) has trusteeship over the Natural Resources on all lands owned by DOD or the Army, Navy, Air Force, and Defense Logistics Agency. These lands include military bases and training facilities, research and development facilities, and munitions plants.

9211.4 **Department of Energy (DOE)**  [https://www.energy.gov/](https://www.energy.gov/)

The Secretary of the Department of Energy (DOE) has trusteeship over natural resources under its jurisdiction, custody, or control. DOE’s land-holdings include national research and development laboratories, facilities, and offices.
Examples of resources under the trusteeship of the Secretary of the Department of Interior (DOI) include:

- Certain anadromous fish;
- Certain endangered species;
- Certain marine mammals;
- Federally-owned minerals;
- Migratory birds;
- National Wildlife Refuges and Fish Hatcheries;
- National Parks and Monuments; and
- Tribal resources, in cases where the U.S. acts on behalf of the Indian Tribe.

The following offices within DOI are responsible for the management and protection of the resources listed above: Bureau of Indian Affairs; Bureau of Land Management; Bureau of Mines; Bureau of Reclamation; Fish & Wildlife Service; Minerals Management Service; National Park Service; and U.S. Geological Survey.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dept of Interior Trustee Rep. Greg Hogue</td>
<td>10426 NW 31st Terrace Miami, Fl. 33172</td>
<td>(404) 331 – 4524 (w)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(404) 909 – 0537 (c)</td>
</tr>
<tr>
<td>U.S. Fish and Wildlife Service (Resident Agent in Charge)</td>
<td>1875 Century Blvd. Suite 380 Atlanta, Ga. 30345</td>
<td>(404) 679 – 7057</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: (404) 679 – 7065</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(772) 562-3909</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: (772) 562-4288</td>
</tr>
<tr>
<td>U.S Geological Survey</td>
<td>Florida Integrated Science Center 3110 SW 9th Ave. Fort Lauderdale, Fl. 33315</td>
<td>(954) 377 – 5900</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: (954) 377 – 5901</td>
</tr>
<tr>
<td>National Park Service Southeast Region</td>
<td>National Park Service 100 Alabama St. SW 1924 Building Atlanta, Ga. 30303</td>
<td>(404) 562 -3100</td>
</tr>
</tbody>
</table>

9211.5 Department of the Interior (DOI)  http://www.doi.gov/
TRIBAL

Tribal Chairmen (or heads of the governing bodies of Indian Tribes), or persons designated by Tribal officials, shall act as Tribal Trustees for natural resources belonging to, managed by, controlled by, or appertaining to the Indian Tribe, or held in trust for the benefit of such Indian Tribe, or belonging to a member of an Indian Tribe, if such resources are subject to a trust restriction on alienation 40 CFR 300.610. The Secretary of the Interior may act as Trustee on behalf of a Tribe at the Tribe's request.

Indian Tribe Trustees act on behalf of the Indian Tribe for natural resources, including their supporting ecosystems that are:

- Belonging to, managed by, controlled by, or appertaining to such Tribe;
- Held in trust for the benefit of the Tribe; or
- Belonging to a member of the Tribe, if such resources are subject to a trust restriction on alienation.

Examples of resources under the trusteeship of Tribal groups include:

- Tribal-owned minerals;
- Ground and surface water resources on Tribal lands; and
- Any other natural resources found on Tribal land.

9212 USCG

9212.1 USCG National Strike Force (NSF)

https://cg.portal.uscg.mil/units/nsfcc/SitePages/Home.aspx

The National Strike Force is a unique, highly trained group of Coast Guard professionals who maintain and rapidly deploy specialized equipment to support On-Scene Coordinators as they prepare for and respond to oil and hazardous substance incidents. The NSF plays an important role assisting the OSCs with such expertise as:

- Operating spill response equipment (barriers, skimmers, pumps, temporary storage containers, etc.)
- Supervising and monitoring of personnel at spill sites
- Implementing site safety requirements at hazardous material/spill sites
- Preparing cost documentation and reports; and
- Supplying command, control, and communications support.
The National Strike Force includes the National Strike Force Coordination Center (NSFCC); the Atlantic Strike Team; the Gulf Strike Team; the Pacific Strike Team; and the Public Information Assist Team (PIAT) located at the NSFCC.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>NSF Coordination Center</td>
<td>1461 North Rd. St. Elizabeth City, N.C. 27909</td>
<td>(252) 331 – 6000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: (252) 331 – 6012 / 13</td>
</tr>
<tr>
<td>USCG Gulf Strike Team</td>
<td>8501 Tanner Williams Rd. Mobile, Ala. 36608</td>
<td>(251) 441.6601</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(877) 497-6183 (c)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: (251) 441.6610</td>
</tr>
</tbody>
</table>


The Strike Teams provide rapid response support in incident management, site safety, contractor performance monitoring, resource documentation, response strategies, hazard assessment, oil spill dispersant and in-situ burn use, operational effectiveness monitoring, and high capacity lightering & offshore skimming capabilities. The Strike Teams also train Coast Guard units in environmental pollution response, test and evaluate pollution response equipment, and liaise with response agencies within their areas of responsibility.

**National Strike Force Coordination Center**  [https://cg.portal.uscg.mil/units/nsfcc/SitePages/Home.aspx](https://cg.portal.uscg.mil/units/nsfcc/SitePages/Home.aspx)

provides oversight and strategic direction to the Strike Teams, ensuring enhanced interoperability through a program of standardized operating procedures for response, equipment, training, and qualifications. The NSFCC maintains a national logistics network, using the Response Resource Inventory; implements the Coast Guard Oil Spill Removal Organization program; and administers the National Maintenance Contract for the Coast Guard’s thirty million dollar inventory of pre-positioned spill response equipment.

The NSFCC may assist the OSC by providing information on available spill removal resources, personnel, and equipment.

The NSFCC will:

- Compile and maintain a comprehensive list of spill removal resources, personnel, and equipment that is available worldwide and within the areas served by the Area Committees.
- Provide technical assistance, equipment, and other resources as requested by the OSC.
- Coordinate use of private and public personnel and equipment to remove a worst case discharge and to mitigate or prevent a substantial threat of such discharge from a vessel, offshore facility, or onshore facility operating in or near an area served by an Area Committee.
- Provide technical assistance in the preparation of Area Contingency Plans (ACPs).
- Administer Coast Guard strike teams.
- Maintain all Area Contingency Plans approved by the Federal government; and
- Review each of those plans that affect its responsibilities.

9212.2 **USCG District Response Assist Team (DRAT)**

The District Response Group (DRG) is a framework within each Coast Guard District to organize district resources and assets to support USCG OSCs during response to a pollution incident. Coast Guard DRGs assist the OSC by providing technical assistance, personnel, and the Coast Guard’s pre-positioned equipment. Each DRG consists of all Coast Guard personnel and equipment, including fire-fighting equipment, additional pre-positioned equipment, and a District Response Advisory Team (DRAT) that is available to provide support to the OSC in the event that a spill exceeds local response capabilities.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>USCG District Seven Response Assist Team (DRAT)</td>
<td>909 SE 1st Ave. Brickell Plaza Federal Building Miami, Fl. 33131</td>
<td>(305) 415 – 6800</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fax: (305) 415 - 6809</td>
</tr>
</tbody>
</table>

**9212.3 Public Information Assist Team (PIAT)**

The Public Information Assist Team (PIAT) (https://cg.portal.uscg.mil/units/nsfcc/SitePages/Home.aspx) consists of public affairs specialists who are familiar with response procedures. The primary function of the PIAT is to meet the demands for public information during a response or exercise. PIAT staff also is available to teach crisis media relations techniques and to help OSC’s develop pollution response exercises and drills. PIAT uses state-of-the-art video equipment set up at the NSFCC, and provides a full range of photo, video and graphics services to support NSF activities.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>USCG District Seven Public Affairs Officer (PAO)</td>
<td>909 SE 1st Ave. Brickell Plaza Federal Building Miami, Fl. 33131</td>
<td>(305) 415 – 6683</td>
</tr>
</tbody>
</table>
9212.4 **USCG Reserves**

Total Personnel = 182 (As of June 30, 2018)
Officers = 21 / Enlisted = 161

9212.5 **USCG Auxiliary**

Total Personnel = 1053 (As of June 30, 2018)

9213 **NOAA**

9213.1 **Scientific Support Coordinator**

See Section 4710 Scientific Support Coordinator for description.

### Regional Scientific Support Coordinator / Natural Resource Scientist

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brad Benggio</td>
<td>Commander USCG District 7 (M-SSC) 909 SE 1st Ave. Brickell Plaza Federal Building Miami, Fl. 33131</td>
<td>(305) 530 – 7931</td>
</tr>
<tr>
<td>SE FL Regional Scientific Support Coordinator (SSC)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Response Staff</td>
<td>7600 Sand Point Way NE Building 3 Room 205 Seattle, WA 98115</td>
<td>(206) 526 – 4563</td>
</tr>
<tr>
<td>Incident Operations Coordinator</td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Response Staff</td>
<td>7600 Sand Point Way NE Building 3 Room 205 Seattle, WA 98115</td>
<td>(206) 526 - 6338</td>
</tr>
<tr>
<td>Regional Operations Branch Chief</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Natural Resource Damage Assessment (NRDA) Scientist
263 13th Ave. South St. Petersburg, Fl. 33702
(727) 551 - 5714

Assessment and Restoration Division (ARD) SE – Gulf Branch Chief
1305 East / West Highway SSMC 4 Station 10441 Silver Spring, Md. 20910
(301) 713 - 3038

Assessment and Restoration Division (ARD) EPA Region 4 Resource Coordinator
61 Forsyth St. Atlanta, Ga. 30303
(404) 562 – 8639
(404) 562 – 8646

Navigation Manager (FL, PR, and USVI)
NOAA Survey Ship RONALD H. BROWN
263 NOAA Place St. Petersburg, FL 33701
Homeport: Charleston, SC

9214 National Weather Service

The National Weather Service (NWS) can provide information on the current and predicted climatological and meteorological conditions at the scene of a significant spill incident. Weather Service Field Offices (WSFO) responsible for this area are:

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Hurricane Center</td>
<td><a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a> 11691 SW 17th St Miami, Fl.</td>
<td>(305) 229-4470</td>
</tr>
<tr>
<td>Meteorological Laboratory</td>
<td>4301 Rickenbacker Causeway Miami, Fl.</td>
<td>(305) 361-4450</td>
</tr>
</tbody>
</table>

9215 U.S. Navy Supervisor Salvage (SUPSALV)

The US Navy (USN) is the federal agency most knowledgeable and experienced in ship salvage, shipboard damage control, and diving. The USN has specialized equipment and
personnel available for use in these areas as well as containment, collection, and removal equipment specifically designed for the salvage of ocean pollution incidents. The Supervisor of Salvage (SUPSALV) provides salvage expertise. The SUPSALV maintains a warehouse on each coast stockpiled with salvage and response gear. U.S. Navy assets in the Pacific fall under the command and control of different organizational elements of the Navy. Any request for a Navy asset has to be made to the command that controls the asset through a representative of the Federal On-Scene Coordinator.

The five divisions that support SUPSALV are:

- The Management Support Division prepares and tracks contractual and financial documents and provides logistic support to the other divisions;
- The Salvage Operations Division handles salvage and recovery and oil spill control operations;
- The Diving Program Division is responsible for setting diving policy and approving U.S. Navy Diving Equipment;
- The Diving Certification Division serves as the System Certification Authority for shipboard and portable hyperbaric systems;
- The Underwater Ship Husbandry Division (UWSH) develops techniques, procedures, and equipment to perform ship repairs waterborne.

The Responsible Party is liable for the cost of any Navy assets used in response operations. The total cost will be included in the federal cost recovery documents sent to the responsible party at the conclusion of the response from the National Pollution Funds Center.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
</table>
9215.1 References

(a) U.S. Coast Guard Standard Rates -- COMDTINST 7310.1(series)
(b) U.S. Coast Guard Federal On-Scene Coordinator Guide to Environmental Response

(c) National Pollution Funds Center - https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/
(d) U.S. Navy Emergency Ship Salvage Material
   (ESSM) System Web Site
   http://www.navsea.navy.mil/Home/SUPSALV.aspx
(e) U.S. Navy Pollution Equipment Catalog Web Site –
   http://www.navsea.navy.mil/Home/SUPSALV.aspx

9215.2 Inventory of Available Equipment

SUPSALV maintains one of the world's largest inventories of pollution response equipment. All equipment is staged ready for immediate deployment and is available to all federal agencies. A highly trained and experienced team of mechanics performs all maintenance and operations.

These response systems are fully configured with all support equipment, tools, and spares. SUPSALV has designed most systems for offshore open-water oil recovery operations, but also has designed other specialized systems for inland, river, and cold weather spill operations.

Equipment is capable of containment and recovery of many grades of refined and crude oils, including heavy residual oils, and marine and jet fuels. SUPSALV pollution response can be fully supported by a range of equipment needed for a specific job. Equipment is provided on a reimbursable basis. The following list is current as of June 30, 2012 and will be updated annually.

Equipment Inventory

The most current inventory list from Navy Supervisor of Salvage can be obtained at:
http://www.navsea.navy.mil/Home/SUPSALV.aspx

The equipment available as of June 30, 2018 is as follows:
<table>
<thead>
<tr>
<th>Equipment Description</th>
<th>Williamsburg, VA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Spilled Oil Recovery</strong></td>
<td></td>
</tr>
<tr>
<td>Skimmer Vessel System</td>
<td>5</td>
</tr>
<tr>
<td>VOSS, High Speed Current Buster</td>
<td>10</td>
</tr>
<tr>
<td>Vessel of Opportunity Skimmer System, Class XI</td>
<td>1</td>
</tr>
<tr>
<td>Heavy Debris Oil Recovery System</td>
<td>1</td>
</tr>
<tr>
<td>Modular Vessel Skimmer System</td>
<td>3</td>
</tr>
<tr>
<td>Boom Van (42' x 1980' Boom)</td>
<td>15</td>
</tr>
<tr>
<td>Boom Mooring System</td>
<td>24</td>
</tr>
<tr>
<td>Boom Mooring System (Deep Water Extension)</td>
<td>11</td>
</tr>
<tr>
<td>Boom Handling Boat</td>
<td>5</td>
</tr>
<tr>
<td>Boom Handling Boat 30’</td>
<td>7</td>
</tr>
<tr>
<td>Boom Tending Boats (Inflatable)</td>
<td>8</td>
</tr>
<tr>
<td>Boom Tending Boats (Rigid)</td>
<td>3</td>
</tr>
<tr>
<td>Oil Storage Bladder (21K/26K/50K-Gallon)</td>
<td>16</td>
</tr>
<tr>
<td>136K Oil Storage Bladder</td>
<td>5</td>
</tr>
<tr>
<td>290K Oil Storage Bladder</td>
<td>0</td>
</tr>
<tr>
<td>Oil Containment Boom System, 18” Harbor Boom</td>
<td>15</td>
</tr>
<tr>
<td>Oil Containment Boom System, USS-18 IFL Boom</td>
<td>3</td>
</tr>
<tr>
<td>Oil Containment Boom System, USS-26”</td>
<td>5</td>
</tr>
<tr>
<td>Oil Containment Boom System, USS-42”</td>
<td>16</td>
</tr>
<tr>
<td>Equipment Decontamination System</td>
<td>1</td>
</tr>
<tr>
<td>Dispersant Spray Unit System</td>
<td>1</td>
</tr>
<tr>
<td>At Sea Bladder Pumping System</td>
<td>4</td>
</tr>
<tr>
<td>Vacuum Pump/Skimmer System</td>
<td>2</td>
</tr>
<tr>
<td>Salvage Support Skimmer System</td>
<td>3</td>
</tr>
<tr>
<td>Inland Support Skimmer System</td>
<td>0</td>
</tr>
<tr>
<td><strong>Casualty Offloading</strong></td>
<td></td>
</tr>
<tr>
<td>Submersible Hydraulic Pumping System, 2” to 6”</td>
<td>4</td>
</tr>
<tr>
<td>Annular Water Injection System</td>
<td>1</td>
</tr>
<tr>
<td>Viscous Oil Transfer System</td>
<td>3</td>
</tr>
<tr>
<td>ROV Lightering System</td>
<td>1</td>
</tr>
<tr>
<td>Floating Hose System</td>
<td>1</td>
</tr>
</tbody>
</table>
Steam Generators 1
Hot Tap System 4
Hot Tap Training System 2
Boarding Kit 2
Fender System (LP Pneumatic 10’ x 50’ 4/Sys) 2
Fender System (LP Pneumatic 14’x 60’ 4/Sys) 2
Modular Working Platform 1
Portable Crane System 1

Ancillary Equipment

<table>
<thead>
<tr>
<th>Equipment Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Command Trailer</td>
<td>3</td>
</tr>
<tr>
<td>Command Van</td>
<td>2</td>
</tr>
<tr>
<td>Shop Vans</td>
<td>3</td>
</tr>
<tr>
<td>Rigging Vans</td>
<td>3</td>
</tr>
<tr>
<td>Supply Vans</td>
<td>1</td>
</tr>
<tr>
<td>Hose Van</td>
<td>1</td>
</tr>
<tr>
<td>Personnel Bunk Vans</td>
<td>1</td>
</tr>
<tr>
<td>Personnel Bunk Van – Shipboard SOLAS</td>
<td>4</td>
</tr>
<tr>
<td>Personnel Transfer Boats</td>
<td>10</td>
</tr>
<tr>
<td>Beach Transfer System</td>
<td>2</td>
</tr>
<tr>
<td>Equipment Transfer Boat</td>
<td>3</td>
</tr>
</tbody>
</table>

Equipment Description

<table>
<thead>
<tr>
<th>Equipment Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Communication System (Satellite Phone, Land)</td>
<td>13</td>
</tr>
<tr>
<td>Communications System (Satellite Phone, Ship)</td>
<td>2</td>
</tr>
<tr>
<td>Clearing System</td>
<td>1</td>
</tr>
<tr>
<td>Vacuum Pump Skimmer System</td>
<td>2</td>
</tr>
<tr>
<td>Firefighting System (Portable)</td>
<td>3</td>
</tr>
<tr>
<td>Oil Bladder Transfer System</td>
<td>1</td>
</tr>
<tr>
<td>Material Transfer System</td>
<td>1</td>
</tr>
</tbody>
</table>

9216 EPA Environmental Response Teams

The Environmental Response Team (ERT) is established by EPA in accordance with its disaster and emergency response responsibilities. The ERT has expertise in treatment technology, biology, chemistry, hydrology, geology, and engineering. The ERT can provide the OSC with special equipment to deal with chemical releases. The ERT and can provide the OSC advice concerning hazard evaluations, multimedia sampling and analysis, risk assessments, on-site safety, cleanup techniques, water supply decontamination and protection, use of dispersants, environmental assessment, the degree of clean-up required, and disposal of contaminated materials. The ERT also offers various training courses to prepare response personnel.

(http://www.ert.org/mainContent.asp?section=About&subsection=Overview)
9217 **Agency for Toxic Substance and Disease (ATSDR)**

In 1980, Congress created the Agency for Toxic Substances and Disease Registry (ATSDR) ([http://www.atsdr.cdc.gov/](http://www.atsdr.cdc.gov/)) to implement the health-related sections of laws that protect the public from hazardous wastes and environmental spills of hazardous substances.

The Agency maintains appropriate disease / exposure registries, provides medical care and testing for individuals during public health emergencies. The ATSDR develops, maintains and informs the public concerning the effects of toxic substances, and maintains a list of restricted or closed areas due to contamination. They also conduct research examining the relationship between exposure and illness, and conduct health assessments at contaminated sites.

The ATSDR assists the EPA in identifying most hazardous substances at CERCLA sites and develops guidelines for toxicology profiles. ATSDR resources are important tools for the OSC to use in assessing the possible effects of an environmental emergency on public health.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
</table>
| Agency for Toxic Substances and Disease Registry | 1825 Century Blvd. Atlanta, Ga. 30345 | (404) 562-1788  
Fax: (404) 562-1790 |
| ATSDR - Regional Operations Region 4 | 61 Forsyth St. SW Atlanta, Ga. 30303 | (888) 422-0120  
(404) 562 – 1788  
(404) 639 - 0615  
Fax: (404) 562 – 1790 |
|------------------------------------|-------------------------------------|------------------|
| Center for Disease Control and Prevention | 1600 Clifton Rd. Atlanta, Ga. 30333 | (404) 639 – 2888  
(770) 488 – 7100  
(800) – 232 – 4636 |

http://www.atdsr.cdc.gov/DRO/r4.html  
http://www.cdc.gov/index.htm
9220 State Resources / Agencies

9221 Government Official Liaisons

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>FL Attorney General Office</td>
<td>444 Brickell Ave Miami, Fl.</td>
<td></td>
</tr>
<tr>
<td>Center for Solid and Hazardous Waste Management</td>
<td></td>
<td>(352) 392- 6264</td>
</tr>
</tbody>
</table>

9222 State Trustees for Natural Resources

State official(s) are designated by the Governor of each State to act as Trustee for the State's Trust Resources, which include surface water and ground water. The designated official is normally the head of an agency responsible for environmental protection or fish and wildlife management, although the Governor can delegate responsibility to any entity [OPA §1006(b)(3)]. States may designate more than one Trustee agency.

State Trustees act on behalf of the public for natural resources, including ground and surface water, and the resources' supporting ecosystems that are:

- Within the boundary of the State; or
- Belonging to, managed by, controlled by, or appertaining to the State.

Examples of resources under the trusteeship of individual State officials include:

- State Forest Lands
- State owned Minerals
- State Parks and Monuments
- State rare, threatened, and endangered species
- State wildlife refugees and fish hatcheries
<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>FL Dept of Agriculture Investigative Services Bureau</td>
<td>1030 NW 111th Miami, Fl.</td>
<td>(786) 336-1229</td>
</tr>
<tr>
<td>FL State Lands Division of Aquatic Preserves</td>
<td>4842 S. US Highway 5 Fort Pierce, FL 34982</td>
<td>(772) 468-4097</td>
</tr>
<tr>
<td>FL Fish and Wildlife Conservation Commission</td>
<td>Manatee Stranding Hotline</td>
<td>(888) 404-3922</td>
</tr>
</tbody>
</table>

**9223 State Emergency Response Committee (SERC)**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Florida State Warning Point (24 Hour)</td>
<td></td>
<td>(800) 320-0519</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(850) 413-9911</td>
</tr>
<tr>
<td>Florida Division of Emergency Management</td>
<td>2555 Shumard Oak Blvd. Tallahassee, Fl. 32399 - 2100</td>
<td>(850) 413-9969</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(800) 226-4329</td>
</tr>
</tbody>
</table>

**9224 State Environmental Agencies**

The mission of the Bureau of Emergency Response (BER) is to respond to any incident or situation that represents an imminent hazard, or threat of a hazard, to the public health, welfare and safety, or the environment, and to protect the public safety and the environment through planning and organization of resources.

The goal of the BER is to eliminate the emergency situation which includes containment, site stabilization, source removal, technical assistance, damage assessment, sampling, analysis, waste disposal and cost recovery. Most actions will be taken by the responsible party, with BER providing technical assistance as necessary. When the responsible party is unknown, refuses to cooperate, or performs an unsatisfactory cleanup, the BER will take over, using contracted resources.

Ultimately, the goal of the cleanup is to protect the public's health and the environment, while balancing the cost to the public. Frequently, the quickest, most efficient and cost effective method is to work with the responsible party. In other cases, immediate actions by the BER or local public safety officials may be necessary to ensure that the public safety or environmental concerns will be properly and quickly
addressed.

History

On July 1, 1993, The Department of Environmental Protection (DEP) was formed by merging the Departments of Natural Resources and Environmental Regulation. The merger brought most of the state's environmental protection and natural resource management duties under one agency. Within the DEP, a new Bureau of Emergency Response was formed by combining the staff from the Department of Natural Resources, Office of Coastal Protection, and the Department of Environmental Regulation, Emergency Response Section. BER has been placed in the Division of Law Enforcement, which also includes the Florida Park Patrol. The BER brings all the strengths of the coastal and inland emergency response programs together into one response oriented program.

Organization

The BER headquarters is located in Tallahassee. The headquarters office provides the 24-hour contact for emergency incidents or any situation where a DEP representative must be contacted. The headquarters staff provides technical assistance over the telephone, and may provide logistical support to the district field offices if necessary. Other headquarters functions serve to administratively support the field offices.

Headquarters

The BER headquarters is located in Tallahassee. The headquarters office provides the 24-hour contact for emergency incidents or any situation where a DEP representative must be contacted. The headquarters staff provides technical assistance over the telephone, and may provide logistical support to the district field offices if necessary. Other headquarters functions serve to administratively support the field offices.

Districts

BER has divided the state into five districts, with response staff in each district field office. Each regional office has pre-designated state on-scene coordinators (SOSC) which will have jurisdiction over that part of the state. The SOSC will provide the incident assessment, and identify the hazards and immediate actions necessary to contain the spill. They investigate incidents of illegal dumping or discharging, criminal activities, and supervise cleanups by responsible parties and contractors hired by the state.

Response

Ultimately, the goal of the cleanup is to protect the public's health and the environment, while balancing the cost to the public. Frequently, the quickest, most efficient and cost effective method is to work with the responsible party. In other cases, immediate actions by the BER or local public safety officials may be necessary to ensure that the public
safety or environmental concerns will be properly and quickly addressed. Due to the large number of reported incidents, the BER can only respond to significant incidents that may adversely affect the public health or the environment. Most small incidents will be handled over the telephone, working with the responsible party or local agencies to ensure that the incident is cleaned up.

**Notification**

Florida Law Requires Reporting of Oil and Hazardous Substances Spills

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SERVICE</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Florida Department of Environmental Protection</td>
<td>3301 Gun Club Road, West Palm Beach, FL 33406</td>
<td>Southeast District Office</td>
<td>(561) 681-6600</td>
</tr>
<tr>
<td><a href="http://www.dep.state.fl.us/southeast/">http://www.dep.state.fl.us/southeast/</a></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Florida Fish and Wildlife Conservation Commission</td>
<td>100 8th Ave. SE St. Petersburg, FL 33701</td>
<td>State Scientific Support Coordinator</td>
<td>(727) 502-4855(o)</td>
</tr>
<tr>
<td>Fish &amp; Wildlife Research Institute</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Florida Fish and Wildlife Conservation Commission</td>
<td></td>
<td>(Wildlife Alert Hotline/Dispatch) (24 hr)</td>
<td>(888) 404-3922</td>
</tr>
<tr>
<td>Coastal and Aquatic Preserve (Biscayne Bay)</td>
<td></td>
<td>Preserve Manager</td>
<td>(305) 795-3485</td>
</tr>
<tr>
<td>NAME</td>
<td>ADDRESS</td>
<td>PHONE NUMBER</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>---------</td>
<td>--------------</td>
<td></td>
</tr>
<tr>
<td>State of Florida Preservation Office</td>
<td>500 S. Bronough St. Tallahassee, Fl. 32339</td>
<td>Historic Preservation (850) 245 – 6333 Archaeological Research (850) 245 – 6444 Historical Programs (850) 245 - 6300</td>
<td></td>
</tr>
<tr>
<td><a href="http://dhr.dos.state.fl.us/preservation">http://dhr.dos.state.fl.us/preservation</a></td>
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### 9226 State Law Enforcement Agencies

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>NON-EMERGENCY NUMBER</th>
<th>EMERGENCY NUMBER</th>
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</thead>
<tbody>
<tr>
<td>Florida Fish and Wildlife Conservation Commission</td>
<td>South Region 8535 Northlake Blvd.</td>
<td>(561) 625 – 5122</td>
<td></td>
</tr>
<tr>
<td><a href="http://myfwc.com/">http://myfwc.com/</a></td>
<td>West Palm Beach, Fl. 33412</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(561) 625 – 5122</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Florida Highway Patrol Troop L (Broward)</td>
<td>Davie District 14190 State Road 84</td>
<td>(954) 845 – 6001</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Davie, Fl. 33325</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(954) 845 – 6001</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Palm Beach / Ft. Pierce</td>
<td>Lantana District 1299 West Lantana Rd.</td>
<td>(561) 540 – 3300</td>
<td>(772) 468 - 3967</td>
</tr>
<tr>
<td></td>
<td>Lantana, Fl. 33465</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(561) 540 - 3300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Florida Highway Patrol Troop E (Dade / Monroe)</td>
<td>1011 NW 111th Ave Miami, FL 33172</td>
<td>(305) 470 - 2500</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3380 Overseas Highway Marathon, FL 33050</td>
<td>(305) 289 - 2383</td>
<td></td>
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### 9227 State Hazardous Substance Response Teams

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Florida State Warning Point (24 Hour)</td>
<td></td>
<td>(800) 320-0519</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(850) 413-9911</td>
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### 9230 Local Resources / Agencies

<table>
<thead>
<tr>
<th>NAME</th>
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<tbody>
<tr>
<td>FL Dept of Transportation 6th District (Bridges)</td>
<td>1000 NW 111th Ave Miami, Fl.</td>
<td>(305) 470-5422</td>
</tr>
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### 9230.1 County Emergency Operations Centers (EOC)

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miami-Dade County EOC POC: Troy Johnson <a href="http://www.miamidade.gov/oem">www.miamidade.gov/oem</a></td>
<td>9300 NW 41st Street Miami, FL 33178</td>
<td>(305) 468-5416</td>
</tr>
<tr>
<td>Broward County EOC POC: Richard Perkel <a href="http://www.broward.org">www.broward.org</a></td>
<td>201 NW 84th Ave Plantation, FL 33324</td>
<td>(954) 831-3907</td>
</tr>
<tr>
<td>Martin County EOC POC: Michele Jones <a href="http://www.martin.fl.us/">http://www.martin.fl.us/</a></td>
<td>800 SE Monterey Road Stuart, FL 34994</td>
<td>(772) 219-4943</td>
</tr>
<tr>
<td>Indian River County EOC POC: John King <a href="http://www.irces.com/EM/Index.htm">http://www.irces.com/EM/Index.htm</a></td>
<td>4225 43rd Avenue Vero Beach, FL 32967</td>
<td>(772) 226-3859</td>
</tr>
<tr>
<td>Brevard County EOC POC: Ron Ricci <a href="http://www.embrevard.com">www.embrevard.com</a></td>
<td>1746 Cedar Street Rockledge 32955</td>
<td>(321) 637-6670 ext 1</td>
</tr>
<tr>
<td>Monroe County EOC POC: Jerald O’Cathey <a href="http://www.monroecounty-fl.gov/index.aspx">http://www.monroecounty-fl.gov/index.aspx</a></td>
<td>490 63rd St. Ocean Suite 150 Marathon, FL 33050</td>
<td>(305) 797-1167</td>
</tr>
</tbody>
</table>
## 9230.5 Class I Landfills

<table>
<thead>
<tr>
<th>NAME</th>
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<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miami-Dade County</td>
<td>9350 N.W. 89\textsuperscript{TH} Ave. Medley, Fl.</td>
<td>(305) 883 - 7670</td>
</tr>
<tr>
<td>Waste Management Inc. of Florida Medley Landfill &amp; Recycling Center</td>
<td>Mr. Joe Ruiz, Div. V.P. M/M. D.C.D</td>
<td></td>
</tr>
<tr>
<td>Miami-Dade County</td>
<td>24000 S.W. 97\textsuperscript{TH} Ave. Goulds, Fl.</td>
<td></td>
</tr>
<tr>
<td>Environmental Compliance Division Department of Solid Waste Management</td>
<td>Mr. Lee S. Casey, Chief</td>
<td></td>
</tr>
<tr>
<td>Broward County Interim Contingency Landfill</td>
<td>7101 S.W. 205\textsuperscript{TH} Ave. Pembroke Pines, Fl.</td>
<td></td>
</tr>
<tr>
<td>Office of Integrated Waste Management</td>
<td>Ms. Mary Beth Bustil, Director Public Works Department</td>
<td></td>
</tr>
<tr>
<td>Broward County</td>
<td>3000 N.W. 48\textsuperscript{TH} St. Pompano Beach, Fl.</td>
<td></td>
</tr>
<tr>
<td>Waste Management Inc. of Florida Central Disposal Landfill &amp; Recycling Center</td>
<td>John Monaco, Jr. Division Manager</td>
<td></td>
</tr>
<tr>
<td>Palm Beach County</td>
<td>7501 North Jog Rd. West Palm Beach, Fl. 33412</td>
<td>(561) 687-1100</td>
</tr>
<tr>
<td>Solid Waste Authority</td>
<td>Mark Hammond, Executive Director</td>
<td></td>
</tr>
<tr>
<td>Can process 3000 tons/day Can take derelict vessels</td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Lucie County</td>
<td>Glades Road North of Midway Road Fort Pierce</td>
<td></td>
</tr>
<tr>
<td>Glades Road Landfill</td>
<td>Mr. Leo Cordeiro, Solid Waste Manager</td>
<td></td>
</tr>
<tr>
<td>Okeechobee County</td>
<td>10800 N.E. 128\textsuperscript{TH} Ave. Okeechobee, Fl.</td>
<td>(863) 357 - 0111</td>
</tr>
<tr>
<td>Okeechobee Landfill Inc. Waste Management Inc. of Florida</td>
<td>Mr. Charles J. Compagna, V.P.</td>
<td></td>
</tr>
</tbody>
</table>
### 9231 Local Trustees for Natural Resources

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Florida Water Management District (Miami-Dade)</td>
<td>2121 SW 3rd Av Miami, Fl.</td>
<td>(305) 377-7274</td>
</tr>
<tr>
<td>Broward County Natural Resources Planning</td>
<td>Turtle Emergency Hotline</td>
<td>(954) 328-0580</td>
</tr>
</tbody>
</table>

### 9232 Local Emergency Planning Committees (LEPC)

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Florida Regional Planning Council Local Emergency Planning Committee</td>
<td>3440 Hollywood Blvd. Suite 140 Hollywood, Fl. 33021</td>
<td>(954) 985 – 4416 Fax: (954) 985 – 4417</td>
</tr>
<tr>
<td><strong>Treasure Coast Regional Planning Council</strong> Local Emergency Planning Committee (Indian River / St. Lucie / Martin / Palm Beach)</td>
<td>301 East Ocean Blvd. Suite 300 Stuart, Fl. 34994</td>
<td>(772) 221 – 4060 Fax: (772) 221 - 4067</td>
</tr>
</tbody>
</table>

### 9233 Local Government Environmental Agencies

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bureau of Emergency Response</strong></td>
<td>PO Box 21564 Fort Lauderdale, Fl. 33335</td>
<td>(954) 467-5970 (954) 467-5966</td>
</tr>
<tr>
<td><strong>Miami-Dade Department of Environmental Management (DERM)</strong></td>
<td>701 NW 1st Court Suite 400 Miami, Fl. 33136</td>
<td>(305) 372 – 6789 (305) 372 – 6955 (24 HR Hotline)</td>
</tr>
<tr>
<td>Broward County Environmental Protection Department</td>
<td>115 S. Andrews Ave. Room A240 Fort Lauderdale, Fl. 33301</td>
<td>(954) 519 - 1200 <a href="http://www.broward.org/environment/Pages/Default.aspx">http://www.broward.org/environment/Pages/Default.aspx</a></td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td>-------------------------------------------------</td>
<td>------------------------------------------------------------------</td>
</tr>
<tr>
<td>Palm Beach County Department of Environmental Resources Management</td>
<td>2300 North Jog Rd. West Palm Beach, Fl. 33411</td>
<td>(561) 233 – 2400 Fax: (561) 233 - 2414 <a href="http://www.co.palm-beach.fl.us/erm/">http://www.co.palm-beach.fl.us/erm/</a></td>
</tr>
</tbody>
</table>

9234 Law Enforcement Agencies

9234.1 County Law Enforcement Agencies

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>NON EMERGENCY NUMBER</th>
<th>RESOURCES AVAILABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broward County Sheriff's Office</td>
<td>2601 West Broward Blvd Fort Lauderdale, Fl 33312</td>
<td>(954) 831 - 8900 (954) 938-0650 (Air)</td>
<td>Dive team 2 fixed wing A/C 4 helicopters 6 vessels</td>
</tr>
<tr>
<td>Miami-Dade Police Department</td>
<td>9105 NW 25th Street Miami, Fl. 33172</td>
<td>(305) 471-1780 (305) 253-2267 (Air) (305) 596-8176(Marine)</td>
<td>2 fixed wing A/C 4 helicopters 3 vessels</td>
</tr>
<tr>
<td>Palm Beach County Sheriff's Office</td>
<td>3228 Gun Club Road West Palm Beach, Fl. 33406</td>
<td>(561) 688–3000 (561) 688-3660 (Air) (561) 732-4715(Marine)</td>
<td>1 fixed wing A/C 1 helicopter 6 vessels</td>
</tr>
<tr>
<td>St. Lucie Sheriff's Office</td>
<td>131 N. 2nd Street Fort Pierce, Fl. 34981</td>
<td>(772) 489-3205 (772) 489-3302 (Air) (772) 489-3346(Marine)</td>
<td>2 fixed wing A/C 1 helicopter 2 vessels</td>
</tr>
<tr>
<td>Indian River Shore Public Safety</td>
<td>60001 N A1A Vero Beach, FL 32963</td>
<td>(772) 231 - 2451</td>
<td>Dive team 1 RHIB</td>
</tr>
<tr>
<td>Martin County</td>
<td>800 SE Monterey Road Stuart, FL 34995</td>
<td>(772) 220 – 7170</td>
<td>1 helicopter 2 vessels</td>
</tr>
</tbody>
</table>
9234.2 **Local Law Enforcement Agencies**

Cities located in MIAMI-DADE COUNTY

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>NON EMERGENCY NUMBER</th>
<th>RESOURCES AVAILABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aventura Police Department</td>
<td>(305) 466 - 8989</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Police Department - Bay Harbor Islands</td>
<td>9665 Bay Harbor Terrace Bay Harbor Islands, Fl. 33154</td>
<td>(305) 866 – 6242</td>
<td>Fax: (305) 993 - 1783</td>
</tr>
<tr>
<td>Coral Gables</td>
<td>2801 Salzedo St. Coral Gables, Fl. 33134</td>
<td>(305) 460 - 5418</td>
<td></td>
</tr>
<tr>
<td>Golden Beach</td>
<td>1 Golden Beach Dr. Golden Beach, Fl. 33160</td>
<td>(305) 936 - 0940</td>
<td></td>
</tr>
<tr>
<td>Indian Creek Village Public Safety Department</td>
<td>9080 Bay Drive Indian Creek Village, Fl. 33154</td>
<td>(305) 866 - 2446</td>
<td></td>
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<tr>
<td>Village of Key Biscayne - Police</td>
<td>88 W. McIntyre St. Key Biscayne, Fl. 33149</td>
<td>(305) 365 - 5555</td>
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<tr>
<td>Miami Police Department Riverside Center</td>
<td>3560 Pan American Dr Miami, Fl. 33133</td>
<td>(305) 579 – 6111 (Marine)</td>
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<tr>
<td>Miami Beach Police Department</td>
<td>1100 Washington Ave. Miami Beach, Fl. 33139</td>
<td>(305) 673 - 7900 (Marine)</td>
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<td>Miami Shores</td>
<td>(305) 759 - 2468</td>
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<td>Village</td>
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<tr>
<td>North Bay Village</td>
<td>7903 East Drive North Bay Village, Fl.</td>
<td>(305) 758 - 2626</td>
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<tr>
<td>North Miami Police Department</td>
<td>700 NE 12th St. North Miami, Fl. 33161</td>
<td>(305) 891 - 8111</td>
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<tr>
<td>North Miami Beach</td>
<td>16901 NE 19th Ave. North Miami Beach, Fl.</td>
<td>(305) 947 - 7581</td>
<td>1 vessel</td>
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<td>Village of Pinecrest</td>
<td>12645 Pinecrest Parkway Pinecrest, Fl 33156</td>
<td>(305) 234 - 2100</td>
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<td>South Miami</td>
<td>6130 Sunset Dr. South Miami, Fl. 33143</td>
<td>(305) 663 - 6301</td>
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<td>Sunny Isles Beach</td>
<td>18070 Collins Ave. Sunny Isles Beach, Fl. 33160</td>
<td>(305) 947 – 4440</td>
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<tr>
<td>Surfside</td>
<td>9293 Harding Ave. Surfside, Fl. 33154</td>
<td>(305) 861 - 4862</td>
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Cities located in BROWARD COUNTY

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<th>NAME</th>
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<tr>
<td>Lauderhill Police Department</td>
<td>6279 West Oakland Park Blvd. Lauderhill, Fl. 33313</td>
<td>(954) 765 - 4321</td>
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<tr>
<td>Miramar Police Department</td>
<td>3064 North Commerce Parkway Miramar, Fl. 33025</td>
<td>(954) 765 - 4321</td>
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<td>Address/Contact Information</td>
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<td>Vessels/Services</td>
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<tr>
<td>Oakland Park</td>
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<td>(954) 561 - 6161</td>
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<tr>
<td>Fort Lauderdale Police Department</td>
<td>1300 W. Broward Blvd Ft Lauderdale, FL 33312</td>
<td>(954) 761-5700 (954) 938-4953 (Air) (954) 761-5440 (Marine)</td>
<td>1 helicopter 7 vessels</td>
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<tr>
<td>Hollywood Police Department</td>
<td>3250 Hollywood Blvd. Hollywood, Fl. 33021</td>
<td>(954) 967 - 4357 (954) 921 - 3474</td>
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<td>Lighthouse Point Police Department</td>
<td>3701 N.E. 22nd Ave. Lighthouse Point, Fl. 33064</td>
<td>(954) 942 – 8080</td>
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<tr>
<td></td>
<td></td>
<td>Fax: (954) 784 – 3412</td>
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<tr>
<td>Deerfield Beach</td>
<td>Contact Broward County Sheriffs Office</td>
<td></td>
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<tr>
<td>Hallandale Beach Police Department</td>
<td>400 South Federal Highway Hallandale Beach, Fl. 33009</td>
<td>(954) 457 - 1400</td>
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<tr>
<td>Hillsboro Beach</td>
<td>1200 Hillsboro Mile Suite B Hillsboro Beach, Fl. 33062</td>
<td>(954) 427 - 6600</td>
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<tr>
<td>Lauderdale By The Sea Police</td>
<td>4501 Ocean Drive Lauderdale by the Sea, Fl. 33308</td>
<td>(954) 491 -3920 (954) 647 – 6035 (non emergency cell phone)</td>
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<tr>
<td>North Lauderdale</td>
<td>Contact Broward County Sheriffs Office</td>
<td></td>
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<tr>
<td>Parkland</td>
<td>Contact Broward County Sheriffs Office</td>
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Cities Located in **PALM BEACH COUNTY**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>NON-EMERGENCY NUMBER</th>
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<tr>
<td>Atlantis Police Department</td>
<td>260 Orange Tree Dr. Lake Worth, Fl.</td>
<td>(561) 965 - 1700</td>
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<tr>
<td>Boca Raton Police Services Department</td>
<td>100 NW Boca Raton Blvd. Boca Raton, Fl. 33432</td>
<td>(561) 338 - 6201</td>
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<tr>
<td>Boynton Beach Police Department</td>
<td>100 E. Boynton beach, Blvd. Boynton Beach, Fl. 33435</td>
<td>(561) 732 - 8116</td>
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<tr>
<td>City of Delray Beach Police</td>
<td>300 West Atlantic Ave. Delray Beach, Fl. 33444</td>
<td>(561) 243 – 7800</td>
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<tr>
<td>Jupiter Police Department</td>
<td>210 Military Trail Jupiter, Fl. 33458</td>
<td>(561) 746 - 6201</td>
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<tr>
<td>Lake Clarke Shores Police Department</td>
<td>1701 Barbados Road Lake Clarke Shores, Fl. 33406</td>
<td>(561) 964 - 1515</td>
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<tr>
<td>Belle Glade</td>
<td>40 W Canal St. S Belle Glade, Fl. 33430</td>
<td>(561) 996 - 7251</td>
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<tr>
<td>Green Acres</td>
<td>2995 Jog Road Green Acres, Fl. 33467</td>
<td>(561) 642 - 2160</td>
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<td>Location</td>
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<tr>
<td>Highland Beach</td>
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<td>(561) 266 - 5800</td>
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<tr>
<td>Hypoluxo</td>
<td>Contact Lantana Police Department</td>
<td>(561) 540 – 5701</td>
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<tr>
<td>Juno Beach</td>
<td>340 Ocean Drive Juno Beach, Fl. 33408</td>
<td>(561) 626 – 2100</td>
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<tr>
<td>Lake Worth</td>
<td>1020 Lucerne Ave. Lake Worth, Fl. 33460</td>
<td>(561) 586 - 1611</td>
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<tr>
<td>Lantana</td>
<td>500 Greynolds Circle Lantana, Fl. 33462</td>
<td>(561) 540 -5701</td>
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<tr>
<td>North Palm Beach Department of Public Safety</td>
<td>560 U.S. Highway 1 North Palm Beach, Fl. 33408</td>
<td>(561) 848 - 2525</td>
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<tr>
<td>Ocean Ridge</td>
<td>6450 N Ocean Blvd. Boynton Beach, Fl. 33435</td>
<td>(561) 732 - 8331</td>
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<tr>
<td>Palm Beach Police</td>
<td>345 South County Rd. Palm Beach, Fl. 33480</td>
<td>(561) 838 - 5454</td>
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<tr>
<td>Palm Beach Gardens</td>
<td></td>
<td>(561) 799 - 4445</td>
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<tr>
<td>Palm Beach Shores</td>
<td></td>
<td>(561) 844 - 3456</td>
<td></td>
</tr>
<tr>
<td>City of Riviera Beach Police</td>
<td>600 West Blue Heron Blvd. Riviera Beach, Fl. 33404</td>
<td>(561) 845 – 4123 24/25/ 26</td>
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</table>
### South Bay
- **Address:** 335 SW 2nd Ave. South Bay, Fl. 33493
- **Phone:** (561) 996 - 6511

### South Palm Beach
- **Address:**
- **Phone:**

### Tequesta Police Department
- **Address:** 357 Tequesta Drive Tequesta, Fl. 33469
- **Phone:** (561) 575 - 6210

### West Palm Beach Police Department
- **Address:** 3228 Gun Club Rd West Palm Beach, Fl. 33406
- **Phone:** (561) 822 - 1900
- **Notes:** Dive team 1 helicopter 1 vessel

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### Cities Located in ST. LUCIE COUNTY

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>NON-EMERGENCY NUMBER</th>
<th>EMERGENCY NUMBER</th>
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<tbody>
<tr>
<td><strong>Fort Pierce Police Department</strong></td>
<td>920 South U.S. Highway 1 Fort Pierce, Fl. 34954</td>
<td>(772) 465 – 5770</td>
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<tr>
<td></td>
<td></td>
<td>(24 hr)</td>
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<tr>
<td><strong>Port St. Lucie Police Department</strong></td>
<td>121 SW Port St. Lucie Blvd. Port St. Lucie, Fl. 34984</td>
<td>(772) 871 - 5000</td>
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**Table continued on the next page...**
### Port Authority / Harbor Master / Pilot Associations

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<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBERS</th>
<th>Notes</th>
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<tbody>
<tr>
<td>Miami-Dade County – PortMiami</td>
<td>PortMiami Dade Administrative Offices 1015 N. American Way 2nd Floor Miami, FL 33132</td>
<td>(305) 371 – 7678 Fax: (305) 347 – 4843</td>
<td>Seaport Director (305) 347 – 4844</td>
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<tr>
<td>PortMiami Pilots</td>
<td>2911 Port Blvd Miami, FL 33132</td>
<td>(305) 375–9453</td>
<td>20 Pilots 3 Pilot boats</td>
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<tr>
<td>Port Everglades Port Authority</td>
<td>1850 Eller Dr. Fort Lauderdale, Fl. 33316</td>
<td>(954) 523-3404 Fax: (954) 463-5167</td>
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<tr>
<td>Harbor Master</td>
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<td>(954) 765-4602</td>
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<tr>
<td>Port Everglades Pilots</td>
<td>P. O. Box 13017 Port Everglades, FL 33316</td>
<td>(954) 522-4491 (954) 522-4497</td>
<td>12 Pilots 3 Pilot boats</td>
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<tr>
<td>Port of Palm Beach</td>
<td>P.O. Box 9935 Riviera, Beach, Fl. 33419</td>
<td>(561) 842-4201 (561) 842-4270 (24 Hr) Fax: (561) 842-4240</td>
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<tr>
<td>Palm Beach Pilots</td>
<td>200 E 13th Street Suite B Riviera Beach, FL 33404</td>
<td>(561) 845-2628 Fax: (561) 845-2644</td>
<td>4 Pilots 2 Pilot boats</td>
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<tr>
<td>Port of St. Lucie / Fort Pierce</td>
<td>2300 Virginia Ave. Fort Pierce, Fl. 34982</td>
<td>(772) 462-1400 Fax: (772) 468-1718</td>
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<tr>
<td>Port of Fort Pierce</td>
<td>2218 Center Circle Jensen Beach, Fl. 34957</td>
<td>(772) 466-0947 Fax: (772) 466-1688</td>
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<tr>
<td>Fort Pierce Pilots</td>
<td>620 Colonial Drive Vero Beach, FL 32962</td>
<td>(772) 567-4643</td>
<td>1 Pilot 1 Pilot boat</td>
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9236 Fire Departments

9236.1 County Fire Departments

<table>
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<tr>
<th>NAME</th>
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<tbody>
<tr>
<td>Broward County Department of Fire Rescue</td>
<td>Broward Sheriffs Office</td>
<td>(954) 828–5330</td>
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<tr>
<td></td>
<td>301 N Andrews Ave Fort Lauderdale, Fl. 33301</td>
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<tr>
<td>Palm Beach County Fire Rescue</td>
<td>405 Pike Road West Palm Beach, FL 33411- 9815</td>
<td>(561) 616–7000</td>
<td>1 vessel</td>
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<td><a href="http://www.pbcfr.org">http://www.pbcfr.org</a></td>
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<tr>
<td>St. Lucie County Fire Department</td>
<td>2400 Rhode Island Ave. Fort Pierce, Fl. 34950</td>
<td>(772) 621–3501</td>
<td>Land only</td>
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<tr>
<td>Miami – Dade Fire Rescue</td>
<td>Headquarters Fire Rescue Department</td>
<td>(786) 331 - 5000</td>
<td>1 vessel</td>
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<tr>
<td></td>
<td>9300 N.W. 41st St. Miami, Fl. 33178</td>
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9236.2 Local Fire Departments

Fire Departments Located in MIAMI-DADE COUNTY

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<tr>
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<td>Bal Harbor</td>
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<td>Bay Harbor Islands</td>
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<tr>
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<td>Indian Creek</td>
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<td>Medley</td>
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<td>Miami Springs</td>
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<td>North Miami</td>
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<td>North Miami Beach</td>
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<td>Sunny Isles Beach</td>
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<td>Virginia Gardens</td>
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<tr>
<td>West Miami</td>
<td>Provided by Miami Dade Fire Rescue</td>
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<tr>
<td>City of Miami</td>
<td>City of Miami Department of Fire Rescue 1151 NW 57th St. Miami, Fl. 33136</td>
<td>(305) 416 - 5400</td>
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<tr>
<td>City of Miami</td>
<td>Miami Beach Fire Department 2300 Pine Tree Drive Miami Beach, Fl. 33139</td>
<td>(305) 673 - 7111</td>
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<tr>
<td>Coral Gables Fire</td>
<td>Coral Gables Fire Department 2815 Salzedo St. Coral Gables, Fl. 33134</td>
<td>(305) 442 - 1600</td>
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<tr>
<td>Department</td>
<td>Hialeah Fire Department</td>
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<tr>
<td>Lighthouse Point – Fire Rescue</td>
<td>3740 N.E. 22nd Ave. Lighthouse Point, Fl. 33064</td>
<td>(954) 941 – 2624</td>
<td>Fax: (954) 784 – 3400</td>
</tr>
<tr>
<td>Fire Rescue – City of Pompano Beach</td>
<td>120 SW 3rd St. Pompano Beach, Fl. 33060</td>
<td>(954) 786 – 4510</td>
<td>Fax: (954) 786 – 4347</td>
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Fire Departments Located in PALM BEACH COUNTY

<table>
<thead>
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<th>NAME</th>
<th>ADDRESS</th>
<th>NON-EMERGENCY NUMBER</th>
<th>RESOURCES AVAILABLE</th>
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<tbody>
<tr>
<td>Boca Raton Fire Dept.</td>
<td>Admin Offices 2333 West Glades Rd. Boca Raton, Fl. 33431</td>
<td>(561) 367 - 6700</td>
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<tr>
<td>Boynton Beach Fire Rescue</td>
<td>100 E Boynton Beach, Blvd. Boynton Beach, Fl. 33435</td>
<td>(561) 732 - 8166</td>
<td></td>
</tr>
<tr>
<td>Delray Beach Fire Dept.</td>
<td>501 W Atlantic Ave. Delray Beach, Fl. 33444</td>
<td>(561) 243 – 7400</td>
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<tr>
<td>Fire Departments Located in ST. LUCIE COUNTY</td>
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<tr>
<td><strong>NAME</strong></td>
<td><strong>SERVICE</strong></td>
<td><strong>NON-EMERGENCY NUMBER</strong></td>
<td><strong>RESOURCES AVAILABLE</strong></td>
</tr>
<tr>
<td>St. Lucie County Fire Department</td>
<td>2400 Rhode Island Ave. Fort Pierce, Fl. 34950</td>
<td>(772) 621 – 3501</td>
<td>Land only</td>
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### Hazardous Substance Response Teams

<table>
<thead>
<tr>
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<th>SERVICE</th>
<th>NON-EMERGENCY NUMBER</th>
<th>EMERGENCY NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broward County Fire Rescue Hazardous Materials Team</td>
<td>Responds to the accidental or intentional release of dangerous biological, chemical or nuclear agents into the environment. Based at Station 23 2200 SW 46Th Ave. FT. Lauderdale, Fl.</td>
<td>(954) 832 – 8900</td>
<td>911</td>
</tr>
<tr>
<td>Fort Lauderdale Fire Rescue Hazardous Materials Response Team</td>
<td>Operational 24 hours a day. 36 certified hazardous materials technicians extensively trained and equipped to respond to the threat and/or deployment of nuclear, chemical and biological weapons of mass destruction (WMD).</td>
<td>(954) 828 – 5330</td>
<td>911</td>
</tr>
<tr>
<td>Miami Dade Fire Rescue</td>
<td></td>
<td>(786) 331 - 5000</td>
<td>911</td>
</tr>
<tr>
<td>City of Miami Department of Fire Rescue</td>
<td>Station 1 144 N.E. 5th St. Miami, Fl.</td>
<td>(305) 416 - 5400</td>
<td>911</td>
</tr>
</tbody>
</table>
### 9238 Explosive Ordnance Detachment (EOD)

<table>
<thead>
<tr>
<th>NAME</th>
<th>SERVICE</th>
<th>NON-EMERGENCY NUMBER</th>
<th>EMERGENCY NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Broward County Sheriffs Office Bomb Squad</strong></td>
<td>The Bomb Squad main responsibilities include responding to all suspect explosive devices and suspicious items. Rendering explosive devices safe. Neutralizing and disposing of explosives and hazardous chemicals. Conducting detailed bomb threat searches with specially trained explosive detection canines.</td>
<td>(954) 765 – 4321</td>
<td>911</td>
</tr>
<tr>
<td><strong>St. Lucie County Sheriff’s Office</strong></td>
<td></td>
<td>(772) 462 – 7300</td>
<td>911</td>
</tr>
</tbody>
</table>

### 9239 Site Safety Personnel / Health Departments

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Miami-Dade County Health Department</strong></td>
<td>8600 NW 17th St. Miami, Fl. Suite 600</td>
<td>(305) 324 – 2400</td>
</tr>
<tr>
<td><strong>Broward County Health Department</strong></td>
<td>Operations Center 2421A S.W. 6th Ave. Fort Lauderdale, Fl. 33315</td>
<td>(954) 467 - 4700</td>
</tr>
</tbody>
</table>
### Palm Beach County Health Department

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SERVICES</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
</table>
| Palm Beach County Health Department | P.O. Box 29                       | West Palm Beach, Fl. 33402 | (561) 840 – 4500  
|                             |                                    |                               | (800) 930 – 5566  |

### St. Lucie County Health Department

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SERVICES</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
</table>
| St. Lucie County Health Department | 5150 NW Milner Drive               | Port St. Lucie, Fl. 34983 | (772) 462 – 3800  
|                             |                                    |                               | Fax: (772) 873 - 4941|

### 9240 Private Resources

#### 9240.1 Cleanup Companies

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SERVICES</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
</table>
| **Oil Spill Response Limited**         | 2381 Stirling Rd. Ft. Lauderdale, Fl. 33312 | Dispersant and application equipment. - In-situ burn equipment to include 1500’ of fire boom stored in Sunrise, FL, containment boom & anchoring equipment. - Mechanical Recovery / skimming systems. - Temporary & intermediate storage & pumps -Command control & communications. -Beach clean-up equipment. | (954) 983 – 9880  
|                                        |                                    | www.oilspillresponse.com                                                                                                                                   |                      |
| **Adventure Environmental**            | 12935 SW 87th Ave. Miami, FL 33176 | Assessment and removal. Response vessels, skimmers, temp storage, absorbent boom, divers, salvage masters.                                                                                           | (305) 254-8887 (o)  
<p>|                                        |                                    | (305) 321-5669 (ce)                                                                                                                                       |                      |
|                                        |                                    | <a href="http://www.adventureenvironmental.com">http://www.adventureenvironmental.com</a>                                                                                                                     |                      |</p>
<table>
<thead>
<tr>
<th><strong>National Response Corporation</strong></th>
<th>Regional Office/ Warehouse Ormond Beach, FL</th>
<th>Equipment Located in Ft. Lauderdale, Fl. -4 band rope mop skimmer -(2) Acme weir head skimmer -(2) Flatbed Trailers -(2) Guzzler vacuum transfer unit -21” solid containment boom Portable Barge Set</th>
<th>(800) 899-4672 (24hrs) <a href="http://www.nrcc.com">www.nrcc.com</a></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OSRV LIBERTY</strong> Bayside Marina</td>
<td>110’Oil Spill Response Vessel</td>
<td></td>
<td>(305) 797-7456</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>SWS Environmental</strong></th>
<th>3133 NW 25th Ave. Pompano Beach, FL 33069</th>
<th>-Response Vessels - Vacuum Trucks - Transfer Trailer - Mobile Storage - Modular Command Centers</th>
<th>(877) 742 – 4215</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fax: (954) 957 – 7807</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Marine Spill Response Corporation (MSRC)</strong></th>
<th>Port Miami Office Miami, Fl. 33132</th>
<th>-Oil Spill Response Vsls, Inland recovery barges, 22,500’ Fire Boom, Aerial dispersant spraying systems, Emergency Comms packages.</th>
<th>(305) 347 – 2200</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>OSRV FLORIDA RESPONDER Port of Miami</td>
<td>190’ Oil Spill response Vessel</td>
<td>(800) 645 -7745</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fax: (305) 577 -8523</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Resolve Marine Group</strong></th>
<th>1510 SE 17th Street Fort Lauderdale, FL 33316</th>
<th>-Firefighting - Towing, lightering, transfer. - Damage control, wreck removal, structural / stability assessment.</th>
<th>(954) 764 - 8700</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fax: (954) 764 -8724</td>
</tr>
</tbody>
</table>
| **Cliff Berry, Inc.** | 851 Eller Drive  
P.O. Box 13079  
Port Everglades, Fl. 33316  
3033 N.W. North River Drive  
Miami, Fl. 33142  
400 Angle Road  
Fort Pierce, Fl. 34946 | -Oil and chemical spill response. -Dispose of used oil, petroleum contact water, oily filters, oily sorbents / rags, 1.3 million gallon storage capacity | (800) 899-7745  
(800) 583-1858  
| **Other resources** | **Florida - Oil Spill & Pollution Clean up Contractors Directory** | | [https://cleanupoil.com/florida/](https://cleanupoil.com/florida/) |
## 9240.2 Media and Agency Public Affairs Contacts

### Coast Guard

<table>
<thead>
<tr>
<th>NAME</th>
<th>PHONE</th>
<th>FAX</th>
</tr>
</thead>
<tbody>
<tr>
<td>CG Public Information Assist Team (PIAT)</td>
<td>Front Desk: (252) 331 – 6000 Ext. 3025</td>
<td>(252) 331 - 6012</td>
</tr>
<tr>
<td></td>
<td>OOD Cell Phone: (252) 267 – 4732</td>
<td></td>
</tr>
<tr>
<td>District Seven Public Affairs</td>
<td>(305) 415 – 6683</td>
<td>(305) 415 - 6685</td>
</tr>
<tr>
<td>SE FL Regional Domestic Security Task Force</td>
<td>(954) 261-1453 (24 hr)</td>
<td></td>
</tr>
<tr>
<td>Public Affairs POC</td>
<td>954-831-8300</td>
<td></td>
</tr>
</tbody>
</table>

### Wire Services

<table>
<thead>
<tr>
<th>NAME</th>
<th>PHONE</th>
<th>FAX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Associated Press Miami</td>
<td>(305) 594-5825</td>
<td>(305) 594-9265</td>
</tr>
<tr>
<td>United Press International</td>
<td>(305) 408 - 0900</td>
<td></td>
</tr>
<tr>
<td>Reuters</td>
<td>(305) 374 - 5013</td>
<td></td>
</tr>
</tbody>
</table>

### MIAMI-DADE COUNTY Media

<table>
<thead>
<tr>
<th>NAME</th>
<th>PHONE</th>
<th>FAX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miami-Dade County External Affairs</td>
<td>(786) 331-5112 (24 hr)</td>
<td></td>
</tr>
<tr>
<td>WTVJ – 6 NBC</td>
<td>(954) 622-6111</td>
<td></td>
</tr>
<tr>
<td>NAME</td>
<td>PHONE</td>
<td>FAX</td>
</tr>
<tr>
<td>-----------------------</td>
<td>------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Broward Sherriff's Office Public Information Officer</td>
<td>(954) 261-1453 (24 hr) (954) 831-8300</td>
<td></td>
</tr>
<tr>
<td>Broward County EM Public Info Officer / Training Coordinator</td>
<td>(954) 831-3909 (o) (954) 831-3911 (duty)</td>
<td>(954) 382-5805</td>
</tr>
<tr>
<td>Sun Sentinel</td>
<td>(954) 356-4500 / 4530</td>
<td>(954) 356-4559</td>
</tr>
</tbody>
</table>

**Palm Beach County Media**

<table>
<thead>
<tr>
<th>NAME</th>
<th>PHONE</th>
<th>FAX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Palm Beach County Dept of Public Affairs</td>
<td>(561) 355-2754 (561) 355-6105</td>
<td>(561) 355-3819</td>
</tr>
<tr>
<td>WPEC – 12 CBS</td>
<td>(561) 881 – 0796</td>
<td>(561) 842 - 1212</td>
</tr>
<tr>
<td>WPBF – 25 ABC</td>
<td>(561) 694 – 2525 Ext. 25 (561) 624 – 6397 (direct newsroom)</td>
<td><a href="mailto:hurricanedesk@wpbf.com">hurricanedesk@wpbf.com</a></td>
</tr>
</tbody>
</table>
### WFLX – 29 FOX
(561) 653-5700
fox29news@wflx.com

### Palm Beach Post
(561) 820 – 4400
(800) 432 - 7595
(561) 820 -4407

---

### ST. LUCIE COUNTY Media

<table>
<thead>
<tr>
<th>NAME</th>
<th>PHONE</th>
<th>FAX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port St. Lucie News</td>
<td>(772) 408 - 5300</td>
<td></td>
</tr>
<tr>
<td>Fort Pierce / Port St. Lucie Tribune</td>
<td>(772) 461 – 2050</td>
<td></td>
</tr>
<tr>
<td>Vero Beach Press Journal</td>
<td>(772) 562 - 2315</td>
<td></td>
</tr>
</tbody>
</table>

---

### 9240.3 Fire Fighting / Salvage / Divers

### FIRE FIGHTING

<table>
<thead>
<tr>
<th>NAME</th>
<th>PHONE</th>
<th>RESOURCES AVAILABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Resolve Marine Group</strong></td>
<td>(954) 764-8700 (24hrs)</td>
<td><a href="https://resolvemarine.com/">https://resolvemarine.com/</a></td>
</tr>
<tr>
<td>1850 SE 17th St Suite 204</td>
<td></td>
<td>3 tugs</td>
</tr>
<tr>
<td>Fort Lauderdale, FL 33316</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>United States Environmental Services</strong></td>
<td>1-888-279-9930 (24 hrs)</td>
<td><a href="https://www.usesgroup.com/">https://www.usesgroup.com/</a></td>
</tr>
<tr>
<td>1075 Mendell Davis Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jackson, MS 39272</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Teichman Group</strong></td>
<td>1-713-534-0700 (24 hrs)</td>
<td><a href="https://teichmangroup.com/">https://teichmangroup.com/</a></td>
</tr>
<tr>
<td>8717 Humble Westfield Rd.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Humble, TX 77338</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Salvage

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone</th>
<th>Resources Available</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Titan Salvage</strong></td>
<td>(832) 850 – 4150 (24 hrs) 954-682-9936</td>
<td><a href="http://www.titansalvage.com/">http://www.titansalvage.com/</a></td>
</tr>
<tr>
<td>700 NW 33rd St Suite 290</td>
<td>(General Manager, Salvage and Engineering)</td>
<td></td>
</tr>
<tr>
<td>Pompano Beach, FL 33064</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Ardent Global</strong></td>
<td>+31-255-562666 (24 hrs) 206-332-8200 (OPA-90)</td>
<td>Merger of Titan Salvage and Svitzer Salvage</td>
</tr>
<tr>
<td></td>
<td></td>
<td><a href="http://www.ardentglobal.com">www.ardentglobal.com</a></td>
</tr>
<tr>
<td>1850 SE 17th St Suite 204</td>
<td></td>
<td>3 tugs</td>
</tr>
<tr>
<td>Fort Lauderdale, FL 33316</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Adventure Environmental, Inc</strong></td>
<td>(305) 254-8887 (o) (305) 321-5669 (24 hrs)</td>
<td><a href="http://www.adventureenvironmental.com/index.html">http://www.adventureenvironmental.com/index.html</a></td>
</tr>
<tr>
<td>12935 SW 87th Ave. Miami, FL 33176</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Teichman Group</strong></td>
<td>1-713-534-0700 (24 hrs)</td>
<td><a href="https://teichmangroup.com/">https://teichmangroup.com/</a></td>
</tr>
<tr>
<td>8717 Humble Westfield Rd. Humble, TX 77338</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>McCulley Marine Services</strong></td>
<td>(772) 489-6069</td>
<td>2 tugs</td>
</tr>
<tr>
<td>101 Seaway Drive Ft. Pierce, FL 34982</td>
<td></td>
<td>1 workboat</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 Self-propelled barge</td>
</tr>
<tr>
<td></td>
<td></td>
<td><a href="https://www.mcculleymarine.com/">https://www.mcculleymarine.com/</a></td>
</tr>
<tr>
<td><strong>TowBoat U.S. Miami</strong></td>
<td>(305) 358-1486</td>
<td><a href="http://towboatusmiami.com/">http://towboatusmiami.com/</a></td>
</tr>
<tr>
<td>1635 N. Bayshore Drive, Miami 33132</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NAME</td>
<td>PHONE</td>
<td>RESOURCES AVAILABLE</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------------------</td>
<td>----------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Industrial Divers Corp.</strong></td>
<td>(954) 523 – 2906</td>
<td>See weblink 1 barge (10’ x 24’) 1 work boat 2 RHIB</td>
</tr>
<tr>
<td>2901 SW 3rd Ave. Suite #5</td>
<td></td>
<td><a href="http://www.industrialdivers.com/">http://www.industrialdivers.com/</a></td>
</tr>
<tr>
<td>Ft. Lauderdale, Fl. 33315</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Byrd Commercial Diving</strong></td>
<td>(305) 635 – 1727</td>
<td>2 support vessels 3 work boats</td>
</tr>
<tr>
<td>3345 Northwest South River, Dr. Miami, Fl. 33142</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Subsea Global Solutions (Miami Diver)</strong></td>
<td>(305) 571 – 9700</td>
<td><a href="http://www.subseasolutions.com/">http://www.subseasolutions.com/</a></td>
</tr>
<tr>
<td>2994 N. Miami Ave. Miami, Fl. 33127</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Underwater Services Inc.</strong></td>
<td>(352) 373 - 6301</td>
<td><a href="http://usi-diving.com/">http://usi-diving.com/</a></td>
</tr>
<tr>
<td><strong>Titan Salvage</strong></td>
<td>(954) 545 – 4143 (24 hrs)</td>
<td><a href="http://www.ardentglobal.com">www.ardentglobal.com</a></td>
</tr>
<tr>
<td>700 NW 33rd ST Suite 290</td>
<td>954-682-9936</td>
<td></td>
</tr>
<tr>
<td>Pompano Beach, FL 33064</td>
<td>(General Manager, Salvage and Engineering)</td>
<td></td>
</tr>
<tr>
<td><strong>Teichman Group</strong></td>
<td>1-713-534-0700 (24 hrs)</td>
<td><a href="https://teichmangroup.com/">https://teichmangroup.com/</a></td>
</tr>
<tr>
<td>8717 Humble Westfield Rd.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Humble, TX 77338</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1850 SE 17th St Suite 204</td>
<td></td>
<td>3 tugs</td>
</tr>
<tr>
<td>Fort Lauderdale, FL 33316</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 9240.4 Towing Companies

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>RESOURCES AVAILABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>McAllister Towing</strong></td>
<td>2110 Eller Drive</td>
<td><a href="https://www.mcallistertowing.com/">https://www.mcallistertowing.com/</a></td>
</tr>
<tr>
<td></td>
<td>Fort Lauderdale, FL</td>
<td>6000 HP Z-Drive tractor tug</td>
</tr>
<tr>
<td></td>
<td>(954) 527-2500 (24 hr)</td>
<td>4650 HP Z-Drive tractor tug</td>
</tr>
<tr>
<td><strong>P &amp; L Towing and Transport, Inc.</strong></td>
<td>17950 NW 55th St. SW Ranches, FL 33331</td>
<td><a href="http://pandltowing.com/">http://pandltowing.com/</a></td>
</tr>
<tr>
<td></td>
<td>(305) 644-3034 (24hrs)</td>
<td></td>
</tr>
<tr>
<td><strong>Titan Salvage</strong></td>
<td>700 NW 33rd ST Suite 290</td>
<td><a href="http://www.ardentglobal.com">www.ardentglobal.com</a></td>
</tr>
<tr>
<td></td>
<td>Pompano Beach, FL 33064</td>
<td>(954) 545 – 4143 (24 hrs)</td>
</tr>
<tr>
<td></td>
<td>(954) 545 – 4143 (24 hrs)</td>
<td>954-682-9936 (General Manager, Salvage and Engineering)</td>
</tr>
<tr>
<td><strong>Moran Towing</strong></td>
<td>1001 North America Way Ste. 108</td>
<td><a href="https://www.morantug.com/site/portdetails/miami">https://www.morantug.com/site/portdetails/miami</a></td>
</tr>
<tr>
<td></td>
<td>Miami, FL 33132</td>
<td>(305) 375-0455</td>
</tr>
<tr>
<td><strong>TowBoat U.S. Miami</strong></td>
<td>1635 N. Bayshore Drive, Miami 33132</td>
<td><a href="http://towboatusmiami.com/">http://towboatusmiami.com/</a></td>
</tr>
<tr>
<td></td>
<td>(305) 358-1486</td>
<td></td>
</tr>
<tr>
<td><strong>McCulley Marine Services</strong></td>
<td>101 Seaway Drive, Ft. Pierce, FL 34982</td>
<td><a href="https://www.mcculleymarine.com/">https://www.mcculleymarine.com/</a></td>
</tr>
<tr>
<td></td>
<td>(772) 489-6069</td>
<td>2 tugs</td>
</tr>
<tr>
<td><strong>Kirby Inland Towing</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(305) 579-5013</td>
<td></td>
</tr>
</tbody>
</table>
9240.5 **Fishing Cooperatives and Fleets**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Organized Fisherman of Florida</td>
<td>P. O. Box 740</td>
<td>(407) 725-5212</td>
</tr>
<tr>
<td></td>
<td>Melbourne, FL 32902-0740</td>
<td></td>
</tr>
<tr>
<td>Organized Fisherman of Florida</td>
<td>830 Binney Drive</td>
<td>(407) 464-4592</td>
</tr>
<tr>
<td></td>
<td>Ft. Pierce, FL 34946</td>
<td></td>
</tr>
<tr>
<td>Organized Fisherman of Florida</td>
<td>3320 SE Fairmont Street</td>
<td>(407) 288-4703</td>
</tr>
<tr>
<td></td>
<td>Stuart, FL 34997</td>
<td></td>
</tr>
<tr>
<td>Organized Fisherman of Florida</td>
<td>4163 SW 67th Avenue,</td>
<td>(305) 581-9972</td>
</tr>
<tr>
<td></td>
<td>Apt 209</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Davie, FL 33314</td>
<td></td>
</tr>
<tr>
<td>Organized Fisherman of Florida</td>
<td>40 SW 31st Road</td>
<td>(305) 854-0507</td>
</tr>
<tr>
<td></td>
<td>Miami, FL 33129</td>
<td></td>
</tr>
<tr>
<td>Organized Fisherman of Florida</td>
<td>7000 NW 74th Avenue</td>
<td>(305) 327-6167</td>
</tr>
<tr>
<td></td>
<td>Miami, FL 33166</td>
<td></td>
</tr>
<tr>
<td>Organized Fisherman of Florida</td>
<td>146 Venetian Drive</td>
<td>(305) 664-8358</td>
</tr>
<tr>
<td></td>
<td>Islamorada, FL 33036</td>
<td></td>
</tr>
<tr>
<td>Organized Fisherman of Florida</td>
<td>P. O. Box 1064 Marathon,</td>
<td>(305) 743-3008</td>
</tr>
<tr>
<td></td>
<td>Marathon, FL 33050</td>
<td></td>
</tr>
<tr>
<td><strong>NAME</strong></td>
<td><strong>ADDRESS</strong></td>
<td><strong>PHONE</strong></td>
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</tr>
<tr>
<td>Treasure Coast Wildlife Hospital</td>
<td>8438 SW 48th Ave Palm City, FL 34990</td>
<td>(772) 286-6200</td>
</tr>
<tr>
<td>Save Our Seabirds</td>
<td>2709 Rt. 579 Wimauma, Fl. 33598</td>
<td>(813) 633 - 1210</td>
</tr>
<tr>
<td>Wildlife Care Center</td>
<td>3200 SW Fourth Avenue Ft. Lauderdale, FL 33315-3019</td>
<td>(954) 524-4302 (Main)</td>
</tr>
<tr>
<td>Pelican Harbor Seabird Station</td>
<td>1275 NE 79th St. Causeway Miami, FL 33138</td>
<td>(305) 751-9840</td>
</tr>
<tr>
<td>Falcon Batchelor Bird Prey Center</td>
<td>Miami Museum of Science 3280 South Miami Avenue Miami, FL 33129</td>
<td>(305) 646-4244</td>
</tr>
<tr>
<td>Miami Seaquarium</td>
<td>4400 Rickenbacker Causeway Miami, FL 33149</td>
<td>(305) 361-5705</td>
</tr>
<tr>
<td>Gumbo Limbo Nature Center</td>
<td>1801 N Ocean Blvd Boca Raton, FL 33432</td>
<td>(561) 338-1473</td>
</tr>
<tr>
<td>Florida Keys Wildlife Rescue</td>
<td>1388 Avenue B Big Pine Key, FL 33043</td>
<td>(305) 872-1982</td>
</tr>
<tr>
<td>Tri State Bird Rescue and Research Society</td>
<td>170 Possum Hollow Rd. Newark, DE. 19711</td>
<td>(302) 737–9543 Fax: (302) 737–9562 <a href="https://tristatebird.org/">https://tristatebird.org/</a></td>
</tr>
</tbody>
</table>
### 9240.7 Volunteer Organizations

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SERVICES</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Voluntary Organizations Active in Disaster (NVOAD)</td>
<td></td>
<td>General reference for national consortium</td>
<td><a href="https://www.nvoad.org/">https://www.nvoad.org/</a></td>
</tr>
<tr>
<td>Miami-Dade Citizen Corps Council</td>
<td>9300 NW 41 Street Doral, FL 33178</td>
<td>Countywide organized group to support local emergency responders, disaster relief and community safety.</td>
<td><a href="http://www.miamidade.gov/fire/citzen-corps.asp">http://www.miamidade.gov/fire/citzen-corps.asp</a></td>
</tr>
<tr>
<td>Broward County Citizen Corps Council</td>
<td>201 NW 84th Ave Plantation, FL 33324</td>
<td>Countywide organized group to support local emergency responders, disaster relief and community safety.</td>
<td>954-831-3900</td>
</tr>
<tr>
<td>Volunteer Broward</td>
<td>4800 N. State Road 7 Building F, Suite 102 Fort Lauderdale, FL 33319</td>
<td>Disaster Response Team</td>
<td>954-522-6761</td>
</tr>
<tr>
<td>(Palm Beach County) Lagoon Keepers</td>
<td>20 South Military Trail West Palm Beach, FL 33415</td>
<td>Countywide organized group to support local emergency responders, disaster relief and community safety.</td>
<td>561-712-6509</td>
</tr>
<tr>
<td>(Palm Beach County) Lagoon Keepers</td>
<td></td>
<td>Dedicated to the waters of Palm Beach County, by removing floating debris (incl vessels)</td>
<td>561-255-6924</td>
</tr>
</tbody>
</table>
### 9240.8 Maritime Associations / Organizations / Cooperatives

**Marine Chemists**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SERVICES</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blair M. Duff</td>
<td>P.O. Box 22683</td>
<td>Marine Chemist and Testing Company</td>
<td>(954) 436-1480 (305) 469-7594 (24hr)</td>
</tr>
<tr>
<td>Certified MC#698</td>
<td>Fort Lauderdale, FL 33335</td>
<td></td>
<td><a href="mailto:Marinechemist_698@yahoo.com">Marinechemist_698@yahoo.com</a></td>
</tr>
</tbody>
</table>

### 9240.9 Academic Institutions

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>University of Miami Rosenstiel School of Marine and Atmospheric Science</td>
<td>4600 Rickenbacker Causeway Miami, FL 33149</td>
<td>(305) 421-4767</td>
</tr>
<tr>
<td>Nova Southeastern University Oceanographic Center</td>
<td>8000 North Ocean Drive Dania Beach, FL 33004 <a href="http://www.nova.edu/ocean">http://www.nova.edu/ocean</a></td>
<td>(954) 292-3600 (800) 39-OCEAN</td>
</tr>
<tr>
<td>Florida Atlantic University Harbor Branch Oceanographic Institute</td>
<td>5600 U.S. 1 North Fort Pierce, FL 34946 <a href="http://libguides.fau.edu/marine-science-hboi">http://libguides.fau.edu/marine-science-hboi</a></td>
<td>(772) 242-2201</td>
</tr>
<tr>
<td>Florida Institute of Oceanography</td>
<td>830 First Street South St Peterburg, FL 33701 <a href="http://fio.usf.edu/Home.aspx">http://fio.usf.edu/Home.aspx</a></td>
<td>(727) 553-3370</td>
</tr>
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### 9240.10 Laboratories

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<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>SERVICES</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>USCG Marine Safety Lab</td>
<td>1082 Shennecosset Rd Groton, CT 06340-6094</td>
<td>Able to identify oil types and to determine similarities between oil samples</td>
<td>(860) 441-2645</td>
</tr>
<tr>
<td><strong>Harbor Branch Oceanographic Inst.</strong> (Florida Atlantic University)</td>
<td>5600 U. S. Highway 1 North Fort Pierce, Fl. 34946</td>
<td>Oil analysis using IR or GC</td>
<td>(772) 465 – 2400 Ext. 264</td>
</tr>
<tr>
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</tr>
<tr>
<td><strong>Everglades Laboratories</strong></td>
<td>1602 Clare Ave. West Palm Beach, Fl. 33401</td>
<td>Oil analysis using IR or GC</td>
<td>(561) 833 – 7280</td>
</tr>
<tr>
<td><strong>Spectrum Laboratories Inc.</strong></td>
<td>4550 North Dixie Highway Fort Lauderdale, Fl. 33334</td>
<td>Oil analysis using GC</td>
<td>(954) 491-4641</td>
</tr>
<tr>
<td><strong>University of Miami Dept. of Chemistry</strong></td>
<td>P.O. Box 249118 Coral Gables, Fl. 33124</td>
<td>Oil analysis</td>
<td>(305) 284 - 3030</td>
</tr>
<tr>
<td><strong>Engineers-Scientists Laboratory Inc.</strong></td>
<td>11960 SW 144th St. Miami, Fl. 33186</td>
<td>Oil analysis</td>
<td>(305) 233 - 1411</td>
</tr>
</tbody>
</table>

**9240.11 Emergency Medical Services**

See Section 9230.6 County Fire Departments

**9250 Stakeholders**

[See Area Committee Membership List posted on http://homeport.uscg.mil/miami]
9300 Draft Incident Action Plan and Supporting Plans

9310 Template Incident Action Plan

[RESERVED FOR FUTURE AREA PLANNING COMMITTEE DEVELOPMENT]

9320 Template Command Staff Support Plans

The following support plans are formatted to be extractable “as-is” and tailored to “at-time” circumstances for immediate use.

9321 [Liaison Officer] Volunteer Coordination and Training Plan

Purpose
The purpose of the Volunteer Coordination and Training Plan is to provide information about what activities are approved for volunteer participation, what training they require, and where they will be located in the Incident Command Structure related to spill response efforts.

Overview
We are coordinating with the Public Information Officers (PIO’s) in the Emergency Operation Centers (EOC’s) and affiliated volunteer organizations for the SE FL AOR to leverage the existing volunteer framework to meet local volunteer needs and demands related to the spill response effort.

Volunteers who want to support the response effort will be directed to www.volunteerflorida.org. They will be asked to become affiliated with local non-profit organizations, and will be encouraged to become an “informed volunteer” by staying up-to-date with current events via local news outlets.

Volunteers must be knowledgeable of the limitations of their assignments. Any activities involving direct contact with oil, or potential impact from oil, will be managed separately.

Only paid contractors, not volunteers, will be trained to handle oil impacted shorelines. Individuals who have vessels that will be utilized in the response efforts will also be paid contractors.

Key Messages
As we work with Volunteer Florida, the counties in SE FL AOR and, and the affiliate organizations providing volunteer support, the following key messages should be stressed:

- We appreciate the overwhelming support from the thousands of volunteers from communities across the coast of Florida who have expressed interest in helping protect the Florida coastline.
• Miami Unified Command will partner with Volunteer Florida and local affiliate organizations to help direct their energy and efforts in productive ways.
• We will provide support to Volunteer Florida, the counties within our Area of Responsibility (AOR), and select affiliate organizations to manage the additional volunteer interest associated with this incident.

**Instructions to Volunteers**  
As volunteers respond, we can provide the following guidance on how they can help:

1. **Register with Volunteer Florida** – this is the most effective way to get connected with the needs in Florida.
2. **Get Affiliated** – join forces with other volunteers in support of a Florida specific cause.
3. **Get Informed** – Log onto local news agency sites to review a wealth of information about the oil spill, response efforts, and challenges in your community.

Following these basic steps, you will be contacted by a participating organization and learn about opportunities to help.

**Positions**

**Pre-Impact Shoreline and Riverbank Clean Up:** Volunteers will assist with the on-going maintenance and clean up of coastal areas in an effort to minimize the amount of debris that could become contaminated.

Interested volunteers must be physically capable of walking, stooping, lifting, and carrying trash bag and other debris repositories. Volunteers must be familiar with the local area and attend an on-site safety briefing.

Beach cleanup efforts must be conducted in compliance with the Pre-Oil Arrival Beach Cleanup Guidelines. A Checklist is posted at [www.volunteerflorida.org](http://www.volunteerflorida.org).

**Delivery / Runners:** Volunteers may assist with carrying supplies, transporting personnel, and other duties as assigned, to and from oil-impacted areas or other locations. Volunteers must be familiar with the local area, have a valid driver’s license, and attend on-site safety training.

**Volunteer Coordination:** Volunteers will manage the Volunteer Reception Center (VRC) or Volunteer Congregation Site. Interested volunteer coordinators must have experience in working with a wide variety of people and unaffiliated volunteers. Volunteers must be familiar with the local area, have a valid driver’s license, and attend on-site safety training.

**Coast Watcher:** Volunteers are community members who are very familiar with local beaches and can report any changes that may be attributed to the oil spill incident. Interested volunteers must be familiar with the local area and attend on-site safety
training.

**Affiliated Volunteer Organizations**
When affiliated volunteers are deployed, volunteers will be insured under the affiliated non-profit organizations liability coverage. The Unified Command may request the affiliated non-profit organizations to provide a summary of their mission, capabilities, point of contact information, and geographic areas of responsibility.

**Basic Volunteer Information**
Volunteers should meet the requirements of their affiliated organization. Specifically, age, health, and any licensing requirement questions should be directed to the affiliation organization.

**Volunteer Training Requirements**
Volunteers will be trained for their assignments upon arrival at the site of the scheduled activity. Check with your affiliated organization for more information.

**Wildlife Volunteers**
Report all oiled wildlife to the Wildlife Hotline at 1-866-557-1401. The U. S. Fish and Wildlife Service is to provide wildlife assistance for species that may be impacted by the oil spill. Please direct inquiries or any calls regarding interest in volunteering for wildlife assistance to (XXX)XXX-XXXX.

**9330 Template Operations Section Support Plans**
The following support plans are formatted to be extractable “as-is” and tailored to “at-time” circumstances for immediate use.
Sector Miami Vessel Decontamination Plan

For Inclusion Into the Area Contingency Plan

04/30/2012

Approving Authorities

<table>
<thead>
<tr>
<th>NAME</th>
<th>AGENCY</th>
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9331 Template Vessel Decontamination Plan
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Enclosure 1: Gross Decontamination Area (GDA) Conceptual Map
(1) Purpose

The purpose of this document is to outline the decontamination process for vessels desiring to enter the United States Coast Guard (USCG) Sector Miami Area of Responsibility (AOR) with an oiled hull, resulting from transit through a spill/plume of oil where no responsible party has been identified or there is no ongoing organized response. Should a responsible party for an oil spill/plume become identified, vessels would be instructed to work through the responsible party to be cleaned prior to entry into the USCG Sector Miami AOR. Additionally, this document is not meant for vessels contracted by a responsible party to work in or around a spill. Those vessels should also be cleaned through a process identified by the responsible party prior to being demobilized from the incident site.

This document provides guidelines on the standards for vessel inspection and desired end state upon completion of the decontamination process. The protocols in this document aim to maintain the flow of commerce, ensuring the overall safety of the vessel cleaning/decontamination evolution while minimizing impact to the environment.

(2) Concept of Operations

If a vessel has transited an area that had the potential of contaminating or did contaminate the vessel, or if active sheening is noted and the vessel wishes to transit into the USCG Sector Miami AOR with an oiled hull should report their intention to the USCG as soon as practicable, and should provide information contained in the reporting form provided at the end of this document. This report should be confirmed by USCG. Once USCG confirms the presence of oil on the hull of a vessel, and that it poses a potential or legitimate threat to the environment, the USCG will document and report the incident to the National Response Center (NRC). Similarly, the USCG will attempt to gather as much information as possible to determine the source and exact location of the oil spill/plume, and broadcast this information out as appropriate, to alert other vessels that may be transiting through that area.

USCG will direct the Master of the vessel to provide USCG Sector Miami with their plan for cleaning the hull prior to entering port. This plan should include, but not be limited to, Oil Spill Response Organization (OSRO) equipment/teams needed, physical cleaning process, expected timeframe for completion, and safety requirements/procedures that in accordance with OSHA and NIOSH guidelines (i.e. personal protective equipment and any training requirements/certifications required). The vessel’s plan should be compared against this document to ensure it meets the intent of this section.

The vessel hull cleaning process should be conducted at sea, within the Gross Decontamination Area (GDA) identified in Enclosure (1). The GDA is a dynamic, conceptual area. Generally defined, it is an area outside of State waters (>3 miles offshore), outside areas covered by special federal management jurisdiction including any...
waters designated as marine reserves, National Marine Sanctuaries, National or State Wildlife Refuges, or units of the National Park Service, where at the southern boundary it follows the Continental Shelf one mile east of State waters (4 miles offshore), then transitions to the 150 meter contour within the northern boundary. Water depth in this zone exceeds 30 meters.

The GDA for USCG Sector Miami AOR is located consistent with Regional Response Team (RRT) IV/Caribbean Regional Response Team (CRRT) Position and Guidance on Use of Surface Washing Agents for Oil Spill Response dated August 2006, RRT IV Policy for Use of Dispersants in Ocean and Coastal Waters, dated October 1996, and South Florida Area Committee discussions from June 2010 through April 2011.

Ideally, vessel decontamination should occur east of the western edge of the Gulf Stream. Therefore, the Scientific Support Coordinator, or designated NOAA representative, shall be consulted upon notification of an oiled vessel, and provide guidance to the Captain of the Port (COTP) for determination as to final decontamination location within the GDA when feasible. Preserving the environment and the coast line from being contaminated by oil and/or decontamination cleaning products is of primary concern.

The overall expectation is that all product be removed from the hull at sea, and the vessel be declared clean by the USCG, prior to entering port. Clean is defined as not emitting a visible sheen, and is further defined in section 5 below. Vessel hull cleaning at sea may include the use of dispersants or surface washing agents, in addition to high pressure and/or temperature washing/scrubbing. Dispersants or surface washing agents should only be used for vessel surfaces that are completely non-responsive to water based pressure washing. Prior to authorizing the use of dispersants or surface washing agents, RRT IV shall be advised for an incident specific approval. Only products listed in the Selection Guide for Oil Spill Applied Technologies: Volume 1 and in the EPA National Contingency Plan (NCP) product schedule would be considered.

Every effort shall be made to collect, capture and recover, to the maximum extent reasonable and practicable, all products of the decontamination process when feasible given weather, sea conditions, and safety factors. The goal is to recover and properly dispose, to the maximum extent possible, rather than disperse into the water column. Deviation from this focus due to weather limitations, safety concerns and/or other impacts outside the Federal On-Scene Coordinator’s (FOSC) control are acceptable, but must be documented and minimized.

Once the vessel’s hull has been cleaned, it must be certified clean by the USCG. Oil staining may still be evident, and may be addressed/corrected through normal maintenance procedures while at berth. However, any residual products from this process shall also be collected and properly disposed of. Logistics for obtaining USCG certification shall be made through contact with the Sector Miami Command Center via notification on channel 16, or via phone at (305) 535-4300.
If exigent circumstances require the vessel to enter port, prior to being certified as clean by the USCG, then a vessel may proceed to either anchorage or berth. This is not the preferred method, however this may be necessary based on weather conditions, medical emergencies, vessel traffic congestion, or the need to offload critical commodities. Vessels may only be allowed to proceed to anchorage or berth via written authorization from the COTP. Conversely, the vessel may be required to remain offshore until conditions improve. Each scenario will be evaluated on a case-by-case basis.

**Vessels conducting hull cleaning at anchorage are NOT authorized to use any chemical or surface cleaning agents. Vessels conducting hull cleaning at berth are NOT authorized to use dispersants, but may be authorized to use surface cleaning agents of the “lift and float” type if authorized by the RRT.** Additionally, the vessel shall be boomed and there is an expectation that all product shall be recovered from the cleaning operation and properly disposed of by the vessel owner or contracted OSRO. Again, the vessel must be certified clean by the USCG prior to departing the port, or if cleaned at anchorage or within the GDA, entering the port.

The vessel owner/operator will assume all cost for decontamination and should seek reimbursement from a responsible party or in a case of an unknown spill, should follow the National Pollution Fund Center (NPFC) claim procedures.

Vessel decontamination operations will be continuously monitored, assessed, and documented. This information will be provided to the FOSC for submission to the RRT IV Co-Chairs and Science and Technology committee, National Marine Fisheries Service Protected Resources and Habitat Conservation Divisions, and the U.S. Fish and Wildlife Service on the attached monitoring, documentation, and reporting form at the request of the RRT during any vessel decontamination activities or no later than 45 days following the application of dispersant or surface washing agents. If recovery of product is not feasible, the RRT will evaluate continued vessel decontamination operations.

(3) Safety

Vessel captains will be responsible for ensuring the safety of their vessel and crew before, during and after the decontamination process. In the case of inclement weather, which includes (but is not limited to) high seas, lightning, and heavy wind/rain, vessels shall take any actions necessary to maintain the safety of the vessel and crew. The captain shall also be responsible in heavy vessel traffic conditions to avoid collision. If the vessel captain determines the safest action is to come directly into port/anchorage, the USCG Sector Miami Command Center must be notified via channel 16 to communicate the vessel’s intentions.

Vessel captains and all workers involved in the decontamination processes will adhere to the instructions of the on-scene safety officer/coordinator, who will assess site and worker safety before, during and after the decontamination processes to verify the requirements of applicable OSHA and NIOSH safety guidelines.
(4) Resources at Risk

It is essential that due diligence is conducted to identify existing environmental concerns and to provide a baseline of the environmental conditions for applicable environmental media. It is equally essential that post cleaning environmental assessments be conducted for comparison. These activities will be implemented at the direction of the RRT IV.

Protection of endangered or threatened species will be consistent with 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 Substances Pollution Contingency Plan and the Endangered Species Act. Prior to beginning hull cleaning operations, an on-site survey will be conducted and appropriate natural resource specialists familiar with local resource concerns and representing the resource trustee should be consulted to determine if any threatened or endangered species are present in the area or otherwise at risk from hull cleaning operations. Measures will be taken to prevent risk of injury to any wildlife, especially listed species. During vessel decontamination activities, appropriate look out by a qualified monitor should be maintained in order to detect the presence of listed species. Vessel decontamination should not be conducted in close proximity to any individuals of listed species. A horizontal distance of at least 100 yards should be maintained from any sighted individuals. If the risk to listed species cannot be eliminated or reduced sufficiently, hull cleaning operations will not be conducted.

Protection of historic properties and cultural resources will follow RRT IV Guidelines for the Programmatic Agreement on Protection of Historic Properties and Cultural Resources During Emergency Response Under the National Oil and Hazardous Substances Pollution Contingency Plan. Unless a categorical exclusion applies, specific cleaning locations must be approved by the Historic Properties Specialist's Representative, State Historic Preservation Officer, and/or the appropriate Department of Interior representative to ensure compliance with Section 106 of the National Historic Preservation Act.

(5) Surface Washing Agents/Dispersant Use Guide

With the exception of using “lift and float” type surface washing agents at berth when authorized, the use of dispersants or surface washing agents shall only be used within the GDA offshore beyond 3 nm, and must be approved via an incident specific authorization from RRT IV. They are not permitted to be used at anchorage. Only products listed in the Selection Guide for Oil Spill Applied Technologies: Volume 1 and in the EPA National Contingency Plan (NCP) product schedule would be considered with preference to “lift and float” type surface washing agents.

Specific handling and use of surface cleaning agents shall be in strict accordance with the RRT IV’s written guidance, and all vessel cleaning plans shall be reviewed to ensure compliance, prior to final approval by the COTP.
(6) Decontamination Process and USCG Examinations

Qualified USCG personnel have the authority to examine vessels before, during and after the decontamination process in order to verify the requirements of applicable environmental protection and pollution prevention regulations have been met.

USCG examiners could be from hybrid teams of Marine Inspectors (including Domestic and Foreign Vessel Examiners), Pollution Investigators (PI) and Federal on Scene Coordinator Representative (FOSCR) qualified personnel.

USCG Examiners will document the inspection in writing and with digital pictures (if necessary). If pictures are taken, the first picture taken should be of the vessels name and/or identifying numbers (Official number, IMO number or state registration number). The second picture taken should be of the whole vessel. Subsequent pictures will include close ups of the hull at the waterline and response equipment (if applicable), or any area that was cleaned.

The minimum standard of cleanliness is based on the Federal Water Pollution Control Act which states that no “sheen, sludge or emulsion” may be discharged into navigable waters. Vessels must be cleaned to the degree that the vessel no longer presents a potential risk of pollution to the environment by way of any sheen, sludge or emulsion entering the water within the entire scope of vessel operations and operating conditions (i.e. list, ballast, light, heel, crane ops, etc).

All liquid and solid oil contamination as a result of oil cleanup response efforts that create a potential for pollution or are clearly safety hazards must be removed from the vessel hull and be disposed of properly. This is primarily verified through direct visual examination. USCG Examiners will exercise due diligence in determining vessel areas are clean while minimizing delay and maintaining safety.

Once it is determined that a vessel is clean, the following statement shall be issued by the USCG and signed by the vessel representative. “Statement of Vessel Condition: Vessel decontamination verified complete and vessel poses no apparent pollution risk to the environment. Vessel appears in apparent good order and fit for intended route and service.”
REPORTING FORM

Email form to: D07-DG-SECMIAMI-SSC@USCG.Mil or Fax to: 305-535-8761

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? 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?
   a. If so, what is the approximate position/trackline where the hull became contaminated?
   b. Time of hull contamination along trackline?

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?
MONITORING, DOCUMENTATION, REPORTING FORM
For use of surface washing agents and/or dispersants offshore of Florida for decontamination of vessels

Email form to: D07-DG-SECMIAMISSC@USCG.Mil or Fax to: 305-535-8761

Date: ___________________________ Time: Start: ______________ Finish: ______________

Vessel Name: ___________________________

Vessel Registration/Documentation Number: ___________________________

Vessel Length: ______________

Total area to be cleaned (square feet): ______________

LAT/LONG or Trackline of cleaning location: ___________________________

On-scene weather and seas: ___________________________

Lift & Float Product? Yes No

If “NO”, provide reason(s) for selection of a dispersing product: ___________________________

Presence/description of any observed wildlife in operating area: (Note: Operations not to affect any species of birds, marine mammals, or sea turtles. Operations should cease, and presence of species in the area should be reported to USCG Sector Miami).

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 Description/Comments: ___________________________

_____ No

Wildlife affected?

_____ Yes Description/Comments: ___________________________

_____ No

Sheen of oil visible after operation complete:

_____ Yes Description/Comments: ___________________________

_____ No

Additional comments/observations:
9332 Template Waste Disposal Plan

WORST CASE SCENARIO: The following plan is for the screening/segregation, stock-piling (temporary storage) and disposal of all types of waste materials resulting from a Worst Case Scenario.

I. Offshore liquid waste petroleum products that are recovered will be lightered to collection vessels and barges for transportation to appropriate facilities for recycling. Liquid waste petroleum and water mixtures will be segregated offshore into barges for transportation to appropriate separation/recycling facilities.

II. Inshore waste materials will be screened, segregated and disposed of according to classification as follows:

A. Liquid waste petroleum products will be lightered offshore to the vessel and barges on scene for the recovered product.

B. Liquid waste petroleum product and water mixtures will be removed to the offshore area and lightered into the barges brought on scene for storage and removal of oily water. This mixture will be decanted as permitted by the FOSC to facilitate the recovery and removal of waste as quickly as possible in minimizing the environmental impact.

C. Oil contaminated organic debris (sorbents, wood, plant material) will be segregated on the beach above the high water mark where permitted by state and local authorities or transported to the nearest available staging area designated by the FDEP. Waste organic material will be transported to the nearest available incineration facility listed as approved by FDEP.

D. Oil contaminated sand (saturated) will be segregated and removed from beach areas in plastic bags or in lined containers for transportation to the nearest available incineration facility that meets the applicable criteria for disposal of petroleum contaminated soil/sand.

E. Oil contaminated sand (not saturated) will be evaluated on site to determine if it can be treated on site if a Mobile Soil Treatment Facility has been approved and is available. Until an on-site facility is available, waste material will be removed for disposal at the approved Class I landfill at (see Section 9230.5), or temporarily stored in lined containers.

F. Attachments:
   (1) Permits
   (2) ______________________
   (3) ______________________

   (see Section 9230.5)
**Incident Name** Response:  
Vessel of Opportunity Program  
Operations Plan

Date __________

APPROVALS:

FOSC: ____________________________

Florida SOSC: ______________________

DOI: _____________________________

(Responding Party Name): ____________________________

---

**Vessels of Opportunity** is About...

Getting the Right Vessels on the Water Attacking the Oil

- Shallow
- In-Shore
- Near-Shore
- Offshore

- Boom Deployment
- Skimming Operations
- Light Oil Recovery
- Tar Ball Recovery
- Transportation of Personnel & Wildlife
**Incident Name** Response: 
**Vessel of Opportunity Program** 
**Operations Plan**

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1.0 ORGANIZATION

1.1 Introduction

The purpose of this document is to describe policy and procedures for the Vessel of Opportunity (VoO) Program for the SE Florida Unified Command in response to the Incident Name incident. This document is designed to assist VoO crews in understanding the Branch/Division’s organization and the response tactics that their vessels can be expected to employ as part of the response.

This information applies to the VoO program for the SE Florida Unified Command’s (SFUC) Area of Responsibility (AOR). The SE Florida Unified Command (SFUC) is comprised of the USCG Sector Miami Incident Commander, State on Seen Coordinator (SOSC), Incident Commander and Responsible Party Incident Commander.

The VoO program was developed to leverage the experience of professional mariners with local knowledge of the SE Florida region, specifically the coastal waters extending from Miami-Dade County to Indian River County, and is a critical aspect of the overall response effort. As with all other Near-Shore recovery operations the respective Branch Director/Division Supervisor will provide overall direction for vessels working in that operation. The primary goal of the program is to safely employ the VoOs in a manner that positively contributes to the response effort, including the recovery of oil, assisting wildlife rescue, deployment of containment and absorbent boom to protect natural resources, transporting personnel and supplies, and provide other logistical support as directed by the Operations Section.

As with all Incident Name operations, the VoO program will reflect a deep commitment to safety for all personnel involved. All operations will strictly adhere to the guidance in the Site Safety Plan. Safety personnel will be made available to provide support and oversight for all VoO operations. All necessary safety equipment will be provided and replaced as needed.

1.2 Strategy

To mobilize independently contracted vessels to support specific oil recovery activities for the SE Florida region using commercial and charter fishing vessels operated by their owners. An inventory of available independently contracted vessels will be maintained in a single standardized VoO database. Inventory levels will be monitored to ensure capacity for ongoing operation, vessel rotations and any element of ramp up that may be required. The use of recreational vessels will only be on an exception basis.
2.0 VoO PROGRAM IMPLEMENTATION

2.1 Qualification

To qualify for the VoO program, vessel operators and crew must meet several key requirements as detailed below:

- Completing four hours of federal marine training.
- Pass a vessel dockside examination.
- Have an operable VHF-FM radio aboard.
- Meet crew manning requirements based on vessel size.
- Undergo an on-hire survey prior to activation.
- Registered Vessel Owner/Operators get priority.
- Contracts with licensed commercial and charter fishing vessel owners must be registered in state prior to March 31, 2010.

Limit activation to one (1) vessel per owner until vessel type supply is exhausted.
## ZONE / RESPONSE ACTIVITY

<table>
<thead>
<tr>
<th>VESSEL SIZE (FT)</th>
<th>&lt;30</th>
<th>30-45</th>
<th>45-65</th>
<th>&gt;65</th>
</tr>
</thead>
<tbody>
<tr>
<td>OFFSHORE – Greater than 10 NM offshore</td>
<td>-</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>NEAR-SHORE - Within 3 - 10 NM offshore</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>IN-SHORE - Less than 3 NM offshore</td>
<td>YES</td>
<td>YES</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Waters inside the maritime baseline. Includes beaches, marshes, and estuaries.</td>
<td>YES</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

### RESPONSE ACTIVITY

<table>
<thead>
<tr>
<th>Activity</th>
<th>&lt;30</th>
<th>30-45</th>
<th>45-65</th>
<th>&gt;65</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boom Deployment</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>Boom Tending/Maintenance</td>
<td>YES</td>
<td>YES</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Skimming Operations (trawling containment boom or similar operations)</td>
<td>-</td>
<td>-</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>Sheen, Light Oil Recovery, and Tar Ball Recovery (excludes containment boom)</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>Removal of Oily Waste (sorbent booms and pads)</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>Decontamination Support</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>-</td>
</tr>
<tr>
<td>Transportation - Supplies</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>Transportation - Personnel/Wildlife</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>-</td>
</tr>
</tbody>
</table>
2.2 Contracting Process

Vessel details will be gathered from Vessel Information Sheets and entered into VoO database and will include name, license number, home state, type, purpose, length, draft, number of generators, bunk capacity, engine hp, number of engines, drive type, fuel storage, burn rate, fuel type. This vessel data will be available to ensure the appropriate vessel is selected for activation to meet operational demand.

Vessel demand will be set by the Branch Director/Division Supervisor in coordination with SFUC and Operations Section, who may work with local stakeholders to ensure fair and equitable access for new vessels.

The vessel owner/operator is required to self-certify pre-determined safety equipment at sign-up along with confirmation of vessel seaworthiness. This is done by completion of the Vessel Information Sheet during the contracting process. The vessel owner/captain will also stipulate that his crew is fit for work, including being drug and alcohol free when reporting for duty and the owner is expected to take responsibility for their ongoing fitness for work. A fitness for work checklist will be provided to contracted vessel owners for this purpose at the time of training.

Independent contractor crew members ("Crew Member") under the influence of drugs or alcohol are not competent. SFUC reserves the right to test any Crew Member in the VoO Program at any time as part of its Code of Conduct for prohibited substances (drugs and alcohol). This may include reasonable suspicion testing, post accident/incident testing and random drug testing. Additionally, USCG vessels may conduct similar checks. A positive reasonable suspicion or post accident/incident test by any Crew Member will result in termination of all the Vessel Owner’s Charters under the Master Vessel Charter Agreements. The Vessel Owner will not be “Available for Hire” or “Deployment”. A positive random substance test will result in the Crew Member being excluded from the Incident Name response efforts. If crews are found to be unfit they will be removed from the VoO pool and noted in the central database. (Refer to D & A policy in Appendix I). The Vessel Owner may continue in the VoO Program only if it excludes the Crew Member who had the positive random substance test. Reinstatement of the Crew Member to the VoO Program may be made after one year upon request of the Vessel Owner. These requests will be evaluated on the merits of each case.

Vessels will be further vetted during staging to ensure they meet safety regulation and are suited to the required activity. This will include photography as part of the safety inspection and the staging site and/or deployment port. If a vessel is inspected and deemed not seaworthy it will be removed from the VoO pool and noted in the central database.

Supporting announcements may also be made via local media, internet sites and will be pre-recorded via the VoO call line __________.
2.3 **Safety Training**

Vessel owners must be registered to attend 4 hour OSHA training. On completion of OSHA training and once the signed contract is returned to Logistics Section for signature the vessel status will shift to “Available” in the central database. This is the responsibility of the Logistics Section.

HAZWOPER trained personnel are required on all vessels deployed who make contact with oil. If crew members do not have this certification, in-state personnel will be sourced by an approved vendor or Logistics Section will arrange local training classes. A Safety Training Fact sheet summarizes the SFUC safety policy for contracted labor involved in VoO operations.

2.4 **Activation into Response Operations**

A vessel becomes “Active” via ICS 204 managed through each Branch Director/Division Supervisor.

- Branch/Division builds the demand work plan and Operations Section - Staging provides a 48 hour look ahead demand plan for VoO to Logistics Section.
- Selected vessels are called out by the Logistics Section and put on active status in preparation for deployment.
- Vessel owners have the option to decline but remain in the pool.
- If Vessel Owner accepts they will be given dispatch instructions at this time and report to the staging site at the appointed time.
- Vessel safety is vetted via inspection and photography by *Sector Miami marine inspectors (or approved entity)* using USCG prescribed guidelines. A standard system is used by all sites to record vessel status.
- Vessels are deployed into taskforce/strike teams for pre-agreed period.
- Once activated, owners and deck hands must staff the vessel at all times.
- Vessels may be rotated on/off to maximize participation locally where it is operationally efficient and where supply is sufficient to do so.

Vessel usage may change depending on weather and other operational factors. If a vessel is stood down for operational or weather related reasons – not deployed on water, no payment is made.

All VoOs will be externally marked with a common identifiable pennant (VoO flag) to signify that it is active as part of the response effort.
2.5 Vessel Rotation Policy

We intend to rotate in/out a number of vessels resulting in more equitable time on the water for those in the contracted VoO pool as detailed below:

- When vessels/crews have been on hire for 30 days, they will rotate out to enable others to participate in the program subject to supply being sufficient.
- Vessel rotation will be based on cumulative time on hire – those with the most cumulative time rotate out first and those with the least rotate in first.
- Cumulative time starts from when first activated.
- Strike teams may be rotated out together to maintain their base organization.
- Supplies and wildlife transportation vessels will automatically rotate out on day 30 as these are not subject to specialist/technical equipment or operations.
- Rotate vessels for maximum participation where it can be done operationally.
- Deploy VoO to oil recovery work, including all transportation.
- Vessels will operate under a standardized Strike Team and Task Force structure.
- Task Force will report to ICS Branch Director / Division Supervisor level.
- Branch/Division operates to a single VoO policy, and set of operating procedures.
- Daily activated vessel numbers are operationally driven by Branch/Division demand.

2.6 Position Responsibilities

SFUC VoO Coordinator: The VoO Coordinator is a member of the Operations Section organization that provides both the overall VoO direction and liaison to the Logistics Section for support of the VoO program. When the program becomes operational the VoO Coordinator will report to the Operations Section Chief.

Branch Director/Division Supervisor: The Branch Director/Division Supervisor is a member of the Operations Section organization structure and will be responsible for VoO oversight for that respective Branch/Division (e.g., Miami-Dade County, North/South Division, VoO Branch, etc). The Branch Director/Division Supervisor organizes and tracks all the VoOs and provides the command and control element. In addition, the Branch Director/Division Supervisor has direct tactical control of the VoOs and will provide tactical direction via ICS 204 to his/her Task Force Leaders.

The Branch Director/Division Supervisor can effectively manage 2 to 5 task forces. The example in this plan shows three Task Forces but this may be scaled up or down by the Branch Director/Division Supervisor depending on the needs of the mission.

Assistant Safety Officer(s): The VoO program will require significant oversight from the SFUC Safety Officer. This oversight will be supplied by Assistant Safety Officers. Assistant Safety Officers will be under the direction of the SFUC Safety Officer but will report to, and support, the Branch Director/Division Supervisor as appropriate. The Assistant Safety Officers shall be familiar with commercial fishing vessel safety, oil spill equipment and shall develop implement a site safety plan specific to his/her VoO
requirements. The Assistant Safety Officer will also insure that the site safety plan be briefed to task forces in a “tailgate” briefing prior to any VoO deployment.

The goal of the VoO Program is to have an Assistant Safety Officers assigned to each task force, and as practical, they should be aboard a dedicated vessel for safety such that they can patrol and respond to emergencies as needed. To facilitate their tasking faster VoO boats shall be reserved for the use of the Assistant Safety Officers.

Assistant Safety Officers will also be responsible for supporting other VoO-related operations such as decon and waste handling.

**Task Force Leader**: Task Force Leaders will be assigned to the Branch Director/Division Supervisor and will be responsible for Teams of VoOs assigned to them. Optimally no more than three Teams will be assigned to any one Task Force and no more than five vessels will be assigned to any Team. Therefore, a Task Force Leader will be in charge of no more than 15-vessels.

Task Force Leaders will deploy on the water during operations and can be a representative from the USCG, a contractor or a commercial fisherman and will take direction from the Branch Director/Division Supervisor. Task Force Leaders may be given mission assignments along with their Teams, however effort shall be made to keep Leaders with their respective Teams and if given a mission assignment, that the mission be similar to that of the Team’s. This will promote Team cohesion and mission expertise.

The Task Force Leader should have experience with the mission assignment in order to effectively manage the Teams under his/her supervision. For example: a Task Force in charge of protective booming should have knowledge of booming as well as detailed knowledge of the SE FL Area Contingency Plan to ensure success. Additionally, the Task Force Leader should have a working knowledge of ICS in order to effectively execute the mission assignments dictated via the ICS 204 and have the understanding of the process to provide timely feedback to the Branch Director/Division Supervisor.

The Task Force Leader will have the overall responsibility for the Task Force’s safety concerns, as well as the responsibility for all logistical matters such as fuel, food, and waste management. This will be accomplished by coordinating with the Assistant Safety Officer, the VoO Coordinator and/or the Branch Director/Division Supervisor.
Note: This organization is scalable dependent on the needs of the mission.

3.0 COMMAND & CONTROL

- For safety and accountability purposes, VoOs shall be assigned to Task Forces of at least five vessels but no greater than 25. If more than seven vessels are assigned a Force, the vessels shall be further sub-divided into Task Groups. One vessel of each Force and Branch/Division shall be identified as the lead vessel to assist with command and control. These vessels shall be equipped with AIS for tracking purposes.
  - Each VoO shall be externally marked with an identifiable pennant to signify that that is underway in support of the response effort.
Prior to each mission, every VoO will be provided with written guidance regarding the task organization to which they are assigned, their mission, geographic area of operations, and a communications plan that denotes the frequency and name of the shore side with which to maintain communications as well as applicable cellular phone numbers for the ICP, Branch/Division (if applicable), and Staging Area Manager/Dispatch Site Coordinator.

A summary of the Task Force/Group/Branch/Division organization shall be forwarded to the respective ICP and maintained by the Dispatch Site Coordinator. The ICP and any subordinate Operations Section Branches/Divisions are expected to know the composition, operating area, and communications plan for all VoOs underway.

All VoOs in the In-Shore or Near-Shore zone shall maintain visual contact with their Task Force or Task Group leader. VoOs operating in the Off-Shore zone shall maintain radar contact of their Task Force or Task Group leader.

All VoOs are required to continuously monitor their assigned working channel.

Task Force Leaders are required to contact their designed shore reporting station hourly to verify the safety of the assigned vessels as well as to ascertain any revised tasking based upon actionable observations.

A U.S. Coast Guard, U.S. Coast Guard Auxiliary, or state/local vessel shall be assigned to each Task Force in the In-Shore and Near-Shore Zone by the ICP to serve as a secondary communications relay vessel. This vessel must remain within a two-hour transit to the general geographic area in which the Task Force is operating. This vessel is required to continuously monitor the Task Force’s assigned working channel in order to ensure any tactical communications are received.

Upon the end of the mission, the Task Force Leader shall report to the Staging Area Manager/Dispatch Site Coordinator the safe return of the vessels of the Group, the number of total underway hours for the Group, and a summary of the actions/accomplishment during the mission. It is incumbent upon the Staging Area Manager/Dispatch Site Coordinator to relay this report to the ICP.

4.0 PLANNING ASSUMPTIONS

The VoO Oil Recovery Task Forces will work 12 hours a day in support of recovery operations.

It is anticipated that VoO Oil Recovery Task Forces will operate within 5-miles of support vessels or shoreside transfer facilities to minimize transit times for offloading.
5.0 OPERATIONAL CONSIDERATIONS

- Vessel assignments will be made by the Branch Director/Division Supervisor and/or Task Force Leader based on vessel configuration and crew size.

- Where applicable, the Geographic Response Strategies (GRS) in the appropriate Sub-area Contingency Plans and the priorities established by SFUC determine how the strike teams are deployed.

- When operations are shut down at night, personnel will work on re-supply, decontamination, and other logistical tasks, and then anchor or moor in an assigned location for the rest of the night.

6.0 TACTICS DESCRIPTION

6.1 Purpose

The removal, containment or protection from oil in or on the water can be accomplished by many different ways using many different types of equipment. In order to simplify both the training and reduce the time needed to effectively train a VoO, the training must be tailored to the particular vessel and mission. The tactics will concentrate on the collection and recovery of pockets of recoverable oil. Strike teams will have a dual purpose that includes Near-Shore Oil Recovery and to carry out diversion and exclusion booming tactics.
OPTION I - TOWABLE “V” CONFIGURATION

The “V” boom system consists of two vessels towing boom in “V” configuration concentrating spilled oil into the end of the pocket formed by the boom. Configurations are used to enhance concentration effectiveness. The spilled oil is then collected with a towable skimmer / recovery device.

OPTION II – “U” BOOM CONFIGURATION

W/SKIMMERS, PUMPS ON DECK AND DRAGONNE

U-Model
The “U” boom system consists of vessels towing boom in “U” configuration concentrating spilled oil into the pocket formed by the boom. Configurations are used to enhance concentration effectiveness. The spilled oil is then collected with a recovery device (skimmer) or sorbent material.

**U BOOM SKIMMING TACTIC**

The above tactic allows a single vessel to collect oil, concentrate the oil, skim it and through a pump system store the recovered oil in a storage device towed behind the vessel.
OPTION III – “J” CONFIGURATION

The “J” boom system is an additional option for two towing vessels to position into a “J” for oil recovery operations. The purpose of the “J” boom tactic is to reconfigure the “U” boom configuration into a “J” shape to allow the skimmer to be deployed into the apex of the boom where the oil is the thickest.

The “J” boom configuration consists of vessels towing boom in a “J” configuration, concentrating the spilled oil for recovery into the pocket formed by the boom. The rear towing vessel is outfitted with a recovery device (skimmer) for deployment along the vessel side where the apex of the boom is formed. The oil is then collected with the skimmer and placed in a primary storage device such as a barge, dracon or other temporary storage device.

J-Model
NOTE: This process requires no hard boom and only requires sorbent boom and a dewatering pump going into tanks. This would be the easiest method requiring the least training, time and equipment. In addition the gravity feed decanting of allowing the discharge hose of the dewatering pump to go into the tote tank filled with sorbent pads will act as a filter that will allow the water to escape over the side but will trap the oil inside the tote tank.

Below shows how a Branch Director/Division Supervisor can organize a VoO to recover free floating oil.
EXAMPLE OF TASK FORCE MAKEUP
(Command and Control will modify as necessary)

Task Force Leader
(Command/Control & Safety)

Strike Team One
5 Skimming Systems

Strike Team Two
5 Skimming Systems
In addition to Near-Shore oil recovery operations booming would be a major task for the VoO fleet and significant boom training would be beneficial. In addition the Task Force Leader should be required to have detailed knowledge about the SE FL Area Contingency Plan’s geographic response plan section detailing sensitive areas.

6.2 Shoreline Protection

Booming concentrates the oil for collection and removal, contains oil from spreading, and, protects waters, shoreline or other important resources from contamination. Booming strategies are contained in the SE FL Area Contingency Plan which is led by the SE FL Area Committee responsible for the coastal area affected. Modifications to the SE FL Area Contingency Plan will be coordinated by the SFUC on a case by case basis. A key factor for shoreline boom deployment is the effect of current or tides on the effectiveness and efficiency of the boom installed. Current speed can significantly increase the difficulty of boom deployment. The following table is a guide to assist in deploying shoreline boom that is subject to currents.
6.3 Exclusion Booming:

The following tactics protect the shoreline by blocking the oil from entering the protected body of water.
This form of exclusion booming goes in quicker and provides a normally acceptable level of protection for the sheltered or area behind the exclusion boom. If a greater level of protection is required the addition of a secondary barrier can be utilized.
This boom configuration requires more time to deploy but provides a higher level of protection for the body of water “behind” the booms. This diagram also shows two exclusion booms with snare boom between the two booms. Snare boom absorbs oil thus enhancing the effectiveness of this booming configuration.
6.4 Deflection Booming:

A means to protect the shoreline is to work with the current. Deflection booming is a way to do that.
**BOOM ANCHOR SYSTEMS**

**ANCHORING SYSTEM (GENERIC)**

![Diagram of an anchoring system with a boom, float, crown buoy, retrieval line, chain, and Danforth anchor.]

**Mooring Procedure**

- The first anchor can be set in place and the boom hooked up afterwards.
- The second anchor can be made off to the boom and positioned where needed.
7.0 COMMON REASONS WHY BOOMING FAILS

**Entrainment:** The oil passes under the boom.

Solution: Reduce speed or decrease angle of the boom (see the Boom Angle Chart).

---

**Splash Over:** The oil passes over the boom.

Solution: Reduce speed and/or draining the boom may help.

---

**Submergence:** Typically the towing velocity is too fast or there is inadequate buoyancy for the current and the boom drops below the water surface.

Solution: Reduce speed or chance direction of tow.
**Drainage**: The boom face filling to capacity.

Solution: decrease speed. Reduce quantity contained.

**Planning**: Oil passes under the boom skirt due to wind or current or inadequate ballasting.

Solution: Reduce tow speed and check ballast member.

**Structural**: Damage or overloading results physical failure of the boom.

Solution: Repair or replace boom with boom more suitable to conditions.
APPENDIX

APPENDIX 1: SAFETY

APPENDIX 2: LOGISTICS

APPENDIX 3: COMMUNICATIONS PLAN
APPENDIX 1

SAFETY

- VoOs are required to pass a safety check before being placed under charter. Random spot checks of safety equipment should be conducted by the Staging Area Manager/Dispatch Site Coordinator.

- VoOs are required to possess an operable VHF-FM radio prior to being assigned to an operational mission. VoOs operating in the In-Shore zone (within the baseline) may utilize a hand-held radio to meet this requirement. VoOs operating in the Near-Shore (out to 3 nm.) or Off-Shore (beyond 3 nm.) must have an installed VHF-FM radio.

- All VoO Task Forces deployed in the Off-Shore environment shall be equipped with GPS.

- No VoO shall not be employed beyond the 12 NM limit without the express permission of the SFUC.

- All VoOs are required to maintain awareness of the weather and advise their respective Branch Director/Division Supervisor or Task Group/Force Leader of any conditions which will impact or require termination of their assigned mission.

- Safety of the vessels and crews participating in the VoO program is paramount at all times. All personnel aboard VoOs must wear the personnel protective equipment required of the mission. Any vessel or personnel injuries, illnesses, or high-potential mishaps must be immediately reported to the next command echelon immediately.

**Personal Protective Equipment (PPE)**

VoO vessels engaged as part of a strike team:

- Type III Life Jacket
- Disposable coveralls
- Gloves- 12” PVC smooth
- Safety glasses (Zenon 213)
- Hard Hat cap style
- Steel towed rubber boots

**Safety Training Requirements and Certifications**

- RESPONDERS on OSVs and VoO: HAZWOPER 3 certification
- CREW on VoO vessels: 4 hour orientation
### Health and Safety (HS) Orientation & Training Requirements

**Training Hotline:** __________________ e-mail address: __________________

Volunteers apply at [www.volunteerflorida.com](http://www.volunteerflorida.com)

---

## HS Orientation & Training Requirements

<table>
<thead>
<tr>
<th>Audience and Work Scope</th>
<th>Purpose</th>
<th>Course Info.</th>
<th>Prerequisites</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volunteers - Non-contaminated beach cleanup Pre-cleaning of beaches – pick up trash and debris</td>
<td>Ensure anyone working under Volunteer Coordinator has an understanding of HS expectations. This training is being delivered at worksites prior to volunteers being deployed.</td>
<td><strong>Module 1 - HS Basic Orientation</strong>&lt;br&gt;Instructor led (Approx. 30-45 min.)</td>
<td>None</td>
</tr>
<tr>
<td>Contractors - Conducting work on behalf of <em>(Responding Party)</em> in the field Any labor/work not involving spill contaminated materials</td>
<td>Provides <em>(Responding Party)</em> contractors with a basic HS Safety Orientation and expectations of contractors. This builds on Module 1 with a focus on pre-job safety meetings, job planning, risk identification, and the right to ‘stop the job’ if things appear unsafe.</td>
<td><strong>Module 2 – Contractor Expectations (Includes Module 1)</strong>&lt;br&gt;Instructor led (Approx. 1.5 hours)</td>
<td>None</td>
</tr>
<tr>
<td>Contractors - Post Emergency Conducting work on behalf of <em>(Responding Party)</em> cleaning up spill contaminated shoreline and vessel operations during “weathered” oil recovery.</td>
<td>Prepare individuals for the hazards in the contaminated shoreline environment. This is a 4 hour course that meets the recommendations of OSHA CPL 2-2.5.1 for Oil Spill Response-Single Event</td>
<td><strong>Module 3 - Post-Emergency Spilled Oil Cleanup (Includes materials from Modules 1 &amp; 2)</strong>&lt;br&gt;Instructor led – 4 Hours</td>
<td>Each work team will have at least one 40-hour supervisor on site or on each vessel to oversee operations.</td>
</tr>
<tr>
<td>Contract Supervision of those who will have direct contact with petroleum for shoreline and vessel operations Direction and management of workers performing spill related cleanup activities</td>
<td>Provides <em>(Responding Party)</em> contractors with a basic H &amp; S Safety Orientation and expectations of contractors. This builds on Module 1 with a focus on pre-job safety meetings, job planning, risk identification, and the right to ‘stop the job’ if things appear unsafe.</td>
<td><strong>Module 2 – Contractor Expectations (Includes Module 1)</strong>&lt;br&gt;Instructor led (Approx. 1.5 hours)</td>
<td>40 hour HAZWOPER (Instructor led and hands-on) Contract supervision must certify to <em>(Responding Party)</em> that 40 hour training is current prior to work beginning. NOT AVAILABLE THROUGH <em>(Responding Party)</em></td>
</tr>
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</table>
ICS 208 EXAMPLE TAIL GATE SITE SAFETY PLAN

<table>
<thead>
<tr>
<th>ICS 208 EXAMPLE TAIL GATE SITE SAFETY PLAN</th>
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<tbody>
<tr>
<td>SITE SAFETY AND CONTROL PLAN</td>
</tr>
<tr>
<td>(ICS FORM 208)</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>1. Incident Name:</td>
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<td>Section I. Site Information</td>
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<td>4. Incident Location:</td>
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<td>8. Safety Officer:</td>
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<td>14. Environmental Health:</td>
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<td>Hospital 4</td>
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<td>Section III. Hazard/Risk Analysis</td>
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<td>17. Material</td>
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<td>Container type</td>
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<td>Section IV. Hazard Monitoring</td>
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<td>18. LEL Instrument(s):</td>
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<td>20. Toxicity/PPM Instrument(s):</td>
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<td>Comment:</td>
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<td>Section V. Decontamination Procedures</td>
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<tr>
<td>22. Standard Decontamination Procedures:</td>
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<tr>
<td>YES: NO:</td>
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<td>Comment:</td>
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<td>Section VI. Site Communications</td>
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<td>23. Command Frequency</td>
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<td>24. Tactical Frequency:</td>
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<td>Section VII. Medical Assistance</td>
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<td>26. Medical Monitoring: YES: NO:</td>
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<td>27. Medical Treatment and Transport In-place YES: NO:</td>
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The safety and health of workers and independent contractors is Southeast Florida Unified Command’s top priority. We will remain vigilant and investigate reports of workers and independent contractor crew members becoming ill on vessels being used in spill cleanup operations. We encourage any crew member who feels ill to report his or her condition to his captain or vessel owner and immediately seek medical attention.

**VoO Independent Contractor Safety Training:**

- The Southeast Florida Unified Command does not tolerate anyone being involved in response operations without having the proper training credentials.

- Each crew member on a Vessel of Opportunity must complete (1) a four-hour Worker Safety Training Course entitled ________________. This course has been approved by OSHA and *Responding Party*. After successfully completing these courses, the worker will receive a Petroleum Education Council (PEC) card. This card certifies that the independent contractor crew member has completed the required training. The PEC is the primary training credential required for a worker to enter worksites and/or serve on Vessels of Opportunity.

- OSHA has reviewed and approved the course content of the four-hour awareness training program and has provided guidance on the particular environment the workers are likely to encounter.

- If a vessel will come in direct contact with oil while on its current assignment, OSHA requires at least one person on board to hold a 40 hour Hazardous Waste Operations and Emergency Response (HAZWOPER) awareness training approved by the US Government.

**For those feeling sick:**

- It is very important that all persons report all incidents of illness to their captain or vessel owner.

- **Those feeling ill should immediately contact the ________________ Medical Support Line at ____________ or dial 9-1-1.**

**Health & Safety Planning:**

- Health and safety plans developed on _____ by the SF Unified Command are updated daily. Other data and documentation continues to be updated on a daily basis.

- The SF Unified Command health and safety team holds a daily call with OSHA to discuss that agency’s concerns. The health and safety team also can consult with OSHA as needed.
The position of Safety Officer is an integral part of the Incident Command structure, and operates with the full support of the SF Unified Command. The Safety Officer is supported by strategically-selected and placed Site Safety Advisors.

- Safety staff resides at the SF Unified Command Post.

**Independent Contractor Health & Safety - Risks and Responses:**

**Respiratory risks and responses:**

- SF Unified Command has conducted worker exposure monitoring since (Date). Approximately ___ industrial hygienists and technicians monitor personnel exposures offshore, near-shore, and in beach areas. To date, more than ___ personal air samples have been taken on the vessels that are closest to the source of the oil and gas spill.

- On the beach, there is equipment that monitors the levels of volatile organic chemicals (VOC). OSHA does not require respirators for beach clean up teams because the data indicate that levels of VOC in the area are within acceptable limits.

- Any vessel working near the source of the oil and gas spill must have a sufficient number of respirators for those working on board the vessel. No vessels activated in the VoO program will be operating near the source of the oil and gas spill.

**Heat stress risks and responses:**

- Heat stress was recognized as a hazard during the early clean-up activities. This hazard is communicated to all spill response personnel and independent contractors through the site health and safety plan, worker orientation training, and special safety bulletins.

- The SF Unified Command has implemented a heat stress program, which incorporates temperature monitoring, appropriate work/rest cycles for spill response personnel, the providing of cool drinks, the providing of ample quantities of water, and worker education.

- In addition to these safety representatives, there is a Heat Stress Manager and Heat Stress Advisors located in the field.

- Heat stress reminders are issued periodically to all response personnel and are reviewed in morning safety meetings.

- Paramedics, emergency medical technicians, and ambulances are on standby at each deployment/port area.
Inclement weather risks and responses:

- The SF Unified Command has developed a *(Incident Name)* Severe Weather Contingency Program, which is aligned with USCG Condition Declarations.

- Inclement weather is discussed in safety plans developed for each site. Additional inclement weather plans, including safety messages for lightning and other significant weather events, have been developed, implemented, and communicated during safety meetings and orientation sessions.

- Ultimately, each vessel captain and its crew on board a Vessel of Opportunity vessel are responsible for making the decisions with regard to their safety in inclement weather.

**Protective systems:**

The SF Unified Command conducts hazard assessments of all operations to determine appropriate personal protection requirements. Based on these hazard assessments, which are activity specific, Vessels of Opportunity crews are provided the appropriate protective equipment, including instructions on how to use the equipment properly. The range of PPE is:

- Disposable overalls
- Steel-toed boots
- Personal flotation devices (PFDs)
- Nitrile gloves—both inner and outer with cuff
- Safety glasses
- Hard hats
- Hearing protect
- Insect repellent, sunscreen, and lip balm.

**Fluid provision:**

- Individual bottles of water and hydrating fluid (such as Gatorade) are available for on-shore and near-shore operations for Vessels of Opportunity.
Tasks considered necessary for performing ordinary and emergency response shipboard functions:

<table>
<thead>
<tr>
<th>Shipboard Task, Function, Event or Condition</th>
<th>Related Physical Ability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Routine Movement on slippery, uneven, and unstable surfaces</td>
<td>Maintain balance (equilibrium)</td>
</tr>
<tr>
<td>Routine access between levels</td>
<td>Climb up &amp; down vertical ladders &amp; stairways</td>
</tr>
<tr>
<td>Routine movement between spaces &amp; compartments</td>
<td>Step over high door sills and coamings, and move through restricted accesses.</td>
</tr>
<tr>
<td>Open &amp; close watertight doors, hand cranking systems, open/close valve</td>
<td>Manipulate mechanical devices using manual &amp; digital dexterity, and strength</td>
</tr>
<tr>
<td>Handle ship’s stores</td>
<td>Lift, pull, push &amp; carry a load</td>
</tr>
<tr>
<td>General vessel maintenance</td>
<td>Crouch (lowering height by bending knees); kneel (placing knees on ground); and stoop (lowering height by bending at the waist). Use hand tools such as spanners, valve wrenches, hammers, screwdrivers, pliers.</td>
</tr>
<tr>
<td>Emergency response procedures, including escape from smoke-filled spaces</td>
<td>Crawl (the ability to move the body with hands &amp; knees); feel the ability to handle or touch to examine or determine differences in texture &amp; temperature).</td>
</tr>
<tr>
<td>Stand a routine watch</td>
<td>Is able, without assistance, to intermittently stand on feet for up to four hours with minimal rest periods</td>
</tr>
<tr>
<td>React to visual alarms &amp; instructions, emergency response procedures</td>
<td>Distinguish an object or shape at a certain distance</td>
</tr>
<tr>
<td>React to audible alarms &amp; instructions, emergency response procedures</td>
<td>Hear a specified decibel (dB) sound at a specified frequency</td>
</tr>
<tr>
<td>Make verbal reports or call attention to suspicious or emergency conditions</td>
<td>Describe immediate surroundings &amp; activities, and pronounce words clearly</td>
</tr>
<tr>
<td>Participate in firefighting activities</td>
<td>Be able to carry &amp; handle fire hoses &amp; fire extinguishers</td>
</tr>
<tr>
<td>Abandon ship</td>
<td>Use survival equipment</td>
</tr>
</tbody>
</table>
Southeast Florida Unified Command and/or *(Responding Party)* Policy on *(Incident Name)*

Contractor Substance Testing, Searches and Inspections

It is SF Unified Command’s (SFUC) and/or *(Responding Party)* desire that all Third Party Workers assisting in the *(Incident Name)* response efforts are doing so in a safe manner. For purposes of this Policy, Third Party Workers include those independent contractor crew members assisting with the Vessels of Opportunity Program (“VoO”) as well as all workers through employment staffing firms and third party service providers (“Contractors”). SFUC and/or *(Responding Party)* has no tolerance for the use of drugs or alcohol by Third Party Workers involved in the response efforts. This Policy has been established in order to assist in maintaining a safe environment and to protect Company/Government property. With the exception of federal, state and local government employees, all Third Party Workers who perform labor or services as part of the *(Incident Name)* response efforts will be subject to this Policy.¹

SECTION I – POLICY STATEMENT

For Contractors, a violation of this policy will subject the offending contractor's employee to denial of entry to Company premises and projects. Reinstatement of the access privilege may be made after one year upon request of the employing contractor. Such requests will be evaluated on the merits of each case. A request will be granted only upon receipt of evidence that the employee has successfully passed a substance screen within thirty (30) days of the request and has successfully completed an assessment by a Substance Abuse Professional (“SAP”) and has complied with all recommended treatment or rehabilitation prescribed by the SAP.

For independent contractor crew members assisting with the VoO, the Vessel Owner/Captain has the duty to provide a competent crew and seaworthy vessel. It is imperative that all VoO participants implement a “zero tolerance” policy because independent contractor crew members under the influence of drugs or alcohol are not competent to participate in the VoO Program. The failure of a Vessel Owner/Captain to comply with the provisions of this Policy constitutes cause for cancellation of the Master Vessel Charter Agreement with SFUC and/or *(Responding Party).* A positive reasonable suspicion or post accident/incident test by any independent contractor crew member assisting with the VoO Program will subject the crew member’s Vessel Owner to termination of any and all Charters under any and all Master Vessel Charter Agreements and that Vessel Owner will not be “Available For Hire” or “Deployment”. A positive random test will subject the independent contractor crew member to exclusion from the *(Incident Name)* response efforts, but the Vessel Owner may continue in the program so long as it can demonstrate its ability to comply with this Program by excluding the specific independent contractor crew member involved in the positive random test.

¹ This Policy may be modified at any time, without notice. In no way does this Policy alter or create a contract of employment.
Reinstatement of the access privilege may be made after one year upon request of the Vessel Owner. Such requests will be evaluated on the merits of each case.

SECTION II – INFORMATION

For your assistance, attached to this document is a presentation on SFUC’s and/or (Responding Party) Policy on (Incident Name) Contractor Substance Testing, Searches and Inspections.

SECTION III. CONTRACTOR SUBSTANCE ABUSE TESTING

Under the attached Contractor Substance Abuse Policy, Contactors are responsible for substance testing of their employees in the following situations:

a. before a contractor's employee may enter Company premises for the first time.

b. at least annually for continuously employed workers.

c. upon reasonable suspicion by the contractor or Company that a contractor employee on Company premises is under the influence of or has consumed any substance or item prohibited by this policy.

d. when designated by Company management, immediately following any incident which results in a recordable bodily injury as defined by OSHA, or damage to Company or contractor-owned property. Additionally, any substance testing, following an incident requiring DOT substance testing as regulated and described by DOT (FHA, RSPA, and USCG), must be strictly adhered to. (Note: Substance testing may also be required by the contractor or Company following a near-miss incident. A near-miss incident is any incident which, if it had proceeded to a reasonably possible and more serious level of development, would have had the potential for personnel injuries, property damage, or serious liability claims).

2. Contractors will assume all costs associated with testing.

Contractors who do not have an established relationship with a drug and alcohol testing service provider should use International Drug Detection (IDD), Inc.

SECTION IV – SFUC’S SUBSTANCE TESTING OF THIRD PARTY WORKERS
A. DEFINITIONS

For the purpose of this policy:

1. "Substance testing" means the analysis of urine, saliva, or breath; however, at times circumstances may warrant additional testing methods.

2. "Chain of custody" means the combination of procedures and documentation which provides a faithful and accurate written record of the custody of a biological specimen, from the time of initial collection of a specimen to final laboratory analysis.

3. "Negative test result" means a laboratory conclusion that the presence of a substance was not detected in a specimen at or above the screening and confirmation levels utilized.

4. "Screened non-negative result" or "presumptive positive result" means laboratory conclusion based on immunoassay that a specimen was found to contain one or more substances present at or above the screening cut-off level.

5. "Confirmed positive result" means laboratory confirmation using gas chromatography/mass spectrometry (GC/MS) of a positive substance test by a Medical Review Officer (MRO).
B. LABORATORY AND SAMPLING STANDARDS

1. Testing for the following substances, at the indicated screening and confirmation cutoffs, are recommended:

<table>
<thead>
<tr>
<th>Drug</th>
<th>EMIT Screen</th>
<th>GC/MS Confirmation</th>
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<tbody>
<tr>
<td>Amphetamines</td>
<td>1000 ng</td>
<td>500 ng</td>
</tr>
<tr>
<td>Marijuana</td>
<td>50 ng</td>
<td>15 ng</td>
</tr>
<tr>
<td>Cocaine</td>
<td>300 ng</td>
<td>150 ng</td>
</tr>
<tr>
<td>Opiates</td>
<td>2000 ng</td>
<td>2000 ng</td>
</tr>
<tr>
<td>PCP</td>
<td>25 ng</td>
<td>25 ng</td>
</tr>
<tr>
<td>Alcohol</td>
<td>.02 BAC</td>
<td>.02 BAC</td>
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</table>

In addition to the categories of testing covered in this policy, SFUC and/or (Responding Party) shall perform non-DOT testing for an expanded opiate panel.

2. The specimens will be tested using an immunoassay. (Approved on-site testing is permissible.) In this testing scheme, a non-negative finding is called a screened non-negative. All screened non-negatives will be further tested using GC/MS. In this testing scheme, a positive finding is called a presumptive positive. All presumptive positives will undergo MRO review.

3. Alcohol screening testing may include utilization of either breath or saliva testing. Tests which are screened positive will undergo confirmation via the use of an evidential-quality breathalyzer for confirmation of positive alcohol test results. MRO review is not required for positive alcohol test results, unless otherwise required by applicable local, state, or federal law.

C. CONFIDENTIALITY

The results of substance tests performed by SFUC and/or (Responding Party) on Third Party Workers assisting in on (Incident Name) response efforts may be shared with
Contractor/Vessel Owner upon request, unless prohibited by federal, state, or local law. Test results and related information will not otherwise be released to anyone other than SFUC or (Responding Party) management, and the Third Party Worker unless: (1) the Third Party Worker requests, in writing, that SFUC and/or (Responding Party) (or its third party agents) release the information to another party, (2) SFUC and/or (Responding Party) or its third party agents) is ordered by a court of competent jurisdiction to release the information, (3) a state or federal government entity having proper authority requests the information be released, or (4) as otherwise required by law.

D. TESTING

1. SFUC and/or (Responding Party) reserves the right to conduct substance testing in these situations:

a. upon reasonable suspicion that a Third Party Worker is under the influence of or has consumed any substance or item prohibited by this Policy. Reasonable suspicion testing may occur when a supervisor or manager believes, through specific, objective and articulable facts and reasonable inferences, that a Third Party Worker has used drugs or alcohol in violation of this Policy. The Third Party Worker will be temporarily removed from his/her position pending the receipt of test results. Prior to any reasonable suspicion testing by SFUC and/or (Responding Party) the supervisor or manager must document specific observations of behavior and appearance leading to testing, consult with the Logistics Section on site at the relevant ICP and the site’s ICP Safety Officer/Occupational Health Unit when testing may be needed, and determine and implement desired course of action.

b. SFUC and/or (Responding Party) can require a post accident/incident test for all Third Party Workers involved in an accident/incident whose order, action or failure to act is determined to have, or cannot be ruled out as having, caused or contributed to a Non-Minor Work Related Accident (NMWRA). NMWRA testing can be requested by SFUC and/or (Responding Party) through the site’s ICP Safety Officer/Occupational Health Unit. If warranted, the Safety Officer/Occupational Health Unit will contact the Contractor or Vessel Owner/Captain and request testing be conducted. Where possible, the following testing will occur:

- Breathe alcohol test within 2 hours, but not more than 8 hours.
- Quick screen test (drug) within 8 hours, preferably not more than 32 hours.

NMWRA is defined in this Policy as:

- Actual or constructive total loss of any facility.
- Injury resulting in a Day Away From Work (DAFW).
- Loss of life.
- Property damage in excess of $100,000.
- Discharge of oil of 10,000 gallons or more into the navigable waters in the United States.
- Discharge of a reportable quantity of a hazardous substance into the navigable waters in the US.
- Release of a reportable quantity of a hazardous substance into the environment in the U.S.

c. **random drug testing** may be conducted by SFUC and/or (Responding Party) with sign-off from the Logistics Section on site at the ICP. When a Third Party Worker is selected for testing that individual is to report immediately to the site testing facility. All random testing requested by SFUC and/or (Responding Party) will be conducted by DOT or IDD protocols as applicable.

An unexplained missed random or otherwise required alcohol and/or drug test will be deemed by SFUC and/or (Responding Party) to be a positive test result.

2. The refusal of a Third Party Worker to sign a consent form or submit to any testing required by SFUC and/or (Responding Party) will result in revocation of the person's access privileges. A refusal to test shall include a failure to cooperate with any part of the testing process, including: (1) failing to remain until the process is completed; (2) failing to provide a sufficient or adequate specimen (without medical explanation); (3) failing to appear for testing (including failing to appear within a reasonable time after being notified of testing); (4) failing to submit to a re-collection or retesting when required; or (5) submitting a specimen that the MRO verifies as adulterated or substituted.

**SECTION V - SEARCHES AND INSPECTIONS**

SFUC and/or (Responding Party) reserves the right at all times on response related premises to conduct unannounced substance screens, searches, and inspections of Third Party Workers and other persons, including their effects, lockers, baggage, desks, tool boxes, clothing, and vehicles located on ICP property or worksites, as a means of enforcing this Policy. Any searches or inspections by SFUC and/or (Responding Party), including canine searches, must be approved by SFUC and/or (Responding Party) Security Group.

Any controlled substances or items prohibited by this Policy, or any materials that are illegal to possess, will be retained by SFUC and/or (Responding Party) and may be destroyed or turned over to the appropriate law enforcement agency.
The refusal of any person to submit to a search or inspection will result in the exclusion of the person from all *(Incident Name)* response effort activities.
APPENDIX 2

LOGISTICS

______________ have been contracted as an administrator of the VoO program for (Responding Party). ______________ role is to help manage the database (log of vessels, those working each day and available – the back office) as well as to receive and administer payments to the vessels. The U.S. Coast Guard Fishing Vessel Inspectors will have to be engaged to provide a current list of inspected fishing vessels in their areas to help identify the number of potential VoOs for the Southeast Florida Unified Command.

ON WATER LOGISTICS:

TASK FORCE PROVISIONS AND REQUIREMENTS: The OSV assigned to each Task Force will provide:

- Fuel re-supply
- Waste management
- Shift change requirements
- Spare/replacement boom, sorbent boom, hoses other consumable recovery related items

BRANCH/DIVISION ON WATER STAFF QUARTERS AND SUPPORT: In order to provide sleeping arrangement in proximity to Branch/Division activities a quarters barge MAY BE provided. This vessel can provide meals and bedding for all VoO pollution responders. The quarter’s barge could also provide:

- Food
- Laundry services
- Group on water stores for consumable safety equipment
- Waste management beyond or in lieu on that provided by the OSVs
- Potable water for VoO vessels

FLOATING ASSETS AND ORGANIZATION:

Branch/Division:

- OSV for command, communication
- Berthing barge: if required for responders on VoO vessels
- Tank barge for recovered oil with tanker man (may need one in each task force)
- Crew boat

Task Force:
- OSV for command, 150 ft or greater clear deck, crewed with cook with communication capability for command platform, logistics and support of VoO vessels
- Vessel 80 ft or greater as supply vessel to shuttle supplies
- Crew boat over 30 ft, shallow draft (*dedicated safety*)
- 15 VoO vessels (*3 strike teams*)
- Oil storage for strike team skimming operations (*dracons, mini-barges or other small barges*)

**Waste Disposal**

- Adhere to federal, state, and municipal regulations when disposing of both oily wastewater and gray water. Wastewater refers to wash water, rinse water, and oil water overflow from DECON. The Responsible Party (*name*) will be responsible for the proper disposal of contaminated wastewater.

- Solid waste must be disposed of in accordance with appropriate federal, state, and/or local hazardous waste, municipal solid waste, and/or biological waste laws and regulations. Solid waste includes soiled Tyvek suits, gloves, towels, sheets, and syringes. The Responsible Party will be responsible for the proper disposal of contaminated solid waste.

**Records**

- All contracts, diagrams and reports shall be maintained and copies should be provided to SFUC and (*Responding Party*) as documentation. When practical all pictures of recovered oil deck set up of response vessels and response operations should be done as documentary evidence. Daily reports shall be given to the Branch Director / Division Supervisor on how much oil was recovered and from what position. The form below should be given to the VoOs to help accomplish this task.
APPENDIX 3

COMMUNICATION PLAN

This communications package will be a communications suite at a forward operating base at a marina or a conference room in the command post with VHF radios and the appropriate equipment to track and communicate with his VoO fleet (Envision a mobile command post at a marina with radios or a room set up like a USCG communications center within the branch. Lessons learned from Deepwater Horizon show that developing a good communications plan, medical plan, and site safety plans are key to effectively managing a VoO Fleet. In addition, the Branch Director/Division Supervisor will want to have GPS tracking on the Task Force Leader vessels to have positive control over the fleet’s movement.

Vessels within each strike team will use a common communications frequency to communicate to the Strike Team Leader. Strike Team Leaders will use a common communications frequency to communicate to the Task Force Leader. Task Force Leader will in turn communicate to On-Water Command.
9334 Protective Booming Plan

Summary

Protection of shorelines and sensitive resources is a priority during the response to an oil spill. Environmentally sensitive areas, in many cases, will require protective booming strategies. In the even there is insufficient oil spill containment boom to simultaneously execute all of the shoreline protection strategies identified for an oil spill, the areas at highest risk from the oil spill must be identified and boom deployment must be prioritized.

Deployed oil containment boom often has a limited period of effectiveness and the boom configuration and integrity is known to degrade over time based on exposure to adverse weather and oceanographic conditions. The booms must be continuously monitored, and in many cases, redeployed, as a result of the action of wind, waves and tidal currents. As such, it is important to deploy appropriate oil spill booming equipment ahead of the projected spill impact, but not so far ahead that it is exposed to degradation or possible failure. To facilitate this approach, the Unified Command must carefully monitor the actual and projected trajectory of the oil spill to be able to efficiently deploy the necessary oil spill containment and deflection boom ahead of any projected oil landfall. In this way, the containment/deflection boom can be effectively deployed when and where needed.

The Unified Command will assemble Rapid Response Team(s) to be deployed, as necessary, throughout the AOR. These teams will conduct vehicle and vessel patrols to monitor potential oil spill landfall areas.

Discussion

Existing Area Contingency Plans Provide Oil Spill Booming Strategies

The SE FL ACP identifies resources at risk and includes many pre-planned locations to deploy oil spill containment and deflection boom. Areas which do not have existing boom deployment plans identified in the ACP will require the Unified Command to develop or further refine boom deployment plans for sensitive areas in advance of the oil spill making landfall.

Oil Spill Tracking and Predictive Modeling

The Unified Command will, most likely, be supported by the National Oceanographic and Atmospheric Administration’s (NOAA’s) Scientific Support Team. NOAA will track the movement of the oil spill by aircraft, satellite, and other resources. In addition to tracking the actual movement of the spill, NOAA will conduct computer modeling to estimate the spill’s future movements based on predicted and observed meteorological and oceanographic conditions. The Unified Command will use these spill trajectory predictions to prioritize shoreline protection and boom deployment strategies. In addition, The Response Group will develop a daily situation status map from aircraft
Side-Looking Airborne Radar (SLAR) and vessel observations which depicts the spill extent and movement.

**Pre-staged Oil Spill Equipment Locations**
The SE FL ACP has identified the quantities of spill containment and deflection boom needed to implement shoreline protection strategies in specific geographic areas. Other spill response resources are also identified in the ACP. Using the ACP, the Unified Command will identify strategic locations where protective boom and oil spill containment/removal equipment can be pre-staged in anticipation of potential shoreline impacts. Should the NOAA spill trajectory models indicate that the oil spill will threaten a specific area of the coast, the spill containment and deflection boom can be efficiently deployed from pre-stage locations to protect the areas at risk. Based on continuous tracking of the spill and the predicted trajectory, it will be possible to determine the speed of advance of the oil spill front.

**Strategic Deployment of Protective Boom**
The Unified Command will use the NOAA predictive models on the spill movement to serve as the trigger to begin field deployment of oil spill containment and deflection boom. Based on the projected speed of advance of the oil spill, it will be possible to develop a deployment strategy that gets the boom in place well ahead of the projected landfall. This strategy will allow the inventory of spill response equipment to be pre-staged where most needed and deployed in advance of the projected oil spill landfall. Based on the time needed to deploy the boom, the Unified Command estimates that boom deployment should commence within 72 to 96 hours prior to estimated landfall of the oil spill depending on the accessibility of the coastline within specific geographic areas.

**Execution Procedure**
Execution of the spill booming strategy will be determined using the NOAA spill Trajectory Forecast. These trajectory forecasts will extend up to 72 hours into the future. The procedures that will be used to execute the shoreline protection strategy are described in the steps below.

1. **Initiate Spill Tracking.** The Unified Command will institute continuous tracking of the oil spill and the Situation Unit Leader will report daily on the oil spill advancement and movement to provide adequate time to stage and deploy the boom. The line marked “Uncertainty” on the NOAA Trajectory Forecast will be used for all measurements related to this booming strategy. Using the “Uncertainty” line, as opposed to the observed spill boundary, represents a conservative approach.

2. **Review Daily NOAA Trajectory Forecasts.** The daily NOAA Trajectory Forecast (24, 48 and 72 hour estimates) will be the primary means of monitoring and tracking the speed and direction of movement of the spill. The Planning Section will use GIS or other means to sequentially review the NOAA Trajectory Forecast maps to calculate a daily “speed of advance” of the leading edge of the oil spill should it advance toward SE FL shorelines. The Planning Section will immediately review all new releases of the NOAA 24, 48, and 72 hour Trajectory
Forecasts and report significant changes to the forecast trajectories to the Unified Command. The estimated speed of advance of the leading edge of the oil spill will be included in the daily incident Command Brief and included as a recurring item in the Incident Action Plan and other ICS documents as directed by the Unified Command. Appropriate graphics showing the current NOAA Trajectory Forecast will be posted by the Planning Section and updated daily.

3. **Trigger Point Distance from AOR Boundary: 94 miles.** When the oil spill Line of Uncertainty depicted on the NOAA 72 hour Trajectory Forecast reaches a point within 94 miles of any shoreline location within the SE FL AOR, the Unified Command will review the best available data on the spill trajectory with the scientific resources to determine the most likely area of impact and the appropriate response resources needed to support shoreline assessment, protection, and clean up operations per the ACP. The Unified Command will use this trigger point to consider the need for specific additional personnel and equipment resources to augment the Unified Command.

4. **Validate ACP Booming Strategies.** The ACP will be used to identify the priority booming sites, the specifics of length and type of boom required, anchoring system, deployment equipment, staffing and staging points. This planning effort has been initiated and will be continuously refined by the Planning Section per the ACP and approved by the Unified Command. The Planning Section will compile a list of equipment (vessels, boom, etc.) and personnel resources required to execute the protective booming strategy for each of the separate ACP geographic planning areas. This resource requirements list will be continuously updated and refined by the Planning Section as the spill trajectory changes and potential landfall locations are identified.

5. **Validate Equipment and Personnel Requirements.** Planning Section efforts will be increasingly focused on areas of potential landfall as indicated by the NOAA Trajectory Forecast maps. The Planning Section will coordinate with primary and secondary Oil Spill Response Organizations (OSROs) to validate staging areas and the boom quantities and types described in the ACP (including any amendments subsequently approved by the Unified Command) for the geographic area(s) at risk. Identification and sourcing of the boom, deployment equipment (e.g. vessels) and personnel necessary to execute the ACP boom protection strategy for a geographic area at risk will be conducted by the Unified Command Planning and Resource Sections. The Operations Section will participate in this planning process prior to commencement of active equipment staging and boom deployment operations.

6. **Determine the Likely Characteristics of the Oil.** The scientific support staff in the Planning Section at Sector Key West will immediately engage with the NOAA Scientific Support Coordinator and other appropriate scientific support to predict the probable physical characteristics of the oil from the spill after it has been weathered and transported over days or weeks to the SE FL AOR. Planning
for appropriate pollution response strategies will account for the expected weathering of the oil including the possibility that much of the oil may have taken the form of tar balls or tar patties.

7. **Action Points for Staging and Deploying Boom.** The need and effectiveness of using oil containment and deflection booming will be evaluated by the NOAA Scientific Support Coordinator and the Unified Command scientific support team before any decision is made with respect to the deployment of booming strategies. Should the Unified Command decide that booming strategies may be effective against the expected oil, boom will be deployed in two stages. The distances described in the tables below will be used as **action points** to commence shoreline boom deployment in two stages. The first stage involves delivering equipment to the pre-identified staging area(s). The second stage includes the deployment of the pre-staged boom as specified in the ACP or subsequently modified by the Unified Command. The distances shown in the tables below have been developed for a range of spill drift speeds and with knowledge gained on the amount of time needed for similar boom deployments along the coasts of Louisiana, Mississippi, Alabama, and Northwest Florida. The action points shown in the tables below vary depending upon the difficulty in staging equipment, launching spill response vessels, and/or accessing remote areas. Areas with difficult or remote access have been assigned an additional 24 hours for equipment staging and deployment. Limited coastal access points (i.e. boat ramps) and shallow water require greater distances and time to be able to deploy the required boom.

8. **Action Points for Staging and Deploying Boom.** The first action point (96 or 120 hours) will begin mobilization of the boom and deployment equipment identified in step 4 above to the selected staging areas, with delivery of 50% or more of the boom allotment on the first day and the remaining boom allotment on the second day. The shorter distance (72 or 96 hours) will be used as the action point to begin tactical deployment of the staged boom as identified in step 4 above in as short a period of time as possible.

<table>
<thead>
<tr>
<th>Speed of Advance of NOAA Forecast Line of Uncertainty (MPH)</th>
<th>96 Hours Staging</th>
<th>72 Hours Deployment</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.1</td>
<td>9.6 miles</td>
<td>7.2 miles</td>
</tr>
<tr>
<td>0.2</td>
<td>19.2 miles</td>
<td>14.4 miles</td>
</tr>
<tr>
<td>0.5</td>
<td>48.0 miles</td>
<td>36.0 miles</td>
</tr>
<tr>
<td>.75</td>
<td>72.0 miles</td>
<td>54.0 miles</td>
</tr>
</tbody>
</table>
### Table 2
**Areas of Challenging Accessibility (Shallow Water)**

<table>
<thead>
<tr>
<th>Speed of Advance of NOAA Forecast Line of Uncertainty (MPH)</th>
<th>96 Hours Staging</th>
<th>72 Hours Deployment</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.1</td>
<td>12.0 miles</td>
<td>9.6 miles</td>
</tr>
<tr>
<td>0.2</td>
<td>24.0 miles</td>
<td>19.2 miles</td>
</tr>
<tr>
<td>0.5</td>
<td>60.0 miles</td>
<td>48.0 miles</td>
</tr>
<tr>
<td>.75</td>
<td>90.0 miles</td>
<td>72.0 miles</td>
</tr>
</tbody>
</table>

### Table 3
**Protective Booming Strategy Summary**

<table>
<thead>
<tr>
<th>Staging areas</th>
<th>Preparation Stage</th>
<th>96 hour forecast shows potential shoreline impact (120 hours for remote sites)</th>
<th>72 hour forecast shows potential shoreline impact (96 hours for remote sites)</th>
<th>72-48hrs from shoreline impact</th>
<th>&lt;48hrs shoreline impact</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Identify staging areas</td>
<td>Activate staging areas; begin delivery of protective boom</td>
<td>Continue delivery of protective boom to staging areas if not complete</td>
<td>Continue operation of staging areas</td>
<td>Monitor and replenish staging areas, as required</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Protective Boom</th>
<th>Review ACPs booming strategies with State and counties. Develop ACP updates per approved process.</th>
<th>Boom arriving at staging areas</th>
<th>Begin deployment of boom (as per ACP)</th>
<th>Complete boom deployment. Maintain and repair “adopt-a-boom”</th>
<th>Boom deployed. Maintain and repair “adopt-a-boom”</th>
</tr>
</thead>
</table>
9335 Beach Driving and Endangered Species Best Management Practices Plan

The SE Florida coast is home to a number threatened and endangered species and/or migratory birds. Operating vehicles, including ATVs, on the beach can destroy wildlife habitat and be harmful or fatal to wildlife. The following guidelines should be followed for natural resource assessment being conducted on the beach related to an oil spill:

• Do not work on the beach after dark.

• Utilize a light weight vehicle such as an ATV or Mule whenever possible.

• Wait until the daily sea turtle nesting surveys have been completed. If you need to be on the beach before 9:00 am contact FWC to coordinate.

• Contact the Operations Section Chief or applicable Division/Group Supervisor to ensure you have approval to drive on the beach and stay informed of any restrictions. SOME BEACHES ARE RESTRICTED for military or other purposes.

• Enter the beach only at designated access points and proceed directly to the hard-packed sand near or below the high tide line. Stay below the tide line when driving.

• Avoid driving on the upper beach whenever possible, and never drive over any dunes or over beach vegetation.

• If you must investigate the dunes – park the ATV as low on the beach as possible; walk the edges looking into the dunes. (NOTE: If your approach causes small shorebirds to become agitated or noisy, you are probably near a nest and should retreat as noted below.)

• Avoid driving over the wrack line or areas of dense seaweed, which may contain sea turtle hatchlings or baby birds.

• Do not enter posted sea turtle or shorebird nest sites and minimize time spent around these sites. Most of these will be marked with posts and signs, but not all. If you note birds in the area that are acting agitated there is a good possibility it is an active nesting area. Retreat the way you approached and leave the area.

• Minimize ruts on the dry sandy beach by lowering tire pressure and using 4WD, particularly in front of sea turtle or bird nests.

• DRIVE SLOWLY. Movement should be slow enough to observe any bird eggs, chicks, or sea turtle hatchlings in the vehicle's line of travel. Be aware that bird chicks often feed along the water's edge. They may freeze in place rather than run away when ATVs or other vehicles approach.

• Obey speed limits while transporting ATVs and other beach use vehicles via roadways.
Some seabirds and shorebirds and their chicks may cross coastal roads. SLOW DOWN.

- Sea turtles, seabirds and shorebirds, and beach mice are protected by law. Report anyone harming or harassing these animals to the FWC: 1-888-404-3922.

**Sea turtle Basics:**
May through October is considered sea turtle nesting season. However, some species of sea turtles have been known to nest as early as February, and hatchlings can emerge from their nests as late as the mid-winter months. Ruts made by vehicles can trap and disorient turtle hatchlings. See attached ESI.

**Shorebird Basics:**
Beach-nesting birds may be active from mid-February through the end of August. The eggs and flightless young of beach-nesting birds can be virtually invisible, especially from a vehicle. Shorebirds and seabirds are particularly vulnerable to disturbance during their nesting season which extends from April through August. To learn more about why disturbance can affect their survival, read the FWC’s “Matter of survival” brochure ([http://myfwc.com/media/1393838/BeachNestingBirdsBrochure.pdf](http://myfwc.com/media/1393838/BeachNestingBirdsBrochure.pdf)).

**Beach Mice Basics:**
Beach mice inhabit coastal dunes in the panhandle Gulf coast of Florida. These nocturnal rodents live their entire lives within the coastal dune ecosystem digging burrows in the sand where they spend the daytime and raise their young. Actions that damage the dune habitat including trampling or driving or vegetation or loosening the sand will destabilize dunes. Walking over or in the dunes can be as destructive as driving. For more information: [http://myfwc.com/conservation/you-conserve/wildlife/beach-mice/](http://myfwc.com/conservation/you-conserve/wildlife/beach-mice/).

For more information about these and other wildlife visit:
- [MyFWC.com](http://myfwc.com)

<table>
<thead>
<tr>
<th>Onshore Operations</th>
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</thead>
<tbody>
<tr>
<td><strong>Branch/Division:</strong></td>
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<tr>
<td>General Location:</td>
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<tr>
<td>□ Mechanical</td>
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<tr>
<td>□ Daytime</td>
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<tr>
<td>SCAT segments (if known):</td>
</tr>
<tr>
<td>BMP 1</td>
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<tr>
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<tr>
<td>BMP 2</td>
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<td>BMP 3</td>
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<td>42</td>
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<td>43</td>
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</tbody>
</table>

Describe reasons for not implementing BMP and any corrective actions that were taken:

All beach cleanup operations should follow the BMPs above.

In Daily 214s and on checklist, NRAs/READs should report:

- notable migratory bird and threatened/endangered species activity in operational areas.
- any logistical issues that interfere with implementation of specific BMPs.
- instances of re-oiling in areas of completed shoreline treatments. Please advise if SCAT is required.

**9336 Onshore Vehicle and Equipment Washing and Decontamination**

**1.0 INTRODUCTION AND PURPOSE**

The purpose of this plan is to provide a decision process for assessing the external condition (visual hydrocarbon present or not present) of vehicles and equipment used in the response to
determine the appropriate washing/decontamination procedure prior to demobilization of vehicles and equipment from response operational locations. In addition to providing a decision-making process for assessing the appropriate washing/decontamination procedure this plan also provides the minimum requirements for conducting vehicle and equipment washing and decontamination.

2.0 DECISION PROCESS FOR ASSESSING THE EXTERNAL CONDITION OF VEHICLES AND EQUIPMENT

Prior to demobilization of a vehicle or piece of equipment from a clean-up operation location decision-making process must be used to evaluate the level of cleaning needed for the vehicle/equipment to protect workers, ensure public safety, maintain regulatory compliance, and to protect the environment. Therefore, each vehicle and piece of equipment must be visually inspected by a member of the environmental team to identify the presence or absence of external hydrocarbon impact. Based on the visual inspection a determination will be made as to the level of cleaning a vehicle or piece of equipment will require. Three levels of cleaning have been established based on results of the visual inspection; these methods are listed below:

- Vehicles/equipment identified as non-hydrocarbon impacted or if proof can be provided that the vehicle/equipment was not operated in a hydrocarbon impacted zone then the vehicle/equipment can be washed either at an incident washing station as described in Section 3.1 (On-site Washing) or an approved commercial car wash facility as defined in Section 3.2 (Off-site Washing);

- Vehicles/equipment identified as minimally impacted by hydrocarbon and the judgment of the member of the environmental team conducting the inspection indicates that dry decontamination (hand wiping) is sufficient to mitigate potential health, safety, or environmental issues, the vehicles/equipment can be dry decontaminated as described in Section 4.0.

- Vehicles/equipment identified as impacted by hydrocarbon and the judgment of the member of the environmental team conducting the inspection indicates that dry decontamination will not be sufficient enough to mitigate potential health, safety, or environmental issues, the vehicles/equipment must be decontaminated using wet decontamination methods as described in Section 4.0.

To document the decision process used by the member of the environmental team conducting the inspection, and for future reference, the Inspection Form included in Appendix A will be completed for each vehicle or piece of equipment inspected. Pre-washing/decontamination visual inspections by a member of the environmental team will be conducted prior to mobilizing the vehicle/equipment from the incident clean-up operations location.

The inspection location associated with each response operation location should be determined in advance to avoid the potential of environmental impact to clean areas. Also, operations must coordinate in advance with a member of the environmental team that will conduct the inspection.

3.0 VEHICLE AND EQUIPMENT WASHING

Once the inspection process is complete and if the appropriate vehicle and equipment cleaning process is identified as washing, the following steps will be conducted to assure the safety of workers and environmental protection:
• Visually inspect the vehicle/equipment again to assure that hydrocarbons are not present. If any hydrocarbons are observed then notify the Decontamination Team that the vehicle/equipment needs to be re-evaluated for the appropriate cleaning process;
• Document any vehicle/equipment fluid leaks during the visual inspection. If any leaks are observed contact maintenance to conduct the appropriate repairs prior to washing the vehicle and equipment;
• Prior to washing the vehicle/equipment make sure that areas of the vehicle/equipment that should not be wet are covered or sealed; and
• If onsite pressure washing and/or hand washing is used as the washing method then the minimum PPE requirements must be met.
• Vehicle/equipment cleaning solutions for use at the response wash stations will be limited to those solutions listed in attached Table 1 and their associated MSDS are found in Appendix B.

The potential scenarios for vehicle/equipment washing operations are presented below.

3.1 On-Site Washing

Non-hydrocarbon impacted vehicles/equipment may be transported to an incident wash station provided there is no potential for material becoming dislodged during transport resulting in an incident. The actual wash procedures can be conducted using medium pressure washers, hand washing or a combination of the two. Inspect tools (plastic and wire brushes, pressure washers) to confirm they are in good condition without signs of damage that could cause personal injury or property damage.

The incident wash station will be designed with an impervious liner where all wash water will be captured and pumped to an on-site storage tank constructed with secondary containment. As the storage tank accumulates wash water a vacuum truck will be scheduled to evacuate the storage tank and transport the water to an approved disposal/recycle facility listed in the Waste Management Plan. Any accumulation of storm water in the secondary containment will also be removed by vacuum truck and handled as described above. A no discharge process is essential in order to circumvent the need for pre-treatment and wastewater permitting processes.

3.2 Off-Site Washing

Non-hydrocarbon impacted vehicles/equipment may be taken to an approved commercial car wash facility for washing provided there is no potential for material becoming dislodged during transport resulting in an incident. All commercial car wash facilities proposed for response washing activities will require pre-approval by a member of the environmental team.

4.0 VEHICLE AND EQUIPMENT DECONTAMINATION

After last use, perform a visual check of equipment to confirm condition. Check to confirm hoses are intact, fuel caps are secured and no hydrocarbon is present on the equipment.

Decontamination will be completed in designated areas that have appropriate secondary containment.
Vehicles and equipment that require decontamination will be visually inspected to determine whether dry decon is appropriate or whether application of a cleaning solution is needed. Approved cleaning solutions are listed in Table 1 and their associated MSDS are found in Appendix B.

Cleaning solutions used onshore must be compatible with the station’s wastewater treatment equipment and process and the approved liquid disposal facilities. These solutions do not require additional approval prior to use. Cleaning solutions and other chemicals should be managed in accordance with manufacturer’s specifications.

Inspect tools (plastic and wire brushes, pressure washers) to confirm they are in good condition without signs of damage that could cause personal injury or property damage.

For dry decon, remove any soil or debris clumps, hydrocarbon or anything else that could come off the equipment during transit resulting in an incident (injury, property damage or spill).

For vehicles requiring wet decon, use a pressure washer until visual contamination has been removed. Liquids surrounding the decontaminated item should be allowed to drain away prior to removing the item from the decontamination pad.

All waste needs to remain properly segregated upon equipment demobilization and site decommissioning.

Equipment egress from operational location must utilize pre-planned routes to avoid any impact to sensitive areas.

Verify equipment loading procedure with contractor to ensure hand signals are agree and non-essential personnel are kept out of the area.

Prior to moving off location to a parking area or onto a transport vehicle, the decontaminated vehicle or equipment will be visually inspected and certified as clean by any member of the environmental team (Inspector, Waste Coordinator, Environmental Coordinator, NRA) or the Decon Station Team. The equipment/vehicle owner or representative will also verify their visual inspection of the equipment prior to taking custody. Certification will be documented using a Resource Decontamination Certificate Form. As equipment is returned to the contractor, ensure all incident demobilization processes are followed.
Table 1
Cleaning Solutions, On-shore Decon

<table>
<thead>
<tr>
<th>Product Name</th>
<th>Approved for Onshore Decontamination (Yes or No)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PES 51</td>
<td></td>
</tr>
<tr>
<td>CytoSol Biosolvent</td>
<td></td>
</tr>
<tr>
<td>ChemStation 7248</td>
<td></td>
</tr>
<tr>
<td>DT-3000</td>
<td></td>
</tr>
<tr>
<td>Royal 51</td>
<td></td>
</tr>
<tr>
<td>Simple Green Scrubbing Pads</td>
<td></td>
</tr>
<tr>
<td>Zepp Big Orange-E</td>
<td></td>
</tr>
<tr>
<td>Accell Clean</td>
<td></td>
</tr>
</tbody>
</table>

Cleaning solutions used onshore must be compatible with the stations wastewater treatment equipment and process (if applicable) and approved liquid waste disposal facilities. These solutions do not require additional approval prior to use.

Based on the product’s physical characteristics (e.g., ignitability), PES 51, ChemStation 7248 and Royal 51 require disposal as characteristic hazardous waste and should not be used for water-less washing activities.
Appendix A
Vehicle/Equipment Inspection Form

Vehicle/Equipment Inspection Form

Date: ____________________  Time: ____________________

Owner/Operator: ________________________________________

Address: ________________________________________________

Phone: ________________________________________________

IAP # / Resource Description: ________________________________

Inspection Record

Location of Inspection: ______________________________________

Date of Inspection: ____________________

Inspection Time: Start Time: __________ End Time: __________

Recommendation:

Wash Only [ ]  Decon [ ]

Verification of Inspection

Owner/Operator Representative:

Print: ____________________  Sign: ____________________

Environmental Representative:

Print: ____________________  Sign: ____________________

The above person/s hereby certify that the resource described herein has been personally inspected and the recommendation is based on condition of the resource at the time of the inspection.
Appendix B
Cleaning Product MSDS
9340 Template Planning Section Support Plans

The following support plans are formatted to be extractable “as-is” and tailored to “at-time” circumstances for immediate use.
**9341 Template Demobilization Plan**

The Demobilization Plan should, at a minimum, contain the following to be effective:

<table>
<thead>
<tr>
<th>COMPONENT</th>
<th>DETAILS / EXAMPLE</th>
</tr>
</thead>
</table>
| Plan Identification | DEMOBILIZATION PLAN  
**DD Month YYYYY  
INCIDENT NAME** |
| General Info Section (should be short but informative) | a. Incident Commander / Unified Command expectations  
b. Safety considerations  
c. Directions to the Section Chiefs  
d. Description of demobilization procedures:  
  i. No person will be released prior to obtaining a minimum of four (4) hours rest, unless specifically approved by the Incident Commander or their designee.  
  ii. While driving back to their home unit, no shift shall exceed twelve (12) hours with no more than eight (8) hours of actual driving. |
### Responsibilities

**Section** (establishes position specific demobilization responsibilities)

<table>
<thead>
<tr>
<th>Role</th>
<th>Responsibilities</th>
</tr>
</thead>
</table>
| Planning Section Chief        | a. Ensures demobilization information is provided to the response organization in sufficient time to conduct an orderly downsizing of incident resources  
                                | b. Submits proposed release of resources to the Incident Commander (IC)/Unified Command (UC) for approval  
                                | c. Ensures released resources follow established demobilization procedures. (comply with Demobilization checkout form ICS 221-CG) |
| Operations Section Chief      | a. Identifies and communicates excess personnel and equipment available for demobilization to the Planning Section Chief  
                                | b. Submits proposed release of resources to the Incident Commander (IC)/Unified Command (UC) for approval  
                                | c. Ensures released resources follow established demobilization procedures. (comply with Demobilization checkout form ICS 221-CG) |
| Logistics Section Chief       | a. Coordinates all personnel and equipment transportation needs to their final destination  
                                | b. Ensures property accountability for all non-consumable items |
| Finance / Administration Section Chief | a. Ensures completion of:  
                                | i. Time records (personnel and equipment)  
                                | ii. Injury Reports  
                                | iii. Claims Reports |
| Safety Officer                | a. Review plans for health and safety issues  
                                | b. Ensure drivers have adequate sleep before driving to their final destination  
                                | c. Verify personnel tracking system is in place and being used to ensure responders have arrived at their destination safely |
| Liaison Officer               | a. Provides demobilization information of their resources to assisting organizations |

### Release Priorities

<table>
<thead>
<tr>
<th>Role</th>
<th>Responsibilities</th>
</tr>
</thead>
</table>
| Incident Commander / Unified Command | a. The Incident Commander / Unified Command will determine the release priorities taking into consideration:  
                                | b. Ongoing incident resource requirements  
                                | c. Personnel welfare (safety and rest)  
                                | d. Needs of the responding agencies  
                                | e. Home unit of the resource (out of area or local)  
                                | f. Resource cost |

<table>
<thead>
<tr>
<th>Role</th>
<th>Responsibilities</th>
</tr>
</thead>
</table>
| Command Staff                 | a. Procedures to be followed for obtaining release  
                                | b. Section Chiefs and Command Staff: |
### Release Procedures

1. Submit lists of surplus resources to the Demobilization Unit Leader a minimum of XXX hours prior to release.

2. Have the authority to approve the tentative release lists for submission to Demobilization Unit

b. The Demobilization Unit Leader (DMOB) will prepare the Release Procedures Demobilization checkout (ICS 221-CG) when the tentative release list is approved by the Unified Command.

c. Surplus personnel will follow the directions outlined on their respective Demobilization Checkout Form and ensure that they receive signoff from all required Units:

   i. Supply Unit
   ii. Communications Unit
   iii. Facilities Unit
   iv. Ground Support Unit
   v. Documentation Unit
   vi. Time Unit
   vii. Other Signatures required by the DMOB

### Approval

<table>
<thead>
<tr>
<th>Prepared by:</th>
<th>Demobilization Unit Leader</th>
<th>Date</th>
</tr>
</thead>
</table>

Concur:  
Planning Section Chief  
Date

Concur:  
Logistics Section Chief  
Date

Approval:  
Unified Command  
Date
9400 Area Planning Documentation

9410 Spill / Release History

Utilizing the spill information available through the Coast Guard's and NOAA’s spill databases, all reported oil spills in South Florida were analyzed to meet the requirements for this section. To remove reports that would tend to skew the analysis and make this database more manageable, all reports meeting the below criteria were deleted from the analysis:

(1) All oil spill of less than 25 gallons. Because of the large number of recreational vessels within SE Florida, a significant percentage of the reported oil spills involved relatively small quantities of oil (<100 GAL). These reports are spread throughout the zone. The quantities involved usually dissipate before any response action can begin.
(2) All MARPOL I reports. Coast Guard aircraft fly extensively over the waters of SE Florida and report all sheen sightings offshore as apparent MARPOL Annex I violations. These discharges usually occur well offshore, with no possibility of effective cleanup.
(3) All reports of floating and beached drums. Floating and beached drums are frequently reported but rarely result in actual pollution and then only in small quantities.

The following is the list of noteworthy oil spill reports from 1978 to present:

<table>
<thead>
<tr>
<th>MSIS/MISLE CASE #</th>
<th>DATE</th>
<th>LOCATION, MATERIAL, AMOUNT</th>
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</thead>
<tbody>
<tr>
<td>05 OCT 78</td>
<td>TAMPA BAY, BUNKER C/LIGHT DIESEL FUEL, 39,994 GAL</td>
<td></td>
</tr>
<tr>
<td>29 MAY 87</td>
<td>JACKSONVILLE, NO. 6 OIL, 8200 GAL</td>
<td></td>
</tr>
<tr>
<td>23 NOV 87</td>
<td>HILLSBORO INLET, DIESEL FUEL, 4500 GAL (APPROX)</td>
<td></td>
</tr>
<tr>
<td>31 MAY 88</td>
<td>PORT CANAVERAL, DIESEL FUEL, 2000 GAL</td>
<td></td>
</tr>
<tr>
<td>MP88008461</td>
<td>19 DEC 88</td>
<td>DRY TORTUGAS, DIESEL, 6000 GAL, POTENTIAL</td>
</tr>
<tr>
<td>MP89000061</td>
<td>29 DEC 88</td>
<td>BOCA CHICA, WASTE OIL, 200 GAL</td>
</tr>
<tr>
<td>MP89008180</td>
<td>24 SEP 89</td>
<td>MARATHON, DIESEL FUEL, 30 GAL</td>
</tr>
<tr>
<td>MP89009532</td>
<td>30 OCT 89</td>
<td>DRY TORTUGAS, NO. 6 OIL/DIESEL, 120,000/23000 GAL, POTENTIAL</td>
</tr>
<tr>
<td>MP90000021</td>
<td>28 DEC 89</td>
<td>KEY WEST, BILGE OIL, 25 GAL</td>
</tr>
<tr>
<td>MP91000130</td>
<td>02 JAN 90</td>
<td>KEY LARGO, DIESEL FUEL, 200 GAL</td>
</tr>
<tr>
<td>MP91006388</td>
<td>19 JUN 91</td>
<td>PORT EVERGLADES, NO. 6 OIL, 600 GAL</td>
</tr>
<tr>
<td>MP91003087</td>
<td>25 JUN 91</td>
<td>OFF MOLASSES REEF, JET FUEL, 1,344,000 GAL, POTENTIAL</td>
</tr>
<tr>
<td>MC92005979</td>
<td>28 MAR 91</td>
<td>OFF KEY LARGO, NO. 6 OIL, 7000 GAL</td>
</tr>
<tr>
<td>MC93004349</td>
<td>13 MAR 91</td>
<td>SE OF KEY WEST, DIESEL FUEL, 3000 GAL, POTENTIAL</td>
</tr>
</tbody>
</table>
9420 Planning Factors and Assumptions

9421 Oil Spill Planning Factors and Assumptions

The following planning factors and assumptions are made concerning the resources needed to respond to a worst case discharge of oil in the Sector Miami AOR.

(1) Equipment: Not enough boom has been identified to adequately protect the entire length of the shorelines within the AOR; 386,000' required, 165,000 readily available. If a large spill would occur the Logistics Section of the Unified Command organization will be directed to begin immediate research into obtaining more from locations in other parts of the U.S. There is a total of 26,000’ of fire boom stored in various locations across the United States. The only fire boom is located in Alaska, Massachusetts, Texas, Louisiana, Washington, Maine, Hawaii or Florida. Until more locations are pre-approved where in situ burning is allowed, contractors will not stockpile it. Obtaining enough boats to deploy and maintain the boom and to provide logistics support will require the contracting of most of the local small passenger and commercial fishing boats located throughout the area. This will also increase the amount of safety training needed to comply with the law.

(2) Personnel: There will not be enough personnel to deploy boom as soon as it arrives. There will also be a shortfall in the number of personnel available to monitor the scattered cleanup sites. The Coast Guard will utilize personnel from outside the State of Florida. It is anticipated that the Responsible Part/Unified Command will have to subcontract many outside labor providers. The spill impact area has adequate food and lodging facilities.

(3) Funds: No funding shortfalls are expected.

(4) Minimum response times:

(a) Land response times will be dependent on availability of large demand equipment as mentioned above. Large and medium response companies are located throughout
SE Florida and should be available to respond when notified. The Florida Highway Patrol and local police departments may be used to convoy equipment deliveries and control civilian access to the Staging Areas. Aircraft will be used to the greatest extent possible.

(b) Locations exist within the port(s) that can be used as U/C posts as well as the various County Emergency Operations Centers. These locations are preferred because access can be controlled to those entities possessing “official” ID cards or other proof of access to the impacted areas.

(c) No significant delays are anticipated for aircraft responses.

(d) Procurement of fire boom will require coordination of a contractor, a Coast Guard C-130 aircraft, and land based trucking companies. Only Oil Spill Response Limited maintains 1500 feet of fire boom, no other local or regional spill contractors have expressed interest in purchasing or maintaining this type of boom until more areas have pre-approval for the use of in-situ burning.

(e) Obtaining the total number of feet of standard boom required will occur over several days. As more companies stockpile boom, this response time should decrease.

(f) There may be significant delays in contracting for vessels required to support the response.

(g) Location and identification of additional resources: The Sector does not have sufficient personnel to assign to the tasks of locating additional equipment during an incident. The National Strike Force Coordination Center (NSFCC) or District Response Advisory Teams (DRAT) would be requested to provide this assistance to FOSCs.

9422 Hazardous Materials Planning Factors and Assumptions

This section outlines the planning factors and assumptions relied upon in developing the Hazardous Materials Annex, Annex 7000 to this plan. There is not a significant quantity of hazardous materials stored within the SE Florida region. It is assumed that response actions to Hazmat incidents within the port(s) and surrounding areas will be responded to by one of the following agencies depending on location of the incident:

- Applicable County and/or City Fire Rescue Department HazMat Unit, or
- FL Department of Environmental Protection

9422.1 Focus of Planning Activities

In scenario based planning, initial development of a response plan is centered upon addressing the progression of response issues and identifying the capabilities and abilities
of government or private sector response entities that can address and remedy those issues.

9422.2 **Geography**

- Sensitive environmental areas
- Land use
- Water supplies
- Public transportation
- Population density
- Particularly sensitive institutions (e.g., schools, hospitals, homes for the aged, etc.)

9422.3 **Sensitive Environmental Areas**

Refer to Volume II of the Area Contingency Plan for the Environmental Sensitivity Index (ESI) maps.

9422.4 **Land Use**

The seaside and waterway shores of SE Florida feature numerous public beaches and state parks, private residences including condominium complexes, numerous hotels, and marinas. Housing consists of single-family and multi-family zoning.

9422.5 **Water Supplies**

Refer to Section 4612.

9422.6 **Public Transportation**

Air, land, and sea-borne transportation is available throughout the COTP Miami area of responsibility (AOR). Miami-Dade, Broward, and Palm Beach counties each feature an international airport, a small seaplane service operates out of PortMiami and several additional small private airports are located throughout the SE Florida region. A USAF Reserve Air Base is located in Homestead.

Two train lines operate in SE FL: CSX and Florida East Coast Railroad transporting containers, phosphate/sand, and passengers from SE FL to destinations throughout the U.S. Bus transportation supporting the cruise industry dominates the sector however Greyhound Transportation provides out-of-area connections north and south to Key West.
9422.7 Population Density (US Census Bureau 2011)

(1) Miami-Dade County has an estimated population of 2,554,766
(2) Broward County has an estimated population of 1,780,172
(3) Palm Beach County has an estimated population of 1,335,187
(4) St Lucie County has an estimated population of 280,379
(5) Martin County has an estimated population of 147,495
(6) Indian River County has an estimated population of 138,894

9422.8 Particularly Sensitive Institutions

See Section 9200.

9422.9 Climate/Weather

COTP Miami’s AOR is subject to severe weather events which could directly or indirectly lead to pollution incidents including storm surge, flooding, hurricanes, lightning and tornadoes.

9430 Area Risk Assessment

9431 Area Oil Pollution Risks

Threats – facilities/installations: most facilities in the Sector Miami AOR are required to have Facility Response Plans (FRP) due to the quantity of oil transferred as cargo or bunkering and/or stored onsite. A copy of the Facility Response Plans for each facility is maintained by Sector Miami. A potential exists for a spill to occur during offloading, storage, and transfer of product at each of these facilities. Potential spills are described in each facility FRP in terms of the average most probable, maximum most probable and worst case discharges. The primary petroleum products being transferred/stored at these facilities include: Aircraft fuels (JP-5, JP-8, Jet A, Avgas), No 2 fuel oil, No. 6 fuel oil, diesel fuel, gasoline, propane, asphalt, crude oil (export) and lube oil.

Threats – road/ship transport: The largest concern from a release occurring on the highway system is from an accident involving a tanker carrying gasoline and/or diesel fuel. Although pipelines deliver fuel from storage tanks in Port Everglades to Miami-Dade, Broward and USAF airports, no pipelines exist to distribute vehicle fuel stocks to distribution centers in South Florida. Over 1000 tankers depart Port Everglades daily to provide this need. An accident on US-1 resulting in an overturned tanker truck near one of the numerous canals and bridges running along the coast could result in a significant discharge of petroleum products into a sensitive marine ecosystem.
Another facility in the PortMiami (Fisher Island) receives via tank ship and distributes No. 6 Oil and diesel fuel to marine customers and ships via bunker barge. Additionally the vessels are boomed-off and are under continuous surveillance during unloading operations. These actions limit the potential risk of an “operational” spill escaping the containment areas.

9431.1 Offshore

Modern technology has significantly improved the capability to explore for oil and gas reserves in deep water throughout the Gulf of Mexico and Caribbean basin. This new type of industry presents numerous threats in the quantity of oil discharged, ability to secure the source at the wellhead and scale of oil recovery response. See also Appendix 9443.3 International Offshore Drilling Incident Worst Case Scenario for further details.

9432 Area Hazardous Materials Risk

Threats - facilities/installations: In this region, there are a few facilities which store hazardous materials. While most are located inland (chlorine liquid/gas for disinfection of water), there is one medium sized propane storage facility in located in Port Everglades. Propane is brought into the port via ocean-going barge.

Threats - road/ship transport: Tank trucks carry and deliver propane to several propane storage facilities located throughout the AOR. Other sources of hazmat are non-bulk, shipped by containers and delivered overland via truck.

9432.1 Offshore

Threats - ship transport: There is very limited knowledge regarding types and quantities of HAZMAT that may be transported in bulk offshore of the SE FL coast. However, it is likely that significant quantities of Hazmat are routinely moved through Sector Miami's AOR while en-route to other ports.

Modern technology has significantly improved the capability to explore for oil and gas reserves in deep water throughout the Gulf of Mexico and Caribbean basin. This new type of industry presents numerous threats in the quantity of oil discharged, ability to secure the source at the wellhead and scale of oil recovery response. See also Appendix 9443.3 International Offshore Drilling Incident Worst Case Scenario for further details.

9432.2 Marine Fire Risks

A risk of a marine fire exists at every marina and fuel storage facility within coastal SE FL. Additionally, large and small vessels docked or transiting offshore and intra-coastal waterway are also at risk of experiencing an onboard fire. To identify the facilities at risk, a list of marinas that provide fueling services is located in Section 9200.
9440 Planning Scenarios

9441 Oil Spill Scenarios

An essential part of contingency planning is anticipating the effects of a spill and preparing in advance the response actions to spills that are likely to occur in the area. These assessments are most accurately achieved by conducting table-top drills and exercises. This section outlines a response to four oil spill scenarios:

- an average most probable discharge (AMPD);
- a maximum most probable discharge (MMPD);
- a worst case discharge (WCD); and
- an international offshore drilling platform worst case discharge (WCD).

The environmental sensitivity of natural resources within the Sector Miami AOR makes rapid and effective spill response essential. In developing the Worst Case Discharge Scenario, it became clear that where it is practical, the Coast Guard response options should include in-situ burning and use of dispersants. In addition, it may be necessary for the FOSC to direct destruction of the vessel and cargo under the Intervention on the High Seas Act, as amended (33 USC 1471-1487).

Each of these three response options may involve RRT Region IV concurrence and in the case of intervention, further review by Commandant. Any delay in approval will adversely impact the response action. To minimize potential delays, the FOSC shall retain the option of ordering the staging of fire boom, dispersants, dispersant application equipment and any other assets deemed necessary while awaiting RRT and Commandant authorization for use.

The discharge scenarios described in this section include the following quantities of oil:

- AVERAGE PROBABLE DISCHARGE: estimated to be 50-250 GAL of diesel
- MAXIMUM MOST PROBABLE DISCHARGE: estimated to be 5,000-10,000 GAL of Diesel fuel or No 6 fuel oil
- WORST CASE DISCHARGE: projected to be 500,000 GAL of No. 6 oil
- INTERNATIONAL OFFSHORE DRILLING INCIDENT WORST CASE DISCHARGE: projected to be an uncontrolled release of 75,000 BBLS per day for 30 Days.

9441.1 AVERAGE MOST PROBABLE DISCHARGE

The average most probable discharge of oil in the Sector Miami AOR is a reported spill or mystery sheen based on their location. They may be fuel directly entering the water or
fuel entering the bilges and then being pumped overboard. By the time these spills are reported, the spill/sheen is generally too thin to be collected or sampled. Clean up of these spills is almost never possible.

The average most probable discharge of oil in the Sector Miami AOR for which a cleanup occurs is a diesel fuel spill of 50-250 gallons at a marina. Due to the immediate availability of some response equipment most of the spill is contained. When this size spill occurs from a commercial or recreational vessel the response often requires the marina operator or Sector to initiate cleanup.

**Average Most Probable Discharge Scenario:** At 0800 a 50 ft yacht overfills it fuel tank discharging diesel fuel into the water into a waterway. At 0830 a report is received of approximately 60 gallons of diesel fuel oil trapped around the yacht and the dock; some of which is contained using marina boom. Upon notification, the Sector Port Team Supervisor sends out the duty pollution investigators. The local DEP representative and FWCC are also notified of the incident. Pollution investigators determine that the responsibility party/marina has hired a response contractor.

The cleanup contractor's crew arrives at 0930 with additional boom and sorbent materials. 50 feet of containment boom is deployed to contain the remaining fuel and sorbent pads are used to absorb the contained fuel. The pads are collected into plastic trash bags and double bagged for disposal when they become oil soaked. By 1400, pollution investigators determine that the area has been sufficiently clean-up and response efforts are terminated.

**9441.2 MAXIMUM MOST PROBABLE DISCHARGE**

**Maximum Most Probable Discharge Scenario:** At 0500 on a Sunday morning the M/V General Carrier, a 700-foot dry cargo vessel carrying 100,000 gallons of fuel runs aground in the anchorage located off Port Everglades. As the vessel grounds, some damage occurs to the coral reef system. Additionally, one of the vessel’s fuel tanks is damaged releasing 10,000 gallons of Bunker C fuel oil. The vessel Master contacts Sector Miami and/or the National Response Center immediately after the grounding.

The Sector Command Center (SCC) Command Duty Officer (CDO) is notified of the event at 0515. The initial information passed by the Master is that the cargo ship has grounded in the Port Everglades anchorage and that oil is in the water. The SCC CDO notifies the Command Cadre, recalls the Incident Management Division and ensures all emergency notifications are made: District 7 Command Center, NOAA, FWCC, FL DEP, and State Warning Point. It will take CG Station Fort Lauderdale minutes to get a small boat on scene to evaluate the situation. The SCC CDO should consider the following initial actions:

1. Request that CG Station Fort Lauderdale dispatch a small boat to provide timely evaluation of the situation;
(2) Inform the District 7 (dr) duty officer and operations center of the casualty. Secure a Federal Project Number from the National Pollution Funds Center (NPFC). Request an over-flight be arranged via the District 7 Command Center.

(3) Determine if the ship Person-in-Charge (PIC) is contracting for response services. If not, then inform the Sector Incident Management Division Supervisor to contact an oil spill response contractor and alert them of the need for response.

(4) Contact ships agent.

The initial report received at 0530 from the CG Station Fort Lauderdale small boat, is that the vessel is hard aground and that a large quantity of oil is in the water and appears to be moving toward shore. Reports to Sector Miami from the vessel master state that a damage survey is being conducted by the crew but is not complete. Two tugs are on the way from Port Everglades to assist the vessel.

The following decisions will have to be made at this time:

(1) Can the leak be stopped by pumping oil from the damaged tank into other onboard tanks?

(2) Notify NOAA Scientific Support Coordinator to request support to the Unified Command. Natural Resource Damage Assessment (NRDA) personnel will be integral partners in the response efforts to assess environmental damages and approve the salvage plan/vessel removal operations to prevent further damage to the reef system and shoreline.

(3) Obtaining an oil spill trajectory from NOAA to determine when and where the spill is expected to hit the shoreline. Determine where to deploy the initial containment booms to reduce the spreading of the oil and protect sensitive shorelines in the path of the oil.

(4) Request NOAA SSC consult with the RRT Region IV to utilize dispersants. NOAA SSC should be prepared to develop a dispersant plan. If approved/accepted, make preparations to deploy dispersants in accordance with dispersant plan as soon as possible.

(5) Where to set up the command post for the response. Ensure State and vessel representative are notified of the location.

(6) How many additional oil spill cleanup contractors will be needed to handle the clean-up? Will additional resources be necessary, Strike Team, cleanup monitors, boat crews, etc.?

An Incident Command Post is established at the Broward County Emergency Operations Center by 0800. The Command Post is fully staffed by 0930. Using a trajectory model,
NOAA estimates that the oil will begin coming onshore around 1200 today in the northern beaches of Broward County/Palm Beach county boundary.

The ship reports that the two assist tugs are available immediately today and their primary OSRO, NRC will be on-scene by 0800. The ship also reports that one fuel tank has been holed and there are no further damages found to the vessel, its cargo or its fuel tanks.

**Response Strategy and Equipment:**

The initial response strategy is:

- Secure the damaged tank from continuing to discharge;
- Boom-off the vessel;
- Conduct over-flights to map the location of the spill;
- Obtain a spill trajectory model to determine when and where the oil will impact shorelines. Move protection/recovery resources into the area as quickly as possible and deploy resources ahead of the spill;
- Request CG Gulf Strike Team support;
- Establish a marine safety zone around the vessel.

Follow-up actions include:

- Determine the sensitivity of the shorelines and develop a protection/recovery strategy using the sensitivity/protection maps in the Area Contingency Plan.
- Conduct a detailed damage assessment of the vessel and determine if additional products may be at risk of being released.
- Work with NOAA to conduct underwater surveys to initially assess damages to the coral reef system and determine best egress route to remove vessel.
- Develop vessel salvage plan working with Salvage Master, CG Salvage Engineering Response Team (SERT) and possibly NAVY SUPLSALV. The salvage plan should include taking appropriated actions to secure/lighter products as necessary to safely remove the vessel to limit further damages to natural resources.

The estimated amount of equipment necessary to contain the spill and to collect the oil is as follows:

1. Containment Boom (18") to deflect oil away from sensitive shorelines and
containment boom to hold oil from escaping the immediate area = 20,000 feet of containment & deflection boom.

(2) Boom (36") to boom off vessel = 4,000 feet;

(3) Near-shore skimmers to collect approximately free floating 8,000-10,000 gallons of oil = 3;

(4) Frac. Tanks to store/transport the recovered product = 3.

(5) Coast Guard small boats to enforce Marine Safety Zone = 2.

(6) (Potential) VOSS/OSRO offshore skimmer to assist collection of offshore oil.

**Personnel:**

Coast Guard Personnel needed to conduct this response over a two week period would include at a minimum:

- 12 = Pollution investigators/cleanup monitors
- 10 = OSC representative qualified personnel
- 2 = Casualty Investigators
- 2 = Coxswains (2-12 hr rotations)
- 2 = Qualified small boat crews (2-12 hr rotations)
- 5 = Personnel to staff Field Command Post (CG Station Fort Lauderdale)
- 12 = Personnel to staff Incident Command Post (Broward EOC)
- 6 = Support Personnel
- 53 = Total personnel needed

**Response:**

Primary response to the event would be by all personnel at Sector Miami and at least two small boats from CG Station Fort Lauderdale. This would be enough personnel to provide one security boat crew, one support boat crew; three land based pollution investigation/monitoring teams, two casualty investigators and personnel to staff the Field and Incident Command Posts. Additional personnel qualified to conduct pollution investigations and monitor cleanup operations would have to be obtained through the Seventh Coast Guard District DRAT.

Over-flight support would be provided by Coast Guard Air Station Miami. Requests should be made through the Seventh Coast Guard District Command Center.

Response time for Sector Miami personnel to be on-scene shore-side may take as long as 2.5 to 3 hours during an early morning event. Support personnel from the Gulf Strike Team historically take 8-12 hours to arrive without equipment once notified (air travel scheduling dependent). Local Reservists would likely be available to respond but
funding to bring them on active duty may not be quickly resolved. TAD personnel from other Seventh Coast Guard District units could be available within 24-48 hours. Contractor furnished equipment located throughout the region could take up to 4 hours to arrive at the designated staging area(s).

**Clean-up:**

The equipment listed is the minimum necessary to conduct an initial cleanup of product working 24 hours a day for 7-12 days. If dispersants are not approved, very little of the product will be lost due to evaporation and some will disperse into the water column which will be unrecoverable. The oil that enters the exposed beaches, marshes and mangroves presents the biggest problem for cleanup. Whether the mangroves or marshes should be entered to conduct cleaning operations or if/when to employ water washing or whether to just boom the area with sorbent boom and let the tidal action wash some of the free floating oil out of the area will be based on recommendations made by the shoreline cleanup and assessment team along with input from DEP and NOAA scientists. This part of the cleanup could take several months to complete. The Unified Command will be guided by the SSC/NRDA staff in making this decision on when final cleanup is considered to have been completed.

**9441.3 WORST CASE DISCHARGE**

**Worst Case Discharge Scenario(s):** At 0600 on a Sunday morning the worst case discharge scenario involves either:

- a fully loaded tank ship anchored off Port Everglades is allided into by a cargo ship also maneuvering to anchor; or

- a fully loaded tank ship moored in Port Miami (Fisher Island) is allided into by an inbound/outbound container ship which loses navigational control.

In either scenario, the damaged tank ship sustains heavy damage along its port or stbd side but it is still seaworthy and under its own power. At least two cargo tanks are ruptured with the adjacent longitudinal and transverse bulkheads fractured. The Master is able to contact Sector Miami and its PIC for further direction. The second vessel may or may not be heavily damaged depending on the angle of impact.

The Sector Command Center (SCC) Command Duty Officer (CDO) is notified at 0615 that a tank ship carrying various fuels has been struck as described above. The tank ship is heavily damaged along a section of the port/stbd side hull but still seaworthy and under power. Initially, two port/stbd wing cargo tanks have been penetrated with the adjacent longitudinal and transverse bulkheads fractured. The oil from the damaged tanks is in the water and spreading rapidly. The tank vessel remains in its location and immediately attempts to transfer cargo to available tanks.
By 0630, SCC CDO notifies the Command Cadre, recalls the Incident Management Division, and ensures all emergency notifications are made: District 7 Command Center, NOAA, FWCC, FL DEP, and State Warning Point. The CDO further instructs the Command Center watch standers to immediately call in all available Sector personnel. The FOSC also requests immediate assistance from the Gulf Strike Team and CG Salvage Engineering Response Team (SERT).

CG Stations Fort Lauderdale and Miami Beach are in close proximity of the incident site, as applicable, thus can be mobilized immediately. It will take the Sector personnel about two hours to arrive to CG Base Miami Beach or Port Everglades Incident Command Post. The SCC CDO should consider the following initial actions.

(1) Immediately dispatch the applicable CG Station small boat to provide timely evaluation of the situation.

PortMiami scenario - Consider evacuating the remaining vessels at CG Sector/Station facilities to prevent loss of operational availability due to free floating oil; attempt to relocate to the nearest CG facility until able to return to home unit.

(2) Inform the District 7 (dr) duty officer and operations center of the casualty. Secure a Federal Project Number from the National Pollution Funds Center (NPFC). Request an over-flight be arranged via the District 7 Command Center.

(3) Determine if the ship Person-in-Charge (PIC) is contracting for response services. If not, then inform the Sector Port Team Supervisor to contact available oil spill response contractors and alert them of the need for response (NRC, MSRC, Resolve Marine, etc.).

(4) Contact ships agent.

Due to heavy free floating oil, the CG small boat may not be able to approach the ship or may stall due to oil drawn into the engine cooling inlets. The initial report received at 0700 from the CG Helo On-scene, is that the port/stbd side of the tank ship above the water line is damaged, intact and appears stable but severe leakage is observed in area of damaged tanks. No injuries have been reported. The allision has resulted in the sudden release of 50,000 gallons of No. 6 oil. Release would be instantaneous, occurring within one hour of the collision. The total potential discharge is 20,000 barrels or 840,000 gallons.

The wind is from the south at approximately 5-10 MPH with unlimited visibility. Seas are 2-4 feet at the anchorage. Air and water temperatures are 75 and 80 degrees F, respectively.

(1) No medium or major spills have occurred in the Sector Miami AOR in recent history mainly due to highly scheduled and controlled ship movements to/from the ports of SE Florida. Transits to tank ship moorings are short and channels are narrow thus all
ship movements are tightly controlled by the port pilots and/or harbor master (PEV). However allisions are likely due to the close proximity of moored vessels to the channel making this scenario a real possibility especially in inclement weather. Tank ships arriving to PortMiami/Port Everglades carry many fuels (JP-5, Diesel, gasoline, etc.) and No.6 oil was selected for its resistance to evaporate or dissipate.

(2) Hazard assessment: MSDS information for No. 6 oil will be used. Although the product is frequently heated to aid in flow rate, another hazard to No. 6 oil is that a chemical may be added to make the product less viscous. It’s important to obtain a copy of the ship’s onboard cargo MSDS to ascertain if a chemical is mixed with the product and its associated hazards. Expect high kill rate to wading birds in the immediate area of the oil until the chemical has evaporated. During the initial days of the incident, if a chemical has been added, it will rapidly evaporate, increasing exposure risk in the immediate area of oil pools and possibility of responder respiratory problems developing. Air monitoring on site and at various locations downwind must be conducted. This information should be used to assist in the development of the site safety plan.

(3) Vulnerability analysis: Intra-coastal waterways, mangroves and Biscayne Bay are the most environmentally sensitive areas of PortMiami scenario. This area hosts numerous important resources such as living coral reefs, mangroves, turtle nesting areas, manatees, shellfish and many bird nesting areas.

The Port Everglades anchorage scenario could impact coastal beaches and nesting areas.

Reference applicable ESI maps for accurate natural resources threatened.

(4) Risk assessment: Oil discharged inside the jetties during the flood cycle, would be further pushed inward rapidly towards the inner harbor north/south with prevailing currents and wind action. Oil impacting the shoreline and sensitive habitat is inevitable.

Oil discharged at the anchorage location would likely be pushed in a north/northwest direction by prevailing currents and winds. Oil impacting the shoreline and sensitive habitat is likely.

(5) Seasonal considerations: This scenario can occur during all times of the year. The most severe weather threat is experienced from June through November, the traditional hurricane season, but on average, the winds and seas are strongest during the late fall and winter months of October through March. Sea turtles nest from March through October with the greatest risk from May through September.
The following decisions will have to be made at this time:

(1) Can the tank ship internally transfer cargo from the damaged tanks to available tanks and voids or be boomed off for immediate lightering?

(2) Notify NOAA Scientific Support Coordinator to request support to the Unified Command. Natural Resource Damage Assessment (NRDA) personnel will be integral partners in the response efforts to assess environmental damages and approve the salvage plan/vessel removal operations to prevent further damage to the reef system and shoreline.

(3) Obtaining an oil spill trajectory from NOAA to determine when and where the spill is expected to hit the shoreline. Determine where to deploy the initial containment booms to reduce the spreading of the oil and protect sensitive shorelines in the path of the oil.

(4) Anchorage scenario - Request NOAA SSC consult with the RRT Region IV to utilize dispersants and/or in-situ burning. (Can fire boom equipment be obtained and deployed?) NOAA SSC should be prepared to develop a dispersant and/or in-situ burning plan(s). If approved/accepted, make preparations to deploy tactics in accordance with the applicable plan as soon as possible.

(5) Notify all Port Administration and port agents of the incident and consider rerouting of inbound shipping.

(6) What additional resources are needed (MSRC, NRC, Gulf Strike Team etc.) and how many additional cleanup monitors, boat crews, etc. will be needed to handle the clean-up?

(7) Where to stage response equipment.

(8) Where to set up the Incident Command Post for the response. Ensure State and vessel representatives are notified of the location.

(9) What sensitive areas are at risk? The greatest risk is the potential for damage to the coral reefs, sea grass ecosystems, mangroves and coastal vegetation found in the area. Of secondary importance is the impact to the port shipping and loss of public use (and subsequent revenue) of the numerous beaches and parks located in the affected geographic region. The sensitive areas are mapped out in detail in the Environmental Sensitivity maps contained in Volume II of the Plan.

The FOSC decides to initially establish the Incident Command Post at Sector Miami due to the need to have communications with Coast Guard cutters and aircraft. However, due to the size of the incident, the FOSC should consider moving the Unified Command Post to the applicable County Emergency Operations Center as the response organization expands to address the size of the incident. The Responsible Party may desire to contract
another location due to cost which should be acceptable as long as the Unified Command organization can be accommodated as well as connectivity, public affairs and security issues can be met.

The Response & Prevention Departments report to the Sector and begin activating contractors, updating all involved agencies, determine surge staffing to the SCC and requesting the NOAA SSC to obtain a trajectory of the spill.

**Initial On-Scene investigation, evaluation and recommendations:**

The Investigation Team would attempt to determine the amount and direction of oil discharged, assess the general condition of the two vessels, and report back to the FOSC. They should make recommendations as to the immediate disposition of the second ship.

**Response Strategy and Equipment:**

The initial response strategy is:

- Secure source of discharge by transferring cargo to other tanks to a level below the damage/fractures as practicable;
- Boom off the vessel;
- Evaluate the stability of both vessels;
- Conduct over-flights to map the location of the spill;
- Obtain a spill trajectory model to determine when and where the oil will impact shorelines. Move protection/recovery resources into the area as quickly as possible and deploy resources ahead of the spill;
- Request CG Gulf Strike Team support;
- Establish a marine safety zone around the vessel.
- Locate staging areas and deploy equipment (in harbor – shallow water boom and skimmers, coastal – ocean boom, fire boom and skimmers, airport – dispersants and associated equipt). NOTE: in-situ burning should be conducted off shore and outside of 6 miles of the coastline unless RRT Region IV allows alternate strategy.

Follow-up actions include:

- Determine the sensitivity of the shorelines and develop a protection/recovery strategy using the sensitivity/protection maps in the Area Contingency Plan.
- Conduct a detailed damage assessment of the vessels and determine if additional products may be at risk of being released.

- Develop vessel salvage plan working with Salvage Master, CG Salvage Engineering Response Team (SERT) and possibly NAVY SUPSALV. The salvage plan should include taking appropriated actions to secure/lighter products as necessary to safely remove the vessel to limit further damages to natural resources.

- The Incident Command Post should be moved to the applicable County Emergency Operations Center as the response escalates in size and scope.

- Procedures for acquiring additional resource assistance: the Logistics Section is tasked with locating and obtaining equipment as the needs are identified. Locating sources include using the corporate knowledge of the CG National Strike Force and the Contractors involved. Additional sources of equipment are identified in Section 9200 of the Plan.

The estimated amount of equipment necessary to contain the spill and to collect the oil is as follows:

1. Boom:
   - Anchorage scenario - approximately 386,000' of boom is required to prevent oil from impacting beaches immediately north of the anchorage.
   - PortMiami scenario - approximately 386,000' of boom is required to prevent oil from marshes, mangroves and water intakes.

2. Skimmers: 46 skimmers are required at a minimum. 75 percent of these must be capable of operating in water depths of less than 6 feet.

3. Oil Spill Removal Vessels (OSRVs): 3 vessels needed at a minimum: MSRC’s FLORIDA RESPONDER (Miami) (if available), NRC’s LIBERTY (Miami), and the Coast Guard’s VOSS System (Miami).

4. Aircraft: minimum of 1 helicopter for dedicated sorties (pollution mapping; FOSC trips, etc.) and periodic use of fixed wing for video mapping and potential dispersant applications. FAA assistance will be required to establish flight restrictions for the airspace surrounding the tank ship.

5. Oil storage vessels/tanks: 18 large tank barges will be required to support the deep water skimming operations and transport the recovered oil/water mixture to shore for disposal. Another 30 small tank barges will be required to support the shallow water skimming operations.

6. Support vessels: 15 appropriate sized vessels/tugs capable of towing the deep water skimming systems and shuttling barges to shore. Another 20 smaller vessels will be needed to support the shallow water skimming operations. Approximately 200 small
utility boats for tending skimmers, tending boom and other logistical support will be needed.

**Personnel:**

Response personnel needed to conduct this response exercise over a 3-6 month period would include at a minimum:

(1) Incident Command Organization: At full development will require about 55 Coast Guard officers and senior enlisted personnel in supervisory positions as well as 14 State agency representatives, 4 NOAA representatives, 2 Fish & Wildlife representatives, 5 local agency representatives and 4 responsible party representatives. An estimated 36 junior Coast Guard personnel would fill miscellaneous command support functions and 4 CG boats and 8 boat crews for continuous operations until “right-sized” for prevailing activities.

(2) Field Operations: Estimate a minimum of 55 Coast Guard enlisted personnel for field teams. The field personnel required from other agencies is estimated to be about 75 total.

(3) Contractor personnel: Difficult to estimate because of the variability of manpower requirements for different response strategies. Including boom deployment and tending, skimmer operations, shoreline cleanup and logistical support, personnel levels expected to reach 1000 within the first week and stabilize at up to about 5000 within 3 weeks depending on the extent of shoreline impacts.

(4) Miscellaneous personnel: Wildlife rescue efforts can be expected to draw over 300 volunteers in 3 or more collection/rehab sites. The additional requirements for salvage operations, investigations, and similar efforts cannot be projected with any accuracy.

**Response:**

A spill of this magnitude located in the environmentally sensitive areas of SE Florida and Biscayne Bay will involve government agencies at all levels and create intense public interest. There will also be a significant local monetary impact due to the impact on shipping schedules and economy connected to the tourism industry (hotels, sport fishing, conventions, etc.).

Initially, the Unified Command will be established as the response progresses. The most critical administrative task is getting the representatives from the many government agencies on line so there is a minimum delay in implementing the initial response strategy. With the large number of involved agencies, each with their own responsibilities, without proper coordination every issue has the potential to become a point of conflict. Outreach to the RDSTF to stand up its Multi-agency Coordination (MAC) Group may be needed to coordinate support to the local and regional government agencies. The most critical operational task is the rapid procurement of adequate boom,
including fire boom, and/or dispersant equipment if in-situ burning or dispersants is to be effectively employed.

The primary response to the event would be the initial use of all Sector Miami personnel. This would include adequate personnel for at least two land based pollution investigation teams, two casualty investigators and surge personnel to staff the SCC and Incident Management Division. Personnel qualified to conduct pollution investigations and monitor cleanup operations could be accessed through Seventh Coast Guard District DRAT. Additional management support would be needed to oversee deployment and support of the displaced cutters and boats/crews. If not assigned an air asset, over-flight support would have to be provided by Seventh Coast Guard District Command Center.

Response time for all resources: The containment boom is scheduled to begin arriving in the area within 1-3 hours, initially from the local Coast Guard, State and contractor stockpiles. The rest of the identified boom and trained personnel and equipment needed to deploy the boom and should arrive over the next 12-24 hours. Fire boom arrival is estimated within 24-48 hours. Small portable skimmers and the large skimmers in MSRC’s and NRC’s Miami inventory should arrive on scene within 4-6 hours. The three OSRV’s could begin arriving within 6-12 hours. The majority of the larger skimmers is located in Jacksonville and could begin arriving in the area in approximately 10-12 hours. National Strike Force and Navy SUPSALV assets will take up to 8-12 hours to reach the area (flight availability dependent). Contractor furnished equipment could take up to two hours to stage at designated staging areas. Additional resources outside the region would take a minimum of eight hours to arrive after they were called. Personnel from other Strike Teams would probably be available within 24-48 hours.

The response time for the Sector to be fully manned and operational at the Incident Command Post could take as long as 2-4 hours. Reservists are locally available but funding to provide them for significant events in the past has not been forthcoming. Anticipate as many as 10 to volunteer their services part time at no cost along with many CG Auxiliarists. TAD personnel from other Seventh Coast Guard District units could be available within 24-48 hours.

The response strategies used will be drawn from the NOAA Scientific Support Coordinator’s (SSC’s) recommendations and shoreline response strategies listed in NOAA’s Shoreline Countermeasures Manual for Tropical Coastal Environments.

Response strategies by location of the spill are described below:

(1) Offshore: Containment offshore will be accomplished using a combination of dispersants and standard open water boom including fire boom if available and a viable tactic. Boom should be deployed around the vessel to contain as much oil as possible. The oil in the standard boom arrangements away from the vessel will be removed using skimming systems. The offshore response strategy is to remove as much oil as possible using dispersants, open water skimming, and in-situ burning if appropriate.
(2) Near shore: Very little near shore boom will be deployed initially. The limited amount of boom available will either be used offshore or for use in the inlet protection strategies. As the response progresses, sensitive shorelines will be protected as resources become available.

(3) Shoreline: The majority of all boom deployed in the anchorage scenario will be in an effort to prevent the oil from reaching beaches and nesting sites. The boom used must be suitable for very shallow water. This operation will be very labor intensive and will require constant monitoring of the placements. Planned boom deployment locations are detailed on charts located in Volume II of the Area Contingency Plan.

(4) Inland: The majority of all boom deployed in the PortMiami scenario will be in an effort to minimize the migration of oil north and south within the shallow waters of the intra-coastal waterway and marshes. The boom used must be suitable for very shallow water. This operation will be very labor intensive and will require constant monitoring of the placements. Planned boom deployment locations are detailed on charts located in Volume II of the Area Contingency Plan.

(5) Sensitive areas: Most of the SE Florida coastline, Biscayne Bay, and many areas within the intra-coastal waterway are considered sensitive areas. Many areas are designated as critical habitat, marine sanctuaries and/or national/state parks. By using the above strategies for the given scenarios, it is hoped that the amount of oil reaching the designated sensitive areas is minimal. With consultation from the NOAA SSC and RRT Region IV it may be necessary to “sacrifice” one area as a natural collection point to save many others.

Cleanup:

The mechanical cleanup stage of the operation will involve offshore skimming operations and cleaning the many miles of docks, sea walls, and beaches that may become impacted. This part of the operation is expected to last 3 to 6 months depending on the extent of shoreline impact.

The dispersant activities and in-situ burning tactics are anticipated for no longer than 3 days. After this time, the oil will have will have emulsified to an extent dispersants/in-situ burning is no longer effective. The larger skimmer systems will be needed for approximately 14 days. After that time, the majority of the oil will be on the shoreline and operations will consist mainly of cleaning of beaches and man-made shore structures (docks, sea walls, etc.) using sorbents, portable skimmers and pressure washers.

Significant impacts will occur to mangrove-lined shorelines if oiled. The Shoreline Cleanup and Assessment Teams (SCAT), the NOAA SSC and the DEP would make recommendations to the FOSC on the best approach to clean/protect these sensitive resources. This part of the cleanup could take many months and will require hundreds of thousands of feet of sorbent boom and materials.
Storage and disposal of oil spill generated wastes will become a significant issue during the incident. Numerous waste storage areas will be established with roll-off boxes and Frac tanks to store solid and liquid product. In addition, barges and OSRV’s will need to be off-loaded to continue response operations. Options include local incineration of solid oily waste at designated staging areas and/or transporting the material over the road to the Waste to Energy Plants in Miami-Dade and Broward counties and/or specific hazmat landfills outside the region. Liquid wastes will also likely need to be transported to recycling facilities in Dade and Broward Counties. Section 9200 of the Plan contains a list of these facilities. The disposal options will be evaluated by the Disposal Group Supervisor of the Planning Section and coordinated with the Florida Department of Environmental Protection representative.

A determination will have to be made as to when the cleanup is considered complete. The FOSC will solicit guidance from the SSC and the SOSC representative before making this decision. The decision will be based on over-flight information, the feasibility of continuing oil removal operations offshore, the daily recovery rate of operating skimmers, and the amount of oil remaining on the impacted shorelines. At some point in the operation, the removal actions will cause more damage to the environment than the oil presents.
INTERNATIONAL OFFSHORE DRILLING INCIDENT WORST CASE DISCHARGE

Background

In response to increasingly disastrous potential of offshore drilling platform oil spills such as the Deepwater Horizon spill, a Worst Case Discharge (WCD) scenario for this potential was created to provide sufficient planning to respond to a dynamic discharge of this scope.

The Deepwater Horizon (DWH) incident in 2010 resulted in a significant number of lessons learned and elevated concerns regarding offshore drilling operations and the United States’ capabilities to respond to and mitigate the potential impacts from a drilling platform Worst Case Discharge (WCD) in the offshore environment. These lessons learned have been thoroughly documented in the Deepwater Horizon Incident Specific Preparedness Review (ISPR) and Deep Water: The Gulf Oil Disaster and the Future of Offshore Drilling: Report to the President (http://www.oilspillcommission.gov). The ISPR specifically recommends a full review and update to all ACP’s to include the following in response to an actual WCD:

- Identification and prioritization of environmentally and economically sensitive areas;
- Near-shore containment strategies;
- Offshore control and removal strategies; and
- Identification of the equipment, trained personnel, and response resources needed to implement the strategies.

Additionally, a number of Caribbean basin nations have shown interest, or have commenced planning to conduct drilling operations. Due to their close proximity to the US coastline, this could also present an environmental threat to the US Exclusive Economic Zone (EEZ), Territorial Seas, Coastal and Inland waterways and shorelines. The impacts from a drilling platform WCD scenario in one of these nations’ territorial seas would likely result in a Spill of National Significance (SONS) and would significantly impact the Sector Miami Captain of the Port Zone (COTP).

Potential threats of an International Oil Drilling Platform Worst Case Discharge (WCD)

The primary threat addressed by this planning scenario is the risk of a significant oil spill resulting from an anticipated increase in the exploration activities for offshore oil and gas resources in the territorial seas of other nations adjacent to the United States. Trajectory modeling has indicated that a spill originating from these sites has the potential to impact US waters and shoreline areas depending on the amount and duration of the spill. If a WCD were released from a number of these sites, the trajectory modeling suggests that the oil could reach US waters within 2-3 days and have potential shoreline impacts within 5-7 days. However, oil characteristics and environmental conditions may significantly impact the trajectory of a spill. Therefore, these timelines are only intended for planning.
purposes. The windows of opportunity to disperse, burn and mechanically recovery the spilled product will depend on the characteristics of the oil spilled and the environmental conditions at the time of the spill.

Immediately following a spill, the windows of opportunity should be determined for the various response techniques, and then used to establish initial response priorities. In addition to the issues associated with oil spill impacts in the marine and coastal environment, a drilling platform WCD magnitude spill could disrupt maritime traffic through the impacted region causing Marine Transportation System (MTS) disruptions for the US and its trading partners.

SE Florida Oil Platform Worst Case Discharge (WCD) Response Planning Estimate

Following study of the Deepwater Horizon incident, a WCD consensus estimate was developed by CG and NOAA planners to address challenges of a large enough spill that would encompass any smaller scenarios to achieve regional preparedness planning of required equipment, personnel, and protective strategies to protect the environmentally and economically sensitive areas of Florida. As a result of this increased threat from international offshore drilling, the WCD scenario for SE Florida is an uncontrolled release of 75,000 barrels (bbls) of oil per day for 30 days.

FIGURE 9441-1: Eastern Gulf of Mexico and Caribbean Oil Drilling Sites
Crisis Communications Planning

The lessons learned from the DEEPWATER HORIZON offshore response and M/V COSCO BUSAN allision oil spill demonstrated that in a response of this magnitude, public interest and scrutiny will be intense, and that timely and accurate information will be critical to maintain public confidence in the command structures to resolve the emergency. Media training is critical to all who will speak to the media on behalf of the Unified Command. Until formal Public Affairs Guidance is promulgated by the Unified Area Command of an incident, the SE Florida Area Committee may rely upon CG District Seven Public Affairs staff or liaison with the SE Regional Domestic Security Task Force – Public Affairs Group to provide support to the Unified Command for the immediate and continuous requests for information from the media and public.

At the outset of the incident, a press release should be drafted and released to address the Search and Rescue actions involved with the incident. As soon as possible, a second press release should be released announcing the establishment of the Unified Command, and should include the initial actions taken to response to the pollution threat posed by this type of Worst Case Discharge.

A Joint Information Center should be established as soon as possible with representatives from each member agency of the Unified Command to coordinate the public affairs activities of all participating agencies. The Coast Guard, in its role as the as the Federal On-Scene Coordinator, should provide the Public Information Officer (PIO) for the response.

Offshore drilling rig incidents present particular challenges in status reporting due to difficulty in obtaining at-time, accurate, and reliable information. Therefore, CG public affairs policy dictates that information provided to the media on flow rate is based only on fact and not conjecture. In the absence of factual information, public affairs policy should ensure that information providers acknowledge the uncertainty and efforts to obtain reliable information.

International Oil Drilling Platform Worst Case Discharge Scenario

At 0400 on a Sunday morning, the Deepdrill Nine, an ultra-deepwater dynamically positioned, semi-submersible offshore oil drilling rig, explodes in the Florida Straits for unknown reasons in adverse weather conditions. The offshore rig is fully engulfed in flames. The fire has spread to an area around the rig on the waters’ surface. The crew is abandoning the rig. The free flowing crude oil is burning at the surface, in 4 to 6 foot seas. The wind is from the south at approx. 25 knots with visibility reduced during squalls to less than ½ mile. Air and water temperature are 75 and 85 degrees F, respectively.

The CG District Seven Command Center is notified of the event at 0415 that an offshore drilling rig suddenly exploded in a position approximately 50 nautical miles south of Key West and positioned in the Florida Gulf Stream Current. The rig is fully engulfed in
flames and has broken free from its well-head, leaving free-flowing crude oil to discharge into the Florida Straits. Several crewmembers are severely injured. A “MAYDAY” was issued prior to the crew abandoning the rig.

Initial Actions: CG Sector Key West received the “MAYDAY” and tasked a USCG Patrol Boat to divert to the last reported position of the rig vessel to investigate.

CG Sector Miami is placed on immediate standby to provide Search and Rescue support as directed. The initial information passed to the patrol boat is that the vessel exploded after an uncontrolled fire ignited and has broken free from the well head with no way of stopping the discharge of oil from the well. When the patrol boat arrived on-scene and located the injured crew in lifeboats, the Master informed the patrol boat commanding officer that the last calculated rate of flow could be up to 75,000 barrels per day. Several of the rig’s crewmembers are critically injured and require immediate treatment for any chance of survival. The patrol boat confirmed the drill rig was the Deepdrill Nine exploratory drilling rig, located in the waters of Cuba’s Exclusive Economic Zone. The patrol boat cannot stabilize the injured rig workers, and has departed the scene with the rig’s crewmembers onboard.

Sector Miami actions should include:

(1) All CG Sector Miami Stations should be placed on B-0 for immediate sentry patrol tasking;

(2) Full incident management team (IMT) staffing should be activated in accordance with the Watch, Quarter, Station Bill (WQSB);
   (NOTE: it will take Sector personnel approximately two hours to arrive to CG Base Miami Beach and set-up an initial incident command post)

(3) The SCC CDO should also conduct the following initial actions:

   (a) Keep the District 7 (dr) duty officer and operations center informed of Sector status and preparatory activities. Once the IMT has set-up the initial incident command post, obtain the contact number(s) for routing incoming calls.

   (b) Secure a Federal Project Number from the National Pollution Funds Center (NPFC).

   (c) Inquire status of any current reconnaissance flights from the District 7 Command Center.

Notifications and Initiation of Response

Upon receiving notification of an incident, the FOSC should follow the initial actions outlined in Section 9100 Emergency Notifications, which consists of checklists to ensure:
(1) Signatory members of the Area Committee are immediately notified of a significant event (Section 1330);
(2) The USCG chain of command is briefed to ensure that necessary response mechanisms are activated (Section 9111);
(3) Notification of all federal, state, local, commercial, and non-government response agencies (Section 9200); and
(4) Activation of appropriate response resources.

Additionally, the following considerations should be made in the event of a suspected or potential offshore drilling platform WCD scenario:

(1) Request assistance from the USCG Gulf Strike Team;
(2) Request assistance from the NOAA Scientific Support Coordinator (SSC) and begin developing initial spill trajectory modeling;
(3) Request Florida Fish and Wildlife Conservation Commission (FWCC) to support affected wildlife surveys, assessments, and response planning (e.g. turtles, manatees, etc.);
(4) Request aerial overflights of the affected area to assess damage, conduct Search and Rescue (SAR), and monitor for oil discharge;
(5) Identify location to set-up the Unified Incident command Post. Ensure other responding agencies and elements are notified of ICP location; and
(6) Identify sensitive areas that are at risk. The greatest risk is the potential for damage to the sea-grass ecosystems, mangroves, and coastal vegetation found in the area. Secondary importance is the loss of public use (and subsequent revenue) of the numerous beaches and parks. The ESAs are mapped out in detail in the Geographic Response Plan (GRP) maps.

Development of Response Strategies

After the existence of an offshore oil drilling platform WCD scenario is confirmed and initial actions are taken, the following should occur as soon as reasonably possible:

(1) **Risk assessment:** SE Florida is comprised of many environmentally and economically sensitive areas that could be negatively affected with long term or even potentially permanent impacts. This area hosts numerous important resources, such as living coral reefs, mangroves, turtle and crocodile nesting areas, many bird nesting areas, high public use beaches/shoreline and extensive residential development. Identify resources at risk, prioritization of sensitive areas, and request necessary resources to conduct an efficient response. Oil discharged south of the Key Biscayne, could be carried north towards Biscayne Bay to Lake Worth Inlet, Palm Beach by the Gulf Stream and pushed westward by wind action. Oil impacting the shoreline is inevitable and incursion into inner waters is highly possible.

(2) **Hazard assessment:** Material Safety Data Sheet Information (MSDS) for “Mayan” crude oil will be used. During the initial days of the incident when the oil is burning, the hazards are greatly increased due to the inherent risks of working around burning...
oil and the possibility of respiratory problems developing. Air monitoring on-site and at various downwind locations may be required thus must be planned for. This information should be used to assist in the development of the site safety plan.

(3) **Seasonal considerations:** This scenario could occur during any time of the year. The most severe weather threat is experienced from June through November, the traditional hurricane season, but on average, the winds and seas are strongest during the late fall and winter months of October through March. Sea turtles nest from March through October, with the greatest risk from May through September.

(4) **Vessel Traffic Considerations:** The Southern Straits of Florida area is a major maritime traffic route, and averages approximately 2,000 to 2,500 commercial vessel transits per month, many transiting to SE Florida ports. In the event of a catastrophic pollution incident, mariners should be notified of the potential threat and traffic routing modifications should be considered to minimize potential hazards and limit the possibility of contaminating additional vessels with pollution. Sector Miami should liaise with port captains, harbor masters, and shipping agents to notify arriving and vessels of the incident and take appropriate evasion courses near the affected area and hull monitoring for potential oiling.

**Critical Decisions**

(1) **Should the International Offshore Drilling Response Plan (IODRP) be activated?**

Immediately initiate discussions with the Seventh Coast Guard District Commander to activate the International Offshore Drilling Response Plan (IODRP), and consult with Regional Response Team 4 (RRT4) to consider the use of dispersants and in-situ burning.

(2) **Can fire boom and/or dispersant equipment be obtained and deployed prior to the oil getting too close to shore?**

There is currently 1500 feet of fire boom pre-staged in the SE Florida. This fire boom along with associated equipment can be ready for deployment within twelve hours of request. In addition there is 16,500 feet of fire boom located in Houston, Texas, 1000 Feet located in Maine, 2,000 feet in Lake Charles, LA, 1500 feet located in Port Fourchon, LA, 1000 feet in New Iberia, LA, 500 feet in Boston, MA, 500 feet in Seattle, WA, 1000 feet in Everett, WA and 500 feet in Honolulu, HI. MSRC has Air America Flight Center out of Daytona Beach, FL under contract to conduct aerial remote sensing and observations for In-situ operations. In addition National Response Corp has a DC-6 and other contracted aerial spotter aircraft resources located in Opa-Locka, FL.

Approximately 9000 gallons of dispersant (COREXIT 9500) are stored in Port Everglades. The National Response Corp. OSRV LIBERTY moored in Miami.
features a vessel deployment applicator. Approximately 2200 gallons (COREXIT 9500) are stored on board a dedicated dispersant aircraft located in Punta Gorda, FL and is capable of being deployed within 2 hours of notification. Additional significant dispersant supplies can be delivered rapidly from various pre-staged US storage locations of the Gulf of Mexico region.

Authorization and determination to use these alternative response technologies are strictly controlled through a consultation process with the National Response Team / Regional Response Team IV. References regarding the consultation process and procedures for use can be found in Section 1600 and:


Decision to deploy these strategies should be made as early as possible in order to mobilize the necessary personnel and equipment prior to any oil entering the 3NM boundary line from the SE Florida shoreline. Pre-spill trajectory modeling based on historical data indicates that oil may reach the near shore zone in 2-3 days, but varying environmental conditions may change these models in an actual event.

(3) Do the on-scene weather conditions permit burning?

In-situ burning generally is most effective in conditions of 20 knots of wind or less and 3-5 feet sea state or less. In order to sustain a burn, the thickness of oil corralled in fire boom should be at least 2-3 mm thick. More severe environmental conditions may not be conducive to burn operations. Additionally, oil from an offshore incident may experience extensive weathering due to the wave action and anticipated travel time from the source to US waters. This weathered oil may prove to be significantly more difficult to ignite and/or sustain burn.

(4) What additional resources are needed (MSRC, NRC, Gulf Strike Team, etc.)?

Organic response resources in the SE Florida are insufficient to staff an effective response organization from an uncontrolled offshore drilling platform spill. The tactics and strategies for containment, protection, and recovery should be identified and the necessary resources requested. Due to the logistics and time involved with moving these resources into the area, the requests should be made as soon as feasible.

(5) Where to stage response equipment?

Staging areas listed in Section 5220.5 should be identified based on operational needs and areas potentially impacted based on the trajectory modeling of the oil. At its peak, over 7000 vessels were involved in the Deepwater Horizon spill, significant support and resupply will be required to maintain a large offshore response and near shore booming. Staging areas will need to be established and readied as soon as possible. Any public use facilities (boat ramps, parks) that will be closed/dedicated for the
response efforts need to be documented for any future monetary claims of loss of public use.

(6) How and when to enact a Crisis Communications Team, and begin preparing a first press release?

One of the most critical elements of a response of this magnitude is that of public and media relations. Due to the environmental sensitivity and economic importance of the marine environment in SE Florida, there is significant public scrutiny planning efforts in response to a WCD emanating from an offshore drilling platform. It can be widely assumed that this scrutiny would be amplified exponentially during an actual incident. Therefore, it is critical to establish a Crisis Communication Team and address SAR and pollution response efforts immediately.

(7) Where to set up the initial Incident Command Post (ICP) for the response?

The ICP may initially be established at Sector Miami due to the need to have communications with Coast Guard cutters and aircraft. However, due to the size of the incident, the Incident Commander may consider moving the ICP to several different locations including County Emergency Operations Centers (EOCs) or surrounding areas as the response organization expands to address the size of the incident. Potential ICPs are identified in Section 5220.1 and below. Considerations for ICP locations need to incorporate adequate berthing, food, and conference facilities with sufficient IT support.

(8) What sensitive areas are at risk?

The greatest risk is the potential for damage to the coral reefs, sea-grass ecosystems, mangroves, and coastal vegetation found in the area. Secondary importance is the loss of public use (and subsequent revenue) of the numerous beaches and parks located in SE Florida. The sensitive areas are mapped out in detail in the Environmental Sensitivity Indices (ESI) and Geographic Response Plans (GRP) (Appendix 9730).

(9) Volunteer Management

Pictures of oiled wildlife from the Deepwater Horizon spill will cause a significant number of concerned citizens to patrol beaches. Immediate efforts to liaise with County Emergency Managers should occur to recommend activation of designated volunteer coordinators. Volunteer Management in SE Florida is discussed in Section 2450.3 Volunteer Management.

Trajectory Modeling of a Worst Case Discharge

Upon activation and establishment of the SE Florida Unified Command, the NOAA oil trajectory models will be the primary means for monitoring and tracking the speed and direction of the movement of the spill.
The Gulf Stream is an intense, warm ocean current in the western North Atlantic Ocean. It moves north along the coast of Florida and then turns eastward off of North Carolina, flowing northeast across the Atlantic.

According to NOAA, the velocity of the current is fastest near the surface, with the maximum speed typically about 5.6 mph (9 km/h). The average speed of the Gulf Stream, however, is 4 mph (6.4 km/h). The current slows to a speed of about 1 mph (1.6 km/h) as it widens to the north. The Gulf Stream transports nearly four billion cubic feet of water per second, an amount greater than that carried by all of the world's rivers combined.

Given the strength of the Gulf Stream Current, a release of crude oil from one of the pre-designated oil exploration sites will immediately be affected by the ocean currents, so the scientific trajectory model will play a critical role in determining the most probable areas of concern.

**Determine the Likely Characteristics of the Oil**

The Responsible Party (RP), NOAA Scientific Support Coordinator (SSC), Environmental Unit personnel or other technical specialists will predict the probable
physical characteristics of the oil from the spill after it has been weathered and transported over days or weeks. Effective pollution response strategies will account for the expected weathering of the oil including the probability that much of the oil will change characteristics over time and may have taken the form of tar balls or tar patties.

When crude oil (or a heavier refined product) floats on the ocean surface, its physical characteristics change. During the first few hours of a spill, the oil spreads into a thin slick. Winds and waves tear the slick into smaller patches that are scattered over a much wider area. Various physical, chemical, and biological processes change the appearance of the oil. These processes are generally called “weathering.” Initially, the lighter components of the oil evaporate much like a small gasoline spill. In the cases of heavier types of oil, such as crude oil or home heating oil, much of the oil remains behind. At the same time, some crude oils mix with water to form an emulsion that often looks like chocolate pudding. This emulsion is much thicker and stickier than the original oil. Winds and waves continue to stretch and tear the oil patches into smaller pieces, or tar balls. While some tar balls may be as large as pancakes, most are coin-sized. Tar balls are very persistent in the marine environment and can travel hundreds of miles.

It is critically important that response operations continue to adjust and adapt plans based on the scientific and incident specific conditions, including on-scene and projected weather conditions. As the characteristics of the oil change, tactical plans and protection strategies must also change.

Spill of National Significance – Layered Response Strategy

A spill of this magnitude located near the environmentally sensitive areas of the SE Florida will involve government agencies at all levels and create intense public interest. There will also be a significant local monetary impact due to the majority of the economy being connected to the tourism industry. This incident meets the criteria of a Spill of National Significance (SONS); the FOSC should request that designation and activation of the SONS organizational structure. However, only the Coast Guard Commandant is empowered to declare a SONS in the coastal zone. Initially, the Incident Command System/Unified Command will be established in accordance with the SE Florida Area Contingency Plan. However, as the response progresses, the SONS organizational structure will likely be implemented. The most critical administrative task is getting the representatives from the many government agencies on line and briefed on the circumstances of this disaster so there is a minimum delay in implementing the initial response strategies.

National Incident Commander (NIC). The NIC will assume the role of the FOSC in communicating with affected parties and the public, and coordinating federal, state, local, and international resources at the national level. This strategic coordination will involve, as appropriate, the National Response Team (NRT), Regional Response Team (RRT), the Governor(s) of affected state(s), and the mayor(s) or other chief executive(s) of local government(s). Other NIC responsibilities will include: lead national level communications and develop strategic objectives; coordinate interagency issues;
coordinate federal, state, local, and international issues; and oversee Unified Area Command activities for effective response.

See also Section 1410.2 National Incident Commander (NIC).

**Florida Peninsula Area Command.** In an offshore drilling platform WCD scenario, the Seventh Coast Guard District Commander will initiate and supervise the establishment of a Florida Peninsula Area Command, to activate the International Offshore Drill Response Plans (IODRP), and also coordinate the plans and flow of personnel and resources to support the affected Coast Guard Sectors.

As depicted in Figure 3, in an offshore drilling platform Worst Case Discharge scenario, multiple levels of plans, preparations and activities will take place concurrently based on pre-established geographic zones.

![Figure 9441-3 Geographic Planning and Response Zones](image)

**Prioritization of Critical Resources.** Critical Resources will be managed across the Florida Peninsula; response and recovery activities will require significant assets not typically on-hand in the SE Florida and other areas along the Florida coastline. The NIC and/or Area Commander will establish a Resources Section within the Area Command...
that will identify, prioritize, coordinate and distribute those critical response resources (boom, skimmers, collection equipment) that are determined to be most critical during the WCD incident, and prioritize the allocation of these resources.

**SE Florida Response Efforts.** The primary initial response activities would involve monitoring activities offshore and responding to reports of stranded tar balls along the shoreline which could involve a majority of Sector Miami personnel, including qualified Coast Guard Auxiliary personnel. For planning purposes, this could require:

- up to three cutters for offshore sentry patrols;
- 2-3 land-based Federal On-Scene Coordinator Representative (FOSCR);
- four 2-person Pollution Responder teams to respond to reports of tar balls;
- 2 extra Sector Miami Command Center watchstanders per watch dedicated for receiving and documenting reports of offshore oil and stranded tar balls ashore;
- Consider set-up/deployment of Coast Guard Vessel of Opportunity Skimming System (VOSS).
- Consider initial outreach to potential Vessel of Opportunity (VOO) list of participants

Additional support activities and personnel include:

- Incident management staffing in accordance with the Watch Quarter Station Bill (WQSB);
- 3-4 logistics support staff for contacting additional resources needed to assist;
- Aerial observation via continuous over-flight support via I-213 requests to Seventh Coast Guard District Command Center or established Unified Area Command (UAC).

The response time for the Sector to be fully manned and operational at the Incident Command Post could take as long as 8 hours. Reservists and Coast Guard Auxiliarists who reside in SE Florida may be available to respond within 12-24 hours. Support personnel from the Gulf Strike Team historically take 12-24 hours to arrive with minimal equipment. Additional personnel from other Seventh Coast Guard District units, as well as Coast Guard Vessel of Opportunity Skimming System (VOSS) and Spilled Oil Recovery System (SORS) units, will be immediately requested and will begin arriving within 24 hours. Additional qualified pollution response personnel and equipment as needed for at-time demands would have to be accessed through Seventh Coast Guard District Disaster Response and Assessment Team (DRAT).

**Prioritization of Environmentally Sensitive Areas.** All near shore and shoreline strategies, plans, and tactics must carefully consider the impact of any protection efforts on the environment. Large areas of SE FL coastline are considered environmentally sensitive areas, including turtle nesting areas, mangroves and Biscayne National Park, and near shore coral beds and/or Essential Fish Habitat (EFH). This is especially important in this WCD scenario, in which there is a prolonged discharge up to and/or exceeding 30 days. As learned during the Deepwater Horizon incident, protection efforts in shallow waters and tidal flats and near strong currents may actually do more harm to...
the environment than the pollution threat. The priority focus in the layered response strategy is to stop the flow of oil at its source, and using the strategy of offshore collection booming and in-situ burning to keep the amount of tar balls reaching the coastline to a minimum. The deployment of the offshore deflection boom, Tidal Inlet Protection Strategy booming and skimmers in the tidal inlets is meant to prevent any tar balls migrating from the Gulf Stream from reaching the more sensitive internal water areas throughout the SE FL region.

**Layered Response Strategy.** As depicted in Figure 3, the layered response strategies employed in this WCD scenario will be drawn from lessons learned from the Deepwater Horizon incident and also the NOAA Scientific Support Coordinator’s (SSC) recommendations and shoreline response strategies listed in *NOAA’s Shoreline Countermeasures Manual for Tropical Coastal Environments*. Response strategies are already included in the SE FL Area Contingency Plan for the Tidal Inlet Protection Strategies (TIPS) and Geographic Response Plans (GRP), and will be updated by region using the trajectory model and predicted potential impacts. Guidance on how the TIPS and GRP’s would be prioritized during a response is described in Section 3200.

Assuming that the IODRP will be activated and a Unified Area Command (UAC) stood up during a WCD scenario, the following is a description of the operations and responsibilities involved in the Layered Response Strategy as depicted in Figure 3:

(1) **Source and Offshore Operations.** The Florida Peninsula Area Command or National Incident Command (NIC) will be responsible for leading and coordinating the offshore response efforts and source control to a WCD.

(a) Subsurface Response-Source Control. All source control efforts and subsurface, underwater and relief well response efforts will be the responsibility of the Responsible Party and/or the National Incident Commander.

(b) Rig Site Response. Coordination of the Rig Site response at the Semi-Submersible Exploratory Drilling Rig will be led by the Responsible Party and/or the National Incident Commander.

(c) Offshore Response. The offshore response strategy is to remove as much oil from the ocean surface as possible using in situ burning, dispersants and open water skimming. Containment, Countermeasures and Cleanup Skimming vessels would be deployed, including: Gulf Strike Team VOSS (Vessel of Opportunity Skimming System) and Open Water Oil Containment and Recovery System (OWO CRS), Clean Gulf Associates twelve OSRVs (Oil Spill Response Vessels) and FRUs (Fast Response Units) and the CGA 200 HOSS (High Volume Open Seas Skimmer) barge. The three OWO CRS from the National Strike Force (NSF) located in Mobile, AL, could also provide support. Tank barges would also be required to pump recovered oil into if offshore recovery were attempted. Storage capacity in tank barges would be necessary for storage, separation and transportation of recovered oil.
The use of Alternative Response Technologies (ART), including dispersants and in-situ burning, may also be authorized for use in compliance with the policies of the Regional and National Response Teams.

(2) Nearshore Operations. The top priority of all nearshore response efforts will be to prevent the oil from passing through tidal inlets into the shallow waters and more sensitive areas. Coordination and prioritization of the nearshore response efforts will follow the Tidal Inlet Protection Strategies (TIPS) and Geographic Response Plan (GRP) sections of the SE FL Area Contingency Plan and will take into account the NOAA Trajectory model for the WCD spill. These initial strategies cover all 15 tidal inlets of the SE Florida region from Biscayne Bay to Sebastian Inlet. The proposed strategies emphasize flood-tidal conditions, and the basic assumption is that the WCD pollution threat (tar balls) will be coming from the open Atlantic Ocean via the Gulf Stream.

(a) In SE Florida, approximately 98,000 feet of boom are regionally available with all sources considered. Many of the Tidal Inlet Protection Strategies (TIPS) will include inlets that will be very difficult to boom due to strong currents, changing tides and large expanse. Additionally, the decision to deploy a TIPS in the same geographic location as a Geographic Response Plan (GRP) is highly likely. In this case and due to the extremely limited response resources available, it is important to employ a prioritization strategy that takes into account operational realities and net environmental benefits. This prioritization strategy is described in Section 3200 Prioritization of the Protection Strategies.

Shoreline protection and response efforts will be coordinated by trajectory analysis. The boom, anchoring system and other response equipment used must be suitable for shallow water and sensitive environment (corals/sea grasses). The shoreline response strategy will be very labor intensive and will require constant monitoring of the placements. Vehicles would also be required. The number and type of vehicles would depend largely on the areas and severity of shoreline impact. 4x4 Trucks would be needed to mobilize the required small boats and personnel transport vehicles such as buses or vans would be necessary to mobilize response and clean up personnel.

(b) Required Resources for Tidal Inlet Protection Strategies. Prioritization of inlet protection efforts will be based on the NOAA trajectory models of the projected movement of the oil. A region-wide response to the offshore drilling platform WCD scenario for the TIPS in the SE Florida could require the following estimated amount of equipment to prevent tar balls from marshes, mangroves and water intakes:

(1) Boom:
   - Northern Division (Palm Beach, Martin, St. Lucie, and Indian River Counties) –
Deflection Boom: approximately 43,116 feet
Protection Boom: approximately 15,669 feet

- Southern Division (Upper Keys, Miami-Dade, and Broward Counties) -
  Deflection Boom: approximately 29,842 feet
  Protection Boom: approximately 9,166 feet

(2) Skimmers: although the assumed threat will be oil coalesced into tar balls by
the time it migrates to the SE Florida region, some offshore skimming
operations are identified as needed at inlet openings or due to limited natural
landside collection locations must be positioned where vacuum trucks would
normally perform the collection.

- Northern Division (Palm Beach, Martin, St. Lucie, and Indian River
  Counties) – approximately 8-16 combination or near shore and off shore
  skimmers

- Southern Division (Upper Keys, Miami-Dade, and Broward Counties) –
  approximately 7-14 combination or near shore and off shore skimmers

(3) Oil Spill Removal Vessels (OSRVs): 1 vessel needed on call for “spot”
reports of large oil mats or for surface application of dispersant.

(4) Aircraft: minimum of 1 fixed wing aircraft for dedicated sorties (pollution
mapping; FOSC trips, etc.) and periodic use of fixed wing for video mapping
and potential dispersant applications. FAA assistance may be required to
establish flight restrictions for the airspace surrounding the trajectory path
(real or forecasted).

(5) Oil storage vessels/tanks: this type of asset will be highly dependent to the
number of skimmers involved. It is estimated that approximately a
combination of 10-30 small tank barges and/or vacuum trucks would be
required to support the deep water skimming operations, shallow water
skimming operations, and transport the recovered oil/water mixture to shore
for disposal.

(6) Support vessels: 2-5 appropriate sized vessels/tugs capable of towing the deep
water skimming systems and shuttling barges to shore. Another 20 smaller
vessels to support the shallow water skimming operations. Approx 200 small
utility boats for tending skimmers, tending boom and other logistical support.

(c) Required Resources for Geographic Response Plans (GRP) Prioritization of
the GRP’s is contingent upon the trajectory of the oil, deployment of the TIPS,
and affected sensitive areas. The 2012 update of the GRP’s calls for
approximately 70 of boom and identifies 196 sensitive areas.
(d) Shoreline Pre-Cleaning. Prior to shoreline impact of free floating tar balls or mats, activation of the Volunteer Coordination Plan will mobilize volunteer teams in order to conduct pre-cleaning of non-oiled debris. Operations will consist of moving any stranded non-oiled debris beyond the high water mark (wrack line), but short of vegetated areas, to reduce the amount of potentially oiled debris and simplify recovery of tar on shorelines.

(e) Shoreline Cleanup. The trajectory model and the scientific recommendations as to what form of oil or tar balls is expected, will both be used to develop response tactics. If the WCD spill trajectory indicates tar balls are predicted for potential impact to any area of the SE Florida region, see Sections 3201.1 thru 3201.4 Shoreline Countermeasures Matrix to determine appropriate response actions.

(f) Geographic Subdivision Monitoring Plan. Using the geographic subdivisions shown in the Geographic Response Plan, properly trained Shoreline Cleanup Assessment Team (SCAT) and shoreline cleanup personnel will be pre-positioned in those identified GRP subdivision areas with the highest probability of pollution impact to ease planning, reporting, and logistical support.

**Prioritization of Critical Resources.** Critical resources will be defined and managed through the Florida Peninsula Area Command. Recovery activities will require significant assets not typically on hand in the SE Florida region and other areas along the Florida coast. The NIC and/or Area Commander will establish a Resources Section within the Area Command that will identify (through communications with local regional Incident/Unified Commands), prioritize, coordinate and distribute those critical response resources (boom, skimmers, collection equipment) that are determined to be most critical during the WCD incident, and prioritize the allocation of these resources within the response organization.

**Cleanup and Disposal.** The cleanup stage of the operation will involve offshore skimming operations and cleaning the many miles of wildlife, marshes, sea walls, beaches, and docks that may become impacted. This part of the operation is expected to last months depending on the extent of shoreline impact. When offshore skimming is complete, shoreline clean ups and operations will consist mainly of cleaning the beaches and man-made shore structures (docks, sea walls, etc.) using sorbents, portable skimmers, and pressure washers. Significant impacts will occur to mangrove-lined shorelines if oiled.

The Shoreline Cleanup and Assessment Teams (SCAT) will provide recommendations to the Incident/Unified Command on the best approach to clean/protect these sensitive resources. This part of the cleanup could take many months and will require hundreds of thousands of feet of sorbent boom and materials. Numerous waste storage areas will be established to store solid and liquid product. In addition, barges and Oil Spill Response Vessels (OSRV) will need to be off-loaded to continue response operations. Options include local incineration of solid oily waste at designated staging areas and/or
transporting the material over the road to a Waste Plant, and/or specific hazmat landfill outside the region.

Synthetic sorbents (i.e., pads, sweeps, 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.

Disposal options will be evaluated by the Disposal Group Supervisor, in compliance with federal, state, local laws, and implemented into a Waste Disposal Plan. A sample Waste Disposal Plan is provided in Section 9322. Cleanup operations will normally be secured after a joint survey has been conducted by the Unified Command, natural resource trustees, and state and local agencies. The decision will be based on overflight information, the feasibility of continuing oil removal operations offshore, the daily recovery rate of operating skimmers and the amount of oil remaining on the impacted shorelines. At some point in the operation, the removal actions will cause more damage to the environment than the oil presents.
9442 HAZMAT RELEASE SCENARIOS

This section details the Hazardous Materials Release Scenarios considered in developing the Hazardous Materials Annex to this plan, Annex 7000. The scenarios do not list facility specific information and do not include Cameo or Marplot dispersion data. This information is protected and maintained in a separate document by Sector Miami.

9442.1 Facility Scenario – Liquefied Petroleum Gas (Propane) Release

**Scenario:** A 30,000 gallon liquid propane tank experiences a corrosion-related failure in the tank approximately 12 inches from the tank bottom. As the propane begins to escape, the hole continues to open to a diameter of 2-inches. The tank is 81% full at the time of the release. The release occurs over a 1 hour period discharging 99,416 pounds of LPG at a rate of 1,900 pounds/minute.

Weather on-scene: winds 15 knots from NW, 78° F, Relative Humidity is 75%

**Hazard Assessment:** Hazardous Products

**Products Involved:** Propane

*LIQUEFIED PETROLEUM GAS, Propane*

CAS number(s): 74-98-6 UNNA number: 1978/1961

**General Description**

A colorless, odorless gas (extremely flammable) or liquid that contains a mixture of butane, isobutene, propylene, butylenes and other hydrocarbons of low molecular weight that is refined from petroleum. Maintained as liquid under pressure. Leaking vessels can release either the liquid, which quickly vaporizes, or the gaseous mixture. The gas is heavier than air. A flame can flash back to the source of the leak very easily. Under prolonged exposure to heat the containers may rupture violently and rocket.

**Physical and Chemical Properties**

Vapor Density= 1.52
Vapor Pressure= 208 PSIA @ 37.8 C (max.)
Water Solubility= Slightly
Molecular Wt.= 44.9 amu
Boiling Point= -43.8° F Freezing Point= -305.9° F

**Flammability and Reactivity Properties**

Auto ignition Temperature= 842° F
Lower Explosive Limit= 2.2%
Upper Explosive limit= 9.5%

**Fire Hazard**

Extremely flammable. Will be easily ignited by heat, sparks or flames. Will form explosive mixtures with air. Vapors from liquefied gas are initially heavier than air and spread along ground. Vapors may travel to source of ignition and flash back. Containers may explode when heated. Ruptured cylinders may rocket.
**Health and Safety**
Contact with liquid propane can cause frostbite and burns; therefore, direct physical contact should be avoided. The systemic toxicity of this substance has not been determined. However, it should be practically non-toxic to internal organs if it gets on the skin. This material can act as a simple asphyxiant by displacement of air. Signs and symptoms of the resultant central nervous system effects may include rapid breathing, incoordination, rapid fatigue, excessive salivation, disorientation, headache, nausea and vomiting. Convulsions, loss of consciousness, coma and/or death may occur if exposure to high concentrations continues.

**Exposure Limits**
**Occupational exposure limits**
Threshold Limit Value (TLV): 1000 ppm
Immediately Dangerous to Life and Health (IDLH): 2000 ppm

**Personal Protection**
EYE PROTECTION: Appropriate eye protection must be worn when working with this material or serious harm can result. Wear chemical goggles and a face shield at all times.
SKIN PROTECTION: Do not get on skin or on clothing. Wear protective clothing including gloves when handling.
RESPIRATORY PROTECTION: No special respiratory protection is normally required.
VENTILATION: Use adequate ventilation to keep the airborne concentrations of this material below the recommended exposure standard. Emergency or planned entry into unknown concentrations or IDLH conditions: Any self-contained breathing apparatus that has a full facepiece and is operated in a pressure-demand or other positive-pressure mode. Any supplied-air respirator that has a full facepiece and is operated in a pressure-demand or other positive-pressure mode in combination with an auxiliary self-contained positive-pressure breathing apparatus.

**Risk assessment**
Extremely flammable product. Therefore, the primary concern is fire and explosion hazards associated with leak of propane from its storage container. Vapors may spread along the ground to ignition source and flash back to storage container. Prolonged exposure to heat may cause the container to explode.

**9443 Marine Firefighting Scenarios**
Refer to Section 8000 of this plan.

**9444 Salvage Scenarios**
Refer to Section 4770 of this plan.

**9445 Weapons of Mass Destruction Scenarios**
Refer to Section 9800 of this plan.

9450 Port of Safe Refuge Planning

In November 2003, the IMO Assembly adopted two resolutions addressing the issue of places of refuge for ships in distress - an important step in assisting those involved in incidents that may lead to the need for a place of refuge to make the right decisions at the right time.

Resolution A.949(23) Guidelines on places of refuge for ships in need of assistance are intended for use when a ship is in need of assistance but the safety of life is not involved. Where the safety of life is involved, the provisions of the SAR Convention should continue to be followed. The guidelines recognize that, when a ship has suffered an incident, the best way of preventing damage or pollution from its progressive deterioration is to transfer its cargo and bunkers, and to repair the casualty. Such an operation is best carried out in a place of refuge. However, to bring such a ship into a place of refuge near a coast may endanger the coastal State, both economically and from the environmental point of view, and local authorities and populations may strongly object to the operation.

Therefore, granting access to a place of refuge could involve a political decision which can only be taken on a case-by-case basis. In so doing, consideration would need to be given to balancing the interests of the affected ship with those of the environment. A second resolution, A.950(23) Maritime Assistance Services (MAS), recommends that all coastal States should establish a maritime assistance service (MAS). The principal purposes would be to receive the various reports, consultations and notifications required in a number of IMO instruments; monitoring a ship's situation if such a report indicates that an incident may give rise to a situation whereby the ship may be in need of assistance; serving as the point of contact if the ship's situation is not a distress situation but nevertheless requires exchanges of information between the ship and the coastal State, and for serving as the point of contact between those involved in a marine salvage operation undertaken by private facilities if the coastal State considers that it should monitor all phases of the operation.

See Section 5250 for pre-determined port locations of safe refuge.
9500 Memorandums of Agreement (MOA) / Understanding (MOU)

9510 Federal MOAs / MOUs

9510.1 MOA between Dept of Labor (OSHA) and The United States Coast Guard Signed 14 February 1980

This MOU between the U.S. Coast Guard and the OSHA sets forth basic guidelines for cooperation between the two agencies in establishing health standards to protect worker health while eliminating possible inter-agency conflicts and duplication of effort.

9510.2 MOU between Environmental Protection Agency and The United States Coast Guard Signed 4 January 1982

This MOU between the U.S. Coast Guard and the Environmental Protection Agency is a Letter of Agreement to provide pre-consultation and concurrence for the authorization of limited use of dispersants and other chemicals on oil spills by pre-designation USCG On-Scene Coordinators.

9510.3 MOU between Environmental Protection Agency and The United States Coast Guard Signed 6 September 1979

This MOU between the U.S. Coast Guard and the Environmental Protection Agency states the agreement between the two services that the responsibility for the mitigation of damage to the public health and welfare caused by the discharge of hazardous substances shall be shared.

9510.4 MOU between Environmental Protection Agency, United States Coast Guard, and National Institute for Occupational Safety And Health Administration Signed 18 December 1980

This MOU between the U.S. Coast Guard, the Environmental Protection Agency and the National Institute for Occupational Safety and Health Administration provides guidance for the protection of workers who investigate and clean up hazardous waste sites and respond to hazardous substance emergencies.

9510.5 MOU between Department of the Interior and Department of Transportation Signed 16 August 1971

This MOU provides for the efficient use of resources under the National Oil and Hazardous Substances Pollution Contingency Plan, the Secretaries of the Department of the Interior and Transportation agree to share responsibilities in reference to Hazardous
Substance Release Response.

**9510.6 MOU between Environmental Protection Agency and United States Coast Guard Signed 01 January 82**

The U.S. Coast Guard and the Environmental Protection Agency agree that a mechanism is required to fund USCG costs incurred during emergency response to releases, or the threats of releases of hazardous substances or pollutants or contaminants. This Memorandum of Understanding establishes the accounting, contracting, and fund management control policies and procedures for USCG response actions.

**9510.7 MOA between U.S. Fish and Wildlife Service and United States Coast Guard Signed 24 July 1979**

The purpose of this agreement is to specify the conditions and procedures under which the U.S. Fish and Wildlife Service will provide the U.S. Coast Guard Federal On-Scene Coordinators with appropriate technical expertise as well as services in support of the Federal Government's efforts to control and clean up oil and hazardous chemical discharges.

**9510.8 MOU for United States Coast Guard Auxiliary in support of the Marine Environmental Protection Program Signed 23 May 1995**

Through mutual involvement and commitment, a Coast Guard objective has been set to mobilize the Coast Guard Auxiliary in a dynamic "Team Coast Guard" approach, which actively engages Auxiliarists as "Full Partners" in aggressively promoting marine environmental protection and effectively reducing pollution in our nation's waterway.

**9510.9 MOU between Director of Military Support (DOMS) and United States Coast Guard Signed 12 Aug 1996**

This MOU specifies the procedures by which the U.S. Coast Guard can request the U.S. Air Force Reserve to provide aircraft, equipment and personnel for the application of oil dispersants during oil spill cleanup and removal operations and establish interagency cost reimbursement.

**9510.10 MOU Between United States Coast Guard and Environmental Protection Agency Signed 09 October 1981**

The MOU states the agreed upon functions for responses to releases from vessels and facilities. Functions related to immediate removal action concerning releases or threats of releases at facilities other than active or inactive "hazardous waste management facilities".
9510.11 MOU Between United States Geological Survey (DOI), Department of Transportation and the US Coast Guard Signed 18 December 1980

The MOU is to promote the safety of activities and facilities associated with the exploration, development, and production of mineral resources to avoid duplication of effort.

9510.12 MOA Between United States Navy and the US Coast Guard Signed 15 September 1980

The MOA specifies the conditions and procedures under which the USCG and USN can request other agency equipment and resources and how each agency will provide requested support.

9510.13 Inter-Agency MOA Regarding Oil Spill Planning and Response Activities Under the Federal Water Pollution Control Act’s National Oil and Hazardous Substances Pollution Contingency Plan and the Endangered Species Act Signed July 2001

This MOA provides a general framework for cooperation and participation among the Parties in the exercise of the oil spill planning and response responsibilities.

9510.14 MOU Between Department of Health and Human Services and Department of Homeland Security Signed 05 October 2005

This MOU establishes specific cooperation framework to enhance preparedness the introduction, transmission, and spread of serious communicable diseases.

9510.15 MOU Between United States Coast Guard and Environmental Protection Agency and the Corporation for National and Community Service (CNCS) Signed 03 March 2011

This MOU describes CNCS as a wholly-owned US government corporation and executive federal agency of the US. CNCS provides support to national, state and local voluntary organizations and public agencies that lead response, relief, and recovery efforts when an incident occurs.

9510.16 MOU Between US Fish and Wildlife Service and USCG Atlantic Area Signed 24 July 2012

This MOU describes cooperative efforts to safeguard the Florida Manatee under the Endangered Species Act (ESA) and Marine Mammal Protection Act (MMPA).

9510.17 DECISION DOCUMENT - US Army Corps of Engineers Nationwide Permit Signed 13 February 2012
The Nationwide Permit pre-authorizes activities conducted in spill responses and spill response training exercises subject to 40 CFR part 300.

9520 State MOAs / MOUs/

9520.1 MOA Between United States Coast Guard and State of Florida Signed 27 July 1995

This MOA establishes a framework to cooperate and coordinate efforts related to oil spill prevention and response.

9520.2 MOU Between United States Coast Guard and Florida Institute of Oceanography (FIO) Signed 29 June 2012

This MOU sets forth the terms by which the marine research community in the Gulf of Mexico and SE Atlantic, through FIO, can assist the USCG in their response to a natural or anthropogenic emergency.

9530 Local MOUs

9530.1 MOU Between USCG Sector Miami and Miami-Dade Emergency Operations Center Signed 15 December 2004

This MOU sets forth Sector Miami response actions to an alert declared at Turkey Point Nuclear Power Plant.
9600 Conversions

9610 Sheens

Example: a boomed off diesel spill measures approximately 300 yards by 200 yards. The spill is bright rainbow sheen. Use the following calculation to estimate the amount spilled.

FIGURE 9610-1: Estimating Oil Spill Amount

Spill Thickness Conversions:
Silvery Sheen .0000315 Gals/ Sq Yard
First Colors .0000630 Gals/ Sq Yard
Bright Rainbow .000126 Gals/ Sq Yard
Dull Colors .000378 Gals/ Sq Yard
Dark Colors .001134 Gals/ Sq Yard

Multiply (spill thickness) x (length in yards) x (width in yards)
.000126 Gals/ Sq Yards x 300 yards x 200 yards = 7.56 gallons spilled
**9620 Film and Emulsions Conversions**

Example: a boomed off spill measures 20 yards wide by 50 yards long. The spill has a 1/4” amber colored diesel film. This conversion assumes even coating of the spill across the surface of the water and should only be used as estimation.

**FIGURE 9620-1: Estimating Oil Spill Amount**

Cubic Inches to Gallons .004329
Yard to inches 36
Multiply (spill thickness) x (length in inches) x (width in inches)
.25” x 50 yards x 20 yards .25" x 1800 cu" x 720 cu" = 324,000 cu” 324,000 cu" x .004329 = **1,402 gallons spilled**
9630 Temperature Conversion

![Temperature Conversion Table]

FIGURE 9630-1: Estimating Oil Spill Amount

9640 Chemistry Conversion

9640.1 DOT Hazard Class

http://hazmat.dot.gov/guidebook.htm
9640.2 **Specific Gravity**

*Water = 1*
Specific Gravity >1 = Sink
Specific Gravity <1 = Float

9640.3 **Vapor Density**

*Air = 1*
Vapor Density >1 = Sink
Vapor Density <1 = Rise

9640.4 **pH**

pH >7 = Base (Alkalin)
pH <7 = Acid

9640.5 **Oil and Gas Conversion Calculator**


Convert hundreds of different oilfield units of measurement.
9700 List of Response References

9710 Strategies and Sensitive Areas

Environmental Sensitivity Index (ESI) maps have been developed for the shoreline and coastal areas of SE Florida. The ESI maps include information for three main components: shoreline habitats; sensitive biological resources; and human-use resources. Background information, as well as the methods of data collection and presentation are summarized within the map narratives.

Shoreline Habitat Mapping

The intertidal habitats of SE Florida were mapped during overflights conducted in May, 1993. The aerial surveys were conducted using fixed-wing aircraft, flying at elevations of 300-500 feet and slow air speed. An experienced coastal geologist updated the intertidal habitats directly onto the same 1:24,000 scale U.S. Geological Survey topographic maps that were used during the original shoreline mapping project in July 1981. Where appropriate, multiple habitats were delineated for each shoreline segment. Relatively simple changes to the shoreline position and shape were made during the overflights. Where there were complex changes in the shoreline, the most current aerial photographs were used to update the shoreline and habitats on the topographic maps, particularly where new canals and marinas were built. Prediction of the behavior and persistence of oil on intertidal habitats is based on an understanding of the dynamics of the coastal environments, not just the substrate type and grain size. The sensitivity of a particular intertidal habitat is an integration of the following factors:

- Shoreline type (substrate, grain size, tidal elevation, origin)
- Exposure to wave and tidal energy
- Biological productivity and sensitivity
- Ease of cleanup

All of these factors are used to determine the relative sensitivity of intertidal habitats. Key to the sensitivity ranking is an understanding of the relationships between: physical processes, substrate, shoreline type, product type, fate and effect, and sediment transport patterns. The intensity of energy expended upon a shoreline by wave action, tidal currents, and river currents directly affects the persistence of stranded oil. The need for shoreline cleanup activities is determined, in part, by the slowness of natural processes in removal of oil stranded on the shoreline. These concepts have been used in the development of the ESI, which ranks shoreline environments as to their relative sensitivity to oil spills, potential biological injury, and ease of cleanup. Generally speaking, areas exposed to high levels of physical energy, such as wave action and tidal currents, and low biological activity rank low on the scale, whereas sheltered areas with associated high biological activity have the highest ranking. The list below includes the shoreline habitats delineated for the entire coastline of Florida, presented in order of increasing sensitivity to spilled oil:
1) Exposed Vertical Rocky Shores/Seawalls  
2) Exposed Rocky Platforms  
3) Fine-grained Sand Beaches  
4) Coarse-grained Sand Beaches  
5) Mixed Sand and Gravel Beaches/Fill  
6) Gravel Beaches/Riprap  
7) Exposed Tidal Flats  
8) Sheltered Rocky Shores/Seawalls/Vegetated Banks  
9) Sheltered Tidal Flats  
10A) Exposed Marshes and/or Mangroves  
10E) Sheltered Marshes and/or Mangroves

In 2011, county-specific focused workshops were convened with federal, state and municipal agencies, county emergency and environmental managers, and Oil Spill Response Organizations (OSROs) to review, edit and update the ESIs for currency.

The Environmental Unit will reference the developed ESI maps (East Florida Atlas and South Florida Atlas) and when developing at-time applicable protective strategies:

http://ocean.floridamarine.org/acp/miaacp/Maps.html

9711 Fast Water Containment

In the U.S, seventy percent of oil cargo is transported through waters were the current exceeds one knot under these conditions it is essential to improve the ability and efficiency of spill recovery operations.

Over the past few years the U.S. Coast Guard Research and development Center has conducted a great deal of work to improve fast water containment and recovery capabilities in all USCG area of operations.

The *Oil Spill Response in Fast Current—Field Guide and Decision Tool*, provides information to field oil spill response units on deployment strategies and techniques that will maximize the effective ness of conventional oil spill recovery systems. Identifies new-generation booms and skimmers with higher efficiencies in fast currents to increase recovery capability in areas where conventional systems do not work well. Details are given for the decisions that need to be made and the types of equipment needed to safely deploy these systems. See the link or touch the titles below:

http://www.rdc.uscg.gov/

EVALUATION OF NEW APPROACHES TO THE CONTAINMENT AND RECOVERY OF OIL IN FAST WATER OIL RESPONSE IN FAST WATER CURRENTS - A DECISION TOOL
9720 Technical References

9720.1 Incident Management Handbook (IMH). The most recent copy can be found in the “Library” Section on http://homeport.uscg.mil/ics.

Go to “Incident Command System” sub-section then look under “Job Aides”.

9720.2 ICS Forms and Job Aids


Go to “Incident Command System” sub-section then look under “Job Aides” and “Forms”.

9720.3 CHRIS Manual

Chemical Hazards Response Information System

(CHRIS) is designed to provide information needed for decision-making by responsible Coast Guard personnel during emergencies that occur during the water transport of hazardous chemicals. CHRIS also provides much information that can be used by the Coast Guard in its efforts to achieve better safety procedures and so prevent accidents.

9720.4 National Contingency Plan (NCP) Product Schedule

http://www.epa.gov/emergencies/content/ncp/

9720.5 Oil Spill Prevention, Planning and Response Measures

9720.6 Mechanical Containment and Recovery of Spilled Oil

9720.7 Dispersants in Oil Spill Response


9720.8 Bio-remediation in Oil Spill Response


9720.9 In-Situ Burning In Oil Spill Response

9720.10 Oil Spill Shoreline Assessment and Shoreline Cleanup

9720.11 Oil Spill Response Planning and Spill Response Roles

9720.12 DOT Emergency Response Guidebook
### Obtaining Chemical Information

#### Telephone Information and Technical Support References

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<tr>
<th>Resource</th>
<th>Contact</th>
<th>Services Provided</th>
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<tr>
<td>Chemical Transportation Emergency Center (CHEMTREC)</td>
<td>800-4242-9300</td>
<td>24-hour emergency number connecting with manufacturers and/or shippers. Advice provided on handling, rescue gear, decontamination considerations, etc. Also provides access to the Chlorine Emergency Response Plan (CHLOREP).</td>
</tr>
<tr>
<td>CHEM-TEL</td>
<td>800-255-3924</td>
<td>Provides immediate information for personnel on scene of a chemical spill.</td>
</tr>
<tr>
<td>Agency for Toxic Substances and Disease Registry (ATSDR)</td>
<td>404-639-6360</td>
<td>24-hour emergency number for health-related support in hazardous materials emergencies, including onsite assistance.</td>
</tr>
<tr>
<td>Bureau of Explosives</td>
<td>800-424-9346</td>
<td>Available 9am to 6pm (EST). Provides information on SARA Title III, list of extremely hazardous substances, and planning guidelines.</td>
</tr>
<tr>
<td>Environmental Protection Agency (EPA) Regional IV Office</td>
<td>404-562-8700</td>
<td>24-hour emergency number. Environmental Response Teams are available for technical assistance.</td>
</tr>
<tr>
<td>Resource</td>
<td>Contact</td>
<td>Services Provided</td>
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<tr>
<td>National Pesticides Information Retrieval System</td>
<td>765-494-6616</td>
<td>Contact information for help in searching NPIRS database to get fact sheets on pesticides, insecticides, fungicides, and state and federally registered chemicals.</td>
</tr>
<tr>
<td>National Pesticide Telecommunications Network</td>
<td>800-858-7378</td>
<td>Provides information about pesticide-related topics; including pesticide products, recognition and management of pesticide poisoning, toxicology, environmental chemistry, referrals for laboratory analyses, investigation of pesticide incidents, emergency treatment, safety, health and environmental effects, cleanup, and disposal procedures.</td>
</tr>
<tr>
<td>National Response Center</td>
<td>800-424-8802</td>
<td>A federal hotline for reporting oil and hazardous substances spills / releases.</td>
</tr>
<tr>
<td>U.S. Army Soldiers and Biological Chemical Command (SBCCOM)</td>
<td>800-368-6498</td>
<td>24-hour consultation service for threats and releases pertaining to chemical and biological agents.</td>
</tr>
<tr>
<td>State Emergency Response Commission Florida</td>
<td>800-635-7179</td>
<td>Florida Dept. of Health, Emergency Operations</td>
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<tr>
<td>State Health Department Florida</td>
<td>850-245-4040</td>
<td></td>
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<tr>
<td>FEMA Regional Office</td>
<td>877-336-2627</td>
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<tr>
<td>State Agriculture Office</td>
<td>404-331-4524 or 404-909-0537</td>
<td>24 hour</td>
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<tr>
<td>State Lab Office</td>
<td>904-296-3007</td>
<td>Environmental Conservation Lab</td>
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<tr>
<td>State EMS Office</td>
<td>904-633-2211</td>
<td>Local office</td>
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## Computerized Data Sources for Information and Technical Support

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<tr>
<th>Data System</th>
<th>Contact</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHRIS</td>
<td>CIS, Inc. c/o Oxford Molecular Group  11350 McCormick Road  Executive Plaza, Suite 1100  Hunt Valley, Maryland 21031  (800) 247-8737  website: <a href="http://www.oxmol.com/software/cis/details/CHRIS.shtml">www.oxmol.com/software/cis/details/CHRIS.shtml</a></td>
<td>Chemical Hazard Response Information System, developed by the Coast Guard and comprised of reviews on fire hazards, fire-fighting recommendations, reactivities, physicochemical properties, health hazards, use of protective clothing, and shipping information for over 1,000 chemicals.</td>
</tr>
<tr>
<td>HAZARDTEXT</td>
<td>Micromedex, Inc Suite 300 6200 S. Syracuse Way  Englewood, Colorado 80111-4740  (800) 525-9083  website: <a href="http://www.micromedex.com/products/pd-main.htm">www.micromedex.com/products/pd-main.htm</a></td>
<td>Assists responders dealing with incidents involving hazardous material, such as spills, leaks, and fires. Provides information on emergency medical treatment and recommendations for initial hazardous response.</td>
</tr>
<tr>
<td>HSDB</td>
<td>HSDB Representative  National Library of Medicine Specialized Information Systems  8600 Rockville Pike Bethesda, Maryland 20894  (301) 496-6531  website: sis.nlm.nih.gov/sis1</td>
<td>Hazardous Substances Data Bank, compiled by the National Library of Medicine, provides reviews on the toxicity, hazards, and regulatory status of over 4,000 frequently used chemicals.</td>
</tr>
<tr>
<td>Data System</td>
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<tr>
<td>First Medical Response</td>
<td>Micromedex, Inc. Suite 300 6200 S. Syracuse Way Englewood, Colorado</td>
<td>Helps develop training programs and establish protocols for first aid or</td>
</tr>
<tr>
<td>MEDITEXT</td>
<td>Micromedex, Inc. Suite 300 6200 S. Syracuse Way Englewood, Colorado</td>
<td>Provides recommendations regarding the evaluation and treatment of</td>
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<td></td>
<td>80111 (800) 525-9083 website: <a href="http://www.micromedex.com/products/pd-main.htm">www.micromedex.com/products/pd-main.htm</a></td>
<td>exposure to industrial chemicals.</td>
</tr>
<tr>
<td>OHMTADS</td>
<td>Oxford Molecular Group, Inc. 11350 McCormick Rd. Executive Plaza 3,</td>
<td>Oil and Hazardous Materials/Technical Assistance Data Systems provides</td>
</tr>
<tr>
<td></td>
<td>Suite 1100 Hunt Valley, Maryland 21031 (800) 247-8737 website: <a href="http://www.oxmol.com/software/cis/details/OHMTADSS.shtml">www.oxmol.com/software/cis/details/OHMTADSS.shtml</a>.</td>
<td>information on the effects of spilled chemical compounds and their</td>
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<td></td>
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<td>hazardous characteristics and properties, assists in identifying unknown</td>
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<td>substances, and recommends procedures for handling cleanups.</td>
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<tr>
<td>TOMES</td>
<td>Micromedex, Inc. Suite 300 6200 S. Syracuse Way Englewood, Colorado 80111</td>
<td>The Tomes Plus Information Systems is a series of comprehensive databases</td>
</tr>
<tr>
<td></td>
<td>(800) 525-9083 website: <a href="http://www.micromedex.com/products/Plus">www.micromedex.com/products/Plus</a> pd-main.htm</td>
<td>on a single CD-ROM disc. It provides information regarding hazardous</td>
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<td>properties of chemicals and medical effects from exposure. The Tomes</td>
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<td></td>
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<td>database contains Meditext, Hazardtext, HSBD, CHRIS, OHMTADS, and 1st</td>
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<td>Medical Response Protocols.</td>
</tr>
<tr>
<td>TOXNET</td>
<td>Toxicology Data Network (TOXNET) National Library of Medicine Specialized</td>
<td>A computerized system of three toxicologically oriented data banks operated</td>
</tr>
<tr>
<td></td>
<td>Information Services 8600 Rockville Pike Bethesda, Maryland 20894</td>
<td>by the National Library of Medicine, the Hazardous Substances Data Bank,</td>
</tr>
<tr>
<td></td>
<td>(301) 496-6531 website: sis.nlm.nih.gov/sisl</td>
<td>the Registry of Toxic Effects of Chemical Substances, and the Chemical</td>
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<td>Carcinogenesis Research Information System. TOXNET provides information</td>
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<tr>
<td></td>
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<td>on the health effects of exposure to industrial and environmental</td>
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<td>substances.</td>
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**9730 Geographic Response Plans (GRP)**

Geographic Response Plans (GRPs) are site-specific response plans for protecting identified sensitive coastal and inner waterways from oil spills. They include response strategies tailored to a specific beach, shore, or waterway and meant to minimize impact on sensitive areas threatened by the spill. The GRPs were developed through a collaborative effort between the state and federal government agencies of the SE FL Area Committee. Each GRP has two priorities:

- Identify sensitive natural, cultural and significant economic resources; and
- Describe and prioritize response strategies.

GRPs are developed in partnership with Washington State Department of Ecology, Oregon Department of Environmental Quality, USCG and EPA as part of the Region 10 Response Team (RRT) and Northwest Area Committee (NWAC). To date, 50 GRPs have been developed for coastal and inland waterways of SE Florida region.

In 2011, county-specific focused workshops were convened with federal, state and municipal agencies, county emergency and environmental managers, and Oil Spill Response Organizations (OSROs) to review, edit and update the GRPs for currency.

The Environmental Unit will reference the proposed Geographic Response Plans when developing at-time applicable protective strategies:

[http://ocean.floridamarine.org/acp/miaacp/Maps.html](http://ocean.floridamarine.org/acp/miaacp/Maps.html)

**9731 Tidal Inlet Protection Strategies (TIPS)**

The coastal inlets of SE Florida are the focal points for designing strategies to protect the vital resources of the state’s estuaries and inland waters, because through these conduits that oil spilled on open ocean waters could reach the resources. A project was commissioned to provide a synopsis of the relevant characteristics of the tidal inlets on the east coast of the stat, as well as a discussion of potential protection strategies for each inlet. The discussion of each inlet alludes to the range of conditions that might occur at the inlet; however protection strategies were based on best professional judgment of what would work under average wave and tidal conditions.

The Environmental Unit will reference the proposed tidal inlet protection strategies when developing at-time applicable protective strategies:

[http://ocean.floridamarine.org/acp/miaacp/Documents.html](http://ocean.floridamarine.org/acp/miaacp/Documents.html)

The diagrams that accompany the proposed protection strategies are schematic representations of boom placement, collection points, anchor points, and skimmer locations. The proposed strategies are baseline arguments and should not be interpreted...
as the only workable protection scheme. Each spill will be time, place, and circumstance specific.

In 2011, county-specific focused workshops were convened with federal, state and municipal agencies, county emergency and environmental managers, and Oil Spill Response Organizations (OSROs) to review, edit and update the TIPs for currency.

9732 Regional Response Team IV Plan

There are thirteen Regional Response Teams (RRTs) in the U.S., each representing a particular geographic region (including the Caribbean and the Pacific Basin). RRTs are composed of representatives from field offices of the federal agencies that make up the National Response Team (http://www.nrt.org/), as well as state representatives.

RRT 4 Regional Response Plan is available online at:

9733 RRT IV Ops Manual


9734 Regional Contingency Plan Dispersants Plan


9740 Relevant Statute / Regulations Authorities List

9740.1 Federal Water Pollution Control Act (FWPCA)

- 33 USC 1321
- Passed in 1972 and designed to eliminate all water pollution by 1985.
- Established the National Contingency Plan (NCP), 40 CFR 300-provided a national action plan for pollution containment, dispersal, and removal.
- Created the National Strike Force.
- Provisions which made spiller obligated to respond to a spill.
- Established Civil and Criminal Penalties.

9740.2 Clean Water Act (CWA)

- 46 CFR 31, 35, 112
- Amended FWPCA.
- Allowed USCG to clean up a spill and recover costs incurred by spiller.
- 311-K revolving pollution fund with $35 million ceiling (33 USC 1321, sec.311, paragraph. K).
- Pollution Prevention Requirements (PPR) (33 CFR 151. 154-156).
- Created National Response Center.
- Defined “harmful quantity” and “reportable quantity” (RQ).

**9740.3 Oil Pollution Act of 1990 (OPA 90)**

- Amended FWPCA/CWA.
- $1 Billion Oil Spill Liability Trust Fund (OSLTF) which combined 311-K and additional Congressional appropriations- controlled by National Pollution Fund Center (NPFC).
- Taxes on crude oil, which along with recovered penalties, maintains the OSLTF (6 cents a barrel).
- Established authority for Federal On Scene Coordinator (FOSC) to designate Responsible Parties (RP).
- Established National Strike Force Coordinator Center and reestablished the Atlantic Strike Team.
- Increased RP liabilities and responsibilities.
- Increased penalties for a violation of the FWPCA (“The Act”).
- Allows states access to the Oil Spill Liability Trust Fund.
- Allows for third party claims for personal property and environmental damaged caused by an accident.

**9740.4 Refuse Act of 1899**

- Applies to trash: tires, refrigerators, trees, cars, etc.
- Anything that creates a “Hazard to Navigation.”
- Fines of $500-$2,500 and imprisonment for 30 days to a year.
- Army Corps of Engineers (ACOE) enforcement.
- The main purpose of the law is to maintain clear navigation channels.

**9740.5 Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)**

- 40 CFR 302
- Requires RP to report any release of HAZ substances if meets or exceeds the RQ.
- Created $1.6 Billion Superfund.
- Violations: Civil-$32,500 per violation; $32,500 per day if continuous… depending on the situation (reference: Civil Penalty Guide).
- Criminal: up to 3 years imprisonment and maximum fine of $50,000.
- Before On Scene Coordinator (OSC) can initiate a response, 3 jurisdiction elements must be present:
  (a) Material must be a hazardous substance or it is a pollutant or contaminant that may present an imminent and substantial danger to the public health or welfare.
  (b) There has been a release, or there is a substantial threat of a release, into the environment. Release at RQ must be within 24hr period.
  (c) The RP is not taking proper removal actions.
9740.6 **Superfund Amendment and Reauthorization Act (SARA)**

- Amended CERCLA.
- Created $8.5 Billion Superfund.
- Redefined release to include abandonment or discarding barrels, drums, enclosed container, etc.
- Reimbursement of expenses incurred by local govt. by carrying out responses (up to $32,500 a day).
- Redefined response to include enforcement activities.
- Extended liability to foreign ships in areas under U.S. control, whether or not such vessels were otherwise subject to U.S. jurisdiction.

9740.7 **Resource Conservation and Recovery Act (RCRA)**

- Protects human health and environment by reducing waste and conserving energy and natural resources.
- Reduces or eliminates the generation of Hazardous Waste as expeditiously as possible.
- Covers waste from generation to disposal, “CRADLE TO GRAVE”.

9750 Relevant Instructions / Guidelines / Standard Procedures and Practices List

9750.1 **ICS 208 - Site Safety Plan (SSP) Template**