

Charleston Area Contingency Plan

January 2011 REVISION



Prepared by the Charleston Area Committee

Approval Letter

Letter of Transmittal

U.S. Department of
Homeland Security

United States
Coast Guard



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SEP 21 2011

MEMORANDUM

From: 
M. F. White, CAPT
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To: Distribution

Subj: PROMULGATION OF THE 2011 CHARLESTON AREA CONTINGENCY PLAN
(ACP)

- Ref:
- a. Charleston Area Contingency Plan dated November 2006
 - 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. COMDINST 16000.27, Alignment with the National Incident Management System and National Response Plan

1. PURPOSE. This plan provides for a coordinated response by federal, state, local and nongovernmental forces to respond to discharges or potential threats of discharges of oil and hazardous substances. It is designed to be used in conjunction with national, regional and state plans. The ACP is supported by other plans and documents maintained by Sector Charleston. The boundaries for this plan include those counties that share jurisdiction with Sector Charleston. The COTP Charleston is the pre-designated FOSC for oil spills as defined by a Memorandum of Understanding (MOU) between the Coast Guard and the EPA. As a result of the MOU and as delineated therein, the COTP Charleston is the pre-designated FOSC for the coastal areas and the EPA is responsible for the inland areas.

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 response, information sharing, and to the use of operation centers, communications systems, 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 Charleston (Area Committee Chair)
- b. South Carolina Department of Natural Resources
- c. National Oceanic Atmosphere Administration (NOAA), Office of Response and Restoration, Scientific Support Coordinator.
- d. South Carolina Department of Health and Environmental Control

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e. U. S. Fish and Wildlife Service, Southeast Region

4. 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 Mr. Jim Mahney, Sector Contingency Preparedness Division at (843) 740-7067.

#

Dist: Area Committee Members

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1000 Introduction

In response to the EXXON VALDEZ oil spill in Alaska, the United States government quickly enacted legislation to specifically address many of the deficiencies identified in the response system at that time. These included a lack of a unified effort between local, state and federal stakeholders, no commonly defined response structure either federal, state or local, inadequate information management to the press, public and other affected parties, and minimal information exchange between all parties. The development of the Area Contingency Plan (ACP), a requirement of the Oil Pollution Act of 1990 (OPA 90), throughout the area committee is essential in addressing and rectifying these issues.

The explosion and subsequent fire on the Deepwater Horizon offshore oil platform, located about 50 miles southeast of the Mississippi River delta on April 20, 2010, resulted in eleven deaths and millions of gallons of oil spilled into the Gulf of Mexico. The Deepwater Horizon sank in about 5,000 feet (1,500 m) of water on April 22, 2010. After a series of failed efforts to plug the leak, BP had capped the well on July 15, stopping the flow of oil into the Gulf after 86 days.

The Deepwater Horizon oil spill is the largest marine oil spill in history and covered as much as 28,958 square miles (75,000 square kilometers), an area about the size of South Carolina. The extent and location of the slick changed from day to day depending on weather conditions. Oil had come ashore in Louisiana, Mississippi, Alabama and Florida, with significant wildlife fatalities in Louisiana. Offshore fishing was banded in about 36% of federal waters, or 86,895 sq mi (229,270 sq km) of the Gulf. In the weeks following the accident, scientists discovered enormous oil plumes in the deep waters of the Gulf of Mexico, raising concerns about ecological harm far below the surface that would be difficult to assess.

The arrival of the oil onshore was different than the iconic images from the Exxon Valdez spill where crude oil from a tanker spilled onto the surface of an enclosed body of water close to a rocky, static shoreline. Instead, the BP spill poured millions of gallons from the floor of the Gulf 5,000 feet below in an open sea, and 50 miles from the nearest land, which is composed of broken marshes, river deltas, open bays and barrier islands.

The U.S. government established a "Unified Area Command" (UAC) structure to coordinate the response to the spill. The UAC provides a link to the organizations responding to the incident and to provide a forum for those organizations to make "consensus decisions." The Deepwater Horizon Unified Area Command included BP, Transocean, and the following federal agencies: Minerals Management Service, NOAA, the Environmental Protection Agency (EPA), Homeland Security, the Coast Guard, the Department of the Interior, the Department of State, the Department of Defense, the Fish and Wildlife Service, the National Park Service, the U.S. Geological Survey (USGS), the Centers for Disease Control (CDC) and the Occupational Safety and Health Administration (OSHA).

The UAC identified the following resources employed to respond to the spill: 6,300 response vessels, 6.7 million feet of boom deployed (not including sorbent boom), 13.5 million gallons of dispersant, 37,000 responders, and 17 staging areas. Additionally, more than 25 million gallons of oily water was recovered and 13.5 million gallons of oil reported recovered at that time.

BP performed the first controlled burn of surface oil, also known as an *in situ* burn. Controlled burns continued to be used extensively at the Deepwater Horizon spill site when conditions were right. This represents the first on-water in-situ burning at a spill since the 1989 test burn during the Exxon Valdez oil spill. By June 22, more than 225 controlled burns have been conducted that removed more than 9.3 million gallons of oil from the open water.

The UAC published a "Consolidated Fish and Wildlife Collection Report." The report included the following data:

Birds: 1,746 birds collected, with 1,014 of these visibly oiled. 997 birds were dead; 749 were captured alive.

Sea Turtles: 528 collected; 400 were dead; 128 were alive.

Mammals, Including Dolphins: 51 collected in the spill zone; 47 of those were dead.

Comparatively, the Exxon Valdez oil spill killed between 350,000 and 600,000 birds, along with thousands of sea otters and other marine creatures.

While the cleanup continues and the Gulf communities return to normal operations, the full effect of the spill may not be realized for years to come as science and technology advances. The best practices and lessons learned are still being developed and will be addressed and incorporated into this plan when released, as appropriate.

1100 Introduction/Authority

The ACP is a plan prepared by the Area Committee (AC) that was developed to be implemented in conjunction with the National Contingency Plan (NCP) and the Regional Contingency Plan (RCP), to address removal of oil and hazardous substances. The ACP shall be adequate to remove a worst case discharge of oil or a hazardous substance. In addition, it shall also mitigate or prevent a substantial threat of such a discharge, from a vessel, offshore facility, or onshore facility operating in or near the geographic area.

This plan covers those areas within the jurisdiction of the U.S. Coast Guard Sector Charleston. The area contingency planning process is based on the premise that proper planning is essential to conduct a safe and effective response. The purpose of the plan is to define roles, responsibilities, resources and procedures necessary to respond to a myriad of spill response evolutions. It is important to note that the ACP is designed for use in responding to an incident. Information found in the plan relating to such items as "response resources" should not be viewed as performance standards. The ACP planning criteria is based on a set of assumptions that may not exist during an actual incident. The ACP is formatted within an Incident Command Structure (ICS) framework. The final section, Section 9000 (Appendices) contains the appendices for the plan and they include notification procedures, personnel and resource directories, a draft IAP and other relevant documentation. All USCG ACPs will be in this basic format to allow for consistency across the nation while still accounting for geographic differences. This format also allows for easier manipulation in the computer. This plan will be digitized and available for downloading from the USCG Sector Charleston's website in HOMEPART.

1110 Revision & Update Requirements

Area Contingency Plans shall be reviewed annually with major revisions occurring every 5 years. Plans shall be reviewed annually within the calendar the year focusing on the following areas: emergency notification lists, response equipment information (type and amount of available equipment), sensitive areas, hazard/risk assessment of the area, response strategies (changes based on new technologies or equipment, etc), and/or dispersants approval. Major revisions will be based on Commandant or District mandated revisions or modifications, which would substantially impact

the format or content of the Plan. All changes will be submitted to CCGD7 for approval. Once changes are approved an instruction for a page change will be issued to distribution by Sector Charleston. Any changes to the plan must be noted on the record of changes page.

1120 Captain of the Port Authority

The responsibility for designating areas, appointing Area Committee members, determining the information to be included in Area Contingency Plans, and reviewing and approving Area Contingency Plans have been delegated by Executive Order 12777 of 22 October 1991, to the Commandant of the U.S. Coast Guard (through the Secretary of Transportation) for the coastal zone, and to the Administrator of the Environmental Protection Agency for the inland zone. The term “coastal zone” is defined in the current 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 that 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 Part 3).

1130 Federal Investigative Authorities

Several federal, state, and local agencies have a direct role in the enforcement of laws and regulations associated with a discharge, or substantial threat of a discharge, of oil into the navigable waters of the U.S. The investigation into alleged violations of the many applicable laws and regulations require a coordinated effort among the several agencies.

1130.1 United States Coast Guard

The U.S. Coast Guard has enforcement and investigative authority for a significant array of potential violations of federal laws and regulations, as well as enforcement actions under applicable international treaties. Federal laws and regulations associated with a discharge or a substantial threat of a discharge of oil include 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, authorities pursuant to 46 USC 7701 and 46 USC 6101 relate to personnel actions (licensed mariners), and marine casualties, respectively. The federal regulations associated with a potential investigative or enforcement interest under these circumstances include, though are not limited to, applicable sections of 46 CFR with particular attention to Parts 4, 5, 16; 33 CFR Parts 126, 130, 151, 153-160; and 40 CFR Parts 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.

1130.2 United States Environmental Protection Agency

Under the National Contingency Plan, EPA is the lead federal response agency for oil spills occurring in inland (zone), and the U.S. Coast Guard is the lead response agency for spills in coastal (zone) and deepwater ports.

1130.3 United States Department of the Interior, Minerals Management Service (MMS)

The MMS’s regulatory authority for accident investigation of offshore oil and gas facilities and

related operations is based on the provisions in 30 CFR Part 250.19, Accident Reports (see also the OCS Lands Act Amendments, September 18, 1979, 43 USC 1801, Title II, Sec 208, Sec 22 (d) (1)). The MMS Manual states that the agency's principal objectives in conducting accident investigations are: "...to ensure consistent data collection and investigation of accidents in order to gather the information necessary to determine the cause(s) and to make appropriate recommendations for any corrective action needed. The primary goals are to prevent the recurrence of accidents, to enhance the safety of operations, and to protect the environment." (MMS Manual, Program Series, Part 640, Rules and Operations, Chapter 3, Accident Data Collection and Investigation, August 3, 1992). The MMS manual further states in Chapter 3.3.(A.) that "unless otherwise specifically ordered by the Director, all investigations...shall be fact-finding proceedings with no criminal issues and no adverse parties. The purpose of the investigation is to prepare a public report." An August 29, 1989 Memorandum of Understanding (MOU) between the MMS and USCG provides guidelines for convening accident panels and coordinating accident investigations between the two agencies.

1140 State Investigative Authorities

The Commissioner of the Department of Health and Environmental Control (DHEC), or his designee, will coordinate, integrate, and manage the overall state effort to detect, identify, contain, clean up, dispose of, or minimize releases of oil or hazardous substances and minimize the threat of potential releases. The Department will maintain a contingency plan for spills and releases of oil and hazardous substances that will coordinate and establish necessary standard operating procedures for DHEC response work. The Bureau of Land and Waste Management (DHEC) will provide expertise on environmental effects of oil, discharges, or releases of hazardous substances, pollutants, or contaminants and environmental pollution control techniques. It is likely that there will be several releases occurring simultaneously, making heavy demands on response resources. In order to make the best use of limited resources and to ensure the most efficient overall response, damage information must be gathered quickly, analyzed, and response priorities established as soon as possible.

1140.1 Local Enforcement Authorities

Local government has the responsibility for the protection and well being of its citizens. However, owners and shippers are responsible for subsequent cleanup and containment. Consequently, local governments, through the designated response agencies, will respond to hazardous material incidents of all types and sizes; make initial assessments as to the severity and magnitude of the situation; and take appropriate first responder protection measures to prevent or minimize injuries and property damage. Local agencies rely on the authority of the federal and state agencies to investigate, respond and penalize for incidents within their respective regulatory jurisdiction.

1200 Geographic Boundaries

There are several Federal boundaries that are important to recognize when dealing with incidents involving the discharge or potential discharge of oil or hazardous substances. Those Federal boundaries, or zones, determine which Federal agency has primary jurisdiction and authority. For the purpose of this plan, there are three specific Federal zones of responsibility. The zones include the Officer in Charge of Marine Inspection (OCMI) zone, the Captain of the Port (COTP) zone, and the Coast Guard

pre-designated Federal On-Scene Coordinator (FOSC) zone.

This Contingency Plan applies only in the zone where the COTP is the pre-designated FOSC.

1210 FOSC Zone

The area in which COTP Charleston is the pre-designated FOSC for oil spills as defined by a Memorandum of Understanding (MOU) between the Coast Guard and the EPA. As a result of the MOU and as delineated therein, the COTP Charleston is the pre-designated FOSC for the coastal areas and the EPA is responsible for the inland areas.

As defined in the MOU between U.S. EPA (Region IV) and the Seventh U.S. Coast Guard District, the COTP Charleston, South Carolina will be the pre-designated Federal OSC in the coastal areas on the eastern coast of South Carolina from the North Carolina-South Carolina State boundary southward to the eastern tip of Oyster Bed Island (eastern bank of the Savannah River).

1210.1 Inshore

From the North Carolina-South Carolina state boundary northwesterly along the boundary to U.S. Highway 17; thence southeasterly along U.S. Highway 17 to the Edisto River ; thence southwestly to I-95 (SC exit #33): thence southerly along I-95 to the eastern bank of the Savannah river: thence south to the eastern tip of Oyster Bed Island. .

Included with this zone are Charleston and Georgetown Harbor areas, including waterfront facilities, specifically:

- Ashley River from the Memorial Bridge (State Hwy 7) seaward;
- Wando River from State Highway 41 Bridge seaward;
- Cooper River from General Dynamics Private Aids 339 and 40 seaward;
- Sampit River/Winyah Bay (near Georgetown) area, from one mile west of U.S. Highway 17 Sampit River Bridge seaward. Also included are all portion of the Intracoastal Waterway (ICW) not within the area defined above.

1220 OCMI/COTP Zone

Sector Charleston Marine Inspection Zone, Captain of the Port Zone: Sector Charleston is responsible for the Coast Guard missions of Officer in Charge, Marine Inspection, Federal Maritime Security Coordinator, Federal On Scene Coordinator, and Captain of the Port duties in a zone as follows: "The boundary of the Charleston Marine Inspection Zone and Captain of the Port Zone starts at a point near the intersection of North Carolina-South Carolina boundary and the sea at latitude 33° 51' 4" N, longitude 78° 32' 28" W; thence proceeds westerly along the North Carolina-South Carolina boundary to the intersection of the North Carolina-South Carolina-Georgia boundaries; thence southerly along the South Carolina-Georgia boundary to the intersection with the Federal dam at the southern end of Hartwell Reservoir at latitude 34° 21' 30" N, longitude 82° 49' 15" W; thence southerly along the eastern bank and then easterly along the northern bank of the Savannah River to a point near the eastern tip of Oyster Bed Island, Georgia at latitude 32° 02' 23" N, longitude 080° 53' 06" W, thence easterly to latitude 32° 03' 06" N, longitude 80° 45' W; thence south easterly to outermost extent of the EEZ at latitude 30° 50' 0" N , longitude 76° 9' 54" W; thence north easterly along the EEZ to latitude 31° 42' 32" N , longitude 74° 29' 53" W; thence north westerly to the point of origin."

1220.1 OCMI Zone

The OCMI zone is that area in which the OCMI Charleston is responsible for inspecting U.S. and

certain foreign flagged vessels, and investigating certain marine casualties, some of which involve oil discharges. The OCMI zone is defined in reference (a) and is included in Tab A to this appendix.

1220.2 COTP Zone

The COTP zone is that area in which COTP Charleston is responsible for the safety and security of the port and activities including marine environmental protection on the navigable waters of the U.S. The COTP Charleston and OCMI Charleston zones are identical with regard to boundaries.

The Port of Charleston serves over 1,500 ships and barges at its seaport terminals in Charleston and Georgetown. There are approximately 5000 piloted movements in the Harbor annually. Charleston is the ninth busiest container port in the country (in terms of cargo volume), with four major container terminals that handle approximately 1.28 million containers annually with about 585,000 tons of break-bulk cargo. The top commodities handled on the Charleston docks include: agricultural products, consumer goods, machinery, metals, vehicles, chemicals and clay products.

The sub-port of Georgetown is a dedicated break-bulk and bulk facility. It handled over 164,500 tons of cargo in 2010, including steel, petroleum, coke, and forest products.

The only hazardous substance sources within COTP Charleston's AOR is the large number of Container Vessels that transit the waterways daily and offload at approximately three container terminal. These containers contain various products to include HAZMAT. To mitigate any hazardous substance release see section [92307.7 \(Hazardous Substance response capabilities\)](#) for response capabilities. There are no Group V oils transported within the AOR.

1300 Area Committee

In keeping with former Coast Guard Commandant Loy's motto, "Preparation Equals Performance", the Area Committee seeks to enhance the response community's ability to successfully mitigate substantial threats or actual incidents through an effective and coordinated planning process.

1310 Purpose

The primary role of the Area Committee is to act as preparedness and planning body. Area Committees are composed of experienced environmental/response representatives from federal, state and local government agencies with defined responsibilities for the area's environmental integrity. Each member is empowered by their own agency to make decisions on behalf of the agency and to commit the agency to carrying out roles and responsibilities as described in this plan.

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 U.S.C. 1321 (j)) to address the development of a National Planning and Response System. As part of this system, Area Committees have been established for each area designated by the President. These Area Committees are 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. This development process includes appointing area committee members, determining information to be included in the Area Contingency Plans, as well as, reviewing and approving Area Contingency Plans. Each Area Committee is 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.

1320 Organization

The pre-designated FOSC for the area will serve as chairman of the Committee. The FOSC will designate the vice-chairman, select the Committee members, and provide general direction and guidance for the Committee. The FOSC will solicit the advice of the RRT to determine appropriate representatives from federal and state agencies. The Area Committee will solicit advice, guidance, or expertise from all appropriate sources and establish subcommittees as necessary to accomplish the preparedness and planning tasks.

1320.1 Executive Steering Committee

The Executive Steering Subcommittee is the governing body of the Area Committee. It provides the necessary oversight for the Area Committee, which allows for more efficient operation. The members review the area plans and provide guidance on the development of strategic goals for the ACP. In addition, they develop and prioritize work lists, establish new subcommittees as necessary, and task subcommittee as appropriate.

The Executive Steering Committee shall have the following representatives:

- Chairman, FOSC
- Vice Chairman, SOSC (SC DHEC)
- Scientific Support Coordinator
- NOAA HAZMAT
- USF&WS Representative
- SC DNR Representative
- CC HAZMAT Coordinator
- Local EPD Representative
- Industry Representatives

1320.2 Other Committee Membership

Area Committees should also include experienced environmental/response representatives from federal, state and local government agencies with definitive responsibilities for the area's environmental integrity. Each member should be empowered by their own agency to make decisions on behalf of the agency and to commit the agency to carrying out roles and responsibilities as described in this plan

1320.3 Area Subcommittees

The FOSC, in consultation with the Executive Steering Committee, will appoint subcommittee members and direct the Area Committee's development and maintenance of the Area Contingency Plan. Subcommittee participants may include facility owners/operators, shipping company representatives, cleanup contractors, emergency response officials, marine pilots associations, academia, environmental groups, consultants, response organizations and concerned citizens. For detailed information see Appendix [9400 Area Planning Documentation](#).

1320.5 Liquid Spillage Control Committee (LSCC)

The Liquid Spillage Control Committee (LSCC) is a non-profit corporation organized for the benefit of its respective members to provide for prevention, containment and recovery services in the event of an oil or hazardous material spill which may occur as a result of the business operations.

It is comprised of the following dues paying members: British Petroleum, Charleston Pilot's Association, CEL Oil, Delfin Group, Hawthorne Services, Hess, Joint Base Charleston, KapStone Paper and Packaging, Kinder Morgan, MeadWestvaco Corporation, and Petroliance.

The LSCC strives to comply with all applicable USCG and EPA regulations pertaining to the receipt, storage, transportation and handling of oil and hazardous materials. To this end, the LSCC has under contract the services of an Oil Spill Recovery Organization (OSRO). The LSCC can be contacted at P. O. Box 5057 North Charleston, SC 29406.

In addition, the LSCC has developed relationships with affiliated agencies and contractors who are invited to open meetings. These include, and are not limited to, the following agencies: U. S. Coast Guard, SC DHEC, Charleston County LEPC, Charleston County EMD, SC DNR, U. S. Wildlife, NOAA Coast Office Also included are the following contractors: Moran Environmental Services, Eason Diving, HEPACO, and A&D Environmental.

1400 National Response System

The National Oil and Hazardous Substances Response System is the federal government's mechanism for emergency response to discharges of oil into navigable waters of the United States, and releases of chemicals into the environment. The system provides a framework for coordination among federal, state, and local responders and responsible parties.

The National Response System is described in the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), found in Title 40 of the Code of Federal Regulations, Part 300. The NCP establishes three organizational levels:

- The National Response Team (NRT);
- Regional Response Teams (RRTs); and
- On-Scene Coordinators (OSCs).

Figure 1a

National Response System Concepts: Response

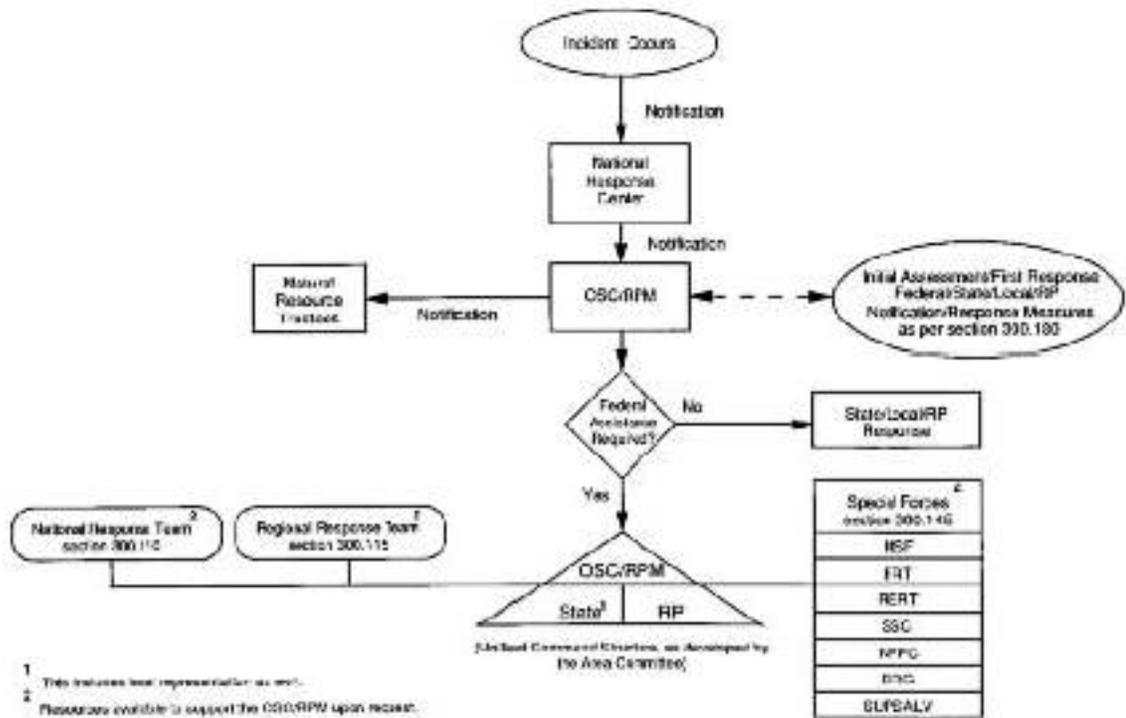


Figure 1-2 – National Response System

1410 National Response Structure

The NRS supports the responsibilities of the FOOSC, under the direction of the Federal Water Pollution Control Act’s federal removal authority. The FOOSC plans and coordinates the 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 the needed trained personnel, equipment, and scientific support to complete an immediate and effective response to any oil spill or hazardous substance release.

1410.1 National Contingency Plan (NCP)

The NCP applies to and is in effect for:

- Discharges of oil into or on the navigable waters of the United States, on the adjoining shorelines, the waters of the contiguous zone, into 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 (See sections 311(c)(1) and 502(7) of the Clean Water Act).

- Releases into the environment of hazardous substances, and pollutants or contaminants which may present an imminent and substantial danger to public health or welfare of the United States. The NCP provides for efficient, coordinated, and effective response to discharges of oil and releases of hazardous substances, pollutants, and contaminants in accordance with the authorities of CERCLA and the CWA. It provides for:

- The national response organization that may be activated in response actions. It specifies responsibilities among the federal, state, and local governments and describes resources that are available for response.

- The establishment of requirements for federal, regional, and area contingency plans. It also summarizes state and local emergency planning requirements under SARA Title III.

- Procedures for undertaking removal actions pursuant to section 311 of the CWA.

- Procedures for undertaking response actions pursuant to CERCLA.

- Procedures for involving state governments in the initiation, development, selection, and implementation of response actions, pursuant to CERCLA.

- Listing of federal trustees for natural resources for purposes of CERCLA and the CWA.

- Procedures for the participation of other persons in response actions.

- Procedures for compiling and making available an administrative record for response actions.

- National procedures for the use of dispersants and other chemicals in removals under the CWA and response actions under CERCLA.

In implementing the NCP, consideration shall be given to international assistance plans and agreements, security regulations and responsibilities based on international agreements, federal statutes, and executive orders. Actions taken pursuant to the provisions of any applicable international joint contingency plans shall be consistent with the NCP, to the greatest extent possible. The Department of State shall be consulted, as appropriate, prior to taking any action which may affect its activities.

Additionally, the NCP applies to and is in effect when the Federal Response Plan and some or all of its Emergency Support Functions (ESFs) are activated.

1410.2 National Response Team Member Agencies

- Environmental Protection Agency
- U.S. Coast Guard
- Department of Agriculture
- Department of Commerce
- Department of Defense
- Department of Energy
- Department of Health and Human Services
- Department of the Interior

- Department of Justice
- Department of Labor
- Department of State
- Department of Transportation
- Federal Emergency Management Agency
- General Services Administration
- Nuclear Regulatory Commission

1410.21 National Response Center (NRC)

Created by the NCP, the National Response Center is charged with receiving notifications of all chemical, radiological, oil and biological releases regulated by the CWA, as amended by OPA 90. Located in the Coast Guard Headquarters Command Center, the NRC immediately relays reports to the cognizant, pre-designated Federal On-Scene Coordinator. Similar but less detailed notifications are issued to the appropriate state agencies. The toll-free number for the NRC is 1-800-424-8802. See section 1510.25.1 and www.nrc.uscg.mil for more details about this organization.

1410.3 Spill Of National Significance (SONS)

A Spill Of National Significance (SONS) is that rare, catastrophic spill event which captures the nation's attention due to its actual damage or significant potential for adverse environmental impact. A SONS is defined as a spill which greatly exceeds the response capability at the local and regional levels and which, due to its size, location, and actual or potential for adverse impact on the environment is so complex, it requires extraordinary coordination of Federal, State, local and private resources to contain and clean up. Only the Commandant of the Coast Guard or the Administrator of the EPA can deem a spill a SONS. The response to a SONS event must be a coordinated response that fully integrates the FOSC's response organization with the SONS response organization.

Area Response Structure

The establishment of an ICS Area Command can occur with the District Commander filling the role of Incident Area Commander.

This organization would be particularly useful for incidents which are challenging to the local commanders but do not demand national attention. At this level most billets would be drawn from district level resources, District Response Groups, and aimed at reducing the overhead to be managed by the Incident Commander. Further, Incident Management Teams can be called upon to augment the Incident Commander's staff. This ability to project a flexible response facilitates an expanding or contracting response effort, drawing upon one of the strengths of ICS (See Figure 2 - Area Command Structure).

The Incident Area Commander will have overall responsibility for the incident and strategic management. The Incident Commanders (FOSC) will be notified of the establishment of an Area Command with the best qualified personnel with respect to their functional areas. The functions of an Area Command require personnel that have experience in, and are qualified to oversee, complex response situations. The Incident Area Command organization operates under the same basic principles as does the Incident Command System with the organization typically consisting of the Incident Area Commander and Incident Area Command Logistics Chief, Planning Chief, Resources Unit Leader, Situation Unit Leader, Information Officer and Liaison Officer. Flexibility exists to add a Finance Chief and/or a Chief of Staff.

The Incident Area Command has the responsibility to set the overall incident related strategic priorities, to allocate critical resources based on those priorities, to ensure that the incident is properly managed and to ensure incident objectives are met, and do not conflict with each other or with agency policy. When an Incident Area Command is established, Incident Commanders (FOSCs) will report to the Incident Area Commander with the Incident Area Commander accountable to the Commandant.

Suggested Incident Command System Area Command Organization

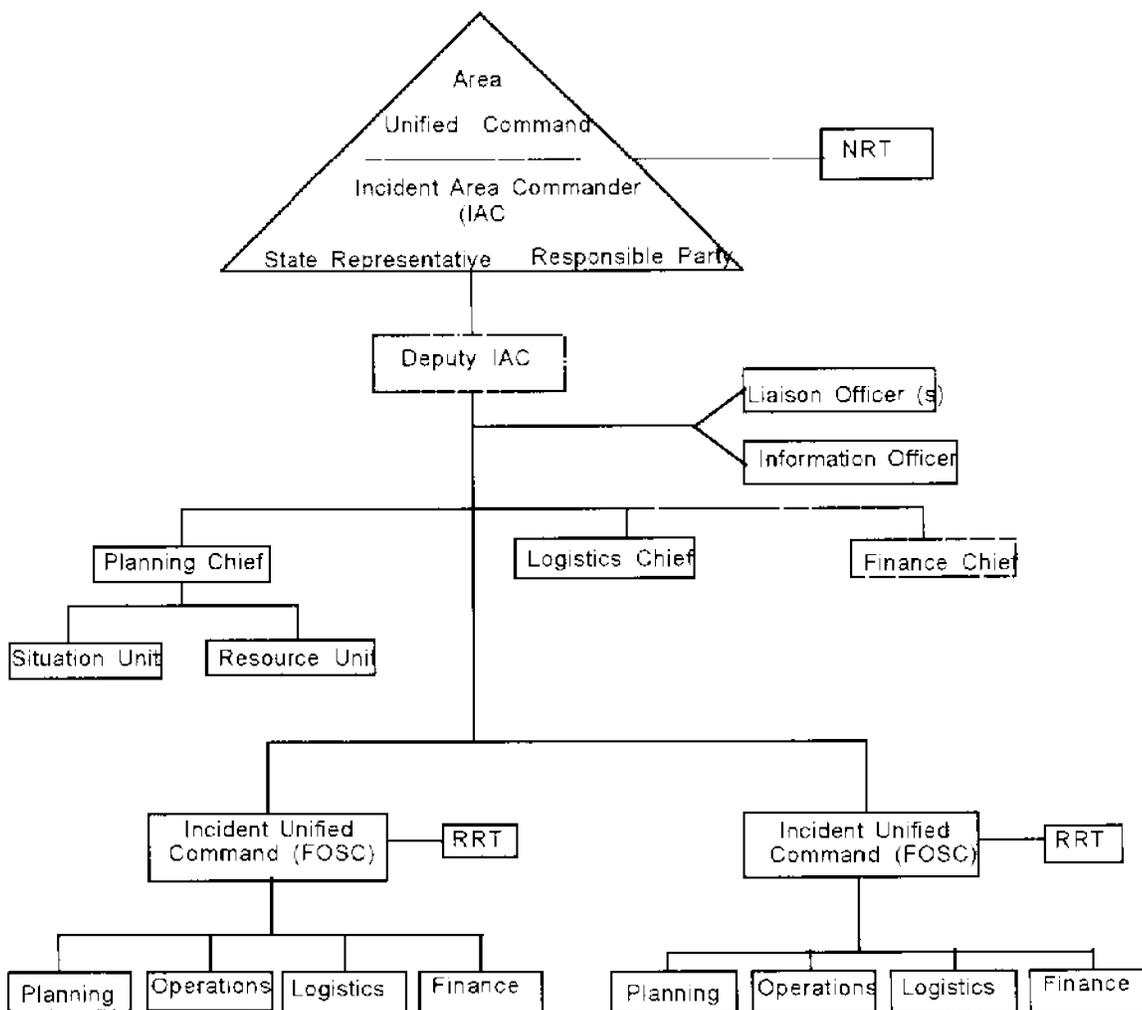


Figure 1000-C

Figure 2 - Area Command Structure

1410.32 SONS Declaration

The NCP provides that the U.S. Environmental Agency or U.S. Coast Guard may classify an oil discharge as a Spill of National Significance (SONS). For a SONS EPA or USCG may name a: senior Agency official (EPA) or National Incident Commander (USCG) who assists the OSC or assumes certain functions of the OSC. Both EPA and USCG maintain authority for classifying a discharge a SONS. DHS maintains authority for classifying an incident an Incident of National Significance. A SONS may or may not be an incident of National Significance. DHS may also determine that an NCP response that is not a SONS is an incident of National Significance.

Indicators that a SONS be declared include in Coastal zone by USCG would be:

- Multiple FOOSC zones/districts/international borders are affected;
- Significant impact on or threat to the public health and welfare, wildlife, population, economy and/or property over a broad geographic area;
- Protracted period of discharge and/or expected cleanup;
- Significant public concern and demand for action by parties associated with the event; and
- The existence of or the potential for a high level of political and media interest.

1410.33 Commandant Notification

The Commandant will be notified of a possible SONS incident by the National Response Center. If the Commandant declares a SONS, the following actions will occur.

- NIC will be designated;
- NIC will deploy the National Incident Task Force (NITF) Initial Response Team;
- Other Departments/Agencies will be notified; and
- Pre-designated NITF personnel will be placed on alert

1420 Regional Response Team (RRT) Structure

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. The EPA chair and the Coast Guard co-chair do not respond directly to incidents, they oversee RRT's development of Regional Contingency Plans for their regions. These plans address region specific issues and provide guidance to the OSCs for developing their area plans. The RRTs also provide one level of review for the Area Contingency Plans. The RRTs may be activated for specific incidents when requested by the OSC. If the assistance requested by an OSC exceeds an RRT's capability, the RRT may request assistance from the NRT.

During an incident the RRT may either be alerted by telephone or convened. The respective RRTs will also be consulted by the OSC on the approval/disapproval of the use of chemical countermeasures when that decision has not been pre-approved. In those instances where a possible public health emergency exists, the OSC should notify the Health and Human Services (HHS) representative to the RRT. Throughout response actions, the OSC may call upon the HHS representative for assistance in determining public health threats and call upon the Occupational Safety and Health Administration (OSHA) and HHS for advice on worker health and safety problems. The OSC shall submit pollution reports to the RRT and other appropriate agencies as significant developments occur during response actions, through communications networks or procedures agreed to by the RRT and covered in the RCP.

1420.1 Regional Contingency Plan

The RCP is the chief working document of the RRT and is also the ACP for those areas of the Region in the Inland Zone without EPA approved ACPs. It has been developed with the cooperation of all designated Federal agencies and State governments and is applicable to response and preparedness operations and activities taken by the Federal member agencies of the Region 4 RRT. This plan is applicable to response actions taken pursuant to the authorities under CERCLA and Section 311 of the CWA, as amended. The geographical boundaries of this plan are those defining standard Federal Region 4 and include Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South

Carolina and Tennessee.

This plan provides the pre-designated Federal On-Scene Coordinator (OSC) the strategy, direction, organization and procedures for responding to discharges of oil and releases of hazardous substances, pollutants and contaminants and outlines the types of assistance available to Federal OSCs from RRT member agencies during response actions. This plan also contains separate annexes that provide direction and procedures for response to incidents resulting from a disaster ((NRF), Annex P), radiological incident (Annex Q), and counter-terrorism responses (Annex L). The strategies, mechanisms, operations and procedures contained in this plan are intended to conform to the provisions of the NCP.

1420.2 Incident-Specific RRT

An incident-specific RRT is formed from the standing team each time the RRT is activated for a response. It consists of representatives of local and Tribal governments and the appropriate State and Federal Agencies.

An incident-specific RRT has one Chair, the Regional Co-Chair from the agency providing the Federal OSC/RPM for the response to the incident. The standing RRT Co-Chairs may designate other U.S. EPA and USCG employees to act as Co-Chair. The role of the incident-specific team is determined by the operational requirements of the response to a specific discharge or release. Participation is relative to the technical nature and geographic location of the discharge or release.

The incident-specific RRT Chair coordinates with the RRT membership and the OSC/RPM for the incident to determine the appropriate level of RRT member activation. Member agencies and States participating with the RRT must ensure that designated representatives or alternates can function as resource personnel for the OSC/RPM during incident-specific events.

When activated, members of an incident-specific RRT may:

- Provide resources and special or technical expertise;
- Provide advice and recommend courses of action for consideration by the OSC;
- Advise the OSC/RPM on the duration and extent of Federal response and recommend to the OSC/RPM specific actions to respond to a discharge or release;
- Request other Federal, State, or local governments or private agencies to provide resources under their existing authorities to respond to a discharge or release or to monitor response operations;
- Recommend a change of OSC/RPM to the RRT Co-Chairs, if circumstances warrant (e.g., substantial movement of the pollution into the pre-designated area of another OSC lead agency);
- Ensure continual communication with the National Response Center (NRC) as significant developments occur; and
- Monitor and evaluate reports from the OSC/RPM.

1430 Area Response Structure

Successful area responses are contingent upon the coordinated and effective efforts of Sector Charleston, South Carolina Department of Health and Environmental Control (SCDHEC)

and local responders. These efforts are enhanced through the incorporation and utilization federal, state and local stakeholders who bring specific disciplines to a response that help make the effort more efficient and effective: U.S. Fish & Wildlife Service, South Carolina Department of Natural Resources (SCDNR), NOAA, local fire chiefs, and the responsible party (RP).

1430.1 First Federal Official On-Scene.

The first federal official affiliated with an NRT member agency to arrive at the scene of a discharge or release 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 pre-designated FOSC. This official may initiate federal fund-financed actions only as authorized by the FOSC.

1430.2 Federal On-Scene Coordinator

For spill or release response activities, federal response is coordinated through a single, pre-designated agent, the Federal On-Scene Coordinator (FOSC). The FOSC reports to, and receives advice from the regional and district offices of the primary advisory agencies. For the Purpose of this plan the Federal On-Scene Coordinator is U. S. Coast Guard Captain of the Port Charleston.

1430.21 FOSC Designation.

The Federal On-Scene Coordinator (FOSC) is the pre-designated Federal official responsible for ensuring immediate and effective response to a discharge or threatened discharge of oil or a hazardous substance. The U.S. Coast Guard designates FOSCs for the U.S. coastal zones, while the U.S. EPA designates FOSCs for the U.S. inland zones.

1430.22 FOSC Responsibilities.

Initial Response. 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; the identification of responsible parties; the nature, amount, and location of discharged materials; the trajectory of discharged materials; 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; whether the discharge poses a substantial threat to the public health or welfare; the potential impact on natural resources and property which may be affected; priorities for protecting human health and welfare and the environment; and appropriate resource documentation.

Coordination: The FOSC's efforts shall be coordinated with other appropriate Federal, State, local, and private response agencies. An FOSC may designate capable individuals from Federal, State, or local agencies to act as her/his on scene representatives. 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 an appropriate contract or cooperative agreement has been established.

1430.3 State On-Scene Coordinator

When operating under the federal response plan the State On-Scene Coordinator (SOSC) assists the FOSC in responding to and mitigating spills and releases. Normally vested with the authority to permit response activities and require certain precautions within the state's boundaries, the SOSC is critical to the success of any response action.

1440 Incident Command System

To standardize response management within the marine safety field, the Coast Guard has adopted the National Incident Management System (NIMS) based Incident Command System (ICS). While Vessel Response Plans (VRPs) and Facility Response Plans (FRPs) are required to have a management system compatible with the Area Contingency Plan, there is no requirement for VRPs and FRPs to follow strict ICS. A major advantage of the ICS organization is the ability to expand and contract organizationally as required by the incident. For some incidents only a few of the organization's functional elements may be required. For larger or more complicated responses, additional positions exist within the ICS framework to meet virtually any need.

The ICS organization is built around five major functions that are applied on any incident, large or small. These functions are the Incident Command, and the Operations, Planning, Logistics and Finance Sections. These functions are detailed in Section 2000-6000 of this plan. These sections will provide generic descriptions and apply directly to the Charleston COTP area of responsibility.

Incident Command System forms and job aids can be downloaded from the Coast Guard website www.homeport.uscg.mil.

Refer to Incident Management Handbooks (IMH) for the Incident Command System prepared by USCG, Office of Response (G-MOR-3) for specific information on all duties and positions. Refer to Appendix 9730.4 Incident Management Handbooks and 9720.3 Incident Command System Forms for ICS forms. This section will only provide a brief overview and information specific to the COTP Charleston zone.

1440.1 Unified Command.

Where appropriate, the FOSC shall establish a unified command consisting of the FOSC, the State On-Scene Coordinator, and the Responsible Party Incident Manager. The FOSC is responsible for assigning individuals from within the response community (Federal, State, local or private), as necessary, to fill the designated positions in the NRS incident level response organization. It should be noted, however, that one individual may fill several of the designated positions. These assignments will be predicated on the nature of the spill and the need for extensive manning. These functional responsibilities and position titles, if staffed, are thoroughly described in the functional sections of this plan.

1450 Area Exercise Mechanism

The opportunity to exercise this plan and components of this plan presents itself via the National Preparedness for Response Exercise Program (NPREP or PREP).

PREP guidelines apply to all vessel and facility plan holders and specifically discuss the

PREP requirements for the designated Planning Areas.

1450.1 Area Exercises

The Area exercises are divided into internal and external classification categories. The internal exercises are Notification Drills (quarterly), Spill Management Team Tabletop Exercises (annually), Equipment Deployment Exercises (annually), and Government Initiated Unannounced Exercises (maximum of 4 per area per year). The external exercises are Government led exercises and Industry led exercises. The Federal On-Scene Coordinator (FOSC) is responsible for planning, designing, and executing the internal exercises. The National Strike Force Coordination Center (NSFCC) is responsible for scheduling the external exercises and the appropriate FOSC remains involved in the planning, design, and execution of the Government led exercises. The FOSC will consult 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 a the scenario and performing as a controller or evaluator of 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 that vessel and facility plan holders conduct and record required exercises.

1460 National Response Plan

As of December 2004, the NRP was implemented as an all-hazard response plan that provides the structure and mechanisms for national-level policy and operational coordination for domestic incident management in the event of an incident of national significance. An incident of national significance is defined by four criteria:

- A federal department acting under its own authority requests the assistance of the Secretary of Homeland Security
- The resources of state and local authorities are overwhelmed and the federal assistance had been requested by the appropriated authorities
- More than one federal agency has become substantially involved in responding to an incident
- The Secretary of Homeland Security has been directed to assume responsibility for managing a domestic incident by the President

If an oil spill or hazardous substance release occurs as a result of an Incident of National Significance, the NRP would be enacted and the response structure would follow the NRP: Oil and Hazardous Material Incident Annex.

1470 Federal Radiological Response Annex to the NRP

The objectives of the Federal Radiological Response Annexes are to establish an organized and integrated capability for timely, coordinated response by Federal agencies to peacetime radiological emergencies.

Refer to Section 9800 for further information:

11500 State/Local Response System

1510 State

It is the policy of the state to respond immediately to all oil spills, control the source of any oil spill, and 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 State Administrator and coordinated with the FOOSC 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 thrust of the state is to observe, monitor and provide advice and counsel, as may be necessary.

The FOOSC or SCDHEC will take steps to access the applicable state or federal fund to ensure adequate cleanup whenever they determine the responsible party for the discharge was; unknown, did not act promptly, did not take proper and appropriate actions to contain, cleanup and dispose of the oil or oily debris, or the total clean up 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.

1510.1 Response System

1510.11 South Carolina Department of Health and Environmental Control (SCDHEC)

SCDHEC is the state agency responsible for protecting and promoting public health and the environment. SCDHEC is designated as a natural resource trustee in the State of South Carolina under the federal Comprehensive Environmental Response, Compensation and Liability Act.

1510.11.1 State On-Scene Coordinator (SOSC)

SCDHEC is also responsible for enforcing environmental law in the State of South Carolina. SCDHEC has been designated as the agency responsible for responding to, and investigating, spills and releases of oil and hazardous materials. SCDHEC also designates a SOSC who is responsible for determining SCDHEC's level and method of response. For each environmental quality control (EQC) district, the plan enables the SOSC to appoint District On-Scene Coordinators (DOSCs). They work as the SOSC's agents and are empowered to represent the SOSC.

1510.11.2 SCDHEC's Central Office Emergency Response Section (ERS)

The ERS is the central point for reporting releases of oil and hazardous substances within the state. The ERS also receives reports of fish kills within South Carolina. The ERS consists of nine staff positions, three emergency response vehicles, an oils

spill response trailer, and various other supplies to facilitate a response to oil and hazardous material releases within the state. Reference (b) addresses what equipment is available within the ERS, it also describes all other equipment and personnel available to the ERS during such releases

1510.11.3 State Laws and Regulations Applicable to SCDHEC Activity

- Pollution Control Act, Title 48-1 Authority for SCDHEC to abate, control, and prevent pollution.
- Hazardous Waste Management Act, Title 44-56 Adopts federal CERCLA as state law. Under “state CERCLA” the state is authorized to take any action, consistent with the state contingency plan, that it deems necessary to protect the public health, public welfare, or the environment.
- South Carolina Hazardous Waste Management Regulations Requires that regulated generators or treaters, stores, or disposers of hazardous wastes have a contingency plan and emergency procedures that must be implemented upon release of a hazardous waste.

1510.12 South Carolina Department of Natural Resources (SCDNR)

The SCDNR is the agency responsible for the protection, conservation, and management of the natural resources of the State of South Carolina and their habitats. In addition, as a designated Natural Resource Trustee (NRT), the Director of the SCDNR assigns agency staff to provide input regarding resources that have been or are likely to be impacted, and to assist with any quantification of natural resource injuries. If there is injury for which a Natural Resource Damage Assessment (NRDA) may be pursued, SCDNR works with the other State and Federal NRTs to obtain the necessary information to complete this process, and seek restoration on behalf of the citizens of South Carolina.

1510.12.1 State Natural Resource Trustee (NRT)

Pursuant to the Superfund Act Reauthorization Amendments (SARA) of 1988 to the CERCLA, the Director of the SCDNR was designated by the Governor as one of the NRTs for South Carolina. This designation requires the notification and consultation of SCDNR by the FOSC for any situation where a release or the threat of a release or spill of a hazardous substance or oil has impacted or threatens to impact natural resources for which SCDNR has responsibility, to minimize the impact or threat.

1510.12.2 SCDNR Law Enforcement Division

Assists the Coast Guard with vessel traffic control during marine events, boating season, and during special operations such as safety/security zone enforcement.

1510.12.3 Laws and Regulations Applicable to SCDNR Activity.

- SC State Law 48-4-10: SCDNR enabling authority.
- Federal Fish and Wildlife Coordination Act, requires that Federal agencies undertaking certain activities must consult with state fish and wildlife agencies to determine potential resource impacts as well as means and measures to mitigate those impacts.
- Pollution Control Act, South Carolina Oil and Gas Act, and the South Carolina

Hazardous Waste Management Regulations. These Acts and regulations specify responsibilities for the SCDHEC for pollution events, but also include requirements for assessing impacts to natural resources from the occurrences. SCDNR provides assistance to SCDHEC in these matters.

1510.2 Response Policy

1510.21 State Declaration

Response issues dealing specifically with oil and hazardous materials are accomplished through coordinated efforts with other federal, state and local agencies. Through this coordinated effort the state of South Carolina will respond, as represented by the SCDHEC (U.S. EPA Region IV state representative), to all oil spills and hazardous material releases within their pre-designated area of responsibility. However, this should not preclude mutual assistance among all involved agencies.

1510.22 SCDHEC Emergency Response Team (ERT)

SCDHEC trains and maintains an ERT to provide assistance and guidance during oil spill or hazardous material release incidents. They also provide technical assessment of the hazard and make appropriate recommendations for protective actions. Additionally, they provide monitoring for spill movement and technical advice on control, containment, clean up and disposal of spilled material. SCDHEC may request technical assistance from federal agencies and neighboring states in accordance with existing regulations. Upon notification of a spill, the ERT will initiate immediate response action to assist at the spill site and notify all other persons, agencies, industries and/or businesses throughout the state which could be affected by the spill.

1510.23 Notifications

In accordance with Section 48-43-550 of the South Carolina Code of Law, 1976, as amended, effective June 13, 1977, reports of oil or other hazardous substance spills are to be made to SCDHEC. In accordance with 33 CFR 153.203, effective January 1, 1977, all reports of oil or hazardous substances discharges are to be made to the **National Response Center (NRC) via the toll free telephone number, 1-800-424-8802**. These reports will then be forwarded to the applicable pre-designated federal on-scene coordinator for investigation and appropriate action.

1510.24 Reports of Spills or Releases

1510.25 South Carolina Department of Natural Resources (SCDNR) Relationship with SCDHEC

Several pieces of legislation, including the S.C. Pollution Control Act, the S.C. Oil and Gas Act, and the S.C. Hazardous Waste Management Act, which specify responsibilities for SCDHEC for pollution events, also include requirements for assessing impacts to natural resources from these occurrences. SCDNR provides assistance and input to SCDHEC in these matters.

1510.25.1 Reports of Spills or Releases

Reporting of all spills of oil or substances to the lands and/or waters of the State must be made to the telephone number listed below. All spills that result in a discharge to waters or pose a threat of a discharge to waters must be reported to the **National Response Center (NRC) via the toll free telephone number, 1-800-424-8802.**

- SCDNR should be notified of all oil spills greater than 10 gallons, and all spills of hazardous materials. SCDNR's level of response will be based upon the nature and location of release.
- SCDNR's 24-hr number in Columbia: 1-800-922-5431
- SCDHEC via the 24hour emergency line. All notifications should be made to: 1-803-253-6488, or 1-888-481-0125 toll free
- For estuarine or marine spills or releases in the eight coastal counties (Horry, Georgetown, Charleston, Berkeley, Dorchester, Colleton, Beaufort, and Jasper) notification should also be made to the SCDNR spill response coordinator for the Marine Resources Division: 843-953-9305 (office) or 843-270-1458 (cell).

1520 Local Response System

In the geographical area covered by this plan, the local response system is based on a Unified Command system; however individual counties also have general plans regarding response to spills in their area of responsibility. For small spills the federal, state and local authorities will coordinate an appropriate response. In accordance with the NCP, if it is not feasible for Sector personnel to investigate a spill report, then local resources may conduct the initial investigation.

The local response policy for the geographical area covered by this plan is based on a concept of cooperation and mutual assistance. In accordance with the NCP, if it is not feasible for Sector personnel to investigate a spill report, local resources may conduct the initial investigation.

1520.1 Local Fire Departments

Empowered by South Carolina State's Emergency Powers Act, local fire departments have broad authority and responsibility when responding to an oil spill or hazardous materials release occurring within their jurisdiction, regardless of whether a fire is involved or not. Once on-scene, the senior fire official for the department in whose jurisdiction the incident occurs in becomes the senior local representative on-scene as the Incident Commander (IC) and maintains that role throughout the emergency response phase or until relieved by the State or Federal On-Scene Coordinator.

1520.2 County Emergency Preparedness Divisions (CEPDS) & Local Emergency Planning Committees (LPEC)

County emergency preparedness organizations were created by state law, Regulation 58-1 Emergency Preparedness Standards, SC Code of Regulations, dated 1980. The State of South Carolina responded to SARA Title II by creating LEPCs at the county level. The governor appointed each county's EPD director as the LEPC's coordinator. However, in

some South Carolina counties the coordinator concurrently serves as committee Chairman.

1520.21 Charleston County Hazardous Materials Division (CCHMD)

The Charleston County Hazardous Materials Division was formed to implement Charleston County Ordinance 914 which was adopted January 18, 1994. The ordinance imposes a fee on businesses, which is used to improve local response to hazardous materials incidents through training, equipment, and advice.

1520.21.1 Duties of the CCHMD Staff

The two staff members' duties include the following:

- Manage the Charleston County fee-based Ordinance 914.
- Provide training to area responders and industry.
- Provide equipment that would be too expensive or too specialized for one of the county's hazardous materials response teams to purchase.
- Assist a response as requested by providing advice, technical assistance, and in some cases, resources from CCHMD's stock or seek response resources from other suppliers.
- Complete other duties as assigned. These duties usually involve researching and answering requests for information for the county's response organizations. These information requests have included information on California's fireproof plant program, shake shingle ordinances, and on standard operating guidance on trench rescues.

1520.22 Fire/Police Department Hazardous Materials Response Teams

There are five Fire or Police Department response teams within Charleston County. They operate under the jurisdiction of their parent FD or PD. The teams are staffed by duty personnel who have been certified as "Technician Level" responders, in accordance with OSHA guidelines. The level of equipment available varies among teams but existing "Mutual Aid" agreements level any shortfalls. Teams are located at the following FDs:

- City of Charleston FD
- City of Charleston PD
- City of North Charleston FD
- Town of Mt. Pleasant FD
- St. Johns FD

1520.23 County/City Police and Sheriff Departments

Although not assigned specific responsibilities during an incident, their assistance in affecting the success of a response is a critical success factor. Any request for county and/or city police and/or sheriff department should be coordinated through the responding FD or state agency.

1600 National Policy and Doctrine

To be provided by HQ and District.

1610 Public vs. Private Resource Utilization

1620 Best Response Concept

1630 Cleanup Assessment Protocol (How Clean is Clean?)

It is almost impossible to fully prevent shoreline oiling during a spill. The responder's approach to the cleanup of an oiled shoreline is as important as how they approach the containment and protection priorities. The need for responders and planners to think through cleanup methods in advance of a moving oil slick is critical. Several considerations must be made before a proper cleanup plan can be initiated.

First, the type and quantity of the oil that will likely impact the shore must be determined. Oil types vary greatly and have a major influence on the degree of impact, ease of cleanup, and persistence of the contamination. For example, lighter fuels (diesel, home heating fuel and light crude oils) will evaporate quickly, but tend to be more toxic and penetrate the shoreline sediments to a greater degree. Heavy oils (bunker C, #6 fuel and heavy crude oils) are less toxic to shoreline ecosystems and do not penetrate finer sediments, but they are very persistent, difficult to clean, and may smother shoreline organisms.

Second, the type of shoreline that is predicted to be impacted must be identified and mapped. Both state and federal mapping projects have successfully categorized much of the U.S. shoreline in terms of habitat sensitivity to spilled oil. The most widely used characterization scheme for shorelines is the NOAA Environmental Sensitivity Index (ESI). The ESI ranks shorelines in terms of their relative sensitivity to oil spill impacts, predicted rates of removal of stranded oil by processes such as waves and currents which naturally clean the shoreline, and ease of cleanup. Shoreline types, from least to most sensitive are:

1. Exposed rocky cliffs & seawalls
2. Wave cut rocky platforms
3. Fine to medium-grained sand beaches
4. Coarse-grained sand beaches
5. Mixed sand and gravel beaches
6. Gravel beaches/Rip-rap
7. Exposed tidal flats
8. Sheltered rocky shores/man-made structures
9. Sheltered tidal flats
10. Marshes/mangroves

Once responders have a clear understanding as to the type and degree of impact and the type of shoreline, they can begin planning an effective cleanup strategy. The goal of all the methods discussed is to clean only to the level that would speed recovery and use of the shoreline. Cleaning strategies that will do greater injury to the resource than the oil itself are rejected.

1640 Dispersant Pre-Approval/Monitoring/Decision Protocol

Dispersants are specially designed oil spill products that are composed of detergent-like surfactants in low toxicity solvents. Dispersants do not actually remove oil from the water. Instead, they break the oil slick into small particles, which then disperse into the water where

they are further broken down by natural processes. Dispersion of oil into the water column occurs naturally in untreated spills; dispersants just speed up the process. Dispersants also prevent the oil droplets from coming together again and forming another surface slick. Dispersants also reduce the ability of the oil to attach to birds and other animals, shoreline rocks, and vegetation. Fire and explosion hazards are lessened because dispersants reduce evaporation of volatile oil components. The potential adverse effects of the dispersed oil (e.g., increased bioavailability to aquatic organisms, and diminished potential for containment and mechanical removal from the water) must be weighed against the potential adverse effects of the un-dispersed oil if it threatened to impact wildlife populations or the shoreline.

Dispersants may be applied to oil from airplanes, helicopters, or vessels. Dispersant spray systems are designed to provide the correct droplet size and dosage, as both are important factors in effective oil dispersal. The volume of dispersant applied is a fraction of the volume of oil treated, with a typical dispersant to oil ratio of 1:20. Because of the tradeoffs involved (i.e.; relative benefits and potential negative effects), the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) sets limitations on the use of dispersants. Dispersants must be on a national list maintained by the Environmental Protection Agency. Federal and state agency agreements establish areas where rapid decisions on dispersants may be made by the Federal On-Scene Coordinator. Use outside these areas requires the approval of additional agencies identified in the NCP.

Refer to Region IV RRT, Ocean, and Coastal Waters Dispersant Use Policy, dated March 11, 1999

For more information refer to the Dispersant Use Policy of RRT IV.

1650 In-situ Burn Approval/Monitoring/Decision Protocol

In-situ burning means the controlled burning of oil “in place.” On open water, burning requires specialized fire resistant boom because uncontained oil rapidly spreads too thin to sustain combustion. *In-situ* burning requires less labor than most other techniques and can be applied in areas where other methods cannot be used because of limited access to the spill location or ice conditions. Fire-resistant booms are subject to some of the same wind and sea limitations as mechanical removal, since a fire boom behaves much like a standard containment boom. However, burning rapidly removes large quantities of oil and, minimizes the need for recovery and storage.

Because of the tradeoff decisions involved, certain approvals must be obtained prior to use of *in-situ* burning. Use of burning agents to increase oil combustibility is regulated by Subpart J of the National Contingency Plan. The State Implementation Plans required by the Clean Air Act are the primary plans that regulate air quality and pollutant sources. Agreements between state and federal regulatory authorities establish areas and necessary conditions where rapid decisions on *in-situ* burning may be made by the Federal On-Scene Coordinator and/or the State On-Scene Coordinator(s).

Refer to Region IV, RRT, Ocean, Coastal, and Inland Water In-Situ burn Policy, dated April 20, 1995.

1660 Bioremediation Approval/Monitoring/Decision Protocol

Persons seeking to use in-situ bioremediation as a remedial countermeasure should check with applicable state or local regulatory requirements. Federal requirements are in Subpart J of the National Contingency Plan (NCP) which requires the Federal On-Scene Coordinator (FOSC), the U.S. Environmental Protection Agency for an inland release and the U.S. Coast Guard (USCG) for a coastal release, to approve the use of bioremediation agents on spills not threatening human life. The federal OSC must have the concurrence of the Region IV Regional Response Team (RRT) for any in-situ bioremediation use unless specifically delegated to a state/local agency.

The NCP Product Schedule is a list of chemical and biological based products that may be authorized for use on oil discharges in accordance with the NCP. The federal OSC, state, and the RRT will only consider approved for use bioremediation products on the NCP Product Schedule. The exception would be bio-stimulation agents that still require RRT approval.

In-situ bioremediation has been used successfully for a number of years. Biodegradation of hydrocarbons is a time consuming process. Therefore, bioremediation should generally not be considered as a rapid primary response countermeasure, but to be used in conjunction with other remedial actions. The exception to this is when the option of do nothing is considered or conventional cleanup/treatment methods are not feasible. In those cases, in-situ bioremediation may be a cost effective substitute for the traditional cleanup technology.

The use of bioremediation on spills or releases impacting navigable waters requires the FOSC to obtain the concurrence of the Region IV RRT. The request should involve the state OSC and contain the following information:

- Exact location of spill or release;
- Type of material spilled or released;
- Amount spilled or potentially spilled;
- Name of product to be used;
- MSDS on product;
- Rate and method of application;
- Nearest surface waters;
- Forecasted weather conditions; and
- Monitoring strategy.

For more information, refer to the RRT IV Bioremediation Plan.

1670 Fish and Wildlife Acts Compliance

The Department of the Interior (DOI) has trustee responsibility for migratory birds under the Migratory Bird Treaty Act (16-USC 703-722) and for threatened and endangered species under the Endangered Species Act (16 USC 1531-1544). The DOI and Department of Commerce share trustee responsibility for anadromous fish under the Anadromous Fish Conservation Act (16 USC 7571-757f). For further guidance refer to sections 9810 and 9820 of this Plan.

As a manager of trust natural resources delegated under DOI, the U.S. Fish and Wildlife Service (USFWS) has the responsibility to conserve, enhance, and protect fish and wildlife and their habitat. The USFWS role during pre-spill planning, "removal" activities, and "pre-assessment" activities has been enhanced and formalized by the new responsibilities

identified in the Oil Pollution Act of 1990 (OPA) and the mandated amendments to the Federal Water Pollution Control Act (FWPCA) ("Clean Water Act") which revised the NCP.

Specifically, USFWS personnel are responsible for protecting trust natural resources from the threat of injury or injury caused by a discharge of oil. Additionally, they are responsible for assisting in the identification of sensitive environments in advance of discharges, assisting the OSC during the response phase, assessing injuries, determining damages, and overseeing wildlife rehabilitation during actual discharges. (For more specific roles and responsibilities of the USFWS during a spill, please refer to Part II, Section 1.2.1.).

The following list briefly summarizes the primary authorities that direct the USFWS in carrying out its responsibilities related to oil spill response and contingency planning:

1670.1 Fish and Wildlife Coordination Act

Requires consultation with the USFWS and State fish and wildlife agencies in instances in which diversions or other modifications 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.

1670.2 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 is in danger of extinction throughout all or a significant portion of its range. Threatened means a species is likely to become endangered within the foreseeable future. All species of plants and animals, except pest insects, are eligible for listing as endangered or threatened.

1670.3 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.

1670.4 Bald Eagle Protection Act

This 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 this Area Plan to prohibit unauthorized taking or possession of bald or golden eagles.

1670.5 National Wildlife Refuge System Administration Act

This act provides directives for the administration and management of all areas (land and

water) 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.

1670.6 Anadromous Fish Conservation Act

This act authorizes the Secretary of the Interior to enter into cooperative agreements with the States and other non-Federal interests for conservation, development, and enhancement of anadromous fish, including those in the Great Lakes.

The act also authorizes the USFWS to conduct studies and make recommendations to U.S. EPA concerning measures for eliminating or reducing polluting substances detrimental to fish and wildlife in interstate or navigable waters, or their tributaries.

1670.7 Marine Mammal Protection Act

The Marine Mammal Protection Act (MMPA) was enacted in 1972 for the purpose of ensuring that marine mammals are maintained at, or in some cases restored to, healthy population levels. The original Act established a moratorium on the taking (under MMPA, "take" is defined as "to harass, hunt, capture, or kill or attempt to harass, hunt, capture, or kill any marine mammal") or importing of marine mammals except for certain activities which are regulated and permitted. These activities include scientific research, public display, and the incidental take of marine mammals in the course of commercial fishing operations.

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 (F&WS) has jurisdiction over sea otters, polar bears, manatees, dugongs, and walrus while the National Marine Fisheries Service (NMFS) has jurisdiction over all other marine mammals.

1680 Protection of Historic Properties (National Historic Preservation Act)

Federal Departments and Agencies must ensure that historic properties are taken into account in their planning for and conduct of the emergency response under the National Oil and Hazardous Substances Pollution Contingency Plan (NCP). 40 CFR Section Part 300. The National Conference of State Historic Preservation Officers (NCSHPO), on behalf of State Historic Preservation Officers (SHPOs), will facilitate Federal agency ability to develop and execute a uniform nationwide approach for considering and treating historic properties before and during emergency response. In the event an individual SHPO is unable to respond, the Agency or Department may contact the NCSHPO or the Advisory Council on Historic Preservation (ACHP) to consider alternatives and receive assistance. Departments/Agencies must follow the National Historic Preservation Act of 1966, as amended (NHPA), P.L. 89-665, 16 U.S.C. Section 470 *et seq.*, and the regulations promulgated thereto during any response.

1690 Alternative Response Technology Evaluation System (ARTES)

Non-traditional response technologies can be evaluated using the Alternative Response Tool Evaluation System (ARTES). ARTES is designed to provide On-Scene Coordinators (OSC) with a method for evaluating additional response countermeasures in advance or during an

oil or chemical spill. An OSC may use the ARTES for evaluating proposed conventional but unfamiliar countermeasures as well, such as alternative sorbents. The OSC can use the ARTES as a means to rapidly evaluate unfamiliar products on an incident specific basis. During a spill, OSCs can be approached by vendors, responsible party representatives, Special Teams personnel, or members of their staff requesting that an optional cleanup countermeasure be considered. This optional countermeasure could be another viable "tool" for the OSC to use during a spill. The ARTES provides an evaluation program that will help the OSC and Regional Response Team (RRT) decide whether to use such less familiar cleanup tools. The ARTES evaluates a response tool on its technical merits and not economic factors.

For more information go online to NOAA's Emergency Response website using this link: [ARTES](#)

1690.1 Specialized Monitoring of Applied Response Technology (SMART)

The need for protocols to monitor response technologies during oil spills has been recognized since the early 1980s. Technological advances in dispersant applications and in-situ burning (referred to as *applied response technologies*) have resulted in their increased acceptance in several regions in the U.S. Many regions have set up pre-approval zones for dispersant and in-situ burn operations, and established pre-approval conditions, including the requirement for monitoring protocols. This reaffirms the need for developing national protocols to standardize monitoring, especially when the Federal Government assumes full responsibility for the response under the National Oil and Hazardous Substances Pollution Contingency Plan. Protocols are also needed to serve as guidelines for assisting or overseeing industry's monitoring efforts during spills.

In November 1997, a workgroup consisting of Federal oil spill scientists and responders from the U.S. Coast Guard, the National Oceanic and Atmospheric Administration, the U.S. Environmental Protection Agency, and the Centers for Disease Control and Prevention, convened in Mobile, Alabama to draft guidelines for generating this protocol.

2000 Command

2100 Unified Command

Historically, the success or failure of any response effort is often determined as much by the organization in place as by the availability of personnel and clean up equipment. One of the purposes of this plan is to ensure that all appropriate agencies in the Charleston area are aware of and involved in the local "oil spill response organization". In this plan, the local oil spill response organization will be divided into two categories, planning and response. Both will be in place prior to a spill or release incident and will be periodically exercised and/or evaluated.

The U.S. Coast Guard is tasked by the National Contingency Plan with providing the pre-designated Federal On-Scene Coordinator (FOSC) for oil and hazardous material spills and releases which effect or threaten navigable waters of the United States. As the FOSC, the Captain of the Port (COTP) heads the local multi-agency response team. This team must assess the situation and identify, select, and implement the most appropriate means of response. Often, decisions regarding

critical response actions must be made quickly and with incomplete information. Failure to implement appropriate response actions quickly may result in the loss of the selected response action as an option, and will significantly increase the difficulty and costs associated with the containment, recovery, and restoration of natural resources.

In events significant enough to involve agencies other than the Coast Guard, response in the Sector Charleston area of responsibility will be based on the Unified Command System. The following Annexes in this plan list and describe the numerous key positions which should be filled during a “significant” response. To ensure the best possible response, it is essential that these positions be filled by the most qualified individuals. Who fills these positions depends on the particular incident; however, it is highly unlikely that they will all be from the Coast Guard or any other individual agency. It is highly possible that some of the key individuals may be employees of the responsible party. This is particularly true when cleanup by chemical means (e.g. use of dispersants) is being considered.

Available to the FOSC, but not under the direct command of COTP Charleston, are advisory groups required by references (a) and (b). Those planning and response groups as well as the local response organization are described throughout this plan.

Refer to the Incident Management Handbook (IMH) for the Incident Command System prepared by USCG for specific information on all duties and positions. Refer to Appendix 9730.4 Incident Management Handbook and 9720.3 Incident Command System Forms for ICS forms. This section will only provide a brief overview and information specific to the COTP Charleston zone.

2110 Unified Command – Command Structure

The National Contingency Plan (NCP) states that the basic format for the response management system is a structure that brings together federal and state agencies, and the responsible party, to achieve an effective and efficient response. This structure is commonly referred to as the Unified Command (UC). It should be noted that in this structure the FOSC retains ultimate authority in a response operation for decisions relating to it. However, the FOSC will exert his/her own authority independent of the UC only if other members are not present or are unable to reach consensus within a reasonable time frame.

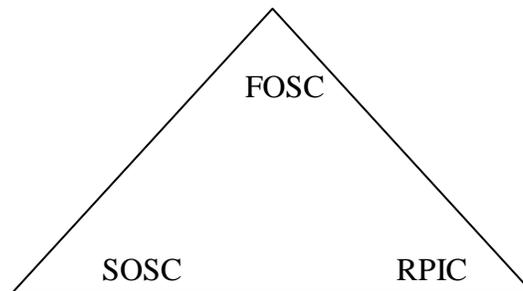
The Unified Command is responsible for the overall management of the incident. They direct incident activities including the development and implementation of strategic decision and approve the order and release of resources. The Unified Command should be composed of the FOSC, State Incident Commander and a representative from the Responsible Party. In addition, the Command Staff also includes a Safety, Information and Liaison Officer positions, which are discussed in Sections 2120, 2200 and 2300. The Unified Command oversees and delegate’s responsibilities to four functional units, which are the Operations, Planning, Logistics and Finance/Administration Sections, which are further detailed in 3000-6000 of this plan.

The Unified Command for COTP Charleston area of responsibility will consist of the U.S. Coast Guard, South Carolina Department of Health and Environmental Conservation (SCDHEC), the responsible party, county emergency managers and other federal/state agencies. The Unified Command will direct the tactical and strategic response to an oil spill with a unified position to ensure clear direction to the responsible party and efficient utilization of resources. OPA 90 clearly establishes that the FOSC has the ultimate

responsibility for directing oil spill response including response objectives and strategies.

The Unified Command System is a management system. Because of its unique features, the UCS has the flexibility and adaptability to be applied to a wide variety of circumstances, both large and small. Below is a brief description of the UC's major attributes. These attributes must be observed for the system to function as designed.

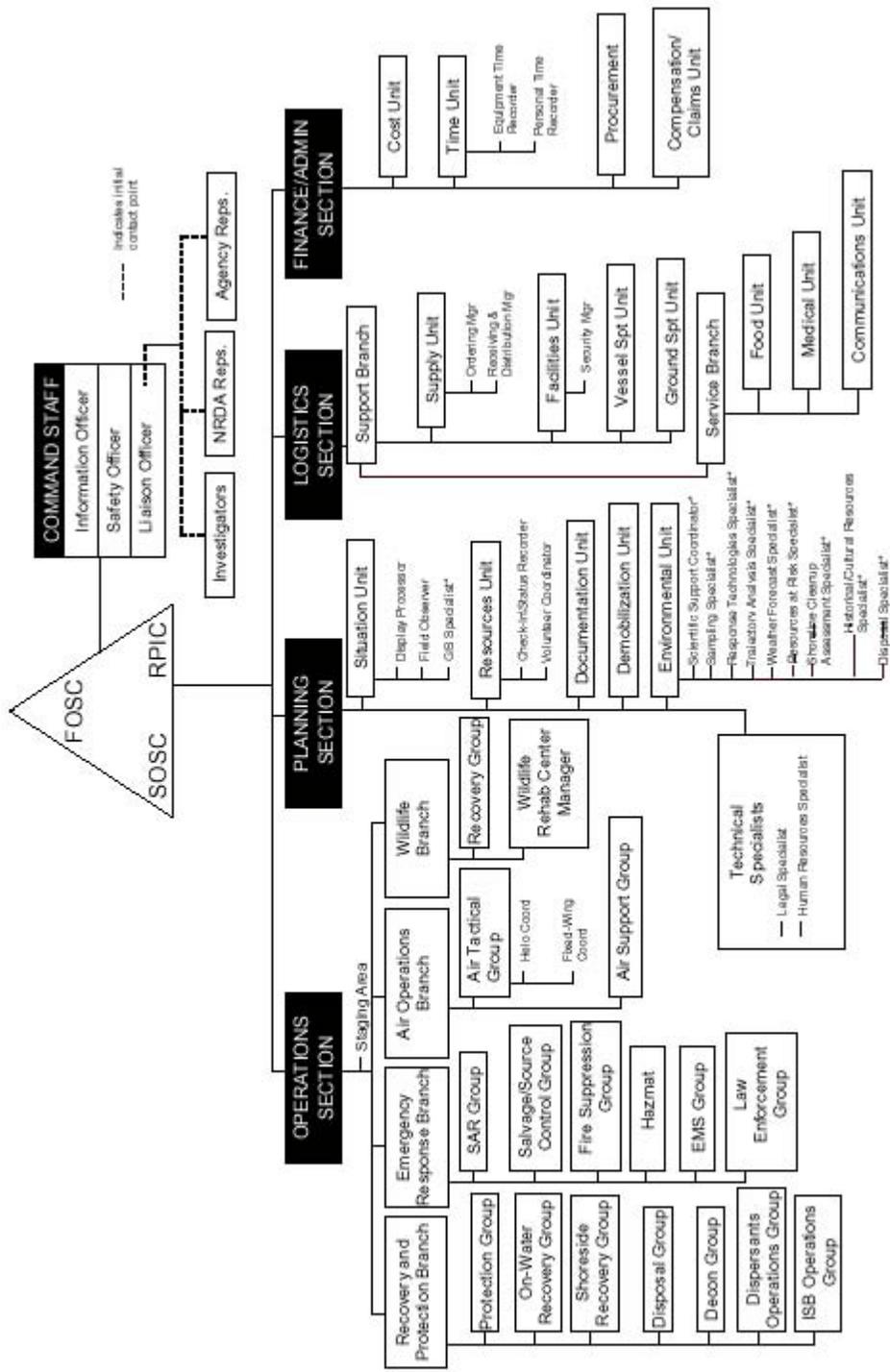
- UC is a management concept for coordinating responses to emergency incidents by two or more agencies, and was designed to accomplish the following:
- Improve information flow and interfaces among involved agencies
- Provide a forum to address all stakeholder concerns;
- Develop a single collective approach to an incident;
- Optimize the efforts of all agencies as they perform their respective missions;
- Reduce omissions; and eliminate duplication of efforts.



The Unified Command may include other representatives.

Figure 2-1 – Unified Command Structure Diagram

Figure 2-2 – Incident Command Structure Diagram



* Possible Assignment of Technical Specialists

2110.1 Federal Representative

The NCP, 40 CFR 300, requires Federal On-Scene Coordinators (FOSCs) to direct response efforts and coordinate all other actions at the scene of a spill or release. The FOSC is the pre-designated Federal official responsible for ensuring immediate and effective response to a discharge or threatened discharge of oil or a hazardous substance. The U.S. Coast Guard designates FOSCs for the U.S. coastal zones, while the U.S. EPA designates FOSCs for the U.S. inland zones. 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 pre-designated 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. Then 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. Next, they identify the potential impact on natural resources and property, and discuss priorities for protecting human health, welfare and the environment. Lastly, they must ensure appropriate resource documentation.

The FOSC shall ensure that the Natural Resource Trustees (NRTs) are promptly notified of discharges. The FOSC shall coordinate all response activities with the affected NRTs and shall consult with the affected NRTs on the appropriate removal action to be taken. Where the FOSC becomes aware that a discharge may affect any endangered or threatened species, or their habitat, the FOSC shall consult with the appropriate NRT.

2110.2 State Representative

South Carolina Department of Health And Environmental Control (SCDHEC).

SCDHEC is the state agency responsible for protecting and promoting public health and the environment. The Commissioner of SCDHEC is designated as one of three Natural Resource Trustees (NRTs) for the State of South Carolina under the federal Comprehensive Environmental Response, Compensation and Liability Act. (The other two designated NRTs for the State of South Carolina are the Director of the South Carolina Department of Natural Resources (SCDNR) and the Office of the Governor.)

2110.21 State On-Scene Coordinator (SOSC).

SCDHEC is also responsible for enforcing environmental law in the State of South Carolina. SCDHEC has been designated as the agency responsible for responding to, and investigating, spills and releases of oil and hazardous materials. SCDHEC also designates a SOSC who is responsible for determining SCDHEC's level and method of response. For each environmental quality control (EQC) district, the plan enables the SOSC to appoint District On-Scene Coordinators (DOSCs). They work as the SOSC's agents and

are empowered to represent the SOSOC.

The State Incident Commander 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.

2110.3 Responsible Party (RP) Representative

Each responsible party for a vessel or a facility from which oil is discharged, or which poses a substantial threat of a discharge, into or upon the navigable waters 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.). Section 4202 of OPA 90 states that these response plans shall:

- "(i) be consistent with the requirements of the National Contingency Plan and Area Contingency Plans;
- "(ii) identify the qualified individual having full authority to implement removal actions, and require immediate communications between that individual and the appropriate Federal official and the persons providing personnel and equipment pursuant to clause (iii);
- "(iii) identify, and ensure by contract or other means approved by the President, the availability of private personnel and equipment necessary to remove to the maximum extent practicable a worst case discharge (including a discharge resulting from fire or explosion), and to mitigate or prevent a substantial threat of such a discharge;
- "(iv) describe the training, equipment testing, periodic unannounced drills, and response actions of persons on the vessel or at the facility, to be carried out under the plan to ensure the safety of the vessel or facility and to mitigate or prevent the discharge, or the substantial threat of a discharge;
- "(v) be updated periodically;
- "(vi) be resubmitted for approval of each significant change."

2110.31 Responsible Party's Liability

Oil Pollution Act of 1990 (OPA 90). As defined in OPA 90, each responsible party for a vessel or a facility from which oil is discharged, or which poses a substantial threat of a discharge, into or upon the navigable waters 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 Area Contingency Plan, and the applicable response plan required by OPA 90. If directed by the OSC at any time during removal activities, the responsible party must act accordingly.

[Comprehensive Environmental Response, Compensation, and Liability Act of 1980 \(CERCLA\)](#). Each responsible party for a vessel or facility from which a hazardous substance is released, or which poses a substantial threat of a release, is liable for removal costs as specified in CERCLA (42 USC 9601 et seq).

2110.32 Rights Of The Responsible Party

As long as the responsible party is taking appropriate action, the responsible party maintains their right to be in full partnership with the response effort and the Unified Command. That is:

- The Responsible Party has the right to be a fully participating member of the Unified Command and is expected to exercise that right;
- The Responsible Party has the right to a timely and accurate cost accounting of reimbursable government expenditures and, when practical, should be approached with all requests to bring government furnished equipment to the scene prior to mobilizing that equipment;
- The Responsible Party has the right to offer dissenting opinions within the Unified Command.

2120 Safety

Coast Guard employees, other 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 Administration (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 remedial operations at uncontrolled hazardous waste sites being cleaned up under government mandate and in certain hazardous waste treatment, storage, and disposal operations conducted under the Resource Conservation And Recovery Act of 1976 (RCRA). The regulations also apply to both emergency response and post-emergency cleanup of hazardous substance spills. 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 oils and oil spill responses are covered by these regulations. The rules cover employee protection during initial site characterization and analysis, monitoring activities, materials handling activities, training, and emergency response. In addition, other regulations in general industry (part 1910), construction (part 1926), and the maritime industry (parts 1911 to 1925) may also apply. Also, any hazards for which OSHA does not have a standard could be addressed. Examples of these are heat and cold stress, since extreme temperatures and humidity can be reached in the southeast.

2130 Site Characterization

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 (the Coast Guard District Occupational Health and Safety Coordinator could fill this position) is to assess the site, determine the safety and health hazards present, and determine if OSHA regulations apply. 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 rests with the On-Scene Coordinator.

2140 Site Safety Plan Development

One of the key components of a safe and effective response is the early designation of a Safety Officer and the development of a comprehensive Site Safety and Health Plan. A Site Safety Plan is required when personnel must enter a contaminated area to mitigate oil pollution and is designed to protect entry personnel as much as possible. The Site Safety plan addresses the following areas:

- Objectives of the response;
- Organization and coordination;
- Identification of all hazards associated with the released product;
- Personnel protective equipment requirements;
- On-scene work plans;
- Communications;
- Emergency contingency plans;
- Decontamination procedures; and
- First aid.

At a minimum the plan should include health and safety hazard analysis for each site, task or operation with a comprehensive operations work plan. This should address personnel training requirements, personal protective equipment selection criteria and confined space entry procedures. In addition, it should detail an air monitoring plan, site control measures, and the format for pre-entry and pre-operations briefings.

2140.1 Safety Officer

The Safety Officer reviews the hazards and unsafe conditions attendant to the incident, and develops and maintains a site safety plan for the duration of Federal involvement. The Safety Officer will correct unsafe acts or conditions through the regular line of authority, although the officer may exercise emergency authority to stop or prevent unsafe acts when immediate action is required. The Safety Officer maintains awareness of active and developing situations, ensures the preparation and implementation of the Site Safety Plan and all safety messages with the IAP.

2140.2 Site Safety Plan Review

Once the plan is completed, it is reviewed by the Incident Commander and the OSC for approval. Initial and subsequent entries may be conducted only after the Site Safety plan is approved. Additionally, prior to entry, all entry personnel receive a thorough briefing to ensure everyone is fully aware of exactly what is to be done and what potential hazards exist. After approving the Site Safety Plan the FOSC will continue to monitor response, cleanup and disposal activities to ensure the completeness and to ensure all safety and environmental concerns are addressed.

2140.3 Plan Acceptance And Verification

All personnel on site, contractors and subcontractors included shall be informed of the site emergency response procedures and any potential fire, explosion, health or safety hazards related to the operation. This incident will be managed and operated under the “Unified Command System” as set forth by national, state and local standards. This plan must be reviewed and an agreement to comply with the requirements of this plan must be signed by all personnel prior to entering the exclusion zone or contamination reduction zone. Noncompliance with the site safety procedures will be grounds for reprimand and possible removal from site activities. A site safety officer will be appointed to develop, implement and verify compliance with the Site Safety and Health Plan. This plan is in effect upon approval and signature of the Unified Commander.

2140.4 Training Requirements

In oil spill responses where OSHA regulations apply, the OSC must ensure that paragraphs (b) through (o) of 29 CFR 1910.120 are complied with. Coast Guard personnel assigned to a Sector and routinely involved in pollution response should complete a 40-hour course meeting the OSHA training in paragraph (e) of 29 CFR 1910.120. Training records should reflect that OSHA requirements have been satisfied.

2200 Information

Considering the high level of environmental awareness in many communities, any pollution incident is likely to generate interest from the public and the media. One or two inquiries by telephone can be handled by a short telephone interview with the Public Affairs Officer (PAO) or the appropriate Branch Chief. For large spills, it is not always possible to serve the people and the news media by conducting individual phone interviews. However, when significant media interest is anticipated, the PAO should generate a media release describing the incident, response efforts, future plans, and other details as necessary.

2210 Protocol for Access/Timing of Media Briefings

2220 Joint Information Center (JIC)

2220.1 Purpose

The purpose of the Joint Information Center (JIC) is to ensure timely and coordinated release of accurate information to the news media, internal and external audiences. While individual agencies and affected parties will continue to address their specific roles and duties in an oil spill or hazardous materials release, the JIC will serve as the focus of public affairs information relating to response activities.

During a major oil spill where media activity is expected to last several days, the lead Information Officer (IO) should establish a Joint Information Center (JIC) to coordinate the Public Affairs activities of participating agencies and parties. The role of the JIC is to provide 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. In addition the JIC develops and produces joint news releases under the Unified Command, and schedule, organizes, and facilitates news conferences.

2220.2 Organization

The JIC is a flexible organization, and has allowances for varying the size of the staffing response to the magnitude of the response and available resources. Similarly, some members of the Charleston Area Committee provide a pool of well-trained public affairs specialists that can be used in a “surge capacity.”

This tab outlines the organization of the JIC and the specific duties and responsibilities of the JIC staff. The procedures outlined will serve as the basis for setting up and maintaining a JIC in support of the Charleston Area Contingency Plan (ACP).

2220.21 Information Officer

This position is held by a senior public affairs representative from one of the following:

- U.S. Coast Guard Sector Charleston;
- South Carolina Department of Health and Environmental Control (SCDHEC);
- Responsible Party (or parties)
- Local fire department and/or emergency management agency. Only one Information Officer (IO) will be assigned per incident. The IO reports to the unified command and provides public relations advice and guidance to the Federal and State On-Scene Coordinators (FOSC and SOSOC). The IO is also responsible for establishing and overseeing the JIC. The IO will:
 - Ensure that a JIC is established and fully functioning.
 - Establish public affairs goals and objectives for the incident that ensures accurate and timely information to the news media, citizens, governmental officials, elected officials and other interested parties.
 - Speak to policy issues regarding their respective agency or company.
 - Provide direction on handling controversial and sensitive spill response issues including the use of dispersants, in-situ burning, drug testing, enforcement investigations, access for news media, etc.
 - Receive input on issues from the JIC supervisor.
 - Establish a schedule for news conferences, briefings and public informational meetings.
 - Prepare the FOSC and SOSOC for news conferences and briefings.
 - Assist with logistics for VIP tours/visits.
 - Resolve disputes that may arise regarding public affairs issues between agencies and responsible parties.

2220.22 Joint Information Center Supervisor

An experienced public affairs/information specialist with working knowledge of response issues and the Incident Command System will hold this position. The JIC supervisor is

responsible for managing the JIC under the direct guidance of the IO. The JIC supervisor will:

- Ensure public information staff is assigned to appropriate positions within the JIC.
- Assess skills, capabilities and interests of available public information staff (with assistance of the IO) and match staff with appropriate positions when possible.
- Review information supplied by information coordinators and determine appropriate method for dissemination.
- Elevate unresolved or sensitive issues to the IO.
- Ensure news media updates, news releases and fact sheets are distributed to JIC staff, on-site news media, off-site agency officials and other interested parties.
- Provide orientation for newly arriving or assigned public information staff (this task may be delegated to the JIC deputy supervisor or other staff as appropriate).
- Perform the duties of the JIC deputy supervisor if none is assigned.

2220.24 Media Relations

Positions in this group are staffed by experienced public affairs/information specialists that have local knowledge of the area (for example, geographical features) and the news media.

The media relations group reports to the JIC deputy supervisor and is responsible for answering news media inquiries. This group is also responsible for setting up facilities for news conferences and briefings. The following are specific responsibilities for this group.

2220.24.1 Media Relations Coordinator

The media relations coordinator is responsible for ensuring that news media inquiries are responded to in a timely and accurate manner. The coordinator works with the JIC deputy supervisor to ensure requests for information are responded to in a timely and manner and all media relations staff has the most current information on the spill response effort. They also perform the duties of the Release Writer if none is assigned.

2220.24.2 Release Writer

Writers must have solid journalistic abilities and be proficient with computers/word processing software. The release writer(s) will draft all news media updates, news releases and fact sheets as directed by the JIC supervisor or media relations coordinator.

2220.24.3 Media Phone Staff

Ideally, this staff will include at least one representative each from the U.S. Coast Guard, South Carolina Department of Health and Environmental Control, responsible party and local government. The phone staff will:

- Answer inquiries from the media.
- Direct reporter calls to appropriate media phone staff when an “agency” or “responsible party” response is warranted.
- Provide the media relations coordinator with questions and “rumors” that need to be

researched or checked-out.

2220.24.4 Remote Site Media Liaison

Monitor news coverage and:

- Provide answers and written materials to reporters who are at the field command post location.
- Work with the media relations coordinator to locate appropriate staff for one-on-one interviews when warranted.
- Escort reporters and photographers through the field command post as necessary.
- Set up facility for on-site news conferences and facilitate “pool” coverage when necessary.
- Provide direction to field locations as appropriate.

2220.25 Community Relations

Positions in this group are staffed by experienced public outreach, legislative or public affairs/information specialists that have local knowledge of the area and governmental affairs of South Carolina.

The community relations group reports to the JIC deputy supervisor and is responsible for responding to inquiries from citizens, organizations and local, state and Congressional representatives or staffs. Determines information needs of the local community and discusses methods to meet those needs with the JIC deputy supervisor and the IO. Following are specific responsibilities for this group.

2220.25.1 Community Relations Coordinator

The Community relations Coordinator is responsible for ensuring that an effective community relations group is established. The community relations coordinator will:

- Make sure activities are coordinated among the various agencies and the responsible party.
- Determine information needs of the local community (including “rumors”) and discusses methods to meet those needs with the JIC supervisor and IO.
- Establish point-of-contact for local citizens to obtain spill/release information.
- Convey citizen issues to the JIC supervisor and IO.
- Assess need to establish community spill information repository or information center.
- Assess possibility of utilizing community cable access.

2220.25.2 Community Relations Staff

The community relations staff will:

- Represent their respective agency or the responsible party.
- Respond to inquiries from citizens, organizations and governmental entities.
- Monitor the “pulse” of the local community.
- Provide “rumor” information to the community relations coordinator for assessment.
- Discuss information needs and determine appropriate methods to meet those needs with the community relations coordinator.
- Coordinate visits and tours by government officials.

2230 Media Contacts

The Unit Public Affairs Officer is the unit point of contact for contacting local media. During an incident all media inquiries should be referred to the JIC. Refer to Appendix 9240.2 Media (Television, Radio, and Newspaper) for additional information.

2300 Liaison

The Liaison Officer is the point of contact for personnel from assisting and cooperating agencies. The Liaison Officer will proactively coordinate with state and local government officials, keeping them advised of the situation and anticipated actions and soliciting their concerns. Refer to Appendix 9200 Personnel and Services Directory for a list of federal, state and local trustees, agency representatives and environmental, economic and political stakeholders.

2310 Investigators

2310.1 Federal

2310.11 U. S. Coast Guard Investigative Service (CGIS)

CGIS Agents are available to investigate criminal violations of environmental laws enforced by the Coast Guard. CGIS should be notified and consulted regarding all cases that may be referred to the Department of Justice for criminal prosecution. CGIS Agents are trained criminal investigators who are familiar with the legal issues associated with prosecution of a criminal case. Additionally, CGIS Agents regularly work with agents of other Federal, State, and local law enforcement agencies and frequently become aware of violations of environmental laws and ongoing criminal investigations through these sources.

Unless expressly directed by the Chief of CGIS or higher authority, CGIS will not conduct an environmental crime investigation in a COTP zone without first notifying and, thereafter, coordinating with the COTP. Likewise the COTP should avoid committing the Coast Guard to participate in criminal investigations, either solely or in coordination with other enforcement agencies, without first consulting the District Commander who will ensure appropriate coordination with CGIS. In the event exigent circumstances require the initiation of a criminal investigation before such notification or consultation can occur, the required communication must occur as soon as practical thereafter. Finally, all unit commanders should keep in mind that, once a case is accepted for criminal investigation by CGIS, CGIS agents are required to follow procedures outlined in the CGIS Investigations Manual, COMDTINST M5527.1 (series).

2310.12 USEPA Criminal Investigations Division (EPA CID)

The Criminal Investigation Division (CID) investigates allegations of criminal wrongdoing prohibited by various environmental statutes. Such investigations involve, but are not limited to, the illegal disposal of hazardous waste; the export of hazardous waste without the permission of the receiving country; the illegal discharge of pollutants to a water of the United States; the removal and disposal of regulated asbestos containing

materials in a manner inconsistent with the law and regulations; the illegal importation of certain restricted or regulated chemicals into the United States; tampering with a drinking water supply; mail fraud, wire fraud, conspiracy and money laundering relating to environmental criminal activities. CID Special Agents are sworn federal law enforcement officers with statutory authority to conduct investigations, make arrests for any federal crime, and to execute and serve any warrant.

2310.13 National Transportation Safety Board (NTSB)

The National Transportation Safety Board is an independent federal agency dedicated to promoting aviation, railroad, highway, marine, pipeline and hazardous materials safely. Established in 1967, the agency is mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The Safety Board makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews

In accordance with the CG/NTSB MOU and 46 CFR 4.40-15(b), the NTSB shall conduct the investigation of certain major marine and public/nonpublic vessel casualties. Except for the preliminary investigation, a separate Coast Guard casualty investigation will not be conducted, nor will parties in interest be designated by the Coast Guard. Although these investigations are conducted by the NTSB in accordance with their procedures, the Coast Guard will participate fully as a party. The OCMI should maintain during the investigation.

2310.2 State

2310.21 South Carolina Law Enforcement Division (SLED)

2320 Federal/State/Local Trustees

2320.1 Federal Trustees

Unless delegated to an Authorized Official, the **Secretary of the Interior** is the natural resource trustee for the natural resources managed or controlled by the following DOI Bureaus:

- **NPS:** National parks, national monuments, national historic sites, national recreation areas, and wild and scenic rivers;
- **USFWS:** National wildlife refuges, national fish hatcheries, waterfowl production areas, migratory birds, threatened and endangered species, and anadromous fish.
- **BLM:** Public lands and federally owned minerals (underlying private as well as public lands).
- **BIA:** In cases where the United States acts on behalf of a Native American Tribe, the Secretary of the Interior also acts as trustee for natural resources for which the tribe would otherwise act as trustee, i.e., reservations and other lands or natural resources held in trust for the tribe including off-reservation natural resources).

The Secretary of Agriculture is trustee for the national forests and national grasslands.

The Secretary of Commerce, through the National Oceanic and Atmospheric

Administration (NOAA), is trustee for lands under their administration; certain federally listed species; marine mammals; marine, anadromous, and some Great Lakes fishes; and essential fish habitat.

The Secretary of Defense is trustee for military lands and USACE project lands.

The Secretary of Energy is trustee for DOE lands and facilities.

2330 Agency Reps see Emergency Notifications Appendix 9100

2340 Stakeholders see Emergency Notifications Appendix 9100

3000 Operations

The **Operations Section** is responsible for the tactical implementation of all forces used to mitigate the incident. The Operations Section expands to meet the needs of the incident action plan. It is critical that the Planning and Operations Sections have early consultation to ensure the tactical operations envisioned in planning can be implemented based upon existing response resource capabilities and conditions. The Operations Section and each subsection should incorporate the appropriate members from the Unified Command agencies and/or their contractors.

3100 Operations Section Organization

For specific information on all duties and positions, refer to the **Incident Management Handbook** for the Incident Command System prepared by USCG, Director of Enforcement and Incident Management, Commandant Pub P3120.1A.

3110 Organization Options

The Operations Section may be comprised of any or all of the below Branches, Groups and Divisions.

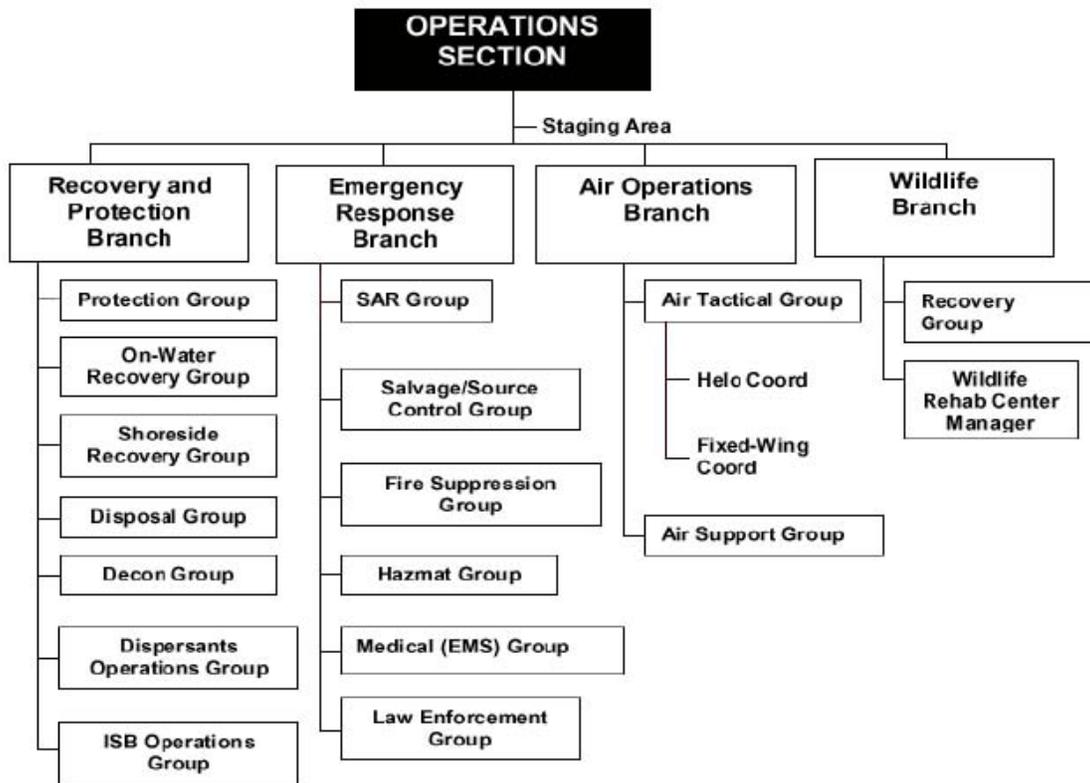


Figure 3-1 – Operations Section Diagram

3200 Recovery and Protection

The Recovery and Protection Branch is responsible for overseeing and implementing the protection, containment, and cleanup activities established in the Incident Action Plan. The Recovery and Protection Branch Director reports to the Operations Section Chief. The Recovery and Protection Branch Director shall:

- Review Common Responsibilities.
- Participate in planning meetings as required.
- Develop operations portion of the Incident Action Plan.
- Brief and assign operations personnel in accordance with the Incident Action Plan.
- Supervise operations.
- Determine resource needs.
- Review information about special activities, events, and occurrences to Operations Section Chief.
- Maintain Unit/Activity Log (ICS 214)

3210 Protection

The Protection Group is responsible for the deployment of containment, diversion, and absorbing boom in designated locations. Depending on the size of the incident, the Protection Group may be further divided into teams, task forces, and single resources. The Protection

Group Supervisor reports to the Protection Group Supervisor shall:

- Review Common Responsibilities.
- Implement Protection Strategies in Incident Action Plan.
- Direct, coordinate and assess effectiveness of protective actions.
- Modify protective actions as needed.
- Brief the Recovery and Protection Branch Director on activities.
- Maintain Unit/Activity Log (ICS 214).

3220 Recovery

3220.1 On-Water Recovery

The Water Recovery Group is responsible for maintaining on water oil recovery activities, and enforcing any safety zones in effect. The Water Recovery Group Supervisor reports to the Recovery and Protection Branch Director. The Water Recovery Group Supervisor shall:

- Review Common Responsibilities.
- Direct the delivery, deployment, and operation of afloat resources.
- Control all afloat assets necessary to enforce any safety zones in affect.
- Provide a field status of skimming operations to the Operations Section Chief.
- Maintain estimates of product recovered.
- Identify logistical support needs of skimming operators.
- Ensure recovery and holding containers operate efficiently.
- Propose alternate strategies based on field results and conditions.
- Oversee the work of the field personnel:
 - Make/verify assignments.
 - Establish/review reporting requirements.
 - Hold planning and briefing meetings.
 - Emphasize communication and teamwork.
 - Resolve conflicts.
- Ensure that assigned personnel have the equipment, materials, and supplies needed to carry out their duties in a safe, efficient, and effective fashion.
- Provide Operations Section Chief with recommendation on the timing of the release of equipment and/or manpower no longer needed for on land operations.
- Report to Operations Section Chief on the status of afloat operations, as scheduled.

3220.2 Shoreside Recovery

The Shoreside Recovery Group is responsible for overseeing and implementing the containment, cleanup, temporary storage and disposal of waste as identified by the Planning section. The branch leader reports to the Operations Section Chief and is responsible for the deployment of containment, diversion, and absorbing boom in locations. The Shoreside Recovery Group Supervisor reports to the Recovery and Protection Branch Director. The Shoreside Recovery Group Supervisor shall:

- Review Common Responsibilities.
- Manage the personnel and equipment necessary to accomplish shoreline recovery and cleanup objectives established in the Incident Action Plan.

- Comply with booming priorities and provide realistic booming completion times.
- 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.
- Report on the efficiency of shoreline recovery and cleanup methods.
- Hold planning and briefing meetings.
- Request Natural Resource Trustees sign off on shoreline cleanup activities.
- Ensure that assigned personnel have required level of safety training.
- Provide Operation Section Chief with recommendations on the timing of the release of equipment and/or manpower no longer needed for on land response operations.
- Ensure that appropriate documentation is compiled on response operations and copies are forwarded to Planning and Finance Sections.
- Report to the Operations Section Chief on the effectiveness of booming and other to shoreline cleanup methods, as scheduled.
- Maintain Unit/Activity Log (ICS 214).

3230 Disposal

The Disposal Group is responsible for coordinating the on site activities of personnel engaged in collecting, storing, transporting, and disposing of waste materials. Depending on the size and location of the spill, the disposal groups may be further divided into teams, task forces, and single resources. The Disposal Group Supervisor reports to the Recovery and Protection Branch Director. The Disposal Group Supervisor shall:

- Review Common Responsibilities.
- Implement disposal portion of Incident Action Plan.
- Ensure compliance with all hazardous waste laws and regulations.
- Maintain accurate records of recovered material.
- Brief Recovery and Protection Branch Director on activities.
- Maintain Unit/Activity Log (ICS 214).

3230.1 Waste Management and Temporary Storage Options

Disposal options vary with the nature and amount of the waste, and include use in asphalt manufacturing, cement manufacturing, brick manufacturing, as a fuel in an industrial boiler, incineration, disposal in a permitted wastewater treatment facility, and disposal in a permitted landfill. The State operates no commercial disposal facilities, and disposal approvals will always be contingent on the facility's acceptance of each waste. Therefore, the generator must obtain agreement to accept the waste from the facility prior to applying to DHEC for approval. Waste management and transportation companies are familiar with changing regulations in South Carolina and other states, and are especially well qualified to arrange cost-effective disposal for each type and quantity of waste at the various disposal and reuse facilities. These companies are also equipped to arrange short-term storage while disposal options are pursued.

For a waste to be accepted into a wastewater treatment facility, it must meet conditions imposed by the General Pretreatment Regulations (Section 403 of the Federal Water Pollution Control Act, as amended), must be in accordance with a pretreatment program developed by the facility and approved by DHEC, and must be in accordance with

DHEC's approval for transportation of that waste to the facility.

3230.11 Classifications

The Hazardous Waste Management Regulations require generators of wastes to make a determination as to whether that waste is hazardous or non-hazardous. A waste may be hazardous either because it is specifically listed or because it meets one of the characteristics (ignitability, corrosiveness, reactivity, or toxicity) of a hazardous waste, as described by the regulations. Xylene is an example of a listed hazardous waste.

3230.11.1 Hazardous

If a waste is hazardous, a generator must submit a notification to DHEC. While he arranges (through an authorization process) for a permitted facility to treat, store, or dispose of his waste, he must ensure that his wastes are properly containerized, labeled, and secured. The waste must be transported by a permitted hazardous waste transporter under a manifest system to the authorized facility. Records must be kept by the generator, and a quarterly report must be filed with DHEC. When recovered and reused, wastes are excluded from regulation. However, full compliance is required up to the point of reuse. Lists of permitted hazardous waste facilities and transporters are attached.

3230.11.2 Non-hazardous

Non-hazardous wastes must be stored in a manner that prevents health and safety problems and releases to the environment.

3230.2 Decanting Policy

Procedures, guidance, and standards for the proper contact water disposal or decanting operations. Given the indicators noted above and other indicators identified during the pollution incident, the OSC/Unified Command must determine a standard for the disposal of contact water into U.S. navigable waters. Refer to Region 4 Regional Response Team Guidance for the Disposal of Contact Water in Inland, Ocean, and Coastal Waters.

3230.21 Discharge to the Point of Pure Pollutant.

This standard maximizes the amount of pure pollutant remaining in the storage resource. Monitoring is conducted by visual observation at the point of discharge. Decanted oil/water mixture is discharged into an area surrounded by containment boom that can be controlled by releasing the substance into a non-sensitive area or recovering the discharged substance. Pump rates of the decanted oil/water mixture into the contained area should be monitored and controlled closely with shutdown procedures well known by the personnel conducting the operation.

3230.22 Sheen Test

This standard ensures the amount of pollutant remaining in the storage resource is a near oil/water mixture. This standard essentially controls the discharge to the point of the definition of a "harmful quantity". Monitoring is conducted by visual observation at the point of discharge. Decanted oil/water mixture is discharged into an area surrounded by

containment boom that can be controlled by releasing the substance into a non-sensitive area or recovering the discharged substance. Pump rates of the decanted oil/water mixture into the contained area should be monitored and controlled closely with shutdown procedures well known by the personnel conducting the operation.

3230.3 Sample Waste Management Plan

3240 Decontamination

The Decontamination Group is responsible for decontamination of personnel and response equipment in compliance with approved statutes. The Decontamination Group Supervisor reports to the Recovery and Protection Branch Director. The Decontamination Group Supervisor shall:

- Review Common Responsibilities.
- Implement Decontamination Plan.
- Determine resource needs.
- Direct and coordinate decontamination activities.
- Brief Site Safety Officer on conditions.
- Brief Recovery and Protection Branch Director on activities.
- Maintain Unit/Activity Log (ICS 214).

3240.1 Sample Decontamination Plan

3250 Dispersants

See RRT4 Dispersant Plan

3250.6 Types of Equipment Required

3260 In-Situ Burning

[See RRT IV In-Situ Burn Plan](#)

3270 Bioremediation

See RRT4 Bioremediation Plan

3300 Emergency Response

The Emergency Response Branch is primarily responsible for overseeing and implementing emergency measures to protect life, mitigate further damage to the environment, and stabilize the situation. The Emergency Response Branch Director reports to the Operations Section Chief. The Emergency Response Branch Director shall:

- Review Common Responsibilities.
- Participate in planning meetings as required.
- Develop operations portion of Incident Action Plan.
- Supervise operations.
- Determine need and request additional resources.
- Review suggested list of resources to be released and initiate recommendation for release of resources.
- Report information about special activities, events, and occurrences to Incident Commander.
- Maintain Unit/Activity Log (ICS 214).

3310 Search and Rescue

The Search and Rescue (SAR) Group is responsible for prioritization and coordination of all SAR missions directly related to a specific incident. The Search and Rescue Group Supervisor reports to the Emergency Response Branch Director.

3330 Marine Fire Fighting

The Fire Suppression Group is responsible for coordinating and directing all fire fighting activities related to the incident. The Fire Suppression Group Supervisor reports to the Emergency Response Branch Director.

3340 Hazmat

The HAZMAT Group is responsible for coordinating and directing all hazardous materials activities related to the incident. The HAZMAT Supervisor reports to the Emergency Response Branch Director.

3340.1 Initial Emergency Response Procedures

Public warnings and emergency public notifications are carried out by the cognizant County Emergency Preparedness Division (EPD).

CHARLESTON COUNTY EPD	(843) 202-7400
BERKELEY COUNTY	(843) 723-3800
COLLETON COUNTY EPD	(843) 549-5632
GEORGETOWN COUNTY EPD	(843) 545-3273
HORRY COUNTY EPD	(843) 915-5150

Vessel notifications will be coordinated with Coast Guard Sector Charleston via Broadcast Notice to Mariners (BNTM).

3340.2 Evacuation Procedures

3340.21 Shoreside

During the course of a response to a hazardous substance release, it may become necessary to evacuate an area in the vicinity of the release site. The Incident Commander will make the determination to evacuate populated areas and the appropriate county Emergency Preparedness Division (EPD) will coordinate local, state, and Federal resources to ensure that the evacuation is carried out. Reference the Charleston County Emergency Operations Plan or the South Carolina Comprehensive Emergency Preparedness Plan for details.

CHARLESTON COUNTY EPD	(843) 202-7400
BERKELEY COUNTY	(843) 723-3800
COLLETON COUNTY EPD	(843) 549-5632
GEORGETOWN COUNTY EPD	(843) 545-3273
HORRY COUNTY EPD	(843) 915-5150

3340.22 Vessel

In the event that a moored or anchored vessel is located in an area subject to evacuation, a Captain of the Port Order may be necessary to evacuate the vessel. Coast Guard personnel should coordinate with the vessel's master and/or agent to safely evacuate the vessel. It may also be necessary to establish and enforce a safety zone to prohibit vessel traffic into an excluded area. A vessel should NEVER be ordered to evacuate without first consulting with the Captain of the Port, regardless of whether it is underway or moored.

3340.3 Hazmat POCs

3340.4 Types Of Equipment Required

3350 EMS

The Emergency Medical Services (EMS) Group is responsible for coordinating and directing all emergency medical services related to the incident. The EMS Group Supervisor reports to the Emergency Response Branch Director.

3350.1 Emergency Medical Services

[5330 Medical Facilities](#)

[5330.1 Ambulance/EMS Services](#)

3360 Law Enforcement

The **Law Enforcement Group** is responsible for coordinating and directing all law enforcement activities related to the incident. This may include but not be limited to; isolating the incident, crowd control, traffic control, enforcing evacuations, beach closures, conducting routine patrols, and/or perimeter security. The Law Enforcement Group Supervisor reports to the Emergency Response Branch Director.

3360.1 Perimeter/Crowd/Traffic/Beach Control

3360.2 Safety/Security Zones

3360.3 Waterway Management

The Waterways Management Branch is responsible for identifying the impact an incident has on vessel traffic, both immediate and potential, and developing traffic controls to mitigate that impact as much as possible. The Waterways Management Branch Supervisor reports to the Operations Section Chief.

3400 Air Ops

The Air Operations Branch is primarily responsible for preparing the air operations portion of the Incident Action Plan. The Incident Action Plan will reflect agency restrictions that have an impact on the operational capability or utilization of resources such as night flying or hours per pilot. After the Incident Action Plan is approved, air operations is responsible for implementing its strategic aspects, those that relate to the overall incident strategy as opposed to those that pertain to tactical operations like specific target selection. Additionally, the Air Operations Branch Director is responsible for providing logistical support to helicopters operating on the incident. The Air

Operations Branch Director reports to the Operations Section Chief.

3410 Air Tactical

This enclosure describes the duties of the Air Tactical Group and the two coordinators that report to the Air Tactical Group Supervisor, the Helicopter Coordinator and the Fixed Wing Coordinator.

The Air Tactical Group is primarily responsible for the coordination and scheduling of aircraft operations intended to locate, observe, track, survey, support dispersant applications, or other deliverable response application techniques, or report on the incident situation when fixed and/or rotary-wing aircraft are airborne at an incident. These coordination activities are performed by the Air Tactical Group Supervisor while airborne. The Air Tactical Group Supervisor reports to the Air Operations Branch Director.

3410.1 Helicopter Coordinator

The Helicopter Coordinator is primarily responsible for the coordination of all tactical or logistical helicopter missions while in flight over the mission. The Helicopter Coordinator is also responsible for the coordination and scheduling of helicopter operations intended to locate, observe, track, survey, or report on the incident situation. The Helicopter Coordinator coordinates the application of dispersants, in-situ burning agents and bioremediation agents.

3410.2 Fixed Wing Coordinator

The Fixed Wing Coordinator is primarily responsible for the coordination of assigned airborne fixed-wing aircraft operations at the incident. The Fixed Wing Coordinator is also responsible for the scheduling of fixed wing operations intended to locate, observe, track, survey, or report on the incident situation. The Fixed Wing Coordinator coordinates the application of dispersants, in-situ burning agents, and bioremediation agents.

3410.3 Aerial Surveillance

3410.4 Aerial Dispersant Application

3410.5 Procedures for Temporary Flight Restrictions

3410.6 Permanent Area Restrictions

3420 Air Support

The Air Support Group is primarily responsible for supporting and managing helibase and heliport operations, and maintaining liaison with fixed-wing air bases.

3420.1 Airports/Helibases

3420.2 Heliports

3420.3 List of Certified Helicopter and Aircraft Provider

3420.31 Aircraft Rentals

Palmetto Air Service - Mt. Pleasant	843-884-8914
Charleston Executive	843-559-2401

East Cooper Aviation

843-884-8837

3420.32 Coast Guard Aircraft

All requests for Coast Guard aviation support must be routed through the Seventh Coast Guard District Command Center. Seventh CG District Command Center

(24-Hour)

800-874-7561

Helicopter Assets CG Air Station Savannah

912-652-4646

CG Air Facility Charleston

843-559-9033

Fixed Wing Assets CG Air Station Elizabeth City 800-338-6215 OPT.3

3420.33 DOD Aircraft Support

The Coast Guard entered into a MOA with the DOD to provide assistance for dispersant application via fixed wing platforms. Any requests for these or other DOD aviation assets must be coordinated through the Director of Military Support (DOMS) which is the office with primary responsibility.

DOMS

(703) 697-0218

Pentagon, BF741

(703) 695-7313 (fax)

Washington, DC 20310-0400

3420.34 Civil Air Patrol (CAP)

The Civil Air Patrol is the Auxiliary of the US Air Force. CAP has a wing in every state. CAP headquarters are at Maxwell Air Force Base in Montgomery, Alabama. CAP is volunteer organization that consists of 55,000 members and 530 corporate aircraft nationwide. CAP primarily operates single engine Cessna 172s and 182s, and a few twin engine aircraft. Member-owned aircraft are also available. Civil Air Patrol, Inc., a congressionally chartered nonprofit corporation, owns all CAP corporate aircraft. National Headquarters assigns its fleet to the various wings (states). Congress funds civil Air Patrol, Inc. through DoD appropriations. The CAP provides aviation services that compliment the waterside services provided by the Coast Guard Auxiliary.

3420.34.6 Civil Air Patrol (Cap) Contact Info

HQ CAP and HQ CAP-USAF: (334) 953-4225/4223/4232 (888) 211-1812

Contact Pete Kalisky at CAP Headquarters:

Phone: (334) 953-4225

E-mail: pkalisky@capnhq.gov

Visit the CAP webpage: <http://www.cap.gov>

3420.4 Fuel/Maintenance Sources

3420.5 Air Traffic Control Procedures

3500 Staging Areas

The Staging Area Manager is responsible for managing all activities within the designated staging areas and reports directly to the Operations Section Chief. The Staging Area Manager shall:

- Review common responsibilities.
- Identify staging sites required.
- Identify logistical needs required.
- Prepare designated staging sites and facilitate the movement of response resources into operation.
- Identify additional resources and logistics needs.
- Maintain status log of equipment at each staging site. Log should include kind and type of equipment, amount available, and whether the equipment is assigned, available, or out of service.
- Report on the status of staging, as scheduled.
- Maintain Unit Activity Log (ICS 214).
- Refer to Appendices 5220.41 Staging Areas, 9200 Personnel and Services Directory for additional information.

3510 Pre-Identified Staging Areas

3520 Security

3600 Wildlife

The Wildlife Recovery Branch is responsible for the recovery and rehabilitation of wildlife impacted by the spill. The branch may be further divided into groups such as marine mammal recovery, marine mammal rehabilitation, bird recovery, and bird rehabilitation. The Wildlife Recovery Branch Director shall operate under the authority of the lead federal or state Natural Resource Trustee (NRT) whose resources are affected by the spill. The Wildlife Recovery Branch Director also reports directly to the Operations Section Chief.

3610 Fish and Wildlife Protection Options

3620 Recovery

The Wildlife Recovery Group is responsible for coordinating the search for, collection, and field tagging of dead and live impacted wildlife and transporting them to processing center(s). This group should coordinate with the Planning Section (Situation Unit) in conducting aerial and group surveys of wildlife populations in the vicinity of the spill. They should also deploy acoustic and visual wildlife hazing equipment as needed. The Wildlife Recovery Group Supervisor reports to the Wildlife Branch Director.

3630 Wildlife Rehab

Under the Wildlife Branch Director, the Wildlife Rehabilitation Center 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 wildlife. The center is responsible for assuring appropriate transportation to appropriate treatment centers for oiled animals requiring extended care and treatment.

3700 Reserved

3800 Reserved

3900 Reserved for Area/District

4000 Planning

Refer to the Incident Management Handbook for the Incident Command System prepared by Director of Enforcement and Incident Management COMDT Pub P3120.17a for specific information on all duties and positions. This can be found in Appendix 9900.

4100 Planning Section Organization

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. Includes the Situation, Resource, Documentation, and Demobilization Units, as well as Technical Specialists. The Planning Section Units are shown in Figure 4-1. Refer to Appendices 9100 Emergency Notification, 9200 Personnel and Services Directory, 9300 Draft Incident Action Plan (IAP), 9400 Area Planning Documentation, and 9700 List of Response References for information necessary to develop the Incident Action Plan. The Planning Section Chief is responsible for providing adequate personnel, goods and information management evaluation regarding incident status and resources. At least one Coast Guard officer shall be assigned to the Planning Section.

4200 Situation

The Situation Unit is responsible for the collection, evaluation, and organization of information about current and possible future status of oil spill and spill response operations. 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. The Situation Unit shall:

- Collect, process and organize incident related information to include:
 - Casualty information;
 - Discharge information, observations, and forecasts;
 - Field reports (e.g. POLREPs, SITREPs);
 - Environmental observations and forecasts;
 - Impacts to natural and economic resources; and
 - Status of response operations.
- Ensure a command post display is prepared and maintained.
- Prepare situation summaries.
- Develop projections and forecasts of future events related to the incident.
- Prepare maps and charts for incorporation in the Incident Action Plan.

4210 Chart/Map of Area

4220 Weather/Tides/Currents

<http://www.erh.noaa.gov/chs/>

4230 Situation Unit Displays

The Display Processor is responsible for the display of incident status information obtained from Field Observers, resource status reports, aerial and other photographs, and infrared data.

- Review Common Responsibilities.
- Determine:
 - Location of work assignments.
 - Numbers, types and locations of displays required.
 - Priorities.
 - Map requirements for Incident Action Plan.
 - Time limits for completion.
 - Field Observer assignments and communications means.
- Obtain necessary equipment and supplies.
- Obtain copy of Incident Action Plan for each operational period.
- Assist Situation Unit Leader in analyzing and evaluating field reports.
- Develop required displays in accordance with time limits for completion displays

Link to GIS Projects in Charleston Digital ACP [Click here then on Applications](#)
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4240 Field Observer

The **Field Observer** is responsible to collect situation information from personal observations at the incident and provide this information to the Situation Unit Leader.

- Review Common Responsibilities.
- Determine:
 - Location of assignment.
 - Type of information required.
 - Time limits for completion.
 - Method of communication.
 - Method of transportation.
- Obtain copy of Incident Action Plan for the Operational Period.
- Obtain necessary equipment and supplies.
- Perform Field Observer responsibilities to include but not limited to the following:
 - Perimeters of incident.
 - Locations of oil concentration.
 - Rates of spread.
 - Weather conditions.
 - Hazards.
 - Progress of Operation resources.
- Be prepared to identify all facility locations (e.g., heliports, Division and Branch boundaries).
- Report information to Situation Unit Leader by established procedure.
- Report immediately any condition observed which may cause danger and safety hazard to

personnel.

- Gather intelligence that will lead to accurate predictions.

4250 Trajectory Analysis Specialist

The Trajectory Analysis Specialist is responsible for providing to the Unified Command projections and estimates of the movement and behavior of the spill. Regional Response Time (RRT) Region IV, Scientific Support Coordinator (SSC), Mr. Brad Benggio, is our primary liaison to assist in obtaining the technical support needed to stand up this technology for the incident command. The specialist will combine visual observations, remote-sensing information, computer modeling as well as observed and predicted tidal, current and weather data to form these analyses. Additionally, the specialist is responsible for interfacing with local experts (weather service, academia, researchers, etc.) in formulating these analyses. Trajectory maps, over flight maps, tides and current data, and weather forecasts will be supplied by the specialist to the Situation Unit for dissemination throughout the Command Post.

- Review Common Responsibilities.
- Schedule and conduct spill observations/ over flights as needed.
- Gather pertinent information on tides, currents and weather from all available sources.
- Provide trajectory and over flight maps, weather forecasts, tidal and current information.
- Provide briefing on observations and analyses to the proper personnel.
- Demobilize in accordance with the Demobilization Plan.
- Maintain Unit/Activity Log (ICS 214).

4260 Geographic Information System (GIS) Specialist

The **Geographic Information System (GIS) Specialist** is responsible for gathering and compiling updated spill information and providing various map products to the incident. The GIS team will work with the Situation Unit and the information management officer to ensure accurate and rapid dissemination of oil spill information to the ICS.

4270 Resources at Risk Technical (RAR) Specialist

The **Resources at Risk Technical (RAR) Specialist** is responsible for the identification of resources thought to be at risk from exposure to the spilled oil through the analysis of known and anticipated oil movement and the location of natural, cultural, and economic resources. The Resources at Risk Technical Specialist, in consultation with the Natural Resource Trustees (NRTs) or their designated representatives, considers the relative importance of the resources and the relative risk to develop a priority list for protection.

4280 On Scene Command and Control (OSC2)

4290 Required Operational Reports

Appropriate reports shall be submitted in accordance with the applicable guidelines. Below is a listing of those reports. Examples of the required information for POLREPS and FOSC Reports can be found [9720.2 Example Message Traffic](#).

REPORT	FORMAT	FREQUENCY	REFERENCE
Pollution Reports (POLREPS)	Message Dependent	Incident	D7 SOP, Tab C to App9 to AnnP
Violation Report	MISLE	Incident Dependent	Marine Safety

			Manual Vol. I, Ch. 4
Cost Summary Report	Letter	Incident Dependent	NPFC TOPS
CERCLA Activity Report	Letter	Quarterly	COMDTINST 16465.38 (DFT)
FOSC Report	Letter	Major Oil Incident	NCP 300.165
FOSC Report	Letter	All CERCLA Funded Incidents	NCP 300.165 MSM, Vol VI Chap 7

4290.1 OSC Report

Following any pollution event where federal funds were expended a completion report must be submitted to the NPFC. This may include actual or potential events in which the federal government hired contractors or brought in outside assistance (e.g., Strike Team or Navy), or, at the OSC's discretion, where the Coast Guard monitors a cleanup funded by the responsible party. It does not include investigations where no clean up is conducted. During long responses interim reports may be appropriate and/or requested by NPFC. Following major or unusual responses, an On-Scene Coordinator's Report is required in addition to the completion report described above.

1. Summary of Events—A Chronological Narrative

- Location of Release or Discharge
- Cause of Discharge or Release
- Initial Situation
- Efforts to Obtain Response by Responsible Party
- Organization of Response, Including State Participation
- Resources Committed
- Content and Time of Notice to Resource Trustees
- Damage Assessments and Restoration Efforts
- Details of Threat Abatement
- Treatment Disposal or Alternative Technology Used
- Public Information and Community Relations

2. Effectiveness of Removal Actions Taken by:

- Responsible Party
- State and Local
- Federal and Special Teams
- Contractors, private groups, and volunteers

3. Difficulties Encountered

4. Recommendations and Lessons Learned

- Means to Prevent Recurrence
- Improvement of Response Actions
- Recommended Changes to Contingency Plans

4290.2 Pollution Reports

Pollution Reports (POLREPs) for oil spills and hazardous substance releases in the

following circumstances:

- Potential MEDIUM or MAJOR discharge or release;
- Actual MEDIUM or MAJOR discharge or release;
- Any discharge or release where the Oil Spill Liability Trust Fund (OSLTF) is opened or the Comprehensive Environmental Response Compensation and Liability Act (CERCLA) Fund is used.

Additionally, a POLREP shall be sent to the Seventh Coast Guard District in the following circumstances:

- Any MINOR oil spill which may generate Congressional, local, state or media interest or which interrupts a mode of transportation (e.g., navigable waterway closure, railroad closure, interstate highway closure, etc.);
- Any release of a quantity of a hazardous substance, pollutant or contaminant that poses a threat to public health, welfare, or the environment.

An initial POLREP shall be sent as soon as possible after initial notification. Subsequent POLREPs shall be sent every time an Authorization to Proceed (ATP) is issued or the ceiling, obligated funds, or expended funds are adjusted on an incident involving the OSLTF or CERCLA Fund. A daily POLREP is not mandatory unless action is taken on the case or on-scene conditions change from those stated in a previous POLREP. When a daily POLREP is not anticipated, state in the “Future Plan” section when the next update is expected.

4300 Resources

The Resources Unit is responsible for checking assigned personnel and resources into the incident, and keeping track of the status of all resources attendant to the incident, with use of the ICS 211.

The Resources Unit shall:

- Review common responsibilities.
- Collect, analyze, and disseminate information about the status of current and projected response resources, including:
 - personnel;
 - equipment;
 - vessels;
 - aircraft;
 - vehicles;
 - facilities;
 - materials and supplies.
- Maintain the command post display (resources allocation and deployment).
- Gather, post, and maintain incident resource status.
- Maintain master list of resources checked in at the incident.
- Prepare Organization Assignment List and Organization Chart.
- Confirm dispatch, and estimated time, of arrival for ordered resources.
- Report to the Planning Section Chief on the status of resources, as scheduled.
- Maintain Unit Activity Log (ICS 214).

4310 Resource Management Procedures

4310.1 Check-in Procedures

Check-in recorders are needed at each check-in location to ensure that all resources assigned to an incident are accounted for.

- Review Common Responsibilities.
- Obtain work materials, including Check-in Lists (ICS Form 211).
- Establish communications with the Communication Center.
- Post signs so that arriving resources can easily find the check-in locations.
- Record check-in information on Check-in Lists (ICS Form 211).
- Transmit check-in information to Resources Unit on regular prearranged schedule.
- Forward completed Check-in Lists and Status Change Cards to the Resources Unit.

4320 Volunteers

The Volunteer Utilization Coordinator manages procedures that allow for the use of volunteers in such areas as beach surveillance, logistical support, bird and wildlife treatment and scientific investigations are outlined in the National Contingency Plan. Normally, volunteers should not be used for physical removal of pollutants. If the pollutant is toxic, or if in the judgment of the Incident Commander other dangerous conditions exist, volunteers shall not be permitted at on-scene operations.

It is probable that most clean up activities following an oil spill will take place primarily in the public domain (e.g., public water and beaches). Most medium and major oil spills may attract large numbers of volunteers who wish to assist with the clean up activities. Oil spill contractors and private companies have no authority to direct the activities of private individuals who enter the public domain to help in cleanup operations. Normally oil spill contractors cannot order volunteers off the scene on their own authority. With regard to practicality, it often requires a considerable number of trained personnel to organize, direct, and supervise large groups of volunteers. If adequate supervision is not provided, the volunteers could do more harm than good. Finally, serious problems could arise as to compensation, feeding, sheltering, and health care of volunteers.

Reference – CNCS – EPA – USCG MOU on Volunteers

4400 Documentation

The Documentation/Historian Unit Director is responsible for maintaining accurate and complete incident files, including an accurate chronology of events, providing duplication services to incident personnel; filing maintaining and storing incident files for legal, analytical, and historical purposes. The Documentation/Historian Unit shall:

- Maintain an accurate chronology of the entire event.
- Develop and maintain the filing system for all incident files.
- Establish and maintain the master computer based response/event log.
- Provide duplicating services to incident personnel.
- Maintain and store files for legal, analytical and historical purposes.
- Maintain a clip file of any media items produced as a result of the incident.

- Provide daily reports of events to Operations and Planning Section Chiefs.

4410 Services Provided

4420 Administrative File Organization

4500 Demobilization

Depending on the scope of resource commitment, this particular evolution could involve everyone. To forecast when it would occur and determine when to release resources due diminished effectiveness the National Strike Force, District Response Advisory Team, Scientific Support Coordinator and others should be consulted.

4600 Environmental

4700 Technical Support

Technical Specialists are advisors with special skills needed to support the incident. Technical Specialists may be assigned anywhere in the UCS/ICS organization, as is evidenced in this plan. If necessary, Technical Specialists may be formed into a separate unit. The Planning Section will maintain a list of available specialists and will assign them where needed. The following enclosures are examples of some of the positions that may be utilized during a response.

Many of the positions listed as enclosures to this tab also appear in other portions of the organization. This was done purposely, to demonstrate the utilization of these Techs in various portions in the organization as the incident progresses and the staff size expands and contracts.

4710 Hazardous Materials

Refer to Section [7000 Hazardous Materials](#) and [sections 9800, 9810](#)

Local area Scientists with environmental expertise

Name	Title
Mr. Jason Patno	Director, Charleston County Emergency Manangement
Brad Benggio	NOAA, SSC
Dr. John J. Simkovich	SC DHEC
Dr. Geoff Scott	NOAA, Center for Coastal Environmental Helath and Biomolecular Research (CCEHBR)

4720 Oil

4720.1 Scientific Support Coordinator

The Scientific Support Coordinator (SSC), in accordance with the National Contingency Plan, will provide the federal On-Scene Coordinator (FOSC) scientific advice with regard to the best course of action during spill/release response. The SSC will obtain consensus from the Federal Natural Resource Trustee Agencies and provide spill trajectory analysis data, information on the resources at risk, weather information, tidal and current information, etc. The SSC will be the point of contact for the Scientific Support Team from the National Oceanographic and Atmospheric Administration (NOAA) Hazardous Material Response and Assessment Division.

4720.2 Response Technologies (Dispersant, ISB, Bioremediation, Mechanical)

The Alternative Response Technology (ART) Specialist is responsible for evaluating the opportunities to use ART, including dispersant or other chemical countermeasures, in-situ burning, and bioremediation. The specialist will conduct the consultation and planning required to deploy a specific ART, and articulate the environmental trade-offs of using or not using the specific ART.

4720.3 Decontamination

4720.4 Disposal

The Disposal Specialists responsible for managing and supervising operations associated with the transfer, storage, transportation, and disposal of liquid, solid and/or hazardous wastes generated during response operations.

4730 General

4730.1 Cultural and Historic Properties

[See Section 1680](#)

4730.2 Legal

The Legal Specialist will act in an advisory capacity during a response.

- Review Common Responsibilities.
- Participate in planning meetings, if requested.
- Advise the Unified Command on legal issues relating to in-situ burning, use of dispersants and other alternative response technology.
- Advise the Unified Command on legal issues relating to Natural Resource Damage assessment.
- Advise the Unified Command on legal issues relating to investigation.
- Advise the Unified Command on legal issues relating to finance and claims.
- Advise the Unified Command on response related issues.
- Maintaining a Unit/Activity Log (ICS 214).

4800 Required Correspondence, Permits & Consultation

This appendix addresses two categories of paperwork that the OSC must administer during an oil spill incident. The first category is paperwork that is given to the responsible party to meet the legal notification requirements of OPA 90. The second category is reports that must be passed to higher authority either during or at the conclusion of an incident.

4810 Administrative Orders

This order is an intermediate step that the OSC may take in ensuring that appropriate action is taken in an oil or hazardous material spill event. The order directs the responsible party to take specified action without the OSC assuming total control of the response. Samples covering both FWPCA and CERCLA responses are included.

4820 Notice of Federal Interest

These forms inform a potential responsible party that there has been or potentially will be a spill of oil or hazardous materials for which the party may be financially responsible. The requirements for filling out these forms are self-explanatory. CG-5549 is a standard form available through government stock and is used for oil pollution incidents. Also included is a locally generated form that can be used in the event of a hazardous chemical release.

4830 Notice of Federal Assumption

This form instructs the responsible party or suspected responsible party that clean up activity to date has not been satisfactory and that the OSC intends to conduct the clean up from that point on. The responsible party remains financially responsible for the clean up and penalties. The requirements for filling out this form are self-explanatory.

4840 Letter of Designation

The formal designation of source is required in actual or potential spills where the potential for third party claims exists. When claims are not expected, a formal designation is not required.

The primary issue involved in designations of sources (from an operational standpoint) is the requirement for the designated source to advertise to inform potential claimants. The FOSC is not part of this process. In instances where the source of the spill is known and claims are expected, the FOSC will formally designate the source of the spill in writing. The FOSC will then inform the NPFC that a source has been designated. Notification to the NPFC may be by letter or message (included as part of a POLREP). In instances where the source of the spill is not known and claims are expected, the FOSC will notify NPFC of the situation by message or letter. The NPFC will then conduct the necessary advertising campaign. A standard form letter for the designation of sources is currently under development by the Coast Guard (G-MEP). Until this letter is completed, the following local letter will be used.

4850 Fish and Wildlife Permits

[See section 9810](#)

4860 ESA Consultations

[See section 9820](#)

4870 Disposal

See RRT4 Guidance for Disposal of Contact Water

4880 Decanting

[See RRT4 Guidance for Disposal of Contact Water](#)

4890 Essential Fish Habitat

[See section 9810](#)

5000 Logistics

5100 Logistics Section Organization

Refer to the Incident Management Handbook for the Incident Command System prepared by Director of Enforcement and Incident Management COMDT Pub P3120.17a for specific information on all duties and positions. This can found in Appendix 9900.

The Logistics Section is responsible for providing facilities, services, personnel, and materials in support of response activities. The Section Chief participates in the development and implementation of the Incident Action Plan and activates and supervises all branches and units within the section. The Logistics Section Chief shall:

- Review common responsibilities.
- Implement and manage the Logistics Section branches and units needed to carry out the Logistics Section mission.
- Ensure the prompt delivery of resources to support response operations. Early emphasis on the delivery of heavy response equipment and personnel, providing communications resources, and the continuous need for support services are the highest priorities of the Logistics Section.
- Manage, document, support, and anticipate the need for response resources, equipment, personnel, and services.
- Anticipate, coordinate and proactively manage all requests for additional resources and logistics support.
- Develop logistics alternatives to support Planning and Operation Section missions.
- Evaluate and report to the Unified Command on status of Section's assigned responsibilities, as scheduled.
- Maintain Unit Activity Log (ICS 214).

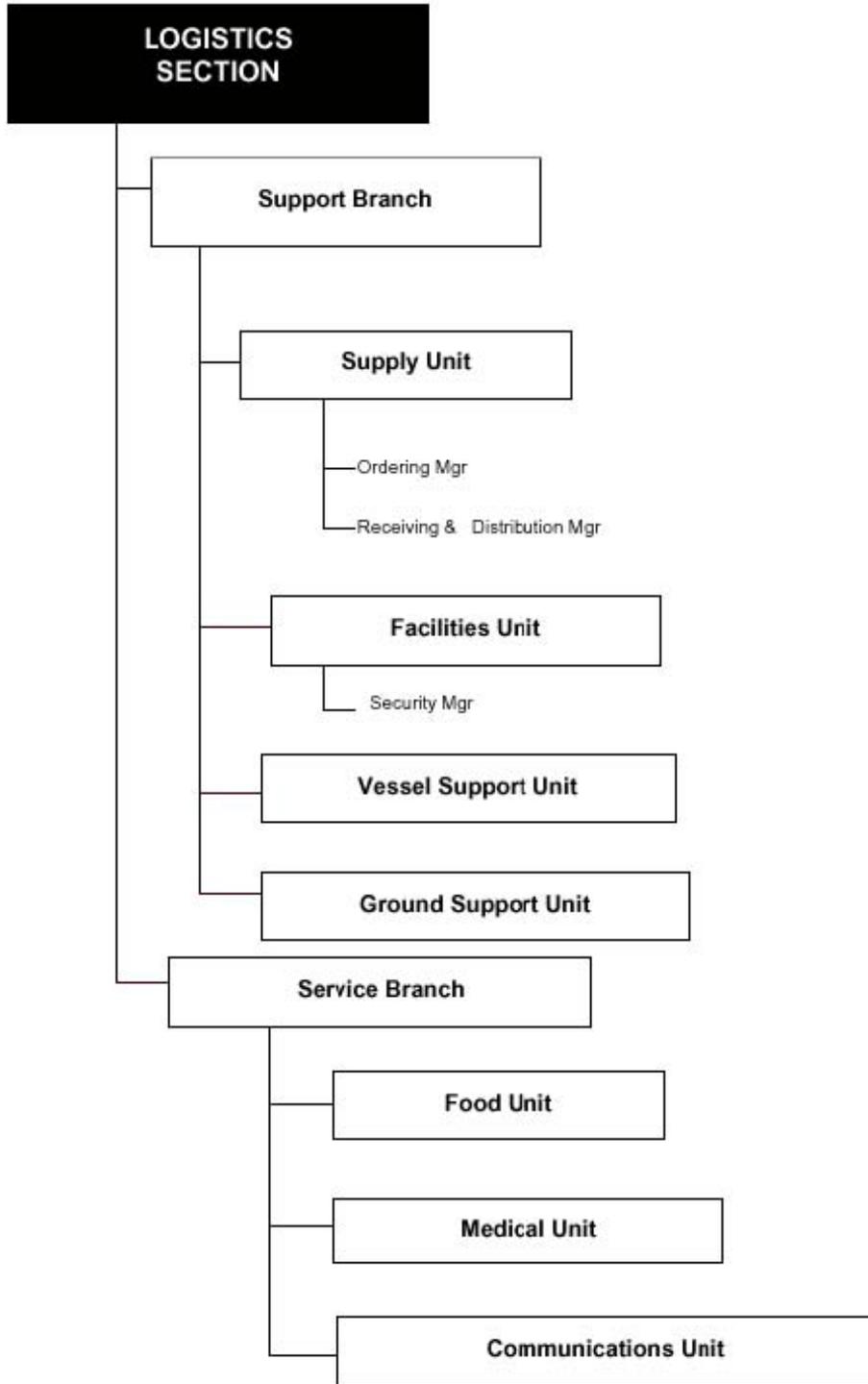


Figure 5-1 Logistics Organizational Chart

5110 Logistics Section Planning Cycle Guide

5200 Support

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

5210 Supply

The Supply Unit is 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. The Supply Unit Leader reports to the Support Branch Director.

5220 Facilities

The Facilities Unit is responsible for establishing, setting up, maintaining, and demobilizing all facilities used in support of response operations including, as necessary, the Command Post, the information center, staging areas, communications facilities, feeding and berthing locations, sanitation facilities, facility maintenance, and security. The Facilities Unit Director reports to the Support Branch Director.

5220.1 Berthing

Name	Location	# Rooms	Phone #	Distance from MSO
Howard Johnson	250 Spring Street	152	722-4000	2 Miles
Sheraton Charleston	170 Lockwood Drive	337	723-3000	2 Miles
Holiday Inn	301 Savannah Highway	181	556-7100	2 Miles
Mills House	115 Meeting Street	214	577-2400	2 Miles
Lodge Alley Inn	195 East Bay Street	95	722-1611	2 Miles
Omni House at Charleston Place	130 Market Street	443	722-4900	2 Miles
Comfort Inn	Bee street	128	577-2224	2 Miles
Airport Inn	4620 Dorchester Road	104	747-7500	2-5 Miles
Best Western Dorchester	3668 Dorchester Road	199	747-0961	2-5 Miles
Howard Johnson	I-26 and Dorchester Road	131	554-4140	2-5 Miles
Town and Country Inn	2008 Savannah Highway	130	571-1000	2-5 Miles
Charleston Marriott (I-26 and Montague)	4770 Marriott Drive	297	747-1900	5-9 Miles
Northwoods Atrium (Best Western)	7401 Northwoods Blvd.	197	572-2200	5-9 Miles
Holiday Inn	I-26 and Aviation Ave.	263	744-1621	5-9 Miles
Radison Inn	I-26 and Aviation Ave.	150	744-2501	5-9 Miles

5220.2 Charleston Area

There are three container terminals in the Charleston area. These facilities normally have significant uncovered space available for staging trucks and equipment. Cranes for loading equipment onto or off of vessels are readily available. Due to the height of the docks these areas are not readily compatible with small boat operations. Any use of these terminals for other than storage will have an impact on commercial operations. Expect some reluctance on the part of the State Ports Authority if use of a terminal adversely impacts operations (and rightfully so, as these are commercial enterprises).

The grounds at the South Carolina Department of Natural Resources compound (Fort Johnson) provide a moderate amount of storage area (much of it unpaved) for light equipment. This is a

good location from which to conduct small boat operations.

5220.3 Georgetown Area

For responses in the Georgetown area some staging area is available at Coast Guard Station Georgetown. No lifting capability exists here between shore and vessels. Equipment must be transferred between parking areas and small boats along a long pier. The State Ports Authority terminal in Georgetown is also an option.

5220.4 Myrtle Beach Area

Facilities and space may be available at the old Air Force Base. The base is currently controlled by the Redevelopment Authority (RDA).

5220.5 Airports/Heliports

Airport Name	Phone	Runway Length
Charleston International Airport	767-1100	9000' and 7000'
North Charleston (Co-located with Charleston AFB)	767-7000	9000' and 7000'
Charleston Executive Airport Johns Island (15 miles SW of Charleston)	559-2401	5000' and 4355'
East Cooper Regional Mount Pleasant (15 miles E of Charleston)	884-8837	3700'
Georgetown	843-546-6171	5000'
Grand Strand North Myrtle Beach	843-272-6161	6000'
Myrtle Beach Jet Port (Closed midnight to 6 AM) Myrtle Beach (located at old AFB)	843-448-6953	9502'

5230 Vessel Support

The Vessel Support Unit is responsible for implementing the vessel routing plan for the incident and coordinating transportation on the water and between shore resources. Since most vessels will be supported by their own infrastructure, the Vessel Support Unit may be requested to arrange fueling, maintenance and repair of vessels on a case-by-case basis. The Vessel Support Unit Leader reports to the Support Branch Director.

5230.1 Boat Ramps/Launching Areas

Maps showing the location of public boat ramps in each county are available from the South Carolina Department of Natural Resources. Copies of the South Carolina Wildlife Facilities Atlas are maintained at the Coast Guard Sector in the Port Operations Library. Due to the number of ramps available in the coastal area it was not deemed necessary nor realistic to identify each here.

While private ramps exist, there is no definitive listing readily available which indicates the condition of these ramps and any applicable maximum boat size.

5230.2 Work Boats

Firm	Location	Phone
MORAN ENVIRONMENTAL	N.CHARLESTON, SC	843-767-8900
3R OF CHARLESTON, INC.	GOOSE CREEK,SC	843-824-0711
US JOINT WEAPONS STATION	CHARLESTON, SC	843-764-7000
EASON DIVING & MARINE CONT.	N. CHARLESTON, SC	843-747-0548

Firm	Location	Phone
INDUTRIAL MARINE SERVICES	NORFOLK, VA	(757) 543-5718
JACKSONVILLE SPILLAGE CONT.	JACKSONVILLE, FL	(904) 355-4164
SPECIALIZED MARINE WELDING INC	JACKSONVILLE, FL	(904) 637-0353
CG ATLANTIC STRIKE TEAM	FORT DIX, NJ	(609) 724-0008
USCG GULF STRIKE TEAM	MOBILE, AL	(251) 441-6601
NAVY SUPSALV	WILLIAMSBURG, VA	(703) 602-7527
OHM CORPORATION	FINDLAY, OH	(419) 423-3529
PETROCLEAN	CARNEGIE, PA	(412) 279-9556
MSRC	SAVANNAH, GA	(912) 238-5002

5230.3 Ocean/Harbor Tugs

Name	Type of Vessel	Address	Poc	Phone/Fax:	Boa
MSRC	Special Design, OSV style, response vessels moored at various locations throughout the U.S.	1350 I Street N.W. Suite 300 Washington, DC 20005	D. O'Donovan	(800) 2596772	No
National Response Corp (NRC)	Special Design, OSV style, response vessels moored at various locations throughout the U.S.	P.O. Box 609 Calverton, NY 11933		(516) 3698644	Yes
Eason Diving	Maintains barge NRC	PO Box 70040 2668 Spruill Ave		(843) 747-0548	Yes

Name	Address	Phone	POC	Assets	Response Time	BOA
Stevens Tug Co.	4170 Highway 165 Yorges Island, SC 29449	(843) 889-6633 (home) (843) 889-2254 (office)	Bill Stevens	(4) 800 horsepower inland tugs and (1) 2200 horsepower offshore tug.	3-4 hrs to Charleston 10-12 hrs to Georgetown	No
McAllister Tug Co.	PO Box 1738 Charleston, SC 29402	(843) 577-6449	Joe Buckheister Steve Kicklighter	(5) tug boats of 1800 horsepower - 4000 horsepower with trained pilots. (1) tug boat is equipped with fire monitor.	2-3 hrs to Charleston 2-3 hrs to Georgetown	No
White Stack Tug Co.	PO Box 627 Charleston, SC 29402	(843) 577-6556	Tim West	(5) tugs ranging from 1200 horsepower - 3000 horsepower with trained pilots. Tugs have fire monitor on wheelhouses.	2-4 hrs to Charleston 4-6 hrs to Georgetown	No
Richards Launch & Towing Service, Inc.	PO Box 666 Charleston, SC 29402	(843) 577-4949	Edward and Mark Richards	1450' of retainment boom, (2) 2000 horsepower tug boats with trained pilots.	2-3 hrs to Charleston 2-3 hrs to Georgetown	No

Name	Type of Vessel	Address	Poc	Phone/Fax:	Boa
	Vigilant for NRC, Calverton.	Charleston, SC 29415		Fax (843) 747-2728	

5240 Ground Support

The Ground Support Unit is responsible for support of service resources; coordination of transportation of personnel, supplies, food, and equipment; fueling, service, maintenance and repair of vehicles and other ground support equipment; and implementing the traffic plan for the incident. The Ground Support Unit Leader reports to the Support Branch Director.

5300 Services

The **Service Branch**, when activated, is under the supervision of the Logistics Section Chief, and is responsible for the management of all service activities at the incident. The Service Branch Director supervises the operations of the Communications, Medical, and food units. The Service Branch Director reports to the Logistics Section Chief.

5310 Food

The **Food Unit** is responsible for determining feeding and lodging of augmenting personnel assigned to the incident. The Food Unit leader reports to the Logistics and Administration Section Chief.

5320 Medical

The Medical Support Unit is responsible for the development of the medical emergency plan. Obtaining medical aid and transportation for injured and ill incident personnel and preparation of reports and records. The Medical Support Unit Leader reports to the Service Branch Director.

5330 Medical Facilities

Name	Beds	Phone
Charter Hospital	102	747-5830
East Cooper Regional Medical	100	881-0100
Georgetown Memorial Hospital	142	843-527-7461
Grand Strand Regional Medical	172	843-449-4411
MUSC Hospital	585	843-792-1414
Navy Hospital	065	743-7000

Name	Beds	Phone
Roper Hospital	449	724-2000
St. Francis Hospital	140	402-1000
Trident Hospital	296	797-0232
VA Hospital	280	577-5011
Mount Pleasant Hospital	85	606-7000

5330.1 Ambulance/EMS Services

County	Name Of Service	Admin #	Emerg. #	Paramedics
Berkeley	Berkeley Co. EMS	7616900	719-4180	Yes
	Berkeley Co. Rescue	7618689	719-4180	Yes
	Goose Creek EMS	5538350	553-8350	Yes
	Hanahan Fire/EMS	7447400	744-4073	Yes
Charleston	Charleston Co. EMS	7403257	202-6700	Yes
	Med-U-Care	7929544	792-3311	No
Colleton				
	Colleton Co. EMS	5491852	539-1960	Yes
Dorchester	Dorchester County EMS		832-0025	Yes
	St. George EMS		563-0025	Yes
Georgetown	Georgetown Co	5467782	546-8140	Yes
Horry	Myrtle Beach Rescue	6267352	280-5511	Yes
	Horry Rescue Squad	756-5959	756-0071	No
	Myrtle Beach Rescue		918-1192	Yes
	Surfside Beach Rescue	2381216	238-2311	Yes

5400 Communications

The Communications Unit is responsible for developing plans for the effective use of communication equipment and facilities, installing and testing communications equipment, operating the incident communications center, and distribution maintenance and repair and collection of communications equipment. The Communications Unit Leader reports to the Service Branch Director. The Communications Unit Leader shall:

- Review common responsibilities.
- Develop, implement, and coordinate the Incident Communications Plan, form ICS-205.
- Deliver, issue, track, maintain, support and recover communications resources, telephones, radios, base stations, repeaters, and other communications facilities.
- Determine Communications Branch personnel and supply needs including telephones (both landline and cellular), radios (hand-held, base stations, and repeaters) and other communications equipment and determine sources of supply.
- Prepare and implement the incident communications plan.
- Advise on the capabilities/limitations of Coast Guard communications equipment during preparation of the incident action plan.

5410.1 Communications Plan

The Port of Charleston is the primary port within the Area with significant volumes of oil or hazardous materials moving through it. Charleston is also a major container port with numerous containers of hazardous materials passing through the port daily. It is most likely that a hazardous material incident or oil spill requiring multi-agency response will occur in this area.

Should an incident occur, particularly a hazardous material incident, an Integrated Communications Plan will provide the ability to communicate effectively within the multi-agency response. Implementation of the Plan begins the moment two or more agencies have jurisdiction over an incident. The Integrated Communications Plan is key to an efficiently functioning Incident Command System.

5410.2 Incident Communications

The **Charleston Integrated Communications Plan** identifies and employs all communications resources available, in a coordinated method, to help contain, neutralize, and minimize the effects of an accident involving oil or hazardous materials.

Depending on the size and complexity of the incident, several different communications networks may be established to support the functional needs of the ICS.

5410.21 Command Network

Established to link supervisory personnel (Incident Commander to Group and Division Supervisors). Cellular telephones, pagers and 800 MHz hand-held radios will provide the primary link between mobile supervisors.

5410.22 Tactical Network

Established to support particular response needs of each agency, geographic area or

functional group.

The **primary** Tactical (multi-agency communications) Network within the Charleston Area is the existing 800 MHz trunked radio network. The 800 MHz radio network is operated by Charleston County EPD and allows each agency to operate autonomously for routine operations. During a multi-agency response, the individual agencies or groups can be dynamically “trunked” together to form a seamless functional response team.

The attached drawing identifies the many agencies interconnected via the Charleston County’s 800 MHz radio network. Communications coverage is exceptional throughout much of the AOR, including out to the northern and southern fringes.

On scene emergency activities in response to a hazardous materials incident will normally be directed by the Fire Chief in whose jurisdiction the accident/incident occurs. The local Fire Chief will coordinate the responding HAZMAT teams. The County’s Emergency Operations Center (under the direction of the Charleston County EPD Director) will coordinate additional assistance as necessary, including DHEC and Coast Guard involvement as FOSC.

All communications on the tactical network should be conducted in clear text (plain English), minimizing agency specific terms and abbreviations.

Individual agencies continue to maintain their own VHF radio networks (police, fire, EMS, Coast Guard, DHEC etc.). These private radio networks will serve as each agency’s primary operational or working communications network and serve as **secondary** tactical networks, since many agencies do not have inter-agency support of other VHF networks.

5410.23 Ground-to-Air and Air-to-Air Network

Established to coordinate aviation resources and between aircraft assigned to an incident.

5410.3 Communications Support

Support Network -Established to support logistics coordination and resource status changes in a complex response.

The public telephone network will generally be used to coordinate multi-agency logistical and resource issues (via voice and fax). Facsimile (fax) transmissions are the primary method of exchanging complex information quickly and accurately.

6000 Finance/Administration

The **Finance Section** is responsible for the centralized tracking and complete documentation of all incident costs and advising the Incident Commander on current and future expenditures, budget status and anticipated shortfalls. The finance section is also responsible for ensuring the appropriateness of contractor costs and issuing contracts for support items.

6100 Finance/Administrative Section Organization

6110 Finance Section Chief

The **Finance Section Chief** is responsible for all financial and cost analysis aspects of the

incident. The Finance Section Chief is a member of the general staff and supervises and manages the members of the Finance Section. The Finance Section Chief shall:

- Review common responsibilities.
- Implement and manage the Finance Section branches and units needed to accomplish Finance Section actions.
- Meet with assisting and cooperating agencies and contractor representatives as required.
- 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), and other sources of response funding.
- Manage access to response funding sources including the Oil Spill Liability Trust Fund (OSLTF). Serve as the primary contact to the National Pollution Fund Center (NPFC) and the NPFC case officer to coordinate cost recovery actions. Manage response funding ceilings.
- Coordinate and ensure the proper completion of response cost accounting documentation.
- Coordinate and manage response ceilings, budgets and cost estimates.
- Ensure cost estimates and budgeting documents are prepared.
- 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.

6120 Organization Chart

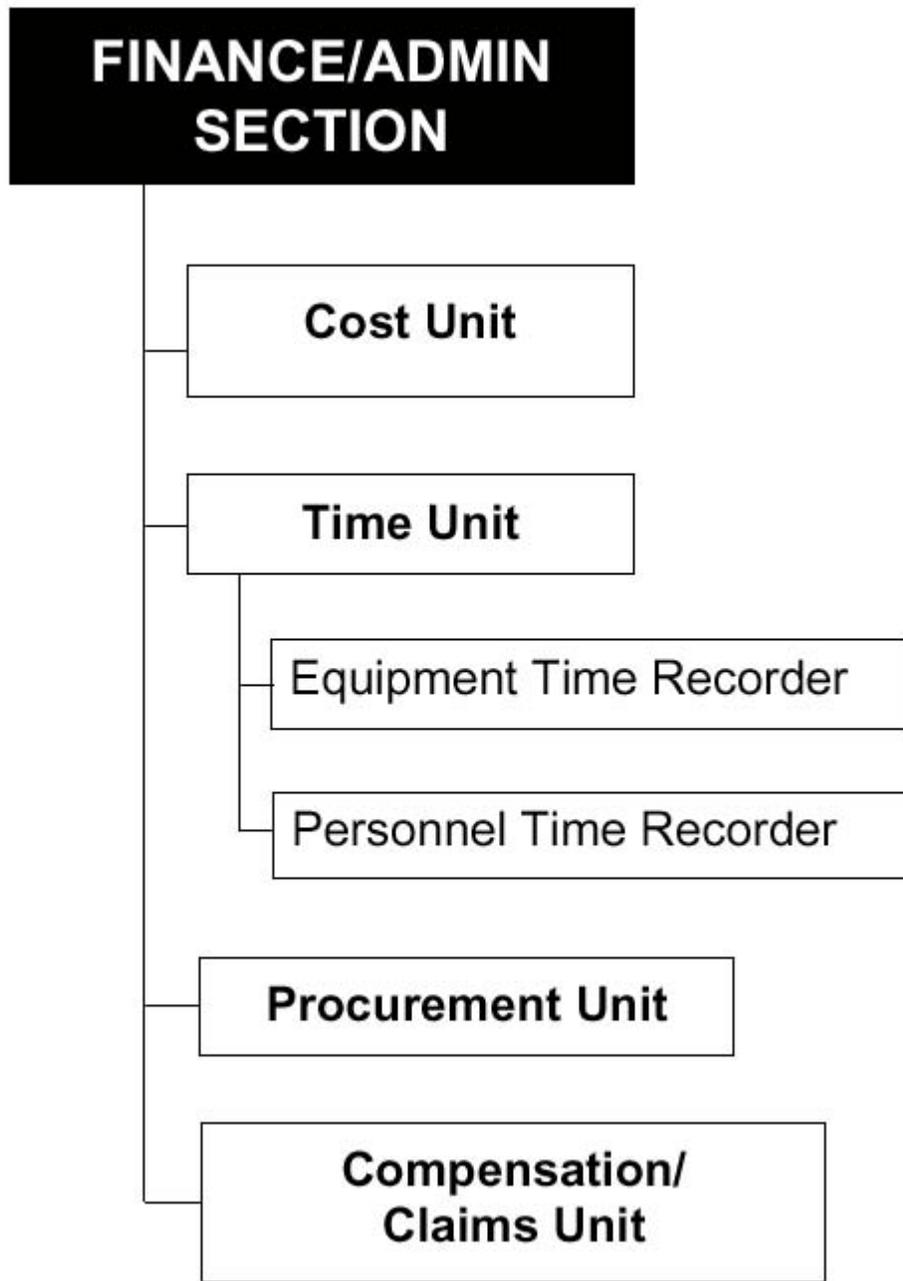


Figure 6-1 Finance Organizational Chart

6200 Fund Access

6210 OSC Access

During a pollution response operation, the FOSC may determine that the operation has exceeded the \$25,000 limit. At that time the FOSC will access the applicable fund to continue the operation. For spills or potential spills involving petroleum products, the FOSC will access the Oil Spill Liability Fund established by OPA 90. For hazardous substance or material releases or potential releases, the FOSC will access CERCLA.

6210.1 Oil Spill Liability Trust Fund (OSLTF)

6210.11 Federal Pollution Number (FPN)

1. **Assigning an FPN.** The first step to access the fund is getting a Federal Pollution Number (FPN) this number is generated from CANAPS.
2. **Use.** This FPN serves as a control number for all documentation activities and communications. Once an FPN has been assigned, copies of all messages, letters, documentation must be forwarded to NPFC, Coast Guard Finance Center, Maintenance and Logistics Command (MLC), along with any other applicable addressees.
3. **Liquidation/Closing.** At the end of the operation, and when all reports are filed, the FPN and its “account” will be appropriately closed in accordance with procedures outlined in reference (a).
4. **Deactivation.** An FPN must be deactivated if after the number has been assigned no funds are expended.

6210.12 Contracting Commercial Services

- **BOA.** If the contractor already has established a Basic Ordering Agreement (BOA) with the Coast Guard, the contractor is issued an Authorization to proceed. The FOOSC must also send a message to the Coast Guard Maintenance and Logistics Command Atlantic (MLCLANT (fcp)) within 24 hours indicating that the Authorization to Proceed has been issued.
- **Non-BOA.** If the FOOSC would like to hire a contractor who does not have a BOA, the FOOSC must have determined that a BOA contractor is not available or is unable to perform the requested tasks. D7 should then be notified of the OSC’s intent to hire a non-BOA contractor. Once permission is granted from D7, the FOOSC then issues an Authorization to Proceed, and sends a message to MLC as with a BOA contractor.

6210.13 “Contracting” Other Federal Organizations

The FOOSC may “hire” other federal organizations by using 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.

6210.14 “Contracting” Other Governmental Organizations

The FOOSC may hire state and local governmental organizations by using 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 by the NPFC.

6210.2 Comprehensive Environmental Response, Compensation, And Liability Act (CERCLA) Funds (*Sometimes Referred To As The Superfund*)

Determine CERCLA applicability. Accessing CERCLA funds is appropriate when:

1. The material is a hazardous substance, pollutant, or contaminant that may present an imminent and substantial threat danger to the public health or welfare;

2. The material has been released, or there is a substantial threat of release, into the environment; or
3. The responsible party is not taking appropriate action, or the FOSC must monitor the responsible party's actions.

CANAPS.

- Use. This ID# should be used as the FPN was used—on all documentation, message traffic, etc.
- Deactivation. As with the FPN, if the ID# is not used the number must be closed and the funds de-obligated.
- Contracting provisions. Contracting procedures follow the same procedures as with an oil pollution incident.

6210.3 Documentation

During any incident, 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 own costs on the appropriate forms. At the end of the response, all documentation will be submitted to the FOSC for verification and forwarding to the NPFC.

6220 State Access

States may request reimbursement of removal costs for spills of oil or hazardous materials from the U.S. Coast Guard's, National Pollution Funds Center (NPFC). The NPFC administers the Oil Spill Liability Trust Fund (OSLTF), which was established for response compensation. Reimbursement of removal costs may be requested for discharges of oil or the substantial threat of a discharge of oil, into the navigable waters of the United States, when the responsible party is unknown as well as when the responsible party denies the claim or fails to settle within 90 days. Access to CERCLA funds for response to spills of hazardous materials is also coordinated through the NPFC; although, CERCLA itself is administered by the USEPA.

6220.1 Highlights

- The fund may be accessed for recovery of costs incurred due to a discharge of oil, or the substantial threat of a discharge of oil into the navigable waters of the U. S.
- Funds may be requested to cover investigative costs incurred and recoupment of natural resource damages.
- A claim may not be submitted for reimbursement if litigation is pending.

- The decision to pay the claimant will be based solely on the documentation provided within the claim. Therefore, it is essential to have a plan in place that will ensure proper documentation from the initial notification of the incident through to its conclusion.
- In the absence of a responsible party, the efforts made in attempting to find them should be carefully documented as well.

6220.2 Claims For Reimbursement

The State may present claims to the NPFC for reimbursement of removal costs prior to

submitting the costs to the responsible party. Claims for costs other than removal must first be presented to the responsible party for reimbursement.

The Governor of the State may, upon request, obligate the OSLTF for payment in the amount not to exceed \$250,000 per incident for removal costs consistent with the NCP. When the State is acting on behalf of the FOSC (EPA or USCG) there is no predetermined cost ceiling.

6220.3 Presenting The Claim

The critical success factor is thorough documentation, and, although not required, the forms contained within reference (a) should be used for submission. Otherwise, standard State forms should be submitted to the NPFC in advance of any claim for approval.

6230 Trustee Access

The Natural Resource Trustees (NRTs) are designated state and federal agency officials with responsibilities for protecting specific areas or natural resources, and assessing damages when those areas or resources are injured or lost. OPA 90 authorizes these agencies access to the Oil Spill Liability Trust Fund through one administrative trustee known as the Lead Administrative Trustee (LAT), which must be a federal agency. The designation of the LAT is made for each spill based on the trustee's jurisdiction and authority over the impacted area.

6230.1 Process

The Federal Lead Administrative Trustee (FLAT) will work directly through the NPFC for each incident requiring funds. The FLAT should submit a request for initiation of a natural resources damage assessment to the appropriate NPFC Regional Manager. The Regional Manager will assign a specific case officer to coordinate the approval process. Together, the NPFC case officer and FLAT will execute a Request and Authorization for Obligation of Funds. Due to the numerous specific requirements of this process, the procedures outlined in reference (a) should be referred to directly.

6300 Cost

The **Cost Documentation Unit** is responsible for recording all cost data for the incident. The branch ensures vendors providing equipment or services are properly identified and proper paperwork initiated, prepares estimates of future incident costs, and maintains accurate information on the actual use of resources.

6310 Cost Documentation Procedures, Forms & Completion Report

Reference Appendix [9720.4 National Pollution Funds Center Technical Operating Procedures Manual](#)

6310.1 Documentation And Cost Recovery Procedures

6310.11 History

OPA 90 improved the procedures and availability of funding for all agencies and organizations (federal, state, and local) involved in pollution response.

6310.12 “Partial Federalization”

The most significant improvement brought about by OPA 90 is the ability of the FOSC to “partially federalize” a response. Prior to OPA 90, the FOSC could not pay for any resources out of the fund without taking over the entire spill from the responsible party.

Under OPA 90, the FOSC may allow the responsible party to continue all response efforts within their financial and management capability. The FOSC simultaneously may secure and direct additional response efforts using contractors or government personnel and equipment.

6310.13 The Oil Spill Liability Trust Fund (OSLTF)

The Emergency Fund portion of OSLTF will pay removal activities and to initiate natural resource damage assessments. There are provisions for the States to access these funds, and for the payment of claims for uncompensated removal costs and damages. The OSLTF is administered by the Coast Guard’s National Pollution Funds Center (NPFC).

6310.13.1 The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

Under CERCLA, the “Superfund” was established for responses to hazardous materials releases. Although the language of this Act is geared toward long-term remedial actions, it is also the appropriate source of funding for emergency responses to hazardous materials. Access to the fund is coordinated directly through the NPFC. The fund is administered by the USEPA.

6310.14 Documentation And Cost Recovery

This portion of the operation begins at the time a pollution case number is assigned. Procedures and requirements increase as the size of the response operation increases.

6310.14.1 Assistance

The FOSC can get assistance in fulfilling cost documentation requirements from the assigned Case Officer at the NPFC or from the District Response Assist Team (DRAT).

6310.14.2 Standard Rates

Standard rates have been established for determining valid removal costs. These are published by the NPFC in their Technical Operating Procedures (TOPs). Contractor rates were negotiated at the time the Basic Ordering Agreements (BOAs) were developed. Other agencies and organizations have similar arrangements. If agencies, organizations, contractors, and others involved in the response operation have not developed standard rate protocols, they should advise the FOSC so that similar arrangements can be developed.

6310.14.3 Non-Federal Organizations

When filing a cost recovery claim, non-federal organizations may use the federal forms enclosed in this ACP, or use their own forms. However, all forms need to be

pre-approved by the NFPC.

6310.14.4 Submission Requirements

For incidents where total expenditures are expected to be less than \$50,000, the FOSC will compile all cost documentation and forward the package at the conclusion of the response operation to the NPFC. For incidents where total expenditures are greater than \$50,000, this information must be compiled and forwarded to NPFC daily.

6400 Time

The **Time Unit** is responsible for equipment and personal time recording. The Time Unit Leader shall brief the Finance Section Chief on current problems, recommendations, outstanding issues, and follow-up requirements.

- Review common responsibilities.
- Review Unit Leader responsibilities.
- Obtain briefing from Finance Section Chief.
- Determine resource needs.
- Establish contact with appropriate agency personnel/representatives.

6500 Compensation/Claims

The **Compensation and Claims Unit** is responsible for seeing that all forms for compensation/claims by workers and third parties are completed. Tort claims involving property are also handled in this branch. The Claim/Compensation Unit Leader reports to the Finance Section Chief on the status of claims processing, as scheduled.

- Review common responsibilities.
- Receive, coordinate, document, and process claims against the OSLTF, NRDA, or State funding sources.
- Designate source of spill and require responsible party to advertise for potential claims.
- Coordinate possible claims against the Oil Spill Liability Trust Fund (OSLTF).

6600 Procurement

The **Procurement Unit** is responsible for administering financial matters pertaining to vendor contracts. The Procurement Unit may also work with local jurisdictions to locate sources of equipment, prepare and sign rental agreements, administer the associated contractor paperwork. The Procurement Unit also reports to the Finance Section Chief on the status of contracting, procurement, and payment services, as scheduled.

The Procurement Unit Leader shall:

- Negotiate, coordinate, document, and manage all contracts needed to support response operations.
- Coordinate with local jurisdiction on plans and supply sources.
- Prepare and sign contracts and procurement orders as needed.
- Manage, coordinate, document, and account for all procurement orders needed to support response operations.

7000 Hazardous Materials

7100 Introduction

This section is intended to meet the Federal Water Pollution Control Act (FWPCA) requirement for hazardous-substance-release contingency planning. Public Law 101-380, which created the Oil Pollution Act of 1990 (OPA 90), also amended the FWPCA (codified as Title 33, United States Code, Section 1321(j)(1)). Among other things, that amendment requires contingency planning for releases of hazardous substances in the Area Contingency Plan (ACP), and requires response plans for waterfront facilities and vessels handling hazardous substances. The substances designated by the FWPCA as hazardous, and therefore requiring contingency planning in accordance with the FWPCA, are listed in Title 40 CFR 116.4.

Also, this section covers the Coast Guard's expanded role in responding to radiological incidents. [For further information see section 9800, the Radiological Incident annex](#)

While the law requires planning for "hazardous substance (hazsub)" releases, the developers of this section have chosen to use the broader term "hazardous materials" (hazmat) for plan development. The Coast Guard has authority, jurisdiction, and resources that may be used to assist a hazmat incident response even if the substance released is not a FWPCA-designated substance. Essentially, this section addresses response to any undesirable non-oil substance leaked into the environment. This section outlines the jurisdictional boundaries of hazmat incident response between federal, state, and local agencies, and identifies some of the available response assets to address a hazmat incident.

7200 Background

For the purposes of this section, the discussion will be limited to hazmat incidents occurring during marine transportation only. This approach has been taken in order to isolate the issues of jurisdiction and response procedures to one clearly defined area. However, the authorities, jurisdictions, and resources identified herein may be useful in any hazmat incident impacting waters where the CG Sector Charleston has jurisdiction as Federal On-Scene Coordinator (FOSC). Response and management of a hazmat incident is primarily the responsibility of local government acting as the lead for public health and safety within their jurisdiction. This is especially true when an incident occurs in an inland location. Local fire and police departments and other emergency personnel who have been trained in response procedures for hazmat incidents will respond and be the first officials to begin handling the emergency. If other local assistance is required, or, due to the size of an incident, state, or federal resources are needed, a larger response network is built through the Incident Command System (ICS) and a Unified Command (UC) representing joint decision-making authority will be developed. However, hazmat incident response in the marine environment offers a unique set of variables that do not lend themselves to be defined along clear jurisdictional lines. Local government personnel may have the resources and training to respond properly to land-based incidents, but do not have expertise in dealing with marine fire fighting or emergency response on water. Conversely, the CG has the expertise to assist in the management of many marine incidents, such as fire, marine casualty, or rescue. State and federal specialized response teams have the proper training to assist in an incident response, but must be located and requested through appropriate channels and integrated into the management structure in order to properly aid the Incident

Command (IC) team. The entity in charge of an incident and who actually manages the incident may be two separate entities. Section 311(c)(1) of the CWA, as amended by OPA 90, gives the OSC authority to “direct or monitor all Federal, State, and private actions to remove a discharge.” The National Contingency Plan (NCP), states (in 40 CFR 300.135(d)) that “the OSC’s efforts shall be coordinated with other appropriate federal, state, local, and private response agencies. OSCs may designate capable persons from any federal, state, or local agencies to act as their on-scene representatives.” Thus, a local government may manage a response, and the OSC’s only involvement would be notification and confidence that the local official, serving as the OSC on-scene representative, had the capabilities to conduct a safe and effective response, with OSC assistance as needed. The method by which an emergency is managed is contingent upon two variables: the incident’s location and size. If at a dock, where local responders can have direct access to a site, local government will start out in the lead. If the incident is on an anchored vessel or at sea, the Coast Guard (CG) will likely begin as the incident commander. Initial response to marine hazmat emergencies will involve local government responders, the CG, and appropriate state agencies, but as the incident grows and the need for specialized personnel and resources increase, the ICS will expand and the UC will be formed with the responsible decision makers. Given the specifics of a particular incident, the lead authority in the UC team would likely be the local government or the CG, with potential involvement by the responsible party (spiller) and the state. Communication and coordination will be paramount in any hazmat incident in order to ensure a proper response structure and clear lines of authority exist.

7300 Government Policy And Response

The response system for the governmental agencies widely differs depending on which level of government is involved. Each level has its own unique capabilities, responsibilities, response strengths, jurisdictions, and authorities. The following sections describe the response actions and systems for the federal, state, and local agencies as viewed by the agencies themselves.

7310 Federal Policy and Response

Under the NCP, the federal OSC is the senior official for all response efforts. These responsibilities are shared between the CG and the Environmental Protection Agency (EPA). The CG provides the OSC for oil discharges and hazmat releases into or threatening the coastal zone. The EPA provides OSCs for oil discharges and hazmat releases into or threatening the inland zone. The CG OSC has additional responsibility for spills, releases, and threatening spills and releases from vessels and CG-regulated marine-transportation-related facilities.

The role of OSC is radically different depending on the material(s) involved in a spill or threatening to impact federal waters. In incidents involving oil, the CG OSC takes a very active role in the response. The OSC serves as the senior member of the UC and directs the response activities. For hazmat releases or potential releases, the OSC looks after federal interests and provides support to the local, county, or state responding agency. The OSC would assume an active role only under specific circumstances, such as when an incident exceeds response capabilities of local agencies. The OSC would assist the state and local agencies with any technical advice, obtaining specialized assistance, and monitoring of the response.

The responsibility of the Coast Guard includes the following activities:

- Conducting local contingency planning for response to hazardous chemical releases
- Conducting traditional COTP response measures such as restricting access to the affected area and controlling marine traffic; notifying facilities operating vulnerable water intakes of the release; coordinating with state and local emergency forces; and assisting as resources and capabilities permit.
- USCG COTPs serve as the designated OSCs for the coastal zone. The Sector Commander of the Sector Charleston is designated by the Commandant of the USCG as the COTP for the purpose of giving immediate direction to CG law enforcement within his assigned AOR.
- The COTP can control access to an area by establishment of a safety zone. That safety zone can include waterfront facilities, vessels, and areas of water or land, or both.
- The COTP can enlist the aid of any Federal, state, county, municipal, and private agencies to assist in the enforcement of access control. This authority also allows use of CG resources for transportation of hazmat incident responders, for both government agencies and commercial personnel.
- The COTP can control marine traffic by directing vessel movements in a specified area. The COTP can create a COTP order directing a specific vessel's operation, including anchoring, for, among other things, "temporary hazardous conditions."
- The COTP can prohibit entry into U.S. waters for multiple reasons, including discharges of oil or hazardous materials.
- The COTP can request a response from our Gulf Strike Team (GST) in Mobile, Alabama.
- The COTP can have other CG units make marine band radio broadcasts for both informational purposes and to assist enforcement actions.
- The Sector Charleston Commander is also the Officer in Charge, Marine Inspection (OCMI) and the Captain of the Port Charleston (COTP). As OCMI he is tasked with inspection of vessels, shipyard and factory inspections, investigation of marine casualties and accidents, licensing mariners, and enforcement of vessel inspection, navigation, and seamen's laws in general.
- Conducting a preliminary assessment of the incident to: (1) evaluate the magnitude of the threat to the public health and welfare and the environment, (2) determine if response action by the spiller and/or the state and local government is adequate, (3) establish jurisdiction for a Federal response, and (4) collect the data necessary to formulate a response plan if a Federal response is warranted.
- County and municipal agencies may have jurisdiction and responsibility. Their responders may require transportation, and the COTP may be able to arrange it.
- If the COTP can bring expertise, personnel, or equipment to assist a problem at sea, we do not expect an offer of assistance to be declined. If the incident is at sea, the COTP can also contact Special Forces (including USCG National Strike Force (NSF), EPA Environmental Response Team (ERT), NOAA Scientific Support Coordinator (SSC), EPA Technical Assistance Team (TAT), etc.) for recommendations.
- Contacting the owner and/or operator of the source of the release, if known, to inform them of their potential liability for government removal costs, to explain the Coast Guard's role as OSC, and to gather information for response and port safety purposes. Administrative orders shall be used when appropriate to direct actions of the responsible party.
- The state has various funding sources of their own, and should evaluate appropriate state sources before seeking CERCLA resources. While the COTP can issue an administrative

order to a facility under the authority of CERCLA Section 106, the definition of facility under CERCLA section 101(9) does not include vessels. Therefore, the COTP cannot issue administrative orders to vessels. The COTP may, however, be able to use a COTP order to accomplish the same effect.

- Monitoring cleanup actions of responsible parties or, in the case of Federal removals, providing on-scene supervision of removal activities, ensuring the employment of a sound removal strategy.
- The OSC is not expected to be capable of designing and carrying out a complex removal plan. In certain situations, support from Special Forces (e.g.; National Strike Force (NSF), EPA Environmental Response Team (ERT), NOAA Scientific Support Coordinator (SSC)) may be necessary to assist in the development or review of a removal strategy.
- In either case, the OSC shall ensure that guidelines regarding worker safety are adhered to by all parties involved in the response.
- To create a site safety plan, COTP may require the assistance of the ship's agent or shipping company for providing both the dangerous cargo (hazardous materials) manifest and assistance in creating a removal strategy.
- For Federal removals, arranging for the services of contractors and supervising their actions, ensuring that response costs are documented as required by Chapter 86 of the Marine Safety Manual.

7320 State Policy and Response

South Carolina Department of Health and Environmental Control (DHEC) is the state agency responsible for protecting and promoting public health and the environment. DHEC is designated a natural resource trustee in the State of South Carolina under the federal Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).

DHEC is also responsible for enforcing environmental law in the State of South Carolina. The laws applicable to this incident include the Pollution Control Act and the Hazardous Waste Management Act. The Pollution Control Act (Title 48, Chapter 1, Section 10 of the Code of Laws of South Carolina) states that the South Carolina DHEC shall have the authority to abate, control, and prevent pollution. The Hazardous Waste Management Act (Title 44, Chapter 56, Section 200) adopts federal CERCLA as state law. Under "state CERCLA," the state is authorized to take any action, consistent with the state contingency plan, that it deems necessary to protect the public health, public welfare, or the environment. Under the Federal Clean Water Act, DHEC serves as a member of the Federal Regional Response Team. For inland planning and response, DHEC coordinates with the United States Environmental Protection Agency in implementing the National Contingency Plan (NCP) and the Area Plan. In the coastal area, DHEC ensures that state interests and concerns are addressed and cooperates with the U.S. Coast Guard, who is designated Federal On Scene Coordinator, in implementing the NCP and the Area Plan.

Under the State Contingency Plan, DHEC has been designated as the agency responsible for responding to chemical releases. The plan also designates a State On-Scene Coordinator (SOSC) who is responsible for determining DHEC's level and method of response. For each Environmental Quality Control (EQC) district, the plan enables the SOSC to appoint District On-Scene Coordinators (DOSCs).

7330 Local Government Policy and Response

The main responsibilities of the response agencies are to rescue and treat victims, perform fire suppression, isolate contaminated areas from the general public, control and contain hazardous materials, and facilitate any public evacuations or shelter-in-place operations. The area plan delineates who is responsible for management of the incident. Local area plans may differ on the designee of the incident commander.

7340 Response Assets

See section 9000

7350 Radiological Incident annex

See section 9800

8000 Marine Firefighting and Salvage Operations

See **Marine Firefighting Annex** and **Marine Salvage Annex**

9000 Appendices

9100 Emergency Notification

9110 Initial Awareness, Assessment & Notification Sequence

9110.1 Initial Report

Each report of a spill must be captured on a spill report form. A recommended form is included and should be completely filled out for each report. Some of the information required includes:

- Time Report Received
- Caller Name, Address, & Phone Number
- Vessel/Facility Information
 1. Name
 2. Type of vessel/facility
 3. Nationality (Vessel Only)
 4. Location of Incident
 5. Time of Incident
 6. Type of Incident (Explosion, Grounding, etc.)
 7. Pollutant(s)
 8. Estimated Amount Spilled
 9. Total Potential Amount
 10. Weather/Sea Conditions
 11. Point of Contact (Responsible Party Name & Phone #)
 12. Vessel Agent(s) (Name & Phone #)
- Spill Classification

9110.2 Notifications

Upon receipt of a report of a spill or release the appropriate notifications must be made to advise other government agencies that may have an interest in the incident. If the NRC

has not been notified, the receiver of the report should encourage the reporting party to make this call, even for reports of mystery sheens and spills.

The Initial Pollution Report Checklist contains a “bare bones” notification listing. If the incident is large or particularly complicated the Emergency Notification List should be used. In either circumstance, the Emergency Notification List contains the contact number for a wide array of agencies, groups, Natural Resource Trustees, and organizations that play a role in environmental response. In addition, its use will ensure that those who should be notified are indeed notified.

9110.3 Chronological Log

After receiving the report and completing initial notifications a chronological log of events must be started and maintained throughout the incident. Information in this log will be used to develop the pollution reports (POLREPS) and any After Action Reports required. It is imperative that the log be thorough and accurate.

9110.4 Initial Assessment Check-off List

Report Information

Date Time Received By NRC Report Number
MC/TK Number Reporter (Name)
Phone Number
Address

Spill Information

Date Time
Waterway
Source
Cause
Location
Material Spilled
Amount Spilled
Spill Dimensions
Cleanup Action? Yes / No
Product Contained? Yes / No

Responsible Party Information

Responsible Party Phone Number

Vessel Information Facility Information

Name
Flag
VIN or State Number
Agent/Phone
QI/Phone

Sector Command Center	(843) 740-7054			
CCGD7 (p)**	(305) 415-6670			
CCGD7 (opcen)**	(305) 415-6800			
CCGD7 (dl)	(305) 415-6950			
NSFCC	(252) 331-6000			
GULF STRIKE TEAM	(251) 441-6601			
LANT PUBLIC AFFAIRS	(757) 398-6608			
MLCLANT (fcp)	(757) 628-4483			
LANT OPCEN (24 hr.)	(757) 398-6765			
STA. GEORGETOWN	(843) 546-2742			
MSU SAVANNAH	(912) 443-3681			
MSU WILMINGTON	(910) 772-2205			
AIRSTA SAVANNAH	(912) 652-4646			

Who	Phone #	Time	Date	Initials
NRC*	(800) 424-8802 (202) 267-2675			
Federal Agencies				
U.S. EPA	202-272-0167			
NOAA HAZMAT, Seattle	(206) 526-6317			
NOAA SSC *** Brad Bengio	(305) 530-7931 (206) 526-6317©			
DOI ***"Trustee Notification" Greg Hogue	(404) 331-4524 (404) 909-0537©			
USF&WS	(843) 727-4707			
NATIONAL PARK SER.	(843) 883-3123			
U.S. DEPT. OF ENERGY	(202) 586-5000			
U.S. DEPT OF JUSTICE	(202) 514-2000			
NUCLEAR REGULATORY COMMISSION	(301) 816-5100			
NATIONAL MARINE FISHERIES SERVICE	(727) 570-5326			
U.S. ARMY CORPS	(843) 329-8084			
FEMA (24 hr.)	(800) 621-3362			
U.S. FOREST SERVICE (WAMBAH AREA)	(843) 887-3257			
State Agencies				
SCDHEC CHARLESTON* SCDHEC (24 hr) COLUMBIA	(843) 740-1590 (888) 481-0125			
SCDNR / Marine Resources Division CHARLESTON	(843) 953-9305 (843) 270-1458			

SCDNR (24 hr.) Columbia	(800) 922-5431			
SC STATE HWY. PATROL	(803) 896-7920 (800) 768-1501			
SC DOT	(803) 737-2314			
SC STATE PORTS AUTH	(843) 723-8651			
SC STATE GOVERNOR	(803) 734-2100			
SC STATE PARKS	(803) 734-0156			
County Emergency Preparedness Divisions				
BEAUFORT EPD	(843) 255-4000			
BERKLEY EPD	(843) 723-3800			
CHARLESTON EPD	(843) 202-7400			
COLLETON EPD	(843) 549-5632			
DORCHESTER EPD	(843) 832-0341			
GEORGETOWN EPD	(843) 545-3273			
HORRY EPD	(843) 915-5150			
Environmental Interest Groups				
AUDUBON SOCIETY	(843) 953-7076			
SIERRA CLUB LUNZ CHAPTER	(843) 559-2568 (843) 559-2568			
SC COASTAL CONSERVATION LEAGUE	(843) 723-8035			
SC SEAGRANT	(843) 953-2078			
CHARLESTON WATERKEEPER	(843) 810-9785			

Who	Phone #	Time	Date	Initials
CONCERNED CITIZENS FOR THE ASHLEY RIVER	(843) 553-9606			
SAVE THE WANDO ASSOC	(843) 577-4920 (843) 883-3880			
THE STONO RIVER ENVIRONMENT PROTECTION ASSOC	(843) 762-0274			

*Notify on all pollution incidents.

**Notify on all actual or potential medium or major pollution incidents or those that have potential for media involvement.

***Notify whenever:

1. There is an actual discharge equal to or greater than 1000 gallons.
2. The release of hazardous substance is equal to or greater than the reportable quantity.
3. When release or discharge impacts or has the potential to impact DOI managed lands, such as National Parks and National Wildlife Refuges, and/or DOC resources, such as Natural Marine Sanctuaries and National Estuarine Research Reserves

4. When the release or discharge impacts or has the potential to impact known sensitive resources, including:

Threatened and endangered species and designated habitat

Raptor nesting sites

Bald eagle nesting sites

Bird rookeries

Rafting birds

Coral reefs

Mangroves

Marine mammals

Anadromous fish

Marine fishery resources

5. Anytime the FOSC needs the expertise of DOI, DOC, or any other designated natural resource trustee.

9200 Personnel and Services Directory

9210 Federal Resources/Agencies

9210.1 Trustees for National Resources

The Federal Trustees for natural resources are responsible for assessing damages to the resources in accordance with the Oil Pollution Act of 1990, regulations promulgated under section 301(c) of CERCLA, seeking recovery for the losses from responsible party or from the fund, and devising and carrying out restoration, rehabilitation and replacement plans pursuant to CERCLA. The Federal Trustees for natural resources in the COTP Charleston AOR are as follows:

9210.11 Department of Agriculture (U.S. Forest Service)

The US Forest Service is to be notified of any event that threatens a national forest.

POC	Phone
Mr. David Wilson	(843) 561-4000
Mr. Glen Stapleton Alt POC/District Ranger	(843) 887-3257
David Kuhn Fire Dispatcher	(843) 336-4580

9210.12 Department of Commerce (NOAA)

NOAA is to be notified of any incident impacting natural resources found in or under the waters navigable by deep draft vessels, in or under tidally influenced waters, waters of the contiguous zone, and the outer continental shelf, and in upland areas serving as habitat for marine mammals and other protected species.

The Department of Commerce (DOC), through NOAA (National Oceanographic & Atmospheric Administration), is a significant player in oil spill and hazardous material release responses to meet the goals of protecting the environment effectively, mitigating collateral harm, and facilitating environmental recovery.

NOAA could perform up to four functions during a spill of oil or hazardous materials. All these functions have response and contingency planning aspects. Although they are closely intertwined, they are carried out by separate organizational groups within NOAA. These four functions are:

- Coordinating scientific support to the OSC,
- Representing DOC/NOAA on the RRT,
- Conducting activities relating to damage assessment, and
- Acting as a First Federal Official and lead trustee on spills in National Marine Sanctuaries.

9210.12.1 Scientific Support Coordinator (SSC)

The SSCs and their support teams provide scientific advice to support the Federal OSC in operational decisions. (See Sections C.I.d.v: "Technical Specialists" and F.V.e: "NOAA Scientific Support Coordinators" in this ACP.)

9210.12.2 DOC/NOAA RRT Membership

NOAA represents DOC on the RRT. As the RRT member, they represent DOC/NOAA's policies, including formal concurrence on the use of different spill countermeasures, provide an access point to other DOC/NOAA resources and expertise, and act as the OSC's point of contact for trustee notification. NOAA RRT members act as a conduit for passing on that notification to NOAA's Damage Assessment Center and National Marine Sanctuary program, as appropriate.

9210.12.3 Damage Assessment

The third function is carried out by the NOAA's Damage Assessment and Restoration Program acting through the Damage Assessment Center (DAC). DAC's primary mission is to carry out NOAA's responsibilities under the damage assessment provisions of OPA and CERCLA for releases or discharges. This may include serving as the lead administrative trustee upon the agreement of other trustees involved in a damage assessment effort.

9210.12.4 Lead Natural Resource Trustee

The NOAA RRT member, DAC, and Sanctuary program represent different aspects of NOAA's trustee responsibilities for spills of oil or hazardous substances; no single office represents NOAA's entire natural resource trustee responsibilities.

- NOAA Sanctuary. If a spill impacts a NOAA Sanctuary, the Sanctuary Manager oftentimes participates as the First Federal Official, as well as the lead trustee for response-related issues. The Sanctuary program coordinates their spill response activities with the other elements of NOAA: SSCs for technical, RRTs for relaying NOAA policy to the RRT Co-Chair (and OSC, as necessary) and DAC for damage assessment.

- Authorities. NOAA has overlapping natural resource trustee authorities that could be in force during spill response.

1. OPA (as detailed in the 1994 NCP) is the authority for receiving notifications

of potential and actual spills threatening NOAA resources, consulting on the fish and wildlife and sensitive environments annex of the ACP (which includes concurrence on specific countermeasures), consulting on removal actions during an incident, and implementing damage assessment activities.

2. CERCLA (as amended by SARA) has emergency response authority for EPA and USCG and damage assessment authority for trustees on releases of hazardous substances. Under this Act, EPA or USCG, as appropriate, must notify trustee agencies about releases that may affect their resources, so they can initiate damage assessment.

3. Endangered Species Act (ESA) requires the federal agency taking the "action" (the FOOSC) to consult with the delegated office (which is the NOAA National Marine Fisheries Service (NMFS) Regional offices for Protected Species) on the potential effects that the spill or the response activities might have on those species or their critical habitat. This extends to associated response activities like increased vessel traffic or the presence of cleanup workers near nesting or haul out sites, etc. NOAA/hazmat SSCs (and/or RRTs) act as coordination bridges to NMFS Regional offices in fulfilling this responsibility.

4. National Marine Sanctuaries Act (NMSA) charges NOAA with protecting and managing marine sanctuaries. The federal agency taking the "action" (the OSC) that affects, or may affect, a sanctuary or its resources, must consult with the appropriate sanctuary manager on its proposed actions. NOAA/hazmat SSCs (and/or RRTs) can act as a coordination bridge to sanctuary managers in fulfilling this responsibility.

5. The Coastal Zone Management Act, whose implementation NOAA oversees, provides grants to support state efforts on their coastal zone management plan development and implementation, and on management of their estuarine research reserves. It is the state's responsibility to ensure that ACPs are consistent with their coastal zone management plans. For estuarine research reserves, NOAA shares responsibility for protecting these areas with the appropriate state; however, the state normally takes the lead in advocating actions to protect the reserve.

• NOAA Incident Response/General Spill Notification And Response Team Activation.

1. Notifications. In general, the SSCs are the first NOAA personnel to be alerted, usually by the OSC; this will also satisfy the requirement for the formal notification requirement for trustee agency notification. Notification for the SSC and the formal trustee notification can also be satisfied by calling a single 24-hour number: (206) 526-4911.

POC	Phone	Fax
Brad Benggio	(305) 530-7931	(305) 530-7932
Jim Jeansonne (Alt)	(727) 551-5714	(727) 570-5390
24 Hour	(206) 526-4911	

9210.13 Department of Defense

9210.13.1 U.S. Army

The US Army is to be notified of any incident attributed to or impacting any property maintained by the United States Army (such as the Army TC Docks, Joint Base Charleston (the former Naval Weapons Station)).

Mr. Larry Kizer (843) 751-7640

9210.13.2 U.S. Navy

The US Navy is to be notified of any incident attributed to or impacting any property maintained by the United States Navy: Joint Base Charleston Facility Incident Commander (843) 764-4010. After hours CDO (843) 764-7901

9210.14 Department of the Interior

The Department of the Interior is to be notified of any spill or potential spill that threatens to impact fish, wildlife, or other habitats and an incident that impacts or may impact land, facilities or natural resources managed by the National Park Service (NPS), Bureau of Land Management (BLM), Minerals Management Service (MMS), Fish and Wildlife Service (FWS), Bureau of Reclamation (BR), Bureau of Indian Affairs (BIA) or Indian Tribes. The point of contact is Mr. Greg Hogue (404) 331-4524 (w), (404) 909-0537 (c), (404) 331-1736 (fax). Local FWS staff who should be contacted in the event of a spill or potential spill that threatens to impact fish, wildlife, or other habitats in South Carolina, include Ms. Diane Duncan (843) 727-4707 ext. 218, and Mr. Russell Jeffers (843) 727-4707 ext. 217.

9210.2 USCG

9210.21 USCG National Strike Force (NSF)

9210.21.1 The USCG National Strike Force (NSF) Mission

The NSF is a unique, highly trained cadre of Coast Guard professionals who maintain and rapidly deploy with specialized equipment in support of Federal On-Scene Coordinators preparing for and responding to oil and chemical incidents in order to prevent adverse impact to the public and reduce environmental damage.

The National Strike Force (NSF) was created in 1973 as a Coast Guard staffed "Special Force". This special force assists Federal On-Scene Coordinators (FOSCs) responding to potential and actual oil and hazardous material spills as directed by the National Contingency Plan (NCP).

The USCG National Strike Force Coordination Center, located in Elizabeth City, North Carolina, coordinates the three Coast Guard Strike Teams (Atlantic, Gulf and Pacific). The three Strike Teams provide trained personnel and specialized equipment to assist the FOSC in training for spill response, stabilizing and containing the spill, and in monitoring or directing the response actions of the responsible parties and/or contractors. Each FOSC has a specific team designated for initial contact and may contact that team directly for any assistance. [The Gulf Strike Team is FOSC Charleston's designated team.]

9210.21.2 Contact Numbers

National Strike Force Coordination Center Elizabeth City, NC	(252) 331-6000
Atlantic Strike Team: Fort Dix, NJ	(609) 724-0008
Gulf Strike Team: Mobile, AL	(251) 441-6601
Pacific Strike Team: Novato, CA	(415) 883-3311

9210.21.3 NSF Capabilities

- Responding with trained personnel and specialized equipment to prevent, contain and/or remove spills of oil and releases of hazardous material
- Providing spill management expertise;
- Assisting with response planning and consultation;
- Conducting operational training in oil and chemical spill response techniques and equipment usage;
- Coordinating, conducting, and evaluating the national Preparedness for Response Exercise Program (PREP);
- Technical assistance, equipment and other resources to augment the FOSC staff during spill response ;
- Identifying, locating, and assisting in the transportation of specialized equipment needed for spill response;
- Providing support from the Public Information Assist Team (PIAT) to FOSCs during pollution responses.
- Assistance in coordinating the use of private and public resources in support of the FOSC during a response to or a threat of a worst case discharge of oil or hazardous substance.
- Reviewing Area Contingency Plans, including an evaluating of equipment readiness and coordination among responsible public agencies and private organizations.
- Assisting in location of spill response resources for both response and planning, using the NSFCC's national and international computerized inventory of spill response resources.
- Coordinating and evaluation of pollution response exercises.
- Inspecting of district pre-positioned pollution response equipment.

9210.21.4 Requesting Assistance

By requesting assistance from any one Strike Team, an FOSC immediately gains access to the entire National Strike Force personnel roster and equipment inventory. Each team maintains a state of readiness which enables them to dispatch two members immediately, four members within two hours, and up to twelve members within six hours as the circumstances of the incident dictate. Equipment would be dispatched within four hours of a request for assistance.

During a response operation, FOSCs are encouraged to contact the NSF when:

- Control of the discharge requires the special knowledge or special equipment of the

NSF;

- Response will require in excess of two days to complete removal operations and augmentation by NSF personnel will release local forces to return to normal operations;
- In the judgment of the FOSC, NSF capabilities are necessary.
- Technical assistance, equipment and other resources to augment the FOSC staff during spill response

9210.22 USCG District Response Assist Team (DRAT)

9210.22.1 District Response Group (DRG)

The District Response Group (DRG) is a framework within each Coast Guard district to organize district resources and assets to support the USCG FOSC during a response to a pollution incident. Coast Guard DRGs assist the FOSC by providing technical assistance, personnel, and equipment, including the Coast Guard's pre-positioned equipment.

Each DRG consists of all Coast Guard personnel and equipment, including firefighting equipment, in its district, plus 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.

9210.22.2 District Response Advisory Team (DRAT)

The DRAT is an element of D7. The DRAT forms the nucleus of the DRG for support of the FOSC in response, preparedness, and training functions. The DRAT serves as the coordinating body for the DRG and, if necessary, can be deployed by the Chief, Seventh Coast Guard District Response Division, to provide specialized support to an OSC. The DRAT also coordinates the support of the OSC by other Coast Guard units. In coordination with other staff elements, the DRAT ensures there are adequate procedures to implement the DRG, including rapid activation of the Reserve, Auxiliary, and Active Duty personnel from within the District.

The Seventh Coast Guard DRAT may be reached via the District Command Center at 305-415-6800

9210.23 Public Information Assist Team (PIAT)

The Public Information Assist Team (PIAT) is an element of the NSFCC staff that is available to assist FOSCs to meet the demands for public information during a response or exercise. Its use is encouraged any time the FOSC requires outside public affairs support.

Requests for PIAT assistance may be made through:

NRC	800-424-8802
NSFCC	252-331-6000

9210.3 NOAA

9210.31 Scientific Support Coordinator

Scientific support to Coast Guard FOSCs during responses is provided by NOAA through Scientific Support Coordinators (SSCs) as outlined in reference (b) under Special Teams. SSCs are considered purely technical in function with no agency bias. Each NOAA SSC has the authority to respond immediately to pollution incidents and to commit additional technical resources and teams when necessary.

Brad Benggio (305) 530-7931
NOAA Scientific Support Coordinator (206) 526-4911
Commander USCGD7 (dr)
909 South East 1st Avenue
Brickell Plaza Federal Building
Miami, FL 33131

Jim Jeansonne (alt) (727) 551-5714
NOAA Scientific Support Coordinator (813) 340-5690 (cell)

9210.31 Discharge and Release Trajectory Modeling

This team develops estimates that combine visual spill observation made from aircraft over flights or remote sensing platforms with computer model calculations that include observed, predicted, and statistical information on weather and ocean currents. Integrating and interpreting data from field observations and computer models allows the team to provide complex information in a form the FOSC can use. For hazardous materials spills, projections can be made for the pollutants movement in air and water. They can provide this data from on-scene or remotely.

9210.4 US Navy Supervisor Salvage (SUPSALV)

Under the Salvage Act (PL 80-513), the Clean Water Act (PL 92500), and the National Economies Act (31 USC 636) the U.S. Navy is authorized to provide salvage services to other federal agencies.

The NAVSUPSALV is a tool that can also be used during a major oil spill or hazmat release, or for consultation during an involved grounding or collision. Contracts for salvage, towing, engineering support, and salvage related services are also available for routine and emergency use throughout the world. Once funding has been identified, the contracts can be activated immediately.

PHONE: (202) 781-1070

U.S. Naval Supervisor of Salvage (NAVSUPSALV) maintains a large inventory of equipment at East and West Coast response centers and a small inventory near Pearl Harbor. Request and reimbursement procedures for NAVSUPSALV support to the U.S. Coast Guard are addressed in a USN/USCG Interagency Agreement (IA), see Annex A of this plan.

9210.5 EPA Emergency Response Teams

The EPA's Environmental Response Team (ERT) has expertise in treatment technology, biology, chemistry, hydrology, geology, and engineering. The ERT can provide the OSC access to special equipment to deal with chemical releases, and can provide the FOSC with advice concerning hazard evaluation, multimedia sampling and analysis, risk assessment, on-site safety, cleanup techniques, water supply decontamination and protection, use of dispersants, environmental assessment, degree of cleanup required, and the disposal of contaminated materials. The ERT also offers various training courses to prepare response personnel.

U.S. EPA, Region IV

Emergency Response and Removal Branch Regional Environmental Officer
(404) 562-8718

Fax: (404) 562-8699

24 Hr (404) 562-8700

9210.6 Agency for Toxic Substance and Diseases (ATSDR)

The Agency for Toxic Substances and Disease Registry (ATSDR) maintains appropriate disease/exposure registries, provides medical care and testing of individuals during public health emergencies, develops, maintains, and informs the public concerning the effects of toxic substances, maintains a list of restricted or closed areas due to contamination, conducts research examining the relationship between exposure and illness, and conducts health assessments at contaminated sites.

Additionally, ATSDR assists the EPA in identifying hazardous substances at CERCLA sites, develops guidelines for toxicological profiles of hazardous substances, and develops educational materials related to the health effects of toxic substances.

ATSDR resources are an important tool for the FOSC in assessing the possible effects of an environmental emergency on the public's health.

Contact ATSDR at: (800) 232-4636

9210.7 National Marine Fisheries Service (NMFS)

The National Marine Fisheries Service (NMFS) is a part of the National Oceanic and Atmospheric Administration (NOAA). NMFS administers NOAA's programs that support the domestic and international conservation and management of living marine resources. NMFS provides services and products to support domestic and international fisheries management operations, fisheries development, trade and industry assistance activities, enforcement, protected species and habitat conservation operations, and the scientific and technical aspects of NOAA's marine fisheries program.

9210.71 Role During A Pollution Incident Response

Natural Resource Damage Assessment (NRDA). The NMFS participates with other Natural Resource Trustees implementing National Resource Damage Assessment procedures. One area is working with the Damage Assessment Center (DAC) and the Restoration Center. The Endangered Species Act (ESA) of 1973 assigns NMFS specific

duties with regard to protecting endangered species. NMFS must be involved in any Section 7 ESA consultations and developing response action plans. The National Marine Fisheries Service's Restoration Center is the focal point for coastal and estuarine habitat restoration within NOAA. The Restoration Center is a part of NOAA's Damage Assessment and Restoration Program (DARP). Through DARP, NOAA claims damages for injuries to marine resources resulting from oil spills, hazardous releases, or other human-induced environmental disturbances. Monetary awards from polluters and other responsible parties are used to "restore, replace, or acquire the equivalent of" the injured resources.

9220 State Resources/Agencies

9220.1 Government Official Liaisons

Name	POC	Phone	Address
The Honorable Lindsey Graham	Capitol POC:	(202)224-5972	290 RUSSELL SENATE OFFICE BUILDING WASHINGTON DC 20510
	State POC:	849-3887 FAX 727-4923	530 Johnnie Dodds Blvd Suite 202 Mt. Pleasant, SC 29464
The Honorable Jim DeMint	Capitol POC:	(202)224-6121	340 RUSSELL SENATE OFFICE BUILDING WASHINGTON DC 20510 (202) 224-6121
	State POC:	727-4525	112 CUSTOMS HOUSE 200 EAST BAY ST CHARLESTON, SC 29401
The Honorable Tim Scott	Capitol POC:	(202) 225-3176	1117 Longworth H.O.B. Washington, DC 20515
	State POC:	852-2222	2000 Sam Rittenberg Blvd Suite 3007 Charleston, SC 29407

9220.2 Trustees for Natural Resources

Per the Oil Pollution Act of 1990 (OPA 90), the Governor of South Carolina was authorized to act on behalf of the state on issues concerning oil spill incidents. Pursuant to CERCLA, the Governor of South Carolina appointed the Commissioner of DHEC and the Director of the SCDNR as Natural Resource Trustees to act on behalf of public natural resources for the purposes of CERCLA and OPA. These state officials will, where appropriate, review available hazardous waste site information as to possible effects on natural resources, participate in discussions with EPA or other officials with lead responsibility for remedial action, and determine the need for, and appropriate conduct of, assessments of damages for

injury to, destruction of, or loss of natural resources resulting from a discharge of oil or release of hazardous substances where natural resources under their trusteeship are affected. The State Trustees for South Carolina concerning both OPA 90 and CERCLA issues are as follows:

9220.21 SC Dept. of Health & Environmental Control

Notify of any significant pollution incidents harming or threatening state resources.

(843) 734-4880 (office)
(843) 253-6488 (24 hrs)
(888) 481-0125 (24 hrs toll free)

9220.22 SC Department of Natural Resources

Notify of any pollution incident which harms or threatens to harm any natural resources (e.g. fish, wildlife, and their habitats) within the State of South Carolina.

Columbia Office (24-hr):
(800) 922-5431

Mr. Ed Duncan (Environmental Coordinator):
(843) 953-9054

(Alt) Ms. Priscilla Wendt
(843) 953-9305
(843) 270-1458

9220.23 South Carolina Governor's Office

Notify of any significant incidents which harm or threaten state natural resources or attracts significant public and/or media attention (regardless of size).

(803) 734-2100
(803) 734-5167 (fax)

9220.3 State Emergency Response Committees (SERC)

The State Emergency Response Committee (SERC) in the State of South Carolina is appointed by and works directly for the Governor. The Director, South Carolina Emergency Management Division (SCEMD) is the Chairman. In support of the SERC, the SCEMD is directly responsible for the development and maintenance of the State's multi-contingency Emergency Operations Plan, periodically exercising that plan in accordance with a prescribed schedule, and implementing that plan in times of emergency. The SCEMD is also charged with maintaining and activating the State Emergency Operations Center.

The contact person is:

SCEMD
Emergency Management Division
Office of the Adjutant General

1429 State Street
 Columbia, SC 29201
 (803) 734-8020
 (803) 734-8062 (fax)

9220.4 State Environmental Agencies

SC Department of Health and Environmental Control
 (803) 896-4111 normal working hours
 Environmental Control
 (803) 253-6488 24 hour number
 (SCDHEC) - Columbia
 (888) 481--0125 toll free
 SC Emergency Management Department
 (803) 734-8020
 Division (SCEMD) - Columbia
 SC Department of Natural Resources (SCDNR) - Columbia
 (800) 922-5431

9220.5 State Historic Preservation Office

9220.6 Law Enforcement Agencies

SC Highway Patrol	803-896-7920
SC Law Enforcement Division (SLED)	843-737-9000
SC Dept. of Natural Resources	800-922-5431
SC SPA Law Enforcement (8:00 a.m.-5:00p.m)	723-8651
Guard Shack 24 HR. Columbus St.	577-8650
Guard Shack 24 HR. Union St	577-8653*
Guard Shack 24 HR. North Charleston	745-6513*
Guard Shack 24 HR. Wando	856-7001*
Guard Shack 24 HR. Veterans	754-6547*
<i>*For Union St., North Charleston, and Wando Terminals, if you call and get a busy signal hang up and dial the Columbus St. Terminal. They will contact the terminal with the busy phone line, via hand held radio, and tell them to hang up.</i>	

9220.7 Hazardous Substances Response Teams

STATE SCDHEC

Division of Waste Assessment & Emergency Response (843) 896-4111

LOCAL Information Resources

Charleston Co. EPD 554-5951
 Charleston Co. HAZMAT Coordinator 724-0647

HAZMAT Response Teams:

Charleston City Police	577-7434
Charleston City Fire Department	577-7070
North Charleston Fire Department	554-5700
Mt Pleasant Fire Department	884-0623
St. Johns Fire Department	559-9194

9230 Local Resources/Agencies

9230.1 Trustees for National Resources

9230.2 Local Emergency Planning Committees

The response capabilities of local agencies vary throughout the state. Virtually all counties participate in planning, coordination, and notification activities associated with oil spills, hazardous chemical releases, fires, and other emergencies.

Traditional field response capabilities of fire and police departments including traffic control, communications, and equipment support, are often useful during a response. The appropriate LEPC is also responsible for coordinating and controlling the safe evacuation of civilian personnel, when the need arises. A number of counties continue to develop improved response capabilities through the LEPCs.

County files are kept in the Sector Port Operations Library. These files include county/city contingency plans, local response organization and policy, contacts developed from previous responses, etc. The Sector liaisons with LEPC representatives on a regular basis to provide all interested parties an opportunity to enhance planning coordination and development and to share lessons learned. Primary liaison is accomplished via the applicable county's Emergency Preparedness Division.

Charleston Co. EPD	(843) 202-7400
Berkley Co. EPD	(843) 723-3800
Colleton Co. EPD	(843) 549-5632
Dorchester Co. EPD	(843) 832-0341
Georgetown Co. EPD	(843) 545-3273
Horry Co. EPD	(843) 915-5150

9230.3 Local Environmental Agencies

Charleston County Emergency Preparedness Division	(843) 202-7400
SCDHEC - Charleston	(888) 481-0125
SCDHEC - Myrtle Beach	(843) 448-8407
SCDNR - Charleston	(800) 922-5431

9230.4 Law Enforcement Agencies

Sheriff Departments	
Berkeley	843-470-3200

Charleston	843-302-1700
Colleton	843-549-5742
Dorchester	843-832-0300
Georgetown	843-549-5102
Horry	843-915-5350
Jasper	843-726-7777
Local Police	
Atlantic Beach	252-726-2523
Charleston	843-202-1700
Chas AFB Security	843-963-1110
Folly Beach	588-2433
Georgetown	843-545-3370
Goose Creek	572-4300
Hanahan	747-5711
Isle of Palms	886-6522
James Island	577-7434
Johns Island	577-7434
Moncks Corner	843-719-7930
Mt Pleasant	843-884-4176
Myrtle Beach	843-918-1300
Joint Weapons Station Chas Security	843-764-4094
North Charleston	843-554-5700
North Myrtle Beach	843-280-5511
St. Andrews	843-577-7434
Sullivans Island	843-883-3931
Summerville	843-871-2463
Surfside Beach	843-913-6368

9230.5 Port Authority/Harbormaster

SC State Ports Authority		
	Telephone Number	FAX Number
SPA Charleston	723-8651	577-8128
Terminals:		
Veterans	754-6547	
Columbus Street	577-8776	577-8662
North Charleston	745-6539	745-6523
Union Street	577-8776	577-8777
Wando	856-7005	577-8727
HARBORMASTER	843-577-8659 hour #	577-8711
SPA Georgetown 24 hour	843-527-4476	843-527-2601
Mr. Lawrimore		843-237-4877
Mr. Baker		843-651-6137

Mr. Ackerman	843-546-3476
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9230.6 Fire Departments

The following is a current listing of Fire Departments in the COTP Charleston AOR.

Ashley River	552-2425
Awendaw	928-3294
Charleston	724-7386
Chas Co. Fire/Rescue	745-6303
Charleston AFB	963-3778
Folly Beach	588-2433
Georgetown	545-4200
Goose Creek	553-8350
Goose Creek Rural	797-3112
Hanahan	744-4073
Isle of Palms	795-2094
James Island	795-2345
Johns Island	559-9194
McClellanville	928-3294
Moncks Corner	899-2259
Mt Pleasant	884-0623
Myrtle Beach	918-1000
Joint Weapons Station	764-7024
N. Charleston	740-2616
N. Myrtle Beach	280-5531
Old Fort	873-5620
Pine Ridge	875-1822
St. Andrews	556-2345
St. Johns	559-9194
St. Pauls	889-6450
Sullivans Island	883-9944
Summerville	873-5107
Surfside Beach	913-6369

9230.7 Hazardous Substances Response Teams

9230.8 Explosive Ordinance Detachments (EOD)

Federal	Capabilities
USCG (Sector Charleston)	HAZMAT/oil
Gulf Strike Team	Chem, bio, rad, oil
US Navy EOD (Joint Weapons Station)	EOD
USAF EOD (Charleston AFB)	EOD
DOE RAP (Savannah River Site)	Radiological

State

COBRA (low county region)
 43rd CST
 SC DHEC ERT
 SC SLED

Capabilities

Chem, ordnance, bio, rad
 Chem, ordnance, bio, rad
 HAZMAT/oils
 Bomb

Locals

Charleston City Fire
 Mt. Pleasant Fire
 North Charleston Fire
 St. Johns Fire
 City of Charleston PD

Capabilities

HAZMAT
 HAZMAT
 HAZMAT
 HAZMAT
 HAZMAT

9230.9 Site Safety Personnel/Health Departments

SC Dept of Health and Environmental Control Health Department - District Office	803-898-3432
Medical University of South Carolina Medical Control	843-792-4308
Charleston County Emergency Medical Services Medical Director	843-202-6700
Charleston County Hazardous Materials Program Program Coordinator	843-958-4067
Georgetown County Emergency Medical Services Business Number	843-545-3646
Horry County Emergency Medical Services Business Number	843-358-8352

9240 Private Resources**9240.1 Media (Television, Radio, Newspaper)**

Newspapers				
Name	POC	Address	Phone	Coverage
The State	Dave Moniz	P.O. Box 1333 Columbia, SC 29201	(803) 771-6161 FAX (803) 771-8430	STATEWIDE
The Post and Courier	Tony Bartleme	134 Columbus Street Charleston, SC 29402	(843) 577-7111 FAX 937-5579	CHARLESTON
Georgetown Times	Jesse Tullos	P.O. Drawer G Georgetown, SC 29442	(803)546-4148 FAX (803)546-2395	GEORGETOWN
The Sun-News	Kent Bernhardt	P.O. Box 406 Myrtle Beach, SC 29578	(803)626-0300 FAX (803)626-0356	MYRTLE BEACH
News Services				

Name	POC	Address	Phone	Coverage
Associated Press			722-1660 FAX 723-4018	World
SC News Network			790-4300 FAX 790-4309	State

Television

Name	POC	Address	Phone	Coverage
WCBD TV 2 (NBC)	Ann Fonda Stacy Stall (after 6 pm)	P.O. Box 879 Charleston, SC 29402	884-2288 or 884-2222 FAX 884-6624	CHARLESTON GEORGETOWN
WCIV CH 4 (ABC)	Tammy Thompson	P.O. Box 22165 Charleston, SC 29413	881-4444 x4449 FAX 849-2519	CHARLESTON/ GEORGETOWN
WCSC TV 5 (CBS)	Chris Drummond	P.O. Box 186 Charleston, SC 29402	577-6397 or 723-8371 FAX 722-7537	CHARLESTON GEORGETOWN
WTAT TV 24 (FOX)	Bill Littleton	4301 Arco Lane N. Charleston, SC 29418	529-2250 FAX 554-9549	CHARLESTON GEORGETOWN
WBTW TV 13 (CBS)	Lorraine Woodward	101 McDonald Court Myrtle Beach, SC 29577	803-293-1301 FAX 803-293-7701	MYRTLE BEACH
WFXB TV 43 (FOX)	Dana Anderson	8694 Old Reaves Ferry Conway, SC 29526	803-399-6143 FAX 803-399-7050	MYRTLE BEACH
Cox Cable (CNN Headline Local Ed)	Richard Green	1901 Oak Street Myrtle Beach, SC 29577	803-448-4014 FAX 803-626-2922	MYRTLE BEACH
WIS TV 10 (NBC)	Pete Poore	1111 Bull Street Columbia, SC 29201	803-758-1260 FAX 803-758-1278	MYRTLE BEACH
WECT TV 6 (NBC)	Ron Becker	P.O. Box 4029 Wilmington, NC 28406	910-791-8070 FAX 910-791-9535	MYRTLE BEACH

Radio

Name	POC	Address	Phone	Coverage
WTMZ 910 AM	Mike Robertson	1 Orange Grove Road	556-5660	CHARLESTON

		Charleston, SC 29407	FAX 763-0304	
WTMA 1250 AM	Mike Robertson	P.O. Box 30909 Charleston, SC 29417	556-1250 FAX 763-0304	CHARLESTON
WAVF 96.1 FM	Mary Catherine	1964 Ashley River Rd Charleston, SC 29407	852-9003 FAX 852-9041	CHARLESTON
WEZL 103.5	Dan Gregory	950 Houston Northcutt Suite 201 Mt Pleasant, SC 29464	884-2534 FAX 884-1218	CHARLESTON
WBUB 107.5 WJZK FM WSSP FM & WXTC AM	Fred Story	499 LaCross Suite 1600 N. Charleston, SC 29406	566-1100 FAX 529-1933	CHARLESTON

9240.2 Fishing Cooperatives and Fleets

FIRM	ADDRESS			
Eason Diving and Marine Contracting Tommy Eason (Owner)	2668 Spruill Avenue Charleston, SC 29415 (843) 747-0548	1-2 hrs to Charleston 2-3 hrs to Georgetown	300' of 18" boom, (2) 1,800 gal vacuum trucks with 1000' of 3" hose, (2) utility boats, 50 lbs sorbent pads. Permits for: DHEC Hazardous Waste Transport and USCG Mobile Transfer Facility. Eason Diving has underwater video and diving capabilities For surveying structural damage to vessels.	YES, DTCC 84-94- A-70017
Salmons Dredging Corp. Richard W. Salmons Jr. -President Jesse Brown Senior Vice President Timothy Sponar - Asst. Vice President Diving Ops	P.O Box 42 Charleston, SC 29402 (843) 722-2921	1-2 hrs to Charleston 2-4 hrs to Georgetown	(6) TUGS: (1) 60 X 22 Push Boat, (1) 60 X 16 Model Bow Tug, (1) 29 X 11 Tug, (1) 26 X 12 Tug, (1) 25 X 8 Tug, (1) 24 X 8 Dive Boat, (5) CRANES: (1) 60' Platform Ringer Barge Mounted, (1) Manitowoc 4000 120 X 40 X 8 Spud Barge, (1) Pedestal Mounted 100 X 40 X 8 Crane Barge, (1) Pedestal Mounted 120 X 32 X 8 Crane Barge, (1) 50' lift on a 105 X 34 X 11 Barge	No
Moran Environmental Ryan Freshour	511 Old Mt. Holly Road Goose Creek, SC	1-2 hrs to Charleston	Boom, pumps, and hoses, electric generators, utility boats, skimmers, pollution response	Yes

	29445 (843) 767-8900	2-4 hrs to Georgetown	vans, vacuum trucks, and miscellaneous safety equipment.	
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The following is a list of commercial fishing fleets in Sector Charleston’s AOR.

Carolina Seafood	McClellanville, SC	(843) 887-3845
C.A. Magwood, Jr. & Sons	Mt. Pleasant, SC	(843) 884-3352
Geechie Seafood	Mt. Pleasant, SC	(803) 884-9218
Mt. Pleasant Seafood	Mt. Pleasant, SC	(843) 884-4122
Independent Seafood	Georgetown, SC	(843) 546-6642
Backman Seafood	James Island, SC	(843) 795-2393
H & C Seafood	Murrell’s Inlet, SC	(843) 357-3130
Crosby Fish & Shrimp Co.	James Island, SC	(843) 795-4049
Cherry Point Seafood	Wadmalaw, SC	(843) 559-0858
East Coast Seafood	Wadmalaw, SC	(843) 559-5085
Little River Fish House	Little River, SC	(843) 249-1800

9240.3 Wildlife Rescue Organizations

At present, Tri-State Bird Rescue is the only organization pre-identified to conduct wildlife cleanup.

TRI-STATE BIRD RESCUE & REHABILITATION -

Tri-State Bird Rescue & Research, Inc.
110 Possum Hollow Road
Newark, DE 19711
302-737-9543

Use the following 24 hour number to contact Tri-State if an oil spill threatens or has contaminated wildlife:

1-800-710-0695

If your call is not returned, call

1-800-710-0696 (Enter area code and telephone number when asked to leave a numeric message)

Tri-State will place a team on alert or assemble a team for immediate dispatch. Team members will have the prerequisite OSHA training.

9240.4 Volunteer Organizations

After a major pollution incident, especially one that receives extensive press coverage, it can be expected that concerned individuals and groups will contact the OSC to volunteer their services.

Limited Use. In some circumstances, such assistance can be invaluable and should be put to

good use (for example, in any intricate, labor-intensive response activity, such as beach surveillance, logistics support, and assisting scientific support forces). However, volunteers are not covered by liability protection (unlike contracted forces); they should not be allowed to participate in any activity involving personal risk.

Planning considerations.

Reliability. It should also be remembered that, just as nothing forces a person to volunteer, nothing can force a volunteer to stay with the job. Volunteers are neither federal employees nor contractors entitled to compensation.

OSC Permission. Volunteers will not be used during federal funded responses without the permission of the OSC. A volunteer's unknown background, a potentially confusing chain of command and liability issues preclude the use of volunteers in most situations. The OSC should obtain Coast Guard legal advice prior to using volunteers.

Other Agencies. State and local agencies might utilize volunteers in accordance with their own policies. Coordination of volunteers for bird cleaning is the responsibility of the DOI, and SCWMR (see NCP 40 CFR 300.57).

In the event that volunteers might be helpful during a response, the following organizations could be contacted.

9240.41 Audubon Society

The Audubon Society can provide volunteers for the care and rehabilitation of wildlife affected by oil or hazardous substance incidents.
(212) 979-3000

9240.42 Concerned Citizens For The Ashley River

The Concerned Citizens for the Ashley River was formed for the purposes of protecting the Ashley from environmental degradation. Members are active in reporting observed illegal activities, protesting environmentally unsound permit applications, and other actions.

Mrs. Clair Hazen (home) (843) 553-9606

9240.43 Sierra Club, Lunz Chapter

The Sierra Club is an organization devoted to explore, enjoy, and protect the wild places of the Earth. The local chapter takes strong stands on environmental issues such as water quality and wetland protection.

Mr. Star Hazard (office) (843) 559-2568

9240.44 South Carolina Coastal Conservation League

The South Carolina Coastal Conservation League was founded in 1989 to work fulltime on environmental problems in South Carolina's coastal zone. It provides a staffed organization of work with individuals and groups on coastal environmental protection, and to assist in the preservation of South Carolina's unique coastal heritage.

Mr. Dana Beach (office) (843) 723-8035

(home) (843) 559-1055

9240.5 Maritime Associations/Organizations/Cooperatives

9240.51 Pilots

State pilotage is regulated by the Commissioners of Pilotage for the Port of Charleston and the Commissioners of Pilotage for the Port of Georgetown. Commissioners are appointed by the Governor of South Carolina and are responsible for enforcing state pilotage regulations including licensing, rate setting, casualty investigation, and disciplinary measures in each port. State Pilots also hold federal pilotage licenses issued by the Coast Guard.

9240.51.1 Charleston Pilots

There are fifteen member pilots of the Charleston Branch Pilot's Association. Association pilots operate three pilot boats and maintain a 24-hour communications center and dock facility. The pilots serve as the Port's unofficial center for all vessel traffic movement information.

POC: John Cameron (843) 577-6695

9240.51.2 Georgetown Pilots

The Georgetown Bar & Harbor Pilots Association consists of two licensed pilots who hold equal shares of stock in Georgetown Navigation Company, a licensed South Carolina corporation. The company owns the pilot boats and equipment necessary for the conduct of the business of piloting ships.

POC: Ingell H. Doyle (843) 546-6343
(843) 546-3201

9240.6 Emergency Medical Services

Name	Address	Phone/Fax
ABS Group		(843) 566-9500
Admiralty Marine Surveyors	P. O. Box 12968 Charleston, SC 29422	(843) 762-7176 Fax (843) 762-7176
Marine Consulting Associates		FAX (843) 571-6271
G. W. Marine Surveys	Intermodal Equipment Inspections P.O. Box 21374 Charleston, SC 294131374	Pager (843) 728-9123 Fax (843) 795-6959
Martin, Ottawa and Chandler, Inc.		(843) 884-8266
Dana McLendon Company	18 Broad Street Suite 605 Charleston, SC 29401	(843) 723-9274 Fax (843) 722-8128
Capt. Vincent J. Mitchell		(843) 588-9566

National Cargo Bureau (NCB)	Marine Cargo Surveys	(843) 884-1884 Fax (843) 884-2878
A. A. Sorensen & Associates, Inc.		(843) 797-5555
Bill Cook, Marine Surveyor	Greenville, SC	
Lloyd's Register of Shipping Resident Surveyor: Fritz Verloope	4080 Woodcock Drive Fax Brownett Building, Suite 200 Jacksonville, FL 32207	(904) 396-7565 (904) 396-0021 24 Hr (904) 396-6788
<i>*The Lloyds Register of Shipping, Jacksonville District, which includes the ports of Georgetown and Charleston, can be of assistance in locating certified marine surveyors.</i>		

9250 Stakeholders

9300 Draft Incident Action Plan (IAP)

9400 Area Planning Documentation

9410 Discharge and Release History

The geographic area covered by this plan contains the commercial ports of Charleston and Georgetown, and numerous harbors for fishing and recreational vessels.

Charleston is the only port in this ACP's AOR with significant volumes of oil or hazardous materials moving through the port. There are several facilities that handle lubricating oil feed stocks and light fuel oils. Two facilities handle p-Xylene. Much of the oil moving in the Port of Charleston is in the form of ship bunkers.

9410.1 Oil Spill History

In recent years, there have been no significant oils spills involving bunkers or cargo from major vessels or facilities. There have been many small spills from these sources. Most of these spills have been less than 50 gallons and have involved diesel fuel. The majority of the oil spills come from fishing and pleasure vessels, and land based sources. Oils spills involving bunkers or cargo from major vessels or facilities pose the most significant threat in the port. However, at times, the location of the vessel or weather conditions can limit cleanup actions. Within the last 10 years there have been two significant spills that have impacted the port as detailed below.

On September 30, 2002, the M/V EVER REACH, a 964-foot Panamanian-flagged container vessel was transiting inbound on the Cooper River enroute to the North Charleston Container Terminal, Charleston, SC. During the inbound transit the vessel struck a submerged dredge pipe in the Clouter Creek Reach on the Cooper River, south of red buoy 50 and north of the Cooper River Range Markers, on the east, or "red" side, of the channel just north of the Daniel Island Bend. Striking the submerged dredge pipe caused significant damage to the vessel's starboard side bottom plating surrounding the number 3 starboard ballast water tank and number 4 fore and aft starboard fuel oil tanks. The number 3 ballast water tank was holed and number 4 starboard fore and aft fuel oil tanks were breached. From the breached number 4 starboard fore and aft

fuel oil tanks 12,500 gallons of intermediate fuel oil (IFO 380) was discharged into the Cooper River, a navigable water of the U.S., and the surrounding shorelines including Charleston Harbor, Morris Island, and Folly Beach SC. 10.4 miles of shoreline were impacted by the oil and cleaned/protected by the use of over 10,000 ft of containment boom, 25,000 ft of sorbent boom, and numerous skimmers, steam cleaners, pressure washers, and pumps. During that period 130 tons of solid waste was collected, 34,000 gallons of oily water was treated, 47 commercial vessels and 157 recreational vessels were cleaned, and 23 oiled birds were recovered, cleaned, and released. Total cost of the entire clean-up was approximately \$3.5 million. Clean-up endpoints were reached on October 29, 2002. The 12,500 gallons of oil discharged from the EVER REACH resulted in impact on the sensitive marshes and tidal salt flats that surround the Charleston, SC area. Local fishing areas were shut down and protected wildlife was affected resulting in a strong public outcry from the local population. The tourism industry for the Charleston area was affected due to a number of popular beaches and historical sites being oiled, cleaned, or protected with response equipment.

On October 19, 2009, the M/V JOHN F, a 599-foot Cyprus-flagged freight vessel discharged #6 fuel oil during a transfer from a barge in Charleston Harbor at Anchorage A. The initial estimate by the crew was 10 gallons and when investigators arrived on scene there was no sign of sheen due to the currents and tidal cycle and by all accounts it appeared to be a small discharge. The vessel then departed Charleston for Galveston, TX on the same day. On October 20, a sheen and large patches of black oil were discovered floating in Charleston Harbor and tar balls were found along Sullivan's Island and Folly Beach. Clean up for the spill lasted 10 days costing \$330K in federalized funds and involved over 50 government agency responders and contractors. During this period, 26 miles of shoreline were impacted and 330 bags of oily debris were collected and removed. The incident received moderate media attention from impact to historical sites and numerous public beaches. Total amount discharged estimated by NOAA was over 3,000 gallons.

9410.11 Fishing Vessels and Pleasure Craft

9410.11.1 Minor Spills

Fishing vessels and pleasure craft account for two to four oil spills per month. The majority of these spills are between five and fifty gallons of diesel fuel or oily bilge water. Due to the type of material, size of spill, currents, and response time to the northern part of the AOR, a responsible party is rarely identified for these spills. Clean up is normally not a reasonable alternative.

9410.11.2 Larger Spills

Approximately six times a year, fishing vessels or pleasure craft are responsible for larger spills due to sinkings, groundings, or fires. These are normally diesel fuel with a spill range of 300 to 1,000 gallons. Effective cleanup is possible in most of these incidents. However, at times the location of the vessel, or weather conditions limit cleanup actions.

9410.12 Land sources

Land-based sources (construction, marinas) account for approximately two spills each month. These are normally small spills of diesel fuel or hydraulic fluid.

9410.13 Non-point Source

Non-point source spills potentially account for more spillage than any other single medium. Non-point source includes parking lot run-off into drainage systems that eventually into navigable waterways.

9410.2 Hazardous Material Or Substance Releases.

Charleston is a major container port with the ninth largest cargo volume in the country. More than 1,000,000 twenty-foot equivalent units (TEUs) are handled by the Port of Charleston each year. Many of these containers carry hazardous materials. Releases from containers occur once or twice a quarter. Normally, these spills do not impact the water.

9410.3 Notable Incidents

The most notable incidents in this Committee's area of responsibility (not previously mentioned) include:

- January 1992 - Five week response to a release of several hundred pounds of magnesium phosphide and arsenic trioxide from containers aboard the M/V SANTA CLARA I.
- August 1993 - 36-hour response to a monochloroacetic acid release aboard the M/V NEWARK BAY which grounded and became tangled in power lines.
- October 1995 - 10 month response to dioxin release near Charleston Entrance Channel. The release occurred as a result of the intentional grounding of a hopper barge, F/B PATRICIA SHERIDAN, containing approximately 12,500 tons of New York Harbor dredge spoils tainted with dioxin. The intentional grounding was made due to the barge taking on a heavy port list and the tug captain's fear of losing the barge in the channel. After grounding, the barge took on a greater list and released approximately 2,500 tons of its tainted cargo near the entrance channel. The response required three dredging operations to thoroughly clean the area and multiple sampling operations, ocean bottom and biota, to verify progress and completeness. Incident required the activation of the RRT and full involvement resource trustees at the federal and state level.
- May 1996 - 3 month response to a cyanuric chloride release aboard the M/V EVER ROYAL in May 1996. Although the initial incident aboard the vessel was cleaned up within one week, the need to neutralize the unstable material on site required another 2.5 months of on-site incident management at North Charleston Terminal.
- January 1999 - 30 day response to oiled birds along the shore of North and South Carolina. Over 186 birds were recovered during this effort but few survived due to the extent and duration of their contamination. Source of the contamination was determined to be the M/V STAR EVVIVA which spilled over 24,000 gallons of #6 HFO approximately 30 miles off of South Carolinas coast. This spill was found to be the largest maritime spill on record for South Carolina.

9500 List of Agreements

And Plan References

Name of Plan: Charleston Area Contingency Plan

Date 28 Jan 2011

Plan Holder (Unit): Sector Charleston

Ref: (a) National Incident Management System (NIMS), 1 March 2004
(c) National Response Framework (NRF), December 2004
(d) 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 Framework (NRF)

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 January 2011 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.

James Mahney

Sector Charleston

Attachments:

- (a) - Structure for NRP Coordination

Structure for NRP Coordination

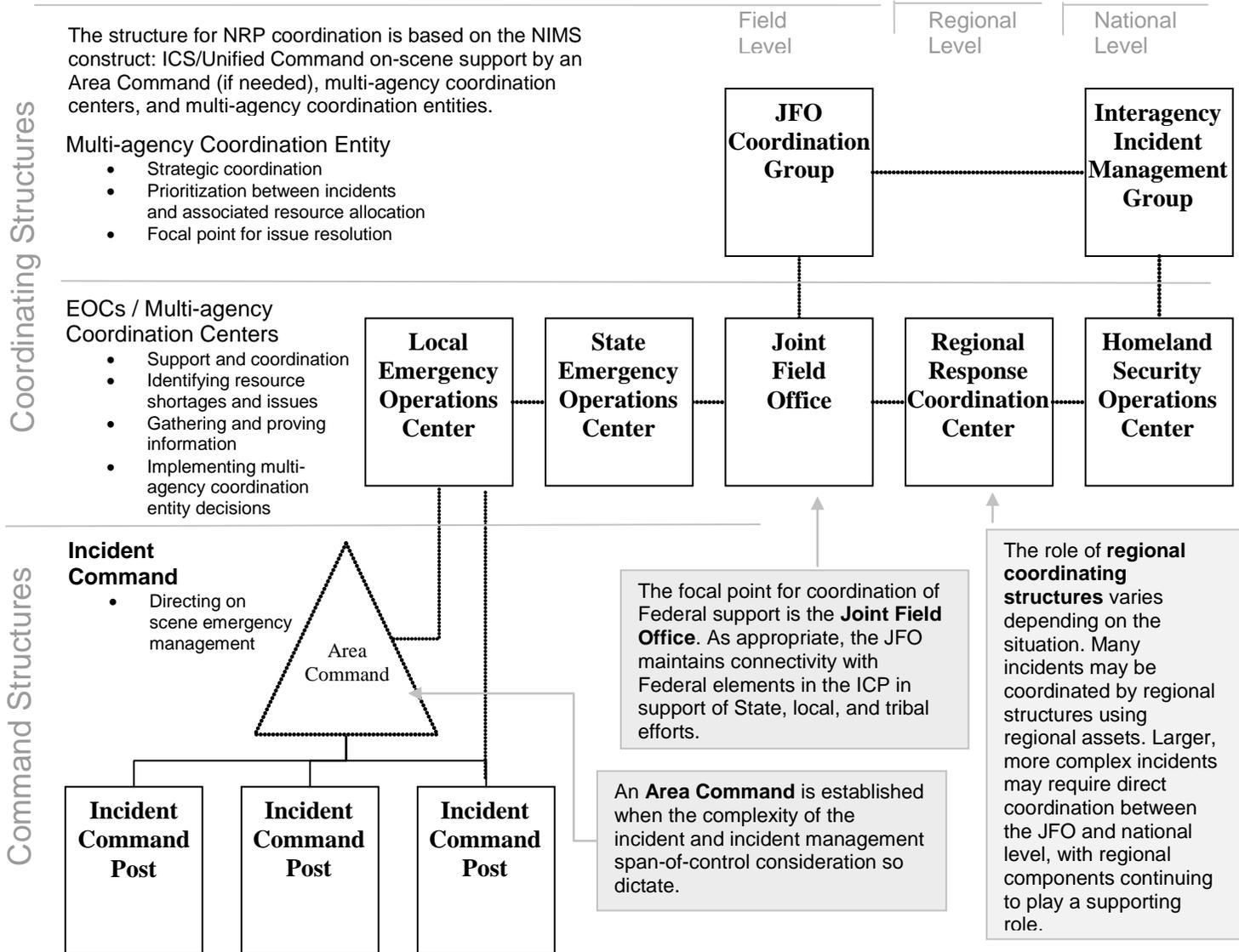


Figure 1 Coordinating structures from the National Response Plan

A memorandum of understanding (MOU), memorandum of agreement (MOA), or interagency agreement (IA) is a written agreement, usually between two parties, which outlines the terms of a contract. MOUs, MOAs, and IAs between the U.S. Coast Guard and other governmental agencies which are involved in the Coast Guard’s mission of responding to discharges or releases of oil or hazardous substances into the environment are especially important to contingency planning. The following is a listing and brief description of the MOUs, MOAs, and IAs that involve the Coast Guard’s mission of pollution response.

9510 MOU Between the U.S. Coast Guard (USCG) and the Environmental Protection Agency (EPA)

Signed 4 January 1982: The USCG and the EPA agree that a means is required to fund USCG costs incurred during releases, or threats of releases, of hazardous substances or

pollutants or contaminants. This MOU establishes the accounting, contracting, and fund management control policies and procedures for USCG response actions.

9520 MOU Between the (EPA) and the (USCG) Concerning the Mitigating of Damage to the Public Health or Welfare Caused by a Discharge of a Hazardous Substance under Section 31 of the Clean Water Act.

Signed 3 October 1979. The EPA and the USCG agree that the responsibility for the mitigation of damage to the public health and welfare caused by the discharge of hazardous substances shall be shared by the EPA and the USCG. This MOU establishes policy concerning the responsibilities of the EPA and the USCG regarding mitigation actions.

9530 MOU Between the Departments of the Interior and Transportation Concerning Respective Responsibilities Under the National Oil and Hazardous Substances Pollution Contingency Plan (NCP).

Signed 16 August 1971. To assure the most efficient use of resources under the NCP, the Secretaries agree that the U.S. Geological Service (USGS) has the capability to coordinate and direct measures to abate a pollution incident when the source of pollution is an oil, gas, or sulfur well. Whereas the USCG has the capability to coordinate and direct measures to contain and remove pollutants. This MOU establishes the provisions to be observed by the agencies of the two Departments in the exercise of their authority and the discharge of their responsibilities.

9540 IA Between the U.S. Navy and the U.S. Coast Guard for Cooperation in Oil Spill Clean-Up Operations and Salvage Operations.

Signed 15 September 1980. The purpose of this IA is to specify the conditions and procedures under which the USCG can request, and the USN will provide, oil spill clean-up and/or salvage equipment and services to support the USCG in non-Navy oil spills and other operations requiring salvage expertise. As well as the conditions and procedures under which the USN can request, and the USCG will provide, equipment and services to support the USN in salvage operations and in response to oil spills which are caused by facilities or vessels under Navy jurisdiction. Reimbursement procedures and policies are also addressed.

9550 IA Between the U.S. Fish and Wildlife Service (USFWS) and the U.S. Coast Guard (USCG) for Participation in Pollution Incidents.

Signed 24 July 1979, the purpose of this IA is to specify the conditions and procedures under which the USFWS will provide USCG Federal On Scene Coordinators, with appropriate technical expertise as well as service in support of efforts to control and clean up oil and hazardous chemical discharges. MOU among the National Institute for Occupational Safety and Health (NIOSH), the Occupational Safety and Health Administration (OSHA), the U.S. Coast Guard (USCG) and the U.S. Environmental Protection Agency (EPA) for Guidance for Worker Protection During Hazardous Waste Site Investigations and Clean up and Hazardous Substance Emergencies. Signed 18 December 1980, the purpose of this MOU is to provide guidance for the protection of workers who investigate and clean up hazardous waste sites and respond to hazardous substance emergencies.

9560 LOA Between the U. S. Coast Guard Seventh District (USCG), the Environmental Protection Agency Region IV (EPA), U.S. Department of the Interior, U.S. Department of Commerce, and the State of South Carolina.

Signed 7 August 1995, this LOA, while recognizing that mechanical removal is the preferred method of dealing with oil discharges, grants the USCG Federal On Scene Coordinator (FOSC) approval to authorize in-situ burning of oil spills on the waters of the State of South Carolina, within specified parameters.

9570 MOU Between the Environmental Protection Agency (EPA), U. S. Coast Guard, and the General Services Administration (GSA) pertaining to the Federal Response Under the National Oil Hazardous Substance Pollution Contingency Plan

Signed 2 April 1996, this MOU recognizes the general mission of the GSA to provide logistical and telecommunications support to the Federal establishment, in particular as part of their role on the NRT.

9580 MOA between the Director of Military Support (DOMS) and the U. S. Coast Guard for the Aerial Application of Dispersants During Oil Spill Cleanup and Recovery Operations.

Signed 20 August 1996, this MOA specifies procedures that can be used by the Coast Guard to request aircraft, equipment, and personnel from the U. S. Air Force Reserve for the application of dispersants, and specifies cost reimbursement.

9590 RRT IV Dispersant Use Policy on Oil in Ocean and Coastal Waters.

Dated 8 October 1996, this is the policy for dispersant use in the coastal waters throughout Region IV. This has been deemed to be the USCG, USEPA, DOS, DOI, and SCDHEC dispersant agreement policy.

9600 Conversions

CONVERSIONS AND EQUIVALENTS

AREA- (s=statute, n=nautical)		
Multiply	by	to derive
meters ²	10.76	feet ²
feet ²	0.0929	meters ²
kilometers ²	0.386	s. miles ²
s. miles ²	2.59	kilometers ²
s. miles ²	0.7548	n. miles ²
n. miles ²	1.325	s. miles ²
kilometers ²	0.2916	n. miles ²
n. miles ²	3.430	kilometers ²

TEMPERATURE-	
Calculate	To derive
5/9(°F-32°)	°C
9/5°C+32°	°F

VOLUME		
multiply	by	to derive
barrels	42	gallons
barrels	5.615	feet ³
barrels	158.9	liters
barrels	0.1589	meters ³
feet ³	7.481	gallons
gallons	3.785	liters

WEIGHT-		
multiply	by	to derive
kilograms	2.205	pounds
metric tons	0.984	long tons
metric tons	1,000	kilograms
metric tons	2,205	pounds
long tons	1,016	kilograms
long tons	2240	pounds
short tons	907.2	kilograms
short tons	2,000	pounds

DENSITY ESTIMATIONS-		
	Barrels/Long Ton	Notes
	Range	Average
Crude Oils	6.7 - 8.1	7.4
Aviation Gasolines	8.3 - 9.2	8.8
Motor Gasolines	8.2 - 9.1	8.7
Kerosenes	7.7 - 8.3	8.0
Gas Oils	7.2 - 7.9	7.6
Diesel Oils	7.0 - 7.9	7.5
Lubricating Oils	6.8 - 7.6	7.2
Fuel Oils	6.6 - 7.0	6.8
Asphaltic Bitumens	5.9 - 6.5	6.2

Specific Gravity of 1 or an API of 10 equals the density of fresh water.
 Specific Gravity < 1 or an API > 10 indicates product is lighter than fresh water.
 API Gravity = (141.5/Specific Gravity) - 131.5

Weight of Fresh Water: pounds/gallon	8.3	Note: Exact weight depends on temperature and salinity.
Weight of Sea Water: pounds/gallon	8.5	

OIL THICKNESS ESTIMATIONS-			
Standard Term	Approx. Film Thickness		Approx. Quantity of Oil in Film
	Inches	Mm	
Barely Visible	0.0000015	0.00004	25 gals/mile ² 44 liters/km ²
Silvery	0.000003	0.00008	50 gals/mile ² 88 liters/km ²
Slight Color	0.000006	0.00015	100 gals/mile ² 176 liters/km ²
Bright Color	0.000012	0.0003	200 gals/mile ² 351 liters/km ²
Dull	0.00004	0.001	666 gals/mile ² 1,168 liters/km ²
Dark	0.00008	0.002	1,332 gals/mile ² 2,237 liters/km ²

Thickness of light oils: 0.0010 inches to 0.00010 inches.
 Thickness of heavy oils: 0.10 inches to 0.010 inches.

COMMONLY-USED EQUATIONS-	
Circle: Area = 3.14 x radius ² Circumference = 3.14 x diameter	Cylinder/Pipe/Tank Volume = 3.14 x radius ² x length
Sphere/Tank Area = 4 x 3.14 x radius ² Volume = 1.33 x 3.14 x radius ³	Rectangle/Square Area = length x width Cube/Block/Tank Volume = length x width x height

9700 List of Response References

9710 Relevant Statute/Regulations/Authorities List

9710.1 Rivers And Harbors Act Of 1899

- **Federal Citation** - 33 USC 401 et seq.
- **Primary Federal Regulation** - 33 CFR Parts 320 through 323.
- **Summary of Criminal Provisions** - 33 USC 403 prohibits the un-permitted obstruction of any navigable waterway of the U.S.; includes building piers, wharves, jetties, etc. and excavating, dredging or otherwise modifying course, location, condition or capacity of navigable waters. 33 USC 407 (a.k.a. “The Refuse Act”), prohibits the throwing, discharging, depositing of any refuse into navigable waters or the placement of refuse on the banks of navigable waters where they are liable to be washed into navigable waters.
- **Elements of Selected Offenses**
 - **33 USC 403 and 406** - Person or Corporation; obstructs, builds, excavates, fills, alters the course, condition, or capacity; of any navigable water of the U.S.; without a permit.
 - **33 USC 407 and 411** -Person or Corporation; throws, discharges or deposits (or causes, suffers or procures such); from ship, barge, shore, etc.; any refuse matter of any kind or description; into navigable water of U.S.; without a permit.
- **Miscellaneous Points**
 - 5 year statute of limitation.
 - Need proof of navigable water (not just waters of U.S.).
 - Do not need proof of a point source.

9710.2 Clean Water Act (CWA) OF 1972 (Federal Water Pollution Control Act).

- **Federal Citation** - 33 USC 1251 et seq.
- **Primary Federal Regulations** - 33 CFR Parts 324 to 336; 40 CFR Part 122-136, Part 401
- **Summary of Criminal Provisions** - Governs discharge of pollutants into waters of the U.S.; Majority of violations will fall into the following categories:
 - unpermitted (NPDES or404) discharge of pollutants into waters of the U.S.;
 - discharges of pollutants into sewers systems/pretreatment violations;
 - knowing endangerment, i.e., placement of another in imminent danger of death or serious bodily injury during knowing discharge of pollutants;
 - false statements and/or tampering with monitoring devices; and
 - spills of oil or hazardous substances.

In additions, negligent or knowing violations of any of the following provisions are also subject to criminal penalties pursuant to 1319 (c)

- Effluent discharge limitations (1311);
- Water quality-based effluent limitations (1312);
- New source performance standards (1316);

- Permit requirements for discharge under an approved aquaculture project (1328);
 - Permit requirements for disposal of sewage sludge that results in any pollutants entering into the navigable waters (1345).
- The Oil Pollution Control Act of 1990 (OPA) provides for 5 years imprisonment and/or a fine in accordance with the Alternative Fines Act for violating 1321(b)(5).
- **Miscellaneous Points**
 - 5 year statute of limitation.
 - Need proof of point source for direct discharge cases.
 - Need proof of criminal negligence or knowing violations.
 - “Waters of U.S.” is very broad.
 - 1319 amended in 1990, 1987, 1977
 - 1321 amended in 1990, 1982, 1980, 1978, 1977
 - Notification received under 1321(b)(5) may not be used against the natural person reporting the spill in a criminal case (except perjury or false statement).

9710.3 Resource Conservation And Recovery Act (RCRA), (a/k/a Solid Waste Disposal Act) enacted in 1976.

- **Federal Citation** -42 USC 6901 et seq.
- **Primary Federal Regulation** -40 CFR Part 260 et seq.
- **Summary of Criminal Provisions** - Governs transportation, storage, treatment and disposal of hazardous waste; prohibits the omission of information or making false statements; the destruction or alliterating of/or failure to keep required records; prohibits the exportation of hazardous waste to another country without its consent; storage/treatment/transportation of used oil in violation of permit/ and the knowing endangerment, i.e., placement of another in imminent danger or death or serious bodily injury during transportation, storage, treatment or disposal of hazardous waste.

9710.4 Comprehensive Environmental Response, Compensation And Liability Act (CERCLA) (a/k/a Superfund)

- **Federal Citation** - 42 USC 9601 et seq.
- **Primary Federal Regulation** - 40 CFR part 302
- **Summary of Criminal Provisions** - Governs the notification and clean up of spills or releases of hazardous substances into the environment.
- **Miscellaneous Points** - Enactment dates: CERCLA in 1980, Superfund Amendments and Reauthorization Act (SARA) in 1986.
- 5 year statute of limitations.
- Proof of hazardous substance not necessary to be a waste.
- Proof of reportable quantity.

9710.5 Marine Protection, Research, And Sanctuaries Act (MPRSA) OF 1972, (a/k/a Ocean Dumping Act)

- **Federal Citation** - 33 USC 1401 et seq.

- **Primary Federal Regulation** - 40 CFR Part 220
- **Summary of Criminal Provisions** - Governs unpermitted transportation of any material for the purpose of dumping it into ocean waters.
- **Elements of Selected Offenses**
- **33 USC 1415(b)(1)** - Knowing violation of the act, regulations, or permits issued pursuant to the act (e.g., record keeping requirements; dumping location; dumping rate; transportation of any material from the United States, or by a U.S. flagged vessel, or any agency of the United States government, from any location, for dumping into the ocean except in compliance with a permit; dumping within the territorial seas or the contiguous zone of any material transported from a location outside the United States except in compliance with a permit).
- **33 USC 1415(b)(2)** - Knowing violation of any provision of the act by dumping medical wastes into the ocean.
- **Penalties** - Misdemeanor level offense with maximum 1 year imprisonment and/or fines established by the Alternative Fines Act (18 USC 3571). For violations of Section 1415(b)(2), the maximum is 5 years imprisonment and a fine of \$250,000. This subsection also has a forfeiture provision. [With continuing offenses 33 USC 1415(b), (c) fines may be preferable.]
- **Miscellaneous Points**
- 5 year statute of limitations.
- Proof of knowing violation.
- 1411 amended in 1974.
- 1415 amended in 1988.

9710.6 Clean Air Act (CAA)

- **Federal Citation** - 42 USC 7401 et seq.
- **Primary Federal Regulation** - 40 CFR Part 61
- **Penalties** - Five years maximum imprisonment and/or fines as set forth in the Alternative Fines Act. Penalties doubled on second conviction. Additional criminal violations include:
- **42 USC 7413(c)(2)**. Knowing false statements and knowing omissions in required records or reports, and tampering with monitoring devices; **Penalties**. 2 year maximum imprisonment; fines as set forth in Alternative Fines Act (18 USC 3571). Penalties doubled on second conviction.
- **42 USC 7413(c)(3)**. Knowing failure to pay a fee. **Penalties**. 1 year maximum imprisonment; fines as set forth in Alternative Fines Act (18 USC 3571). Penalties doubled on second conviction.
- **42 USC 7413(c)(4)**. Negligent endangerment. Negligent release of a hazardous air pollutant, which thereby negligently places another in imminent danger of death or serious bodily injury. **Penalties**. 1 year maximum imprisonment; fines as set forth in Alternative Fines Act (18 USC 3571). Penalties doubled on second conviction.
- **42 USC 7413(c)(5)(A)**. Knowing release of a hazardous air pollutant which the person knows at the time places another in imminent danger of death or serious

bodily injury. **Penalties.** 15 years maximum imprisonment; individual fines as set forth in the Alternative Fines Act (18 USC 3571), organizational defendants can be fined not more than \$1,000,000 for each violation. Penalties double on second conviction.

- **42 USC 7413(c)** Elements of Offenses Relating to Asbestos Violations. Owner/Operator of stationary source containing at least 60 linear feet of friable asbestos on pipes or 160 square feet of friable asbestos on other facility components. Knowingly demolished that source in violation of the asbestos work practice standards.

9710.7 Toxic Substances Control Act (TSCA) (enacted in 1976)

- **Federal Citation** - 15 USC 2601 et seq.
- **Primary Federal Regulation** - 40 CFR Part 761

- **Summary of Criminal Provisions** - Generally, TSCA regulates the manufacture, distribution in commerce and use and disposal of certain chemical substances. There are a variety of possible criminal violations under TSCA, including a knowing or willful violation of any of the following:
 - Rules or orders under which EPA may require testing of chemical substances and mixtures if it finds the substance presents an unreasonable risk of injury to health or the environment (2614(1)(A));
 - Any requirement under which manufacturers must give pre-manufacture notice to EPA before manufacturing any new chemical or existing chemical for a significant new use, and under which EPA may require submission of these data (2614(1)(B));

9710.8 Federal Insecticide, Fungicide, And Rodenticide Act (FIFRA)

- **Federal Citation** - 7 USC 136 et seq.
- **Primary Federal Regulations** - 40 CFR Parts 162 and 165
- **Summary of Criminal Provisions** - Governs use of pesticides. 7 USC 136j and 1 (b) provides criminal penalties for the knowing commission of any of the following offenses (inter alia):
 - Distribution or sale of any unregistered pesticide, or pesticide whose registration has been cancelled (136j(a)(1)(F));
 - Distribution or sale of any pesticide which is adulterated or misbranded (136j(A)(1)(E));
 - Detachment, alteration, defacement, or destruction in whole or part of any labeling required under FIFRA (136j(a)(2)(C));
 - Use of a registered pesticide in a manner inconsistent with its labeling (136j(a)(2)(C));
 - Falsification of all or part of any application for registration, application for experimental use permit, any information submitted to the Administrator pursuant to registration of establishments (136e), any records required to be maintained, any report filed, or any information marked as confidential and submitted to the Administrator (136j(a)(2)(M));

- Falsification of all or part of any information relating to the testing of any pesticide, including any ingredient, metabolite, or degradation product thereof, as well as the nature of any protocol, procedure, substance, organism, or equipment used, observation made, or conclusion or opinion formed that will be submitted to the Administrator, or that the person knows will be submitted to the Administrator or become part of any required records (136 (a)(2)(Q)).

9710.9 Emergency Planning & Community Right To Know Act (EPCRA), (enacted in 1986)

- **Federal Citation** - 42 USC 11001 et. seq.
- **Primary Federal Regulation** - 40 CFR Parts 302, 355.
- **Summary of Criminal Provisions** - Establishes requirements for Federal, state and local governments and industry regarding emergency planning and “community right-to-know” reporting hazardous and toxic chemicals.

9710.10 Safe Drinking Water Act, (enacted in 1974)

- **Federal Citation** - 42 USC 300(f) et. seq.
- **Primary Federal Regulation** - 40 CFR Parts 141-143
- **Summary of Criminal Provisions** - Protects public water supplies and systems.
- **Elements of Offense 42 USC 300(i)(1)** - Any person; Who tampers, attempts to tamper, or threatens to tamper; With a public water system; With the intention of harming persons.

9710.11 Hazardous Material Transportation Act

- **Federal Citation** - 49 USC 1801 et. seq.
- **Primary Federal Regulation** - 49 CFR Parts 171-180
- **Summary of Criminal Provisions** - To protect the public from the risks associated with the transportation of hazardous materials.
- **Elements of Offense 42 USC 1804(f) and 1809(b)** - Any person; Knowingly; Alters, removes, defaces, destroys, or otherwise tampers with; Any marking, label, placard, or description on a document required by this title or a regulation under this chapter.

9710.12 Endangered Species Act Of 1973, (as amended 1976, 1978, 1979, 1982, 1986, and 1989)

- **Federal Citation** - 16 USC 1531 et. seq.
- **Primary Federal Regulations** - 50 CFR Parts 17.1 et. seq.
- **Summary of Criminal Provisions** - Provides for identification of plant and animal species in danger of extinction, for protection of individual members of the species from direct or interference and for protection from indirect harm caused by damage to the species’ habitat. Major offenses include harming or taking endangered species.
- **Elements of Offense 16 USC 1540(b)** - Any person who; Knowingly; Imports, exports, takes, transports, sells, purchase, or receives in interstate or foreign commerce; Any species listed as endangered or threatened.

9710.13 Migratory Bird Treaty Act Of 1918, as amended 1936, 1960, 1969, 1974, 1978, 1986, and 1989

- **Federal Citation** -16 USC 703 et. seq.
- **Primary Federal Regulations** -50 CFR Parts 10, 20, and 21
- **Summary of Criminal Provisions** -Protects migratory birds listed in regulations from any pursuit, killing, or possession except as permitted by regulation or permit.

9710.14 Lacey Act

- **Federal Citation** - 16 USC 3371-3378; 18 USC 42
- **Primary Federal Regulations** - None Listed
- **Summary of Criminal Provisions** - Umbrella statute to provide additional protection to fish, wildlife, and plants that were taken, possessed, transported or sold in violation of state, tribal, foreign, or U.S. law.
- **Elements of Offense 16 USC 3373(d)(1)** Any person who; Knowingly; Imports or exports any fish or wildlife or plants in violation of any provision of this chapter (other than section 3372(b) of this title).

9710.15 Deep Water Ports Act

- **Federal Citation** - 33 USC 1514(a)
- **Primary Federal Regulations** - None Listed
- **Summary of Criminal Provisions** - Willful violation of ownership, construction, and operation requirements.
- **Penalties** - Imprisonment of not more than 1 year and/or a fine of the greater of either \$25,000 per day of violation or fines pursuant to 18 USC 3571, the Alternative Fines Act.

9710.16 Act To Prevent Pollution From Ships

- **Federal Citation** - 33 USC 1908(a)
- **Primary Federal Regulation** - None Listed.
- **Summary of Criminal Provisions** - Knowing violation of the MARPOL Protocol, the Act, or regulations relating to wastes from ships, including garbage, oil and hazardous substances.
- **Penalties** - Imprisonment of not more than 6 years and/or fines as set for in 18 USC 3571, the Alternative Fines Act.

9710.17 Outer Continental Shelf Lands Act

- **Federal Citation** - 44 USC 1350(c)
- **Primary Federal Regulation** - None Listed.
- **Summary of Criminal Provisions** - Knowing and willful commission of any of the following acts:
 - Violation of a lease, license, permit, regulation or
 - Designed to protect health, safety, or the environment or to conserve natural

resources;

- Falsification of any required document or record;
- Falsifying or tampering with a monitoring device or method or record;
- Revealing confidential data.
- **Penalties** - Imprisonment for not more than 10 years and/or fine of the greater of up to \$100,000 for each day of violation or fines established by the Alternative Fines Act of 18 USC 3571.

9720 Relevant Instructions/Guidelines/Standard Procedures and Practices List

9720.1 Site Safety Plan

Available online on the Internet at

<http://www.uscg.mil/hq/nsfweb/NSF/onlinedoc2.html> or on the electronic format of [Charleston's ACP Site Safety Plan](#)

9720.2 Sample Message Traffic

Available on the electronic format of Charleston's ACP.

- POLREP
- PIAT Assist

9720.39 Incident Command System Forms

Available online: <http://response.restoration.noaa.gov/oilaid/ICS/ICS.html>

Forms are also available through the electronic format of Charleston's ACP ICS Forms Database ICS Forms PDF

9720.5 Liaison Officer Manual

[Liaison Officer Manual link](#) is available on the electronic format of Charleston's ACP.

9720.4 Joint Information Center Manual

Available on the electronic format of Charleston's ACP.

9730 Technical References List

9730.1 NCP Product List

[Environmental Protection Agency's National Contingency Plan Product List](#)

9730.3 Incident management handbook (IMH)

Available here as a PDF document: Incident Management Handbook 2006 as appendix 9900 of this Plan.

9730.5 Shoreline Countermeasures Manual

The manual is available here via the web in pdf format. Counter measure manuals are available for [Temperate and Coastal Environments](#), [Tropical Coastal Environments](#), [Alaska](#), and [Fresh Water](#).

9730.7 SMART Manual

The SMART manual is available from within the digital ACP here in PDF format;
[SMART Manual](#)

9740 Geographic Response Plans

9800 Radiological Incident Annex

Introduction

The Coast Guard's jurisdiction as the Coordinating Agency¹ for a radiological incident is limited in both geographic area and authority and is specified in the National Response Plan.

Figure XX, illustrates the two most important criteria (jurisdiction and terrorism) that determine the Coast Guard's role as either a Coordinating Agency or as a cooperating agency during a radiological incident.

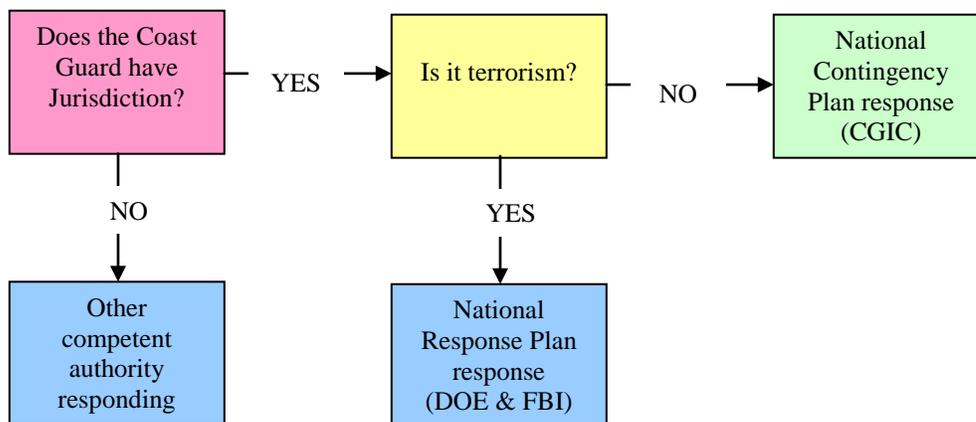


Figure XX. In radiological incidents where the Coast Guard has jurisdiction and there is no involvement of terrorism the Coast Guard Incident Commander responds under the NCP. For any radiological incidents where terrorism is involved, the Department of Energy is the Coordinating Agency responding under the NRP and the Coast Guard is a cooperating agency.

Purpose

The purpose of this Annex is to provide guidance to the Coast Guard Incident Commander (CGIC) and their Maritime Security and Area Committee partners in responding to radiological incidents that have actual, potential, or perceived radiological consequences.

A radiological incident involves the release or potential release of radioactive material that poses an actual or perceived hazard to public safety, national security and or the environment.

¹ The Coordinating Agency is that Federal agency which owns, has custody of, authorizes, regulates, or is otherwise deemed responsible for the radiological facility or activity involved in the incident (NRP).

The role of the Coordinating Agency for radiological incidents in the maritime environment can reside with several different federal agencies depending on geographic location, accountability for the radiological source, and the suspected or actual involvement of terrorism.

Coast Guard Jurisdiction

The National Response Plan limits the Coast Guard's Coordinating Agency role for radiological incidents to "*certain areas of the coastal zone*" which is defined as radiological incidents that occur on:

- ❑ Any type of vessel,²
- ❑ Waters seaward of the shoreline to the outer edge of the Exclusive Economic Zone,³ and,
- ❑ Specified waterfront facilities⁴

The scope of incidents the Coast Guard Incident Commander will respond to are:

- ❑ Transportation of radioactive materials
 - Shipment of materials that are not licensed or owned by a Federal agency or Agreement State⁵
- ❑ Foreign, unknown or unlicensed material⁶
 - Incidents involving foreign or unknown sources of radioactive material or radioactive material which does not have appropriate licenses
- ❑ Space vehicles containing radioactive materials
 - Not managed by DOD or NASA (i.e. commercial satellite)

In addition to geographic limitations, the scope of the Coast Guard's jurisdiction as the Coordinating Agency is limited to those radiological incidents that do not involve a terrorist act.

For any terrorist event involving non-Department of Defense or non-Nuclear Regulatory Committee (NRC) radioactive material, the Department of Energy (DOE) will assume the role of Coordinating Agency to address the radiological aspects of the response

Notification of a possible or actual radiological incident can occur in several ways. To facilitate initial actions to be taken and to determine jurisdiction choose the link that matches your method of notification.

² Vessels as defined in 33 CFR 160.5. Exception: Department of Defense vessels.

³ Exception: Department of Energy is the Coordinating Agency for radiological material shipped by or for them and for any nuclear weapon in their custody.

⁴ Facilities regulated by 33 CFR 105, 126, 127, 128, 140, 154, 155, 156

⁵

⁶ **Foreign or unlicensed** source may be a reactor, a spacecraft containing radioactive material, imported radioactively contaminated material, or a shipment of foreign-owned radioactive material. **Unknown** sources of radioactive material, also termed "orphan sources" are those materials whose origin and/or radiological nature are not yet established. These types of sources include contaminated scrap metal or abandoned radioactive material. **Licensed material:** The Nuclear Regulatory Committee (NRC) issues licenses to operators and facilities under the Atomic Energy Act of 1954, as amended, and the Energy Reorganization Act of 1974, as amended. "Licensed material" refers to byproduct, source or special nuclear material associated with these facilities regulated by the NRC. It is most likely that the only way to determine if something is a "Licensed Material" is by contacting the NRC or the Responsible Party (Source NRP).

- ❑ Passive detection from radiation pagers (Level I)
- ❑ Intelligence source(s)
- ❑ Notification of a radiological release -- NCP response
- ❑ Actual terrorist incident involving radiation

Passive Detection (Level I)

A radiological incident may be first discovered while conducting routine operations in the port (discovery may be made by Customs and Border Protection) or through intelligence gathering. The guidance in the Unit's Radiological Response SOP will be used when Level I detection indicates the presence of a radiological source. Depending on the method of discovery and whether the incident is on a vessel or facility, the CGIC should make some initial determinations as to which Course of Action to take:

- ❑ **On a Vessel:** While on board a vessel (underway or moored), if a Level I Team detects either neutron or gamma radiation and has determined that the source is illegitimate or unknown, the Coast Guard Incident Commander, in consultation with the States, should determine the safest location for the vessel to be located. Safe location options are to:
 - If at sea, keep the vessel at sea
 - If vessel is transiting in the port or is moored, direct the vessel to a safe location. Options include: if moored remain at moorings, anchorage, or send out to sea. Take into account the following
 - Proximity to population centers
 - Critical infrastructure
 - Vessel traffic in the vicinity of suspect vessel
 - Ability to get teams on and off the vessel
 - Source is emitting neutrons (may indicate the presence of spent nuclear material)
 - Consult Port of Safe Refuge Document
- ❑ **On a Facility:** If a Level I Team detects either neutron or gamma radiation and has determined that the source is illegitimate or unknown while at a facility:
 - Determine whether to limit facility operations adjacent to the isolation perimeter established by the Level I Team
 - If source is emitting neutrons may indicate the presence of spent nuclear material (Note: Neutron sources rarely occur naturally and are usually produced in a reactor. Although they are generally associated with special nuclear material (SNM), there are some legitimate sources of neutron radiation).
 - In conjunction with the Facility Security Officer evaluate the need to limit access into the facility or evacuate the facility

For both vessels and facilities:

If radiation source is illegitimate, unknown or exceeds the safe exposure limits for a Level I Team, the Level I Team is to notify the chain of command requesting Level II support. Upon receiving the request, COTP Charleston should consider the following:

- Deploy Level II Team to localize and characterize the radiation source. Level II resources:
 - Gulf Strike Team
 - Sector Charleston
 - Customs and Border Protection
 - DOE, Savannah River Site
- Notify Charleston Field Intelligence Support Team (FIST)
 - Contact the Coast Guard Investigative Service (CGIS) Liaison Agent to the Joint Terrorism Task Force (JTTF) to notify the local FBI Office.
- If necessary, Level II Team to coordinate with CBP Laboratory Scientific Support (LSS).
 - LSS radiological officer 24-hour number is: (407) 975-1780.
- Notify the State(s)
- Determine need to shift to secure communications
- Consider establishing Safety/Security Zones
- Determine Safe to Respond
- If Level II Team cannot identify the source as legitimate, request assistance from the DOE Radiological Assistance Program (RAP) Team at the Savannah River Site
 - Emergency number (803) 725-3333
 - Notify the National Response Center if RAP support requested
- Determine need to initiate Critical Incident Communications procedures

Intelligence Sources

When the Coast Guard receives notification of possible intelligence regarding a potential radiological incident it is critical to determine if the intelligence is credible.

- Work with the Charleston FIST and CGIS to determine if threat is credible or non-credible
 - If credible, support the Department of Energy (the Coordinating Agency) and the Federal Bureau of Investigation.
 - If not credible,
 - Does the Coast Guard have jurisdiction?
 - If yes, conduct follow-up to determine if there is public health threat

Actual terrorist incident involving radiation

In the event of an actual terrorist incident involving radiation the Coast Guard's role is as a cooperating agency using primarily the authorities of the Captain of the Port. Initial actions to be taken

- Initiate Critical Incident Communications procedures
- Account for all field deployed teams, individuals and assets
- If first federal on scene, implement the Terrorism Incident Annex until relieved by the Department of Energy

Notification of a Radiological Release responded to under the National Contingency Plan

This section of the Annex discusses non-terrorist radiological incidents where the Coast Guard has jurisdiction and where response operations are conducted under the National Contingency Plan.

Unified Command Organization

The actual make-up of the Unified Command in response to a radiological incident conducted under the National Contingency Plan will depend on the incident location and complexity.

Figure XX lists potential agencies and entities that would most likely respond to a non-terrorist radiological incident in the Captain of the Port Charleston zone.

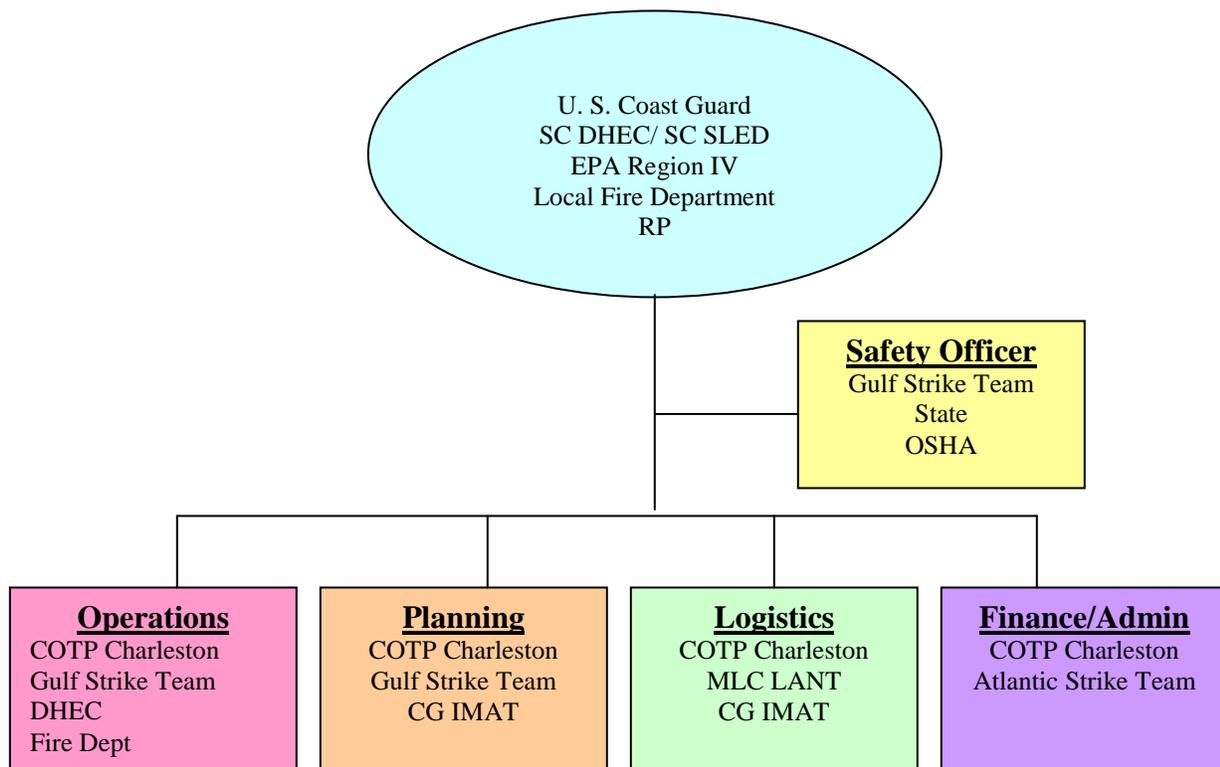


Figure XX. The actual makeup of the Unified Command organization in response to a radiological incident will depend on incident location and complexity. The agencies and entities listed in the ICS organization chart represent those most likely to respond to a radiological incident under the National Contingency Plan in Captain of the Port Charleston zone.

For the Operations Section Chief, consider:

- ❑ Complexity of the incident
- ❑ Knowledge and experience in responding to radiological incidents
- ❑ Agency with the greatest jurisdiction, involvement, and statutory authority

Incident Commander/Unified Command Response Objectives

Incident Commanders/Unified Command should use this Annex in conjunction with the Base Plan when responding to a radiological incident in “certain areas of the coastal zone.”

- ❑ Ensure the safety of responders through the use of radiation detection equipment and monitoring devices
- ❑ Establish incident site control zones (exclusion, contamination reduction zone, support zone) based on active surveillance:
 - ❑ Determine the extent of the contamination
 - ❑ Minimize the spread of contamination
 - ❑ Isolate hazard from the public and non-responders
 - ❑ Determine need to establish public health monitoring
 - ❑ Stabilize the source
 - ❑ Prevent the spread of radiological material from the incident site
 - ❑ Implement effective communications with state Emergency Operations Centers
 - ❑ Coordinate incident security
 - ❑ Access Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) funding
 - ❑ Ensure coordination of technical data (collection, analysis, storage, and dissemination)

Safety Officer

The two radiation concerns at an incident are exposure and contamination by radioactive material.

- ❑ List of hospitals capable of accepting radiation casualties:
 - TBD
- ❑ Conduct active surveillance
 - Air monitoring
 - Visual
 - Ground “truthing”

Actions that can be taken to minimize exposure involve Time, Distance, and/or Shielding:

- ❑ Decrease the amount of TIME spent in close proximity to the radiation source.
- ❑ Keep as much DISTANCE away from the source as feasible
 - As a rule of thumb, every time you double the distance away from a radiological source, you reduce the exposure rate by four times.
- ❑ Use available means of SHIELDING to lower the amount of exposure to the source.

State Radiological Emergency Contacts

- ❑ South Carolina Department of Health and Environmental Control (DHEC)
- ❑ South Carolina State Law Enforcement Division (SLED)
- ❑ South Carolina Emergency Management Division

Special Teams

The following special teams are equipped to respond to radiological incidents, and should be considered as potential response resources:

- ❑ EPA Radiological Emergency Response Team (RERT)
- ❑ USCG Gulf Strike Team (GST)

- ❑ DOE Radiological Assessment Program (RAP) Team
- ❑ USACE Rapid Response
- ❑ NOAA Scientific Support Coordinator
- ❑ 43rd Civil Support Team
- ❑ South Carolina Department of Health and Environmental Control (DHEC)

**9810 Oil and Hazardous Materials Emergency Spill Response Operations
That May Affect Essential Fish Habitat**

This document is a Federal On-Scene Coordinator’s (FOSC) guide for the protection of Essential Fish Habitat (EFH) during an emergency response to an oil discharge or chemical release. This guide is not intended to be an all inclusive technical guide for reducing or eliminating all possible adverse effects to Essential Fish Habitat. Further, this guide assumes that the FOSC has already considered pre-spill planning activities as they relate to EFH.

100. THE MAGNUSON-STEVENSON FISHERY CONSERVATION AND MANAGEMENT ACT

200. THE ESSENTIAL FISH HABITAT (EFH) CONSULTATION PROCESS AND HOW IT APPLIES TO THE USCG

300. WHAT IS REQUIRED IN AN EFH ASSESSMENT?

400. REFERENCES

Appendix 1 - Emergency Response Checklist for EFH during Oil Discharges and Hazardous Materials Releases

100. THE MAGNUSON-STEVENSON FISHERY CONSERVATION AND MANAGEMENT ACT

In 1996, amendments to the Magnuson Act, now the Magnuson-Stevens Fishery Conservation and Management Act (16 USC 1801 et seq), set forth a number of new mandates for NOAA Fisheries, most of which focused on the identification, establishment and management of Essential Fish Habitat (EFH). EFH can include rivers, estuaries, bays and open ocean (out to 200 miles) that are considered “essential” for the sustainable health of commercial fisheries. Under the Act, federal agencies must consult and submit EFH assessments to NOAA Fisheries regarding potential or actual adverse effects of all actions authorized, funded, or undertaken by the agency that may adversely impact EFH, this includes emergency responses to oil discharges and chemical releases (response actions, not the material spilled). See Section D for guidance on the identification of EFH in your FOSC area of responsibility.

200. THE ESSENTIAL FISH HABITAT (EFH) CONSULTATION PROCESS AND HOW IT APPLIES TO THE USCG

The EFH consultation process is in place to ensure that federal agencies consider the effects of their actions on EFH, with the goal of supporting the sustainable management of commercial fisheries. The process satisfies the federal agency consultation and response requirements of section 305(b) (2) and 305(b)(4)(B) of the Magnuson-Stevens Act, and the EFH conservation recommendation requirement of section 305(b)(4)(A) of that Act.

As with the Endangered Species Act, U. S. Coast Guard Federal On-Scene Coordinators (FOSC) determine when an action “may adversely affect” Essential Fish Habitat. Once the FOSC has identified an action which may adversely affect EFH, the FOSC must notify NOAA Fisheries. Once NOAA Fisheries receives the notification, it provides recommendations to the FOSC 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.

Alternatively, if the FOSC determines that there are “no adverse affects,” then 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 FOSC action may adversely affect an EFH and send their recommendations to the FOSC. In this case, the FOSC must also respond to NOAA Fisheries in writing within 30 days.

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. This response must include a description of the actions proposed to avoid, mitigate or offset the impact of the activity on EFH.

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). Additionally, the FOSC and NOAA Fisheries may agree to wrap the consultations into an already established consultation process such as ESA or NEPA for the same incident, provided all the information required for EFH is documented.

In development of an Incident Action Plan, refer to the *Emergency Response Checklist for EFH during Oil Discharges and Hazardous Materials Releases*. FOSCs are also encouraged to work with applicable Regional Response Teams and Area Committees before an oil discharge or a chemical release to update their Area Contingency Plan (ACP) with methods on how to minimize or avoid adverse effects to essential fish habitat.

300. WHAT IS REQUIRED IN AN EFH ASSESSMENT?

For the consultation process, the EFH assessment must include the following:

- (1) Description of the action (level of detail must correspond to magnitude and complexity of potential effects);
- (2) Analysis of the potential or adverse effects of the action on EFH and habitat;

- (3) Federal agency's conclusions regarding the effects of the action on EFH; and
- (4) Proposed mitigation, if applicable.

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 consultation process. As long as the information required to satisfy EFH assessment is included, the assessment may be incorporated into documents prepared for other purposes such as Endangered Species Act (ESA) Biological Assessments pursuant to 40 CFR 402 or the National Environmental Policy Act (NEPA) documents and public notices pursuant to 40 CFR 1500.

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. Must be used for Federal actions that would result in substantial adverse effects to EFH. If appropriate, NOAA Fisheries may conduct a site visit.

400. REFERENCES

Procedures for identification of EFH and consultation process can be found in 50 Code of Federal Regulations Part 600.

Appendix 1 - Emergency Response Checklist for EFH during Oil Discharges and Hazardous Materials Releases

	FOSC notifies RRT representative of actual or potential adverse effects to EFH.
	<p>FOSC notifies NOAA Fisheries regional staff of actual or potential adverse effects to EFH. Notification should occur in writing.</p> <p><i>Note:</i> The National Response Center’s (NRC) flash fax notification of a spill to NOAA does not meet this requirement.</p> <p>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).</p>
	<p>FOSC provides NOAA Fisheries-EFH Assessment for spill activities:</p> <ul style="list-style-type: none"> ___ Description of discharge or release ___ Description of area which may be affected ___ Description of spill response actions ___ Analysis of adverse effects of the response actions ___ USCG recommendations/conclusions regarding the effects on EFH ___ Proposed mitigation, if applicable
	<p>Supplemental information, if appropriate, for EFH Assessment:</p> <ul style="list-style-type: none"> ___ 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 of 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.
	<p>SSC provides Fisheries a response regarding EFH Conservation Recommendations after the FOSC determines that removal operations are completed IAW with 40CFR300.320(b). If operations are not complete then send an interim response:</p> <ul style="list-style-type: none"> ___ 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.

9820 Oil Discharge Emergency Response Operations That May Affect Endangered Species

This document is a Federal On-Scene Coordinator's (FOSC) guide for the protection of endangered species during an emergency response to an oil discharge. It follows the guidance from the Interagency Memorandum of Agreement for Endangered Species Act (MOA) and the Guidebook for the MOA. This guide is not intended to be an all inclusive technical guide for reducing or eliminating all possible adverse effects to endangered species. Further, this guide assumes that the FOSC has already considered pre-spill planning activities as they relate to the Endangered Species Act (ESA).

100. THE ENDANGERED SPECIES ACT OF 1973 (ESA)

200. THE INTERAGENCY MEMORANDUM OF AGREEMENT FOR ENDANGERED SPECIES ACT AND HOW IT APPLIES TO USCG

300. REFERENCES

Appendix 1 - Pre Spill Planning Phase (Chapter 6: ESA MOA Guidebook)

Appendix 2 - Oil Spill Emergency Response Phase (Chapter 7: ESA MOA Guidebook)

Appendix 3 - Post-Response Phase (Chapter 8: ESA MOA Guidebook)

100. The Endangered Species Act of 1973 (ESA)

The Endangered Species Act of 1973 (ESA), 50 CFR 402, 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 the National Marine Fisheries Service (NMFS) in the Department of Commerce. Under Section 7 of the ESA, federal agencies must consult with these trustee agencies on actions they take, permit, or fund which may jeopardize listed endangered species 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 event, with formal consultation occurring after the event, if necessary.

200. The Interagency Memorandum of Agreement for Endangered Species Act and how it applies to USCG

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 (herein after referred to as the MOA), signed by the USCG, Environmental Protection Agency (EPA), NOAA, DOI, FWS, and NMFS, aligns the 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 spill planning and response activities.

In addition, a guidebook was developed for the MOA by the 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 appendixes were developed to assist FOSCs during Pre-Spill Planning, Emergency Response and Post Response activities. There are additional recommendations included in the checklists that were developed as a result of the April 2003 Bouchard B. No. 120 spill that occurred in Buzzard's Bay, Massachusetts.

300. REFERENCES

Fish and Wildlife Service resources are available at: <http://endangered.fws.gov/>

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](https://www.nrt.org/production/NRT/NRTWeb.nsf/AllAttachmentsByTitle/A-259ESAMOU/$File/ESAMOA.pdf?OpenElement)

A guidebook for the MOU may be found at: [https://www.nrt.org/Production/NRT/NRTWeb.nsf/AllAttachmentsByTitle/A-269GuidebookforESAMOU/\\$File/MOATrainingManualVersion02.pdf?OpenElement](https://www.nrt.org/Production/NRT/NRTWeb.nsf/AllAttachmentsByTitle/A-269GuidebookforESAMOU/$File/MOATrainingManualVersion02.pdf?OpenElement)

Appendix 1 - Pre Spill Planning Phase

An excerpt from Chapter 6 of the ESA MOA Guidebook

	<p>FOSCs involve the following representatives in obtaining assistance with knowledge of, or access to information on listed species and critical habitat.</p> <p>NOAA’s representative to the Regional Response Team (RRT), the Scientific Support Coordinator (SSC), & NMF’s Regional Field Office; Department of the Interior’s (DOI) Office of Environmental Policy and Compliance (OEPC), U.S. Fish and Wildlife Service (USFWS) Regional Response Coordinator (RRC), and local USFWS field office(s) in the areas covered in the plan; and, State & local emergency response representatives.</p> <p>FOSCs may also do this by submitting a written request for listed endangered species and critical habitats present in the area covered by their ACP. Include the specific geographical area of concern and a description of the response measures under consideration for that area.</p> <p><i>Recommendation:</i> Develop a list with name & contact information for each representative.</p>
	<p>If listed species and/or critical habitat present, USFWS, NMFS and FOSC jointly complete the Planning Template in Appendix C of the MOA, which constitutes <i>informal consultation</i>. This shall include identification of:</p> <p>The potential for oil spill response activities to adversely affect listed species and critical habitat; Information on sensitive areas; and, Emergency response notification contacts.</p>
	<p>Develop and incorporate into the ACP and Regional Contingency Plans response methods to minimize identified adverse effects. Jointly with USFWS and NMFS, the FOSC should consider pre-approved response methods as part of the Area Committee planning process. Consider tradeoffs and sensitive area priorities and incorporate in ACP.</p>
	<p>If no potential adverse effects are identified or if specific sources of potential adverse effects are identified and removed, FOSCs must seek a concurrence letter from USFWS or NMFS for documentation. Once USFWS or NMFS provides a concurrence letter, ESA Section 7(a)(2) requirements will be deemed to have been met.</p>
	<p>If it cannot be determined that adverse effects will not occur, the FOSC must submit an initiation package, including:</p> <p>Written request for formal consultation; Biological Assessment, based on information gathered to complete the Planning Template in Appendix C to the MOA, including descriptions of: Proposed action; Specific area that may be affected by the action; Listed species or critical habitat that may be affected; How the action may affect listed species or critical habitat and an analysis of cumulative effects;</p>

	<p>Relevant reports; and Other relevant information on the action, listed species, or critical habitat. References: See Chapter 3 of the ESA MOA Guidebook</p>
	<p>FOSC should expect to receive a Biological Opinion from USFWS and NMFS within 135 days after receipt of the initiation package.</p> <p><i>No jeopardy or adverse modification opinion:</i> If the Biological Opinion includes an incidental take statement, the FOSC (with Area Committee) shall decide how to incorporate the required terms and conditions to implement reasonable & prudent measures to reduce incidental takes of listed species or designated habitat.</p> <p><i>Jeopardy or adverse modification opinion:</i> If opinion includes an alternative to the proposed action, the FOSC (with Area Committee) shall decide whether to incorporate the alternative and advise USFWS and NMFS of the decision.</p>
	<p>Incorporate information and correspondence developed from completion of the planning template (MOA) into the ACPs directly or by reference, as appropriate. USFWS, NMFS and the FOSC maintain copies of all documents.</p> <p>The planning work should emphasize the time-sensitive nature of spill response, and recognize the tradeoffs that result from any action or inaction.</p> <p>Provide guidance on early determination of informal versus formal consultation, possibly in matrix form. A matrix for each (coastal) species should provide countermeasures on one axis, and the potential effects on the other (no effect, not likely to adversely affect, may adversely affect), which would guide the amount of required consultation during a spill event.</p> <p>The Environmental Sensitive Protection Strategies section of the ACP should reflect the countermeasures that were developed during consultation.</p>

Appendix 2 - Oil Spill Emergency Response Phase

An excerpt from Chapter 7 of the ESA MOA Guidebook

	<p>FOSC notifies appropriate representatives of NOAA, USFWS, State Natural Resource Trustees and/or other agencies and stakeholders once an oil spill has occurred with the potential for impacting environmentally sensitive areas, endangered species and/or critical habitats.</p> <ul style="list-style-type: none"> • Use pre-identified points of contact or “Notification List” from ACP.
	<p>FOSC gathers information about areas impacted, sensitive areas, species and critical habitats:</p> <ul style="list-style-type: none"> • As soon as possible after the spill has occurred, determine data needs and who will be providing or collecting the data. • Use or develop data collection forms to facilitate consistent and precise data compilation.
	<p>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 NMFS through agreed-upon procedures.</p>
	<p>Establish ICS. Appoint an Endangered Species expert who will serve in the ICS command structure to help ensure that the necessary information, using terminology understood by USFWS and NMFS, is gathered at the Incident Command Post (ICP) daily.</p> <ul style="list-style-type: none"> • If appropriate, the NOAA SSC and/or the USFWS rep may coordinate endangered species expertise for the FOSC. • If there is no USFWS or NMFS representative in the ICS, but they are aware of the situation, the FOSC must ensure that the NOAA SSC and/or DOI are apprised of the situation. • Information gathered will be used in the consultation. <p><i>Note:</i> As necessary, the FOSC can make funding available to USFWS and/or NMFS for costs incurred in providing any agreed upon assistance such as preparing the Biological Assessment for formal consultation. However, the USFWS and/or NMFS are not reimbursed for completing a Biological Opinion. Pollution Removal Funding Authorization guidance can be found: http://www.uscg.mil/hq/npfc/tops.htm</p>
	<p>Implement ACP for initial response actions.</p>
	<p>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.</p>
	<p>Emergency consultation continues until the FOSC determines that the spill response is complete.</p> <p><i>Recommendation:</i> Develop/seek alignment on clean-up methodologies and cessation of operations with consensus from resource managers, specialists and</p>

	responders, and revisit as clean up progresses toward a conclusion.
	<p>USFWS and/or NMFS 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 NMFS would advise FOSC of ways to minimize this, or, if this is not possible, document the actual take of listed species.</p> <p>A <i>“take</i> 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 act may include significant habitat modification where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering."</p>
	<p>The FOSC requests USFWS and/or NMFS representatives on-scene (or someone else mutually agreed upon) to gather and document the information necessary for post-emergency Formal Consultation, including:</p> <p>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 NMFS 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 <i>ACP</i>.</p> <p><i>Recommendation:</i> 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)</p> <p>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.</p>
	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.

9830 Oil and Hazardous Materials Emergency Response Operations That May Affect National Historic Properties

Appendix 1 - Oil Discharge and Hazardous Materials Release Emergency Response

Phase

Checklist

<input type="checkbox"/>	<p>FOSC determines whether the exclusions of the Programmatic Agreement (PA) apply. Operate under assumption that any oil discharge or chemical release may impact or has impacted historic properties, unless the release impacts one of the exclusionary areas.</p> <ul style="list-style-type: none"> • 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 Table 2 and any additional exclusion agreed upon by the signatories to this or a regional PA.
<input type="checkbox"/>	<p>If the incident affects only excluded areas, no further actions are necessary unless:</p> <ul style="list-style-type: none"> • Previously unidentified historic properties are discovered during the response; or • The State Historic Preservation Officer or appropriate Federal, Indian, or Hawaiian Native organizations notifies the Federal OSC otherwise.
<input type="checkbox"/>	<p>If the area where a release or spill occurs has not been excluded, then</p> <ul style="list-style-type: none"> • Activate the agreed-upon mechanism for addressing pre-identified historic properties to include notification of the parties identified in the ACP, and consult with these parties concerning the identification of historic properties that may be affected.
<input type="checkbox"/>	<p>FOSC’s Historic Property Specialist verifies identification of historic properties with State Historic Preservation Officer (SHPO), landowners and/or land managers, appropriate Indian tribes and Native Hawaiian organizations.</p>
<input type="checkbox"/>	<p>Assess potential effects of emergency response strategies on historic properties in consultation with any interested parties that may include State Historic Preservation Officer, appropriate Federal, Indian, or Hawaiian Native organizations and the public.</p>
<input type="checkbox"/>	<p>Make and implement decisions about appropriate response actions taking into account professional comments received from SHPO, appropriate Federal, Indian, or Hawaiian Native organizations and the public. Document these response actions in the Incident Action Plan (IAP). See Table 3.</p>

□	<p>Whenever the Federal OSC determines the requirements of this Section 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 Form 1). Submit form to State Historic Preservation Officer or appropriate Federal, Indian, or Hawaiian Native organizations and/or public.</p>
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Appendix 2 - Potential Emergency Response Strategies For Historic Properties Protection

RESPONSE STRATEGY
Mechanical Recovery (e.g. use of skimmers, booms, sorbents)
In Situ Burning
Dispersant Use
Protective or diversionary booming
Covering site with Protective Material
Construction of Berms or Trenches to Divert Product Away from Sites/Areas
On-scene Inspections by the Federal OSC Historic Properties Specialist or Individual(s) Authorized by the Federal OSC Historic Properties Specialist
Participation in Shoreline Cleanup Assessment Teams by the Federal OSC Historic Properties Specialist or individual(s) authorized by the Federal OSC Historic Properties Specialist
Participation in Shoreline Cleanup Teams by the Federal OSC Historic Properties Specialist or individual(s) authorized by the Federal OSC Historic Properties Specialist
Provision of Information on Historic Properties Protection to Response Personnel
Provision of Information to the Federal OSC on Historic Properties Protection for Areas/Locations Proposed for emergency-response related support activities (e.g. helipads and staging areas)

*** 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 Federal OSC for use during an incident response.**

9850 WMD Terrorist Incident Annex –

Introduction

As per the National Response Plan, in responding to a potential or actual terrorist incident in the maritime environment the Coast Guard will respond with the Federal Bureau of Investigation and other appropriate Federal, State and Local agencies to establish a Unified Command.

The Unified Command will simultaneously manage incident operations involving law enforcement response and response operations aimed at protecting public health, safety and the environment.

Purpose

The purpose of this Annex is to facilitate the effective integration of law enforcement and public health and safety response activities involving potential or actual terrorist incidents that occur in the maritime environment.

This Annex should be used in conjunction with one or more of the other annexes (oil, hazardous materials, radiological, biological) as appropriate.

The guidance in this Annex includes:

- ❑ Coast Guard jurisdiction
- ❑ Federal Bureau of Investigation jurisdiction
- ❑ Unified Command Organization
- ❑ Determinations to be made by the Coast Guard Incident Commander (CGIC)
- ❑ Unified Command Priorities
- ❑ Initial Unified Command objectives
- ❑ Unified Command considerations
- ❑ Operations Section organization model
 - Operations Section Chief
 - Deputy Operations for Maritime Security
 - Deputy Operations for Law Enforcement and Investigation
 - Deputy Operations for Response and Recovery
- ❑ Planning Section
 - Deputy Planning Section Chief
- ❑ Coordination between the Incident Command Post (ICP) and the Joint Operations Center (JOC)
- ❑ Coast Guard Liaison to the JOC
- ❑ Special Teams
- ❑ Logistics Section
 - Facilities Unit
 - Communications Unit
- ❑ Local maritime law enforcement tactical assets

Coast Guard Jurisdiction

The Coast Guard Sector Commander is responsible for maritime law enforcement, public safety, environmental protection and safe maritime transportation.

Federal Bureau of Investigation Jurisdiction

The Department of Justice through the Federal Bureau of Investigation has the lead responsibility for criminal investigations of terrorist acts or terrorist threats and for coordinating activities of other members of the law enforcement community to detect, prevent, preempt, investigate, and disrupt a terrorist attack.

Unified Command Organization

The make-up of the Unified Command organization for a terrorist incident in the maritime environment will be tailored to the type of incident. For example, in a terrorist initiated radiological incident, the Department of Energy (DOE) would be a member of the Unified Command since they are the designated Coordinating Agency for the incident. In addition to the DOE, the Coast Guard, Federal Bureau of Investigation and the state(s) would also have representation in the Unified Command. The following types of incidents would have representation from other entities:

Radiological Incident: Department of Energy (Coordinating Agency)

Biological Incident: DHEC Public Health

Hazardous Material Incident: Local fire department, COBRA, “Responsible party”

Oil Incident: “Responsible party”

Explosions: Local fire department, Charleston County EOD, SLED bomb

9900 Reserved for Area/District

Acronyms

Acronym	Definition
(d)	District Commander
(dcs)	District Chief of Staff
(dl)	District Legal Office
(dpa)	District Public Affairs
(f)	District Comptroller
(fac)	District Accounting Branch
(fcp)	District Procurement Branch
(m)	District Marine Safety Division

(mep)	District Marine Environmental Protection Branch
(o)	District Operations Division
AC	Area Committee
ACGIH	American Conference of Government Industrial Hygienists
ACP	Area Contingency Plan
AICW	Atlantic Inter Coastal Waterway
AIHA	American Industrial Hygiene
AIRSTA	Coast Guard Air Station
ALOHA	Aerial Location of Hazardous Atmospheres
ANSI	American National Standards Institute
AOC	Area Operations Coordinator
AOR	Area of Responsibility
APR	Air-Purifying Respirator
ART	Alternative Response Technologies
ASTDR	Agency for Toxic Substances and Disease Registry
ASTM	American Society of Testing and Materials
BBL	Barrel (42 U.S. gallons)
BNTM	Broadcast Notice to Mariners
BOA	Basic Ordering Agreement
CAMEO	Computer Assisted Modeling of Emergency Operations
CCC	California Conservation Corps
CCC/BCDC	California Coastal Commission/San Francisco Bay Conservation and Development Commission Joint Oil Spill Program
CCGD7	Commander Seventh Coast Guard District
CCGF	Commander Coast Guard Forces
CDC	Center for Disease Control
CEO	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response Compensation and Liability Act (1980)
CFR	Code of Federal Regulations
CG OWOCRS	Coast Guard Open Water Oil Containment and Recovery System
CGHQ	Coast Guard Headquarters
CGI	Combustible Gas Indicator
CHEMTREC	Chemical Transportation Emergency Center
CHRIS	Chemical Hazard Response Information System
CMC	Center for Marine Conservation
CO	Commanding Officer

Charleston Area Contingency Plan

Acronym	Definition
COE	U. S. Army Corps of Engineers
COFR	Certificate of Financial Responsibility
COMDTINST	Commandant Instruction
COMMCEN	Communications Center
COS	Chief of Staff
COTP	Captain of the Port, Charleston (same person as MSO and OSC)
CSP	California State Parks
CWA	Clean Water Act
DECON	Decontamination
DFG	California Department of Fish and Game
DOC	U. S. Department of Commerce
DOD	U. S. Department of Defense
DOE	U. S. Department of Energy
DOI	U. S. Department of The Interior
DOJ	U. S. Department of Justice
DOL	U. S. Department of Labor
DOS	U. S. Department of State
DOSC	District On-Scene Coordinator
DOT	U. S. Department of Transportation
DRAG	District Response Advisory Group
DRAT	District Response Advisory Team
DRG	District Response Group
DRI	Direct Reading Instrument
EEZ	Exclusive Economic Zone
EMT	Emergency Medical Technician
EOC	Emergency Operations Center
EPA	U. S. Environmental Protection Agency
EPD	Charleston County Emergency Preparedness Division
ERDA	U. S. Energy Research and Development Administration
ERT	Emergency Response Team
ESI	Environmental Sensitivity Index
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FINCEN	Coast Guard Finance Center
FOG	Field Operations Guide
FOSC	Federal On-Scene Coordinator (Same person as COTP and MSO)
FOSO	Friends of the Sea Otter
FRP	Facility Response Plan
FTS	Federal Telecommunications System
FWPCA	Federal Water Pollution Control Act
GAL	Gallon
GC	Gas Chromotograph (or Gas Chromatography)
GIS	Geographic Information System
G-L	Coast Guard's Office of Chief Council
G-M	Coast Guard's Office of Marine Safety, Security, and Environmental Protection
G-N	Coast Guard's Office of Navigation Safety and Waterway Services

Acronym	Definition
GSA	General Services Administration
GST	Gulf Strike Team
HASP	Health and Safety Plan
HAZWOPER	Hazardous Waste Operations and Emergency Response
HBRC	Humboldt Bay Response Corporation
HHS	Department of Health and Human Services
HPS	Hazardous Polluting Substance
IAP	Incident Action Plan
IBRRC	International Bird Rescue and Research Center
IC	Incident Commander
ICP	Incident Command Post
ICS	Incident Command System
IDLH	Immediately Dangerous to Life and Health
IO	Information Officer
IRT	Initial Response Team
JIB	Joint Information Bureau
JIC	Joint Information Center
JOC	Joint Operations Center
JTC	Joint Transportation Center
LAST	Atlantic Area Strike Team
LC50	Lethal Concentration, 50%
LD50	Lethal Dose, 50%
LEL	Lower Explosive Limit
LEPC	Local Emergency Planning Committee
LGR	Local Government Representative
LO	Liaison Officer
LSCC	Liquid Spillage Control Committee, Charleston Area
LT	Long Ton (2240 pounds)
MAC	Multi-Agency Coordination Unit
MACS	Multi-Agency Coordination System
MARAD	U. S. Maritime Administration
MBARI	Monterey Bay Aquarium Research Institute
MEXUSPAC	U. S./Mexico Pacific Coast Joint Response Team
MFTF	Marine Fire Fighting Task Force.
MLC	Maintenance and Logistics Command
MMC	Marine Mammal Center
MMS	Minerals Management Service
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MSDS	Material Safety Data Sheet
MSIS	Marine Safety Information System
MSM	Marine Safety Manual
MSO	Marine Safety Office, Charleston
MT	Metric Ton (2204.6 pounds)
NASA	National Aeronautics and Space Administration
NCP	National Contingency Plan
NFPA	National Fire Protection Association

Charleston Area Contingency Plan

Acronym	Definition
NIC	National Incident Commander
NICa	Alternate National Incident Commander
NIIMS	National Interagency Incident Management System
NIOSH	National Institute for Occupational Safety and Health
NITF	National Incident Task Force
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPFC	National Pollution Fund Center
NRC	National Response Center
NRDA	Natural Resource Damage Assessment
NRT	National Response Team
NSF	National Strike Force
NSFCC	National Strike Force Coordination Center
NWS	National Weather Service
OCS	Outer Continental Shelf
OHMTADS	Oil and Hazardous Materials Technical Assistance Data System
OPA	Oil Pollution Act
OPA 90	Oil Pollution Act of 1990
OPS	Office of Pipeline Safety
OSC	On Scene Coordinator
OSHA	Occupational Health and Safety Administration
OSLTF	Oil Spill Liability Trust Fund
OSPR	Office of Oil Spill Prevention
PEL	Permissible Explosive Limit
PIAT	Public Information Assistance Team
PIC	Person-in-Charge
POLREP	Pollution Report (telecommunications message)
ppb	Parts per Billion
ppm	Parts per Million
ppt	Parts per Trillion
PREP	Preparedness For Response Exercise Program
QI	Qualified Individual
RCP	Regional Contingency Plan
RCRA	Resource Conservation and Recovery Act
RNO	Regional News Office
RP	Responsible Party
RRI	Response Resource Inventory
RRT	Regional Response Team
SA	Health and Safety Officer
SARA	Superfund Amendments and Reauthorization Act of 1986 (Emergency Planning and Community Right to Know Act)
SARTEL	Search and Rescue Command Coordination Telephone
SCCC	South Carolina Coastal Council
SCDHEC	South Carolina Department of Health and Environmental Control
SCDHEC/OCRM	South Carolina Department of Health and Environmental Control, Office of Ocean and Coastal Resource Management
SCDNR	South Carolina Department of Natural Resources

Acronym	Definition
SCSPA	South Carolina State Ports Authority
SCWMR	South Carolina Department Wildlife and Marine Resources
SCWRC	South Carolina Water Resources Commission
SERC	State Emergency Response Commission
SLC	State Lands Commission
SO	Safety Officer
SONS	Spill of National Significance
SOPs	Standard Operating Procedures
SOSC	State On-Scene Coordinator
SSC	Scientific Support Coordinator
ST	Short Ton (2000 pounds)
State IC	State Incident Commander
STEL	Short Term Exposure Limit
SUPSALV	Navy Supervisor of Salvage
TCC	Transportable Communications Center
TFR	Temporary Flight Restrictions
TLV	Threshold Limit Value
TWA	Time Weighted Average
UC	Unified Command
UEL	Upper Explosive Limit
UL	Underwriters Laboratories
UN	United Nations
USA	U. S. Army
USC	U. S. Code
USCG	United States Coast Guard
USFWS	U. S. Fish and Wildlife Service
USGS	U. S. Geological Survey
USMC	U. S. Marine Corps
USN	U. S. Navy
VRP	Vessel Response Plan
WMS	Waste Management Specialist

Glossary

Term/Acronym	Definition
Action Level	A quantitative limit of a chemical, biological, or radiological agent at which actions are taken to prevent or reduce exposure or contact.
Activation	The notification by telephone or other expeditious means to the appropriate state and local officials, to the regional or district office of participating agencies, or when required, the assembly of some or all members of the RRT or NRT.
Acute Exposure	A dose that is delivered to a receptor in a single event or in a short period of time.
Adverse Weather	The weather conditions that will be considered when identifying response systems and equipment in a response plan for the applicable operating environment. Factors to consider include significant wave height, ice, temperature, weather related visibility, and currents within the Captain of the Port (COTP) zone in which the systems or equipment are intended to function.
Agency Representative	Individual assigned to an incident from an assisting or cooperating agency that has been delegated full authority to make decisions on all matters affecting their agency's participation at the incident. Agency Representatives report to the Liaison Officer
Air Operations Branch Director	The person primarily responsible for preparing and implementing the air operations portion of the Incident Action Plan. Also responsible for providing logistical support to helicopters operating on the incident.
Air Surveillance	Use of air monitoring and air sampling during a response to identify and quantify airborne contaminants on and off-site, and monitor changes in air contaminants that occur over the lifetime of the incidents.
Allocated Resources	Resources dispatched to an incident
Alternative Response Technologies (ART)	Response methods or techniques other than mechanical containment or recovery. ART may include use of chemical dispersants, in-situ burning, bioremediation, or other alternatives. Application of ART must be authorized and directed by the OSC
Assigned Resources	Resources checked-in and assigned work tasks on the incident
Assignments	Tasks given to resources to perform within a given operational period, based upon tactical objectives in the Incident Action Plan
Assistant	Title for subordinates of the Command Staff positions. The title indicates a level of technical capability, qualifications, and responsibility subordinate to the primary positions. Assistants may also be used to supervise unit activities at camps
Assisting Agency	An agency directly contributing tactical or service resources to another agency
Available Resources	Incident-based resources which are immediately available for assignment

Average Most Probable Discharge (Facilities)	A discharge of the lesser of 50 barrels or 1 percent of the volume of the worst case discharge.
Average Most Probable Discharge (Vessels)	Means a discharge of 50 barrels of oil from the vessel.
Base	That location at which the primary logistics functions are coordinated and administered. (Incident name or other designator will be added to the term "Base") The Incident Command Post may be collocated with the base. There is only one base per incident
Biological Additives	Micro-biological cultures, enzymes, or nutrient additives that are deliberately introduced into an oil discharge for the specific purpose of encouraging bio-degradation to mitigate the effects of a discharge
Branch	That organizational level having functional/geographic responsibility for major incident operations. The Branch level is organizationally between Section and Division/Group in the Operations Section, and between Section and Units in the Logistics Section.
Burning Agents	Those additives that through physical or chemical means, improve the combustibility of the materials to which they are applied
Cache	A pre-determined complement of tools, equipment and/or supplies stored in a designated location, and available for incident use
Camp	A geographical site, within the general incident area, separate from the base, equipped and staffed to provide sleeping areas, food, water, and sanitary services to incident personnel
Cercla	The Comprehensive Environmental Response, Compensation and Liability Act of 1980 as amended by the Superfund Amendments and Reauthorization Act of 1986
Check-In	The process whereby resources first report to an incident. Check-in locations include: Incident Command Post (Resources Unit), Incident Base, Camps, Staging Areas, Helibases, Helispots, and Division Supervisors (for direct line assignments).
Chemical Agents	Those elements, compounds, or mixtures that coagulate, disperse, dissolve, emulsify, foam, neutralize, precipitate, reduce, solubize, oxidize, concentrate, congeal, entrap, fix, make the pollutant mass more rigid or viscous, or otherwise facilitate the mitigation of deleterious effects or the removal of the pollutant from the water
Chief	The ICS title for individuals responsible for command of functional sections: Operations, Planning, Logistics and Finance
Chronic Exposure	Low doses repeatedly delivered to a receptor over a long period of time.
Claim	A request, made in writing for a sum certain, for compensation for damages or removal costs resulting from an incident
Clear Text	The use of plain English in radio communications transmissions. No Ten Codes, or agency specific codes are used when using Clear Text

Coastal Waters	U. S. waters which are navigable by deep-draft vessels, including the contiguous zone and parts of the high seas to which this plan is applicable, and other waters subject to tidal influence. Used for classifying the size of discharges.
Coastal Zone	Mean all United States waters subject to the tide, United States waters of the Great Lakes, specified ports and harbors on inland rivers, waters of the contiguous zone, other waters of the high seas subject to the NCP, and the land surface or land substrata, ground waters, and ambient air proximal to those waters. The term coastal zone delineates an area of federal responsibility for response action. Precise boundaries are determined by EPA/Coast Guard agreements and identified in federal regional contingency plans.
Command	The act of directing, ordering and/or controlling resources by virtue of explicit legal, agency, or delegated authority. May also refer to the Incident Commander/Unified Command
Command Post	See Incident Command Post
Command Staff	The Command Staff consists of the Information Officer, Safety Officer, and Liaison Officer, who report directly to the Incident Commander. They may have an assistant or assistants, as needed.
Communications Unit	A vehicle (trailer or mobile van) used to provide the major part of an incident Communication Center
Confinement	Control methods used to keep the material in its container. Examples: plugging and patching.
Contaminant/ Contamination	An unwanted and non-beneficial substance.
Contiguous Zone	The zone established by the United States under Article 24 of the Convention of the Territorial Sea and Contiguous Zone. It is the zone contiguous to the territorial sea which extends nine miles seaward from the territorial sea.
Control	Chemical or physical methods used to prevent or reduce the hazards associated with a material. Example: Neutralizing an acid spill.
Cooperating Agency	An agency supplying assistance other than direct tactical or support functions or resources to the incident control effort (e.g., Red Cross, telephone company, etc)
Cost Unit	Functional unit within the Finance Section responsible for tracking costs, analyzing cost data, making cost estimates, and recommending cost-saving measures
County Fire Board	A centralized coordination center whereby fire units are dispatched to respond to fire emergencies. These boards also coordinate summons for additional resources.
Decontamination	The process of physically removing contaminants from individuals and equipment or changing their chemical nature to innocuous substances.
Degradation	Decomposition of a material by stages.

Demobilization Unit	Functional unit within the Planning Section responsible for assuring orderly, safe and efficient demobilization of incident resources
Deputy	A fully qualified individual who, in the absence of a superior, could be delegated the authority to manage a functional operation or perform a specific task. In some cases, a Deputy could act as relief for a superior and therefore must be fully qualified in the position. Deputies can be assigned to the Incident Commander, General Staff, and Branch Directors.
Direct Reading Instruments	A portable device that rapidly measures and displays the concentration of a contaminant in the environment.
Director	The ICS title for individuals responsible for supervision of a Branch.
Discharge	Any emission (other than natural seepage), intentional or unintentional, and includes, but is not limited to spilling, leaking, pumping, pouring, emitting, emptying, or dumping.
Dispatch	The implementation of a command decision to move resources from one place to another
Dispatch Center	A facility from which resources are directly assigned to an incident.
Dispersants	Chemical agents that emulsify, disperse, or solubize oil into the water column or promote the surface spreading of oil slicks to facilitate dispersal of the oil into the water column.
Division	That organization level having responsibility for operation within a defined geographic area or with functional responsibility. The Division level is organizationally between the Task Force/Team and the Branch. (See also "Group")
Documentation Unit	Functional unit within the Planning Section responsible for collecting, recording and safeguarding all documents relevant to the incident.
Emergency Medical Technician (EMT)	A health-care specialist with particular skills and knowledge in pre-hospital emergency medicine.
Emergency Operations Center (EOC)	A pre-designated facility established by an agency or jurisdiction to coordinate the overall agency or jurisdictional response and support to an emergency.
Emergency Removal	Action(s) undertaken, in a time-critical situation, to prevent, minimizes, or mitigates a release that poses an immediate and/or significant threat to human health, welfare, or to the environment.
Environment	The navigable waters, waters of the contiguous zone, and the ocean waters which the natural resources are under the exclusive management of the U. S. under the Magnuson Fishery Conservation and Management Act. Also includes surface water, ground water, drinking water supply, land surface and subsurface strata, or ambient air.
Environmental Assessment	The measurement or prediction of the concentration, transport, dispersion, and final fate of a released hazardous substance in the environment.
Environmental Emergencies	Incidents involving the release (or potential release) of hazardous materials into the environment which require immediate action.

Environmental Hazard	A condition capable of posing an unreasonable risk to air, water, or soil quality, and to plants or wildlife.
EOC	Emergency Operations Center. A state or county run facility with extensive inter-agency communication and coordination capabilities. In Charleston County this facility is sponsored by Charleston County Emergency Preparedness Division (EPD). The EOC may be activated during significant emergencies such as a level 4 or 5 marine fire.
EPD	Emergency Preparedness Division. A state or county organization which develops local plans for dealing with emergencies/disasters of all kinds utilizing the best resources of local groups and agencies. Sponsors and participates in local emergency drills. Activates EOC during an actual emergency.
Exclusive Economic Zone	The zone contiguous to the territorial sea of the United States extending to a distance up to 200 nautical miles from the baseline from which the breadth of the territorial sea is measured.
Facilities Unit	
Field Operations Unit	A deployable response group unit read to be dispatched to all points should an emergency or disaster occurs.
First Federal Official	The first federal representative of a participating agency of the National Response Team to arrive at the scene of a release. This official coordinates activities under the NCP and may initiate, in consultation with the OSC, any necessary actions until the arrival of the pre-designated OSC. A state with primary jurisdiction over a site by a cooperative agreement will act instead as the first federal official for any incident at the site.
First Responder	The first personnel to arrive on the scene of a hazardous materials incident. These are usually officials from local emergency services, firefighters, and police.
Hazard	A circumstance or condition that can do harm. Hazards are categorized into four groups: biological, chemical, radiation, and physical.
Hazard Classes (1-9)	A series of nine descriptive terms that have been established by the UN Committee of Experts to categorize the hazardous nature of chemical, physical, and biological materials. These categories are: 1. Explosives, 2. Non-flammable and flammable gases, 3. Flammable liquids, 4. Flammable solids, 5. Oxidizing materials, 6. Poisons, irritants, and disease causing materials, 7. Radioactive materials, 8. Corrosive materials, and 9. Miscellaneous hazardous materials

Hazardous Material	A substance or material which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and which has been so designated. (DOT)
Hazardous Substance	Means: 1) Any material and its mixtures or solutions that are listed in Appendix A to the Hazardous Materials Table in 49 CFR 172.101, when offered for transportation in one package, or in one transport vehicle if not packaged, and when the quantity of the material therein equals or exceeds the reportable quantity. 2) Any substance designated pursuant to Section 311(b)(2)(A) of the CWA; any element, compound, mixture solution, or substance designated pursuant to Section 102 of CERCLA; any hazardous waste having the characteristics identified under or listed pursuant to Section 3001 of the Solid Waste Disposal Act (but not including any waste of the regulation of which under the Solid Waste Disposal Act has been suspended by Act of Congress); any toxic pollutant listed under Section 307(a) of the CWA; any hazardous air pollutant listed under Section 112 of the Clean Air Act; and any imminently hazardous chemical substance or mixture with respect to which the EPA Administrator has taken action pursuant to Section 7 of the Toxic Substances Control Act. The term does not include petroleum, including crude oil or any fraction thereof which is not otherwise specifically listed or designated as a hazardous substance, and the term does not include natural gas, natural gas liquids, liquefied natural gas, or synthetic gas usable for fuel (of mixtures of natural gas and such synthetic gas).
Hazardous Waste	Any material that is subject to the hazardous waste manifest requirements of the EPA specified in 40 CFR, Part 262 or would be subject to these requirements in the absence of an interim authorization to a State under 40 CFR Part 123, Subpart F.
Inland Water	For the purposes of classifying the size of discharges, means those waters of the United States in the inland zone, waters of the Great Lakes, and specified ports and harbors on inland rivers.
Inland Zone	The environment inland of the coastal zone excluding the Great Lakes and specified ports and harbors on inland rivers. The term inland zone delineates an area of federal responsibility for response action. Precise boundaries are determined by EPA/ USCG agreements and identified in federal regional contingency plans.
Key Technical Advisors (KTA)	A group with special expertise in fire fighting and the marine environment who provide advice to the Responsible Fire Department and may activate to the Forward EOC or Command Post if needed. They provide operational advice under the auspices of the Captain of the Port and provide administrative liaison between MFTF resources and the Responsible Fire Department.

Limited Quantity	With the exception of Poison B materials, the maximum amount of a hazardous material for which there is a specific labeling and packaging exception.
Major Discharge	A discharge of more than 10,000 gallons of oil to the inland waters; or a discharge to the coastal waters of more than 100,000 gallons of oil; or a discharge of a hazardous substance that poses a substantial threat to the public health or welfare, or results in critical public concern (40 CFR 117).
Major Release	Means a release of a hazardous substance which poses a substantial threat to public health and welfare and the environment or is of a significant public concern.
Marine Transportation Related Facility (MTR Facility)	An onshore facility, including piping and any structure used to transfer oil to or from a vessel, subject to regulation under 33 CFR Part 154 and any deepwater port subject to regulation under 33 CFR Part 150.
Maximum Extent Practicable (Facility)	The planning values derived from the planning criteria used to evaluate the response resources described in the response plan to provide the on-water recovery capability and the shoreline protection and clean up capability to conduct response activities for a worst case discharge from a facility in adverse weather.
Maximum Extent Practicable (Vessel)	The planning values derived from the planning criteria used to evaluate the response resources necessary to provide the on-water recovery capability and the shoreline protection and clean up capability to conduct response activities for a worst case discharge from a facility in adverse weather.
Maximum Most Probable Discharge (Facility)	A discharge of the lesser of 1,200 barrels or 10 percent of the volume of a worst case discharge.
Maximum Most Probable Discharge (Vessel)	Means a discharge of up to: - 2,500 barrels of oil for vessels with an oil cargo capacity equal to or greater than 25,000 barrels; or - 10% of the vessels oil cargo capacity for vessels with a capacity of less than 25,000 barrels.
Maximum Most Probable Release	Means a medium or major release of a hazardous substance on a vessel or facility which will require additional time and resources beyond those required to respond to a “most probable release”. Use of outside resources to augment local response equipment and personnel is anticipated.
Medium Discharge	A discharge of 1,000 to 10,000 gallons of oil to the inland waters; or a discharge of oil of 10,000 to 100,000 gallons to the coastal waters; or a discharge of a hazardous substance equal to or greater than a reportable quantity as defined by regulation (40 CFR 117).
Medium Release	Means all releases of a hazardous substance other than a minor or major release.

Minor Discharge	A discharge to the inland waters of less than 1,000 gallons of oil; or a discharge to the coastal waters of less than 10,000 gallons of oil; or a discharge of a hazardous substance in a quantity less than that defined as reportable by regulation (40 CFR 117).
Minor Fire	1. Vessel: A fire that involves only one space (not the machinery space) is not spreading or threatening to spread or threatens the loss of the vessel. 2. Facility: Any fire that does not require more than a first alarm response to control and extinguish.
Minor Release	Means a release of a hazardous substance which poses minimal threat to public health and welfare or the environment.
Mitigation	Actions taken to prevent or reduce the severity of threats to human health and the environment.
Mobile Facility	Means tank trucks, railroad tank cars, or marinas that are capable of transferring hazardous substances in bulk.
Monitoring	The process of sampling and measuring certain environmental parameters on a real-time basis for spatial and time variations. For example, air monitoring may be conducted with direct reading instruments to indicate relative changes in air contaminant concentrations at various times.
Most Probable Release	Means a minor release of a hazardous substance on a vessel or facility which requires minimum local resources to affect a safe and effective response. Initial response resources are sufficient to mitigate a most probable release.
Non-Persistent Or Group I Oil	Petroleum-based oil that, at the time of shipment, consists of hydrocarbon fractions: - At least 50% of which by volume, distill at a temperature of 340 degrees C (645 degrees F); and - At least 95% of which by volume, distill at a temperature of 370 degrees C (700 degrees F).
Non-Petroleum Oil	Oil of any kind that is not petroleum-based. It includes, but is not limited to, animal and vegetable oils.
Permeation	The migration or diffusion (spread, flow through) of a chemical through material.
Persistent Oil	A petroleum-based oil that does not meet the distillation criteria for a non-persistent oil. For the purposes of this Appendix, persistent oils are further classified based on specific gravity as follows: Group II - Specific gravity less than .85. Group III - Specific gravity between .85 and .95. Group IV - Specific gravity between .95 and 1.0. Group V - Specific gravity greater than 1.0.
Pollutant	A substance or mixture which after release into the environment and upon exposure to any organism will or may reasonably be anticipated to cause adverse effects in such organisms or their offspring.

Protection Levels	<ul style="list-style-type: none"> • LEVEL “A” - Provides the highest level of respiratory, skin, and eye protection. • LEVEL “B” - Provides the highest level of respiratory protection, but a lesser degree of skin protection. • LEVEL “C” - Provides protection against selected known types and concentrations of airborne substances with use of the proper air purifying respirators and filter canisters. Skin protection is comparable to Level “B”. • LEVEL “D” - Provides minimal protection and augments the regular work uniform. It is not adequate in areas with respiratory or skin hazards.
Qualified Individual (QI)	An English-speaking representative of the facility or vessel, identified in the plan, located in the United States, available on a 24-hour basis, familiar with implementation of the facility response plan, and trained in his or her responsibilities under the plan. This person must have full written authority to implement the facility’s response plan. This includes: <ul style="list-style-type: none"> • Activating and engaging in contracting with identified oil spill removal organization(s); • Acting as a liaison with the pre-designated Federal On-Scene Coordinator (FOSC); and • Obligating, either directly or through prearranged contracts, funds required to carry out all necessary or directed response activities.
Release	Any spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping, or disposing of hazardous substance (including the abandonment or discarding of barrels, containers, and other closed receptacles containing any hazardous substance or pollutant or contaminant) into the environment.
Reportable Quantity (RQ)	As set forth in the CWA, the minimum amount (pounds or kilograms) of a hazardous substance that may be discharged in a 24 hour period that requires notification of the appropriate government agency.
Response Resources	Means the personnel, equipment, supplies, and other capabilities necessary to perform the response activities identified in a response plan.
Responsible Fire Department	The fire department within whose jurisdiction the fire lies.
Routes Of Exposure	The manner in which a contaminant enters the body through inhalation, ingestion, skin absorption, and injection.
Small Facility	Any water front facility with a capacity of less than 250 barrels (10,500 gals) of petroleum products or reportable quantities of hazardous material.
Stability Forces	<ol style="list-style-type: none"> 1. Negative Forces: The movement or addition of weight or liquids that cause a vessel to list and not return to even, level condition. 2. Positive Forces: The movement or removal of weight or liquids to correct a vessel list or the addition of ballast or counter weights to offset negative forces.

Substantial Threat Of A Discharge (Facility)	Any incident or condition involving a facility that may create a risk of discharge of fuel or cargo oil. Such incidents include, but are not limited to, storage tank or piping failures, above ground or underground leaks, fires, explosions, flooding, spills contained within the facility, or other similar occurrences.
Substantial Threat Of A Discharge (Vessel)	Any incident involving a vessel that may create a significant risk of discharge of fuel or cargo oil. Such incidents include, but are not limited to groundings, strandings, collisions, hull damage, fire, explosion, flooding, on-deck spills, loss of propulsion, or other similar occurrences.
Substantial Threat Of A Release (Facility)	Means any incident or condition involving a facility that may create a risk of a hazardous substance release. Such incidents include, but are not limited to storage tank or piping failures, above ground or underground leaks, fires, explosions, flooding, spills contained within the facility, or other similar occurrences.
Substantial Threat Of A Release (Vessel)	Means any incident involving a vessel that may create a significant risk of a hazardous substance release. Such incidents include, but are not limited to groundings, strandings, collisions, hull damage, fire, explosion, flooding, on-deck spills, loss of propulsion, or other similar occurrences.
Toxicity	The ability of a substance to produce injury once it reaches a susceptible site in or on the body.
Vessel Stability	The inherent ability of a vessel to remain upright in an even and level condition and the negative forces that alter this ability or the positive forces required for a vessel to return to an even and level condition.
Vessels Carrying Oil As A Primary Cargo	All vessels carrying bulk oil cargo that have a valid Certificate of Inspection issued under 46 CFR Subchapter D (except for dedicated response vessels), a valid Certificate of Compliance, or a valid Tank Vessel Examination.
Vessels Carrying Oil As A Secondary Cargo	Vessels carrying oil pursuant to a permit issued under 46 CFR Subchapter D (30.01-5), 46 CFR Subchapter H (70.05-30), or 46 CFR Subchapter I (90.05-35), an International Oil Pollution Prevention (IOPP) or Noxious Liquid Substance (NLS) certificate required by 33 CFR 151.33 or 151.35, a dedicated response vessel operating outside a response area, or any un-inspected vessel that carries bulk oil cargo.
Waterfront Facility	All piers, wharves, docks and similar structures to which vessels may be secured. This includes buildings on or contiguous to such structures and the equipment and materials on such structures.

Worst Case Discharge (Facilities)	<p>1. For facilities with above ground storage, not less than: Loss of the entire capacity of all tank(s) at the facility not having secondary containment; plus Loss of the entire capacity of any single tank within a second containment system or the combined capacity of the largest group of tanks within the same secondary containment system, whichever is greater. 2. For facilities with below ground storage supplying oil to or receiving oil from the marine transportation related (MTR) portion: The cumulative volume of all piping carrying oil between the marine transfer manifold and the non-transportation-related portion of the facility. The discharge of each pipe is calculated as the maximum time to discover the release from the pipe in hours, plus the maximum time to shut down flow from the pipe in hours (based on historic discharge data or the best estimate in the absence of historic discharge data for the facility) multiplied by the maximum flow rate expressed in barrels per hour (based on the maximum daily capacity of the pipe) plus the total line drainage volume expressed in barrels for the pipes between the marine manifold and the non-transportation related portion of the facility.</p>
Worst Case Discharge (Vessel)	A discharge in adverse weather conditions of a vessel's entire oil cargo.
Worst Case Release	Means a medium or major release of a hazardous substance on a vessel or facility which requires a long-term response. A worst case release has the potential to exhaust local response/cleanup resources. Outside equipment and personnel may be required to augment local response efforts.

Annexes

Port of Charleston Marine Firefighting Plan

Port of Charleston Salvage Response Plan

Port of Charleston Marine Firefighting Plan

Charleston Captain of the Port Zone



Promulgated on Mar 29, 2011

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8100 Policy and Responsibility

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 afford with its available resources. This authority is exercised so as not to preempt other jurisdiction or agency fire fighting responsibilities.

This plan is written in accordance with the Coast Guard Marine Safety Manual, (COMDTINST M16000.11) which requires Captains of the Port (COTP) to develop current and effective contingency plans, supported by the port community, providing adequate response by the available federal, state, municipal and commercial resources to fires and other port emergencies.

The Federal Fire Prevention and Control Act of 1974 (PL93-498) declared that fire fighting is and should remain a state and local function. Generally, boundaries extend 3 NM from shore along the ocean. State and local fire fighting jurisdiction extend to these boundaries.

The Oil Pollution Act of 1990 (OPA 90) mandated 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 resources must identify and insure the availability of adequate resources within twenty-four (24) hours. 33 CFR Part 155 requires that vessel owners and operators must identify commercial resources capable of deploying to the port within twenty-four (24) hours.

The U.S. Coast Guard has a clear interest in fires involving vessels and waterfront facilities. Although the Coast Guard is routinely called upon to provide assistance at these fires, it is the responsibility of local authorities to provide and maintain the necessary fire fighting capabilities within U.S. ports and harbors. Additionally, vessel and facility owners or operators are ultimately responsible for the safety of the vessel or facility under their control, which includes providing adequate fire fighting protection. Federal policy dictates that Coast Guard personnel shall not directly engage in fire fighting activities on other than Coast Guard units except when necessary to save a life, or when possible to avert a significant threat, with minimal risk to Coast Guard personnel.

The U.S. Navy and other military units provide in-house fire fighting resources to protect U.S. property within their own facilities. They may enter into reciprocal or interagency agreements with local fire fighting agencies to provide mutual aid; however, this does not relieve local authorities of the responsibility to provide and maintain the primary fire fighting capabilities of the port.

The U.S. Army Corps of Engineers (USACE) is charged with maintaining project depths and dimensions for area navigational channels, which includes keeping channels clear for vessel transit. Should a vessel or facility fire lead to blockage of a navigational channel, the USACE will take appropriate actions to clear the channel. Also, if a vessel fire necessitates the movement or removal of the vessel from the facility, the USACE would contribute to the decision making process on where to move the vessel.

8110 Purpose and Objective

The adequate protection of the ports of South Carolina from fire, explosion or other similar incidents is essential to the continued well being of our community. To assure such protection, adequate marine disaster response capability should be available and utilized under well-conceived disaster contingency plans. The U.S. Coast Guard Captain of the Port Charleston (COTP) has developed this Marine Firefighting plan in consultation with our local fire and emergency response agencies and organizations to encourage coordinated planning and exercising.

8120 Scope

This plan recognizes the responsibility of the Coast Guard for assuring the safety and security of maritime operations and is the lead federal agency for marine environmental response. It also recognizes the fire department within whose jurisdiction the fire lies is the Responsible Fire Department and is in charge of all firefighting efforts. All response operations rely heavily on locally derived mutual aid agreements between agencies and fire departments. These agreements cross municipal, county and state lines. Mutual aid assures the best use of available equipment, materials and personnel, including commercial resources on a contract basis or government resources on a consumable reimbursement basis. The Charleston County Marine Incident Response Team (MIRT) is an excellent example of these mutual agreements.

Recognition of a Coordinated Effort

This plan strives to achieve a coordinated effort amongst federal, state, and local agencies responsible for handling marine fire emergencies. Combating a major marine disaster may require expertise and specialized knowledge of vessel construction and equipment, stability, shipboard fire fighting techniques, damage control, and hazardous material chemistry. In some cases, the services of a foreign language translator may be required. Specialized equipment may be required, such as boats suitable as fire fighting platforms or for transportation of personnel and equipment, or international shore connections and other fittings compatible with metric or military equipment. Burning vessels may have to be moved across municipal boundaries either to protect port assets or to place the vessel in a better position for combating the fire. In all of these cases, the coordinated effort and cooperation of the Coast Guard and other federal and state government agencies, fire departments and the vessel's master and crew or facility personnel will be necessary.

Roles and Responsibility

The Coast Guard Captain of the Port (COTP) is responsible for the safety of waterfront facilities, vessels, cargo, and associated personnel. The COTP is also responsible for protecting the navigable waters of the U. S. from discharges of oil and hazardous substances.

The COTP will act as liaison between response organizations and maritime interests. The COTP shall not assume control of fire fighting efforts when the appropriate, qualified fire officers are present and available to take control. In any marine fire fighting response, the COTP can restrict port access, control maritime vessel traffic, and conduct emergent SAR activities in the affected area. When notified, the Coast Guard will notify all concerned parties and coordinate with local emergency services to evaluate the possible threats to public health and the marine environment.



The COTP has the authority to take appropriate action to respond to threatened or actual pollution incidents. All fires create a secondary risk of marine pollution, so the COTP will coordinate and direct all public and private efforts necessary to remove or eliminate the threat.

In this case, the COTP will act as the FOSC and initiate all response operations under the Incident Command System and Area Contingency Plan.

Coast Guard Sector Charleston retains copies of Facility Contingency Plans for all of the major facilities located within the Ports of Charleston and Georgetown, SC. These plans are maintained and updated by the facilities involved and are responsible for their accuracy. Additionally, the Coast Guard administers programs designed to prevent and minimize marine disasters in U. S. ports. Two separate but complementary programs address marine fire prevention and protection; The Maritime Vessel Inspection Program, and the Marine Transportation Related (MTR) Facility Inspection Program. Together, these two programs cover the safety of ships, the reduction of the hazards from cargoes carried, and the reduction of fire hazards on waterfront facilities.

Federal Assets

1) Coast Guard (USCG)

Captain of the Port (COTP): (843) 740-7072 The Coast Guard will respond to calls for assistance from local firefighting authorities. The COTP recognizes that firefighting expertise lies with local fire departments, while also being cognizant that a marine fire is often a part of the total picture of port safety and environmental protection.

National Strike Force Coordination Center: (252) 267-3458 maintains a 24-hour watch and can assist the COTP with equipment, personnel, and technical advice. The NSF can also provide dewatering equipment to help maintain vessel stability by pumping excess firewater out of the vessel. Access to the NSF is obtained via the COTP.

Coast Guard Marine Safety Center (MSC): (202) 475-3400 The MSC is staffed by naval architects trained to evaluate stability calculations for all types of vessels and compare them to regulatory requirements. As part of those duties, the MSC maintains a Salvage Team on 24-hour call with the capability to perform technical evaluations of a vessel's hull strength, stability, towing requirements, and volume of liquid cargo spilled for vessels involved in casualties. As marine firefighting emergencies sometimes involve vessel collisions or groundings, the COTP has this valuable resource available to assist local officials to determine best courses of action.

The U.S. Army Corps of Engineers (USACE)

Charleston Office: (843) 725-8908 The USACE is involved if there is a blockage, or potential blockage, of any navigational channel. The Corps will take action to clear the channel and will pursue clearance and/or reimbursement for federally funded work from the ship owner. The USACE must be consulted if plans are made to position a distressed vessel within the harbor. The USACE and COTP will consult in the placement of the vessel so as not to create a hazard to navigation.

Federal Emergency Management Agency (FEMA)

FEMA: (800) 621-3362 administers the program whereby federal agencies receive reimbursement for disaster/emergency response in behalf of the civil sector. Generally, federal assets will not be deployed if the required assets are available via city, county, or state resources or if they are available in the civil sector. By law, federal assets cannot compete with commercial enterprise. If FEMA determines that the federal assets should be used, then FEMA issues a Mission Number which provides for reimbursement to the federal agency with the needed assets. In the case of a presidentially declared emergency or disaster, federal assets and funds are made available and managed through FEMA.

U.S. Navy

The Navy Emergency Preparedness Office for the S.E. Region of the United States reports to Commander, Naval Base Jacksonville, Florida. This region matches FEMA Region 4, with 8 states which include; NC, SC, FL, GA, AL, MS, TN and KY. U.S. Navy policy is to respond with available resources to any civil request where life is in imminent danger and where severe property damage can only be prevented by immediate response. The Navy will not respond to the extent of causing damage to their assets or when response will cause a failure of Navy missions.

The Navy Supervisor of Salvage: (202) 781-3889 a division of Naval Sea Systems Command in Crystal City, Virginia, has access to major salvage resources including salvage ships, divers, and submersibles. They also maintain a staff of naval architects trained in ship stability and hull strength calculations and have considerable expertise in towing and refloating all types of vessels.

State Of South Carolina

The S.C. Emergency Operations Plan outlines the state firefighting capability for the protection of state assets. Reciprocal agreements with local firefighting agencies for mutual aid are encouraged. However, South Carolina also recognizes firefighting as a local responsibility.

South Carolina Emergency Preparedness Division (SC EPD) (803) 734-8020

South Carolina maintains the SC EPD in the Office of the Adjutant General. The state EPD coordinates planning and emergency response at the state level. Functions of the State government in emergencies are:

Warn of impending danger and evacuate citizens if necessary;

Support local government disaster operations with timely, effective employment of state resources to save lives and protect property;

Provide, or support, public information operations to keep affected residents informed about the situation and how they can protect themselves through the disaster period;

Coordinate and direct restoration and recovery when local government lacks the capability for such operations or requests state direction and control; and

Assess needs and obtain support from adjacent states and the Federal Government as necessary and appropriate.

State government assets are available when local governments lack the required capability. In all but the most extreme cases, the Governor of South Carolina will not declare a state-of-emergency until after receiving a recommendation or request from the local county EPD. The EPD will dispatch a Damage Assessment Team to an affected site and assess the damage in relation to their database of local response assets, and in consultation with local response authorities. When the damage assessment reveals that extraordinary measures are needed from state government to support local efforts, the county EPD will request a declaration of a state of emergency from the Governor, who may then activate the SC Emergency Operations Plan. The Governor may request that the President of the United States declare an

emergency when the Governor believes that the emergency is of such magnitude that it is beyond the capabilities of the combined state and local governments. A Presidential State-of-Emergency activates federal response to the emergency.

The COTP and the state EPD share the responsibility for contingency planning for disasters. Both agencies are cognizant of resources and capable organizations which may not be within the normal experience of fire departments, but which may be crucial to the successful response to a marine fire. It is essential that both COTP and the state EPD be notified immediately of any marine fire

County Emergency Management Agencies

Charleston County Emergency Operations Center (EOC): (843) 202-7400 Provide for the rendering of mutual aid among other counties, and with the State and Federal governments with respect to the carrying out of emergency management functions.

Charleston County EOC shall assume responsibility for ensuring all emergency management functions of the County are coordinated to the maximum extent possible with the comparable functions of the State and Federal governments, including their various departments and agencies, of other counties, states, and localities, and of private agencies.

Local Fire Departments

The fire department within whose jurisdiction the fire lies is the Responsible Fire Department and is in charge of all firefighting efforts. The fire department should establish a Command Post, staging area, and designate an Incident Commander. All assisting resources will report to the Incident Commander or to the responsible fire department. It is important that the local fire department takes full and immediate control of the situation and makes the appropriate initial declarations to call for backup and assistance as necessary. A major fire on a passenger or freight vessel requires an aggressive offensive plan to prevent loss of the vessel, while a tank ship or tank barge laden with oil products may require a more defensive plan until sufficient equipment and supplies can be brought to the scene to adequately combat the fire.

Contact information for area Fire departments are listed in the “Fire Resources” in Section 6 of the plan.

Chief of the Responding Fire Department

Has primary responsible for fighting the fire, directs local fire fighters both on shore and all fire fighters boarding any vessel, (such as the assisting **MIRT**), formulates tactics on how best to extinguish the fire and coordinates all activities closely with the vessel's master and/or terminal manager, and technical advisors.

Maritime Incident Response Team (MIRT)

The MIRT shall maintain continuous liaison with members of the port and firefighting community who will provide expert information, tactics, and forward planning when necessary in a major marine disaster. This group includes all qualified fire fighters and experts in shipboard systems and port operations, with skills in public safety and regional communications.

The MIRT shall be called upon, from time to time, to support the planning process and to participate in annual exercises. At the time of a marine fire disaster, this group would assume an advisory role to the Responsible Fire Department and may be activated to the EOC or Command Post.

CHARLESTON COUNTY EMD IS THE POC TO ACTIVATING THE MARINE INCIDENT RESPONSE TEAM (MIRT)

The fire departments of; Charleston, North Charleston and Mount Pleasant support the MIRT on a three month rotational basis and listed below.

CONTACTS :

January 1st thru April 30th

Division 1: City of Charleston Fire Department

Division Leader: Captain Forrest Cockcroft

Primary Number: 843-514-8272

Secondary Number: 843-296-0434

May 1st thru August 31st

Division 2: North Charleston Fire Department

Division Leader: Battalion Chief Tommy Alix

Primary Number: 843-725-9607

Secondary Number: 843-708-1135

September 1st thru December 31st

Division 3: Mount Pleasant Fire Department

Division Leader: Captain Ken Lamonte

Primary Number: 843-200-5497

Secondary Contact: Chief Robert Wagenbrenner

Primary Number: 843-534-6559

Mount Pleasant Fire Department Dispatch: 843-884-4176

The purposes of the MIRT are:

- To provide fully trained maritime firefighting personnel
- To maintain a dialogue and sense of community among parties with an interest in marine firefighting in the port of Charleston;
- To provide additional resources and maritime expertise to the Incident Commander as necessary;
- To ensure that all parties responding to a marine fire are operating under the same set of guidelines;

Chiefs of Assisting Fire Departments:

Will provide support to Responding Fire Department IAW standing MOUs/MOAs.

Maritime Industry Responsibilities

Vessel Master

The vessel master is ultimately responsible for safety of the ship and of its crew. International maritime laws require ALL crew members to be trained in shipboard fire fighting procedures specific to their ship and are required to conduct continuous training and drills while on board. Their knowledge and experience makes them the most valuable asset when coming onboard to conduct firefighting operations. The ship owner will be held responsible for all firefighting costs. Aboard ship, the master is the direct representative of the owner. For a facility, the manager is the direct representative of the owner.

Facility/Terminal Operators

1) Waterfront Facilities

There are numerous waterfront facilities within the COTP zone of responsibility, and each presents its own fire hazards depending on the commodities handled. Of particular concern are the facilities that handle petroleum products, explosives, or other hazardous materials, as these have the greatest potential for creating disastrous fires.

Marine facility fires will be handled by the assigned local fire department. The COTP will be primarily concerned with establishing a waterside security zone around the facility and keeping vessel traffic clear of the area. The COTP will assign local Coast Guard assets to assist with fighting the fire, should the Incident Commander request Coast Guard Assistance.

Terminal operators may have firefighting resources on site, but in most cases will rely on local fire departments for response. Vessels and waterfront terminals are required to have detailed information of vessel/facility layout and cargo involved.

2) Bulk Liquid Facility Owners

Any time a fire impacts or potentially impacts a bulk liquid facility or a vessel tied thereto, the COTP and IC/Responding Fire Department should obtain the “Facility Operations Manual”, this manual contains all vital information regarding cargo stored on the facility as well as cargo operations conducted at each facility. The owner/operator must be consulted immediately for information regarding potential hazards and mitigation efforts having the highest degree of success. Though not required, some facility owners maintain their own stockpiles of firefighting foam and the equipment to deliver it expeditiously to a fire. Such supplies should be brought to bear as quickly as possible.

General Regulatory Responsibilities for Vessels

Vessel Response Plans

Commercial Vessels must have either a vessel response plan (VRP), if it carries oil as a cargo, or a non-tank vessel response plan (NTVRP) for all other cargos. For vessels carrying oil as a primary cargo must also identify a Salvage Company with experience and resources, and a company with vessel fire fighting capability that will respond to areas where the vessel will operate.

Foreign Flagged Vessels

The International Code for Fire Safety Systems (FSS Code): is the guiding authority for all vessels required to maintain fire safety systems by Chapter II-2 of the International Convention for Safety of Life at Sea, 1974. The following areas are discussed in the FSS Code:

1. International Shore Connections
2. Personnel Protection
3. Fire Extinguishers
4. Fixed Gas Fire-Extinguishing Systems
5. Fixed Foam Fire-Extinguishing Systems
6. Fixed Pressure Water-Spraying and Water-Mist Fire-Extinguishing Systems
7. Automatic Sprinkler, Fire Detection and Fire Alarm Systems
8. Fixed Fire Detection and Fire Alarm Systems
9. Sample Extraction Smoke Detection Systems
10. Low-Location Lighting Systems
11. Fixed Emergency Fire Pumps
12. Arrangement of Means of Escape
13. Fixed Deck Foam Systems
14. Inert Gas Systems

c. Important Maritime Professionals:

Charleston Pilots Association

The pilots are a wealth of maritime knowledge and experience; South Carolina laws require that a pilot be on-board for all large vessel movements throughout the port. The Pilots Association should be contacted to determine the best method of ship handling and navigation.

Phone: (843) 577-6695

Tug Companies

Tug companies should be contacted in the planning phase to evaluate their capability and willingness to provide towing services to burning ships and to determine the level of on board firefighting capability. Tugs are also used to move barges or moored vessels in the vicinity of a burning ship or facility. If so equipped, tugs can be used for firefighting or to prevent the spread of fire by cooling vessels or structures in close proximity to a fire.

McAllister Towing of Charleston: Phone: 843) 577-6449

Moran Towing of Charleston Phone: (843) 529-3000

Marine Chemists

Marine chemists are paid consultants for monitoring efforts during a shipboard fire. They have the equipment and expertise to obtain temperature readings, check for the presence and concentrations of gases and, in some instances, provide needed advice to the firefighting forces concerning the nature of chemically related hazards encountered. The information obtained from marine chemists concerning chemical hazard assessment can be supplemented by contacting CHEMTREC the chemical industry's response and information center at:

CHEMTREC (www.chemtrec.com) Customer Service representatives are available Monday through Friday, 8:30am to 5:00pm Eastern Time Zone, USA & Canada.

Phone: 1-800-262-8200 (within the U.S.) or +1 703-741-5500 (from anywhere in the world). Or email: chemtrec@chemtrec.com.

Shipping Agents

Agents are the local contact for providing necessary provisions and services to visiting ships. In any emergent situation, the agent will act as a direct liaison between response agencies, master of a vessel and the owner/operator of the vessel. The agent should be contacted early during the first response to ascertain the crew's language and ability to communicate in English.

Response Coordination

Notifications

Charleston County "Redbook" Standard Operations Guide (SOG) and the Coast Guard Sector Charleston "Marine Casualty" QRC are included as Section 7, "Marine Incident Notifications" of this plan.

The prompt notification of the responsible fire department is the most important step in mobilizing the necessary response from all quarters. Notification for moored vessels and facilities is generally accomplished most effectively through the county or city dispatch system administered by the fire or police department. The major avenue available to the marine community for vessels at sea or anchored to report emergencies is channel 16 VHF-FM (156.8 MHz). This frequency is monitored continuously by Coast Guard Sector Charleston.

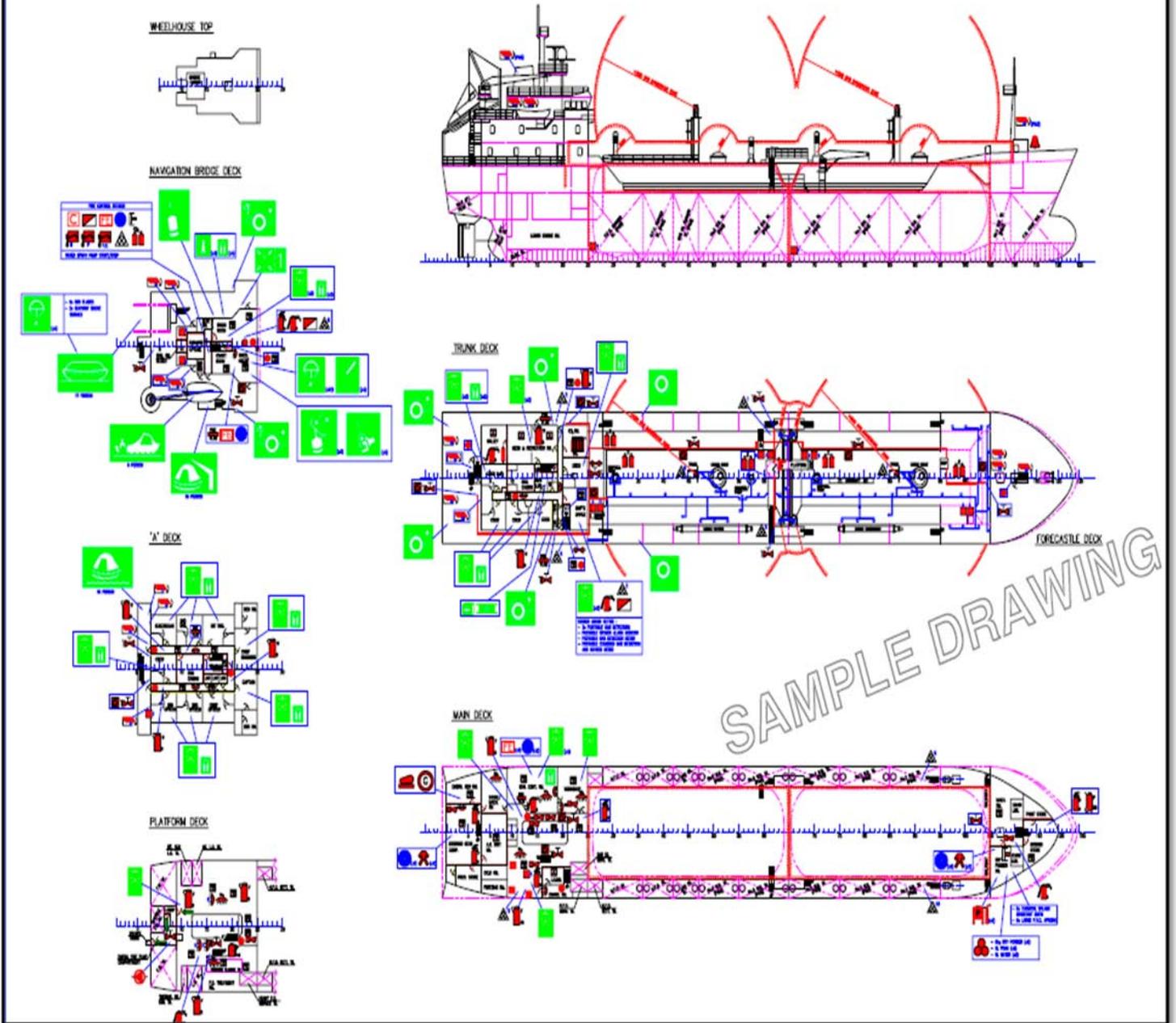
The responsible fire department will consider notification of other emergency and law enforcement agencies and personnel as the level of the disaster indicates in accordance with the South Carolina Standard Operating Procedures. At a minimum, all members of the MIRT should be notified at the earliest opportunity. A major advantage, besides immediate notification to firefighting personnel, is that it alerts local hospitals and EMS services on the network.

Fire Control Plan all commercial cargo vessels store in a prominently marked watertight containers outside the deckhouse on the main deck, where all access the vessel.

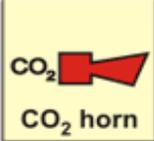
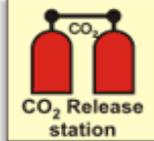
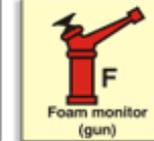
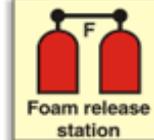
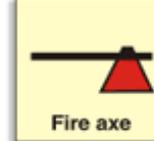
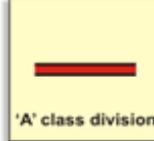
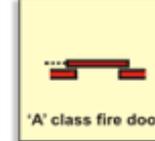
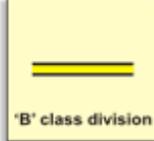
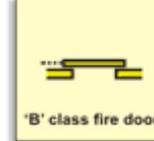
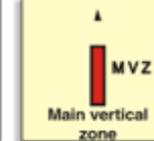
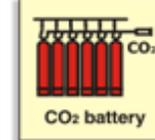
General Arrangement Plans shall be permanently exhibited for the guidance of the ship's officers, showing clearly for each deck the control stations, the various fire sections enclosed by "A" class divisions, the sections enclosed by "B" class divisions together with particulars of the fire detection and fire alarm systems, the sprinkler installation, the fire-extinguishing appliances, means of access to different compartments, decks, etc., and the ventilating system, including particulars of the fan control positions, the position of dampers and identification numbers of the ventilating fans serving each section.

FIRE CONTROL & LIFE-SAVING PLAN

Scale 1:200



International Firefighting Symbols

 5001 FF	 Push-button/switch for fire alarm 5002 FF	 Horn, fire alarm 5003 FF	 Bell, fire alarm 5004 FF	 Manually operated call point 5005 FF	 Space protected by automatic fire alarm 5006 FF	 Space protected by CO ₂ 5007 FF
 CO ₂ horn 5008 FF	 CO ₂ Release station 5009 FF	 HALON 1301 BATTERY 5010 FF	 Space protected by Halon 1301 5011 FF	 Halon horn 5012 FF	 Foam installation 5013 FF	 Foam monitor (gun) 5014 FF
 Foam Nozzle 5015 FF	 Space protected by foam 5016 FF	 Foam valve 5017 FF	 Foam release station 5018 FF	 Emergency Fire Pump 5019 FF	 Remote controlled fire pumps or emergency switches 5020 FF	 Bilge Pump 5021 FF
 Emergency bilge pump 5022 FF	 Water monitor (gun) 5023 FF	 Water fog applicator 5024 FF	 Emergency Telephone Station 5025 FF	 Fire axe 5026 FF	 Drenching installation 5027 FF	 Space protected by drenching system 5028 FF
 Section valves drenching 5029 FF	 Fire station 5030 FF	 'A' class division 5031 FF	 'A' class fire door 5032 FF	 'A' class fire door self closing 5033 FF	 'A' class fire door 5034 FF	 'A' class fire door self closing 5035 FF
 Portable foam applicator 5036 FF	 'B' class division 5037 FF	 'B' class fire door 5038 FF	 'B' class fire door self closing 5039 FF	 'B' class fire door 5040 FF	 'B' class fire door self closing 5041 FF	 Main vertical zone 5042 FF
 Fire alarm panel 5043 FF	 Sprinkler installation 5044 FF	 SPRINKLER 5045 FF	 Sprinkler horn 5046 FF	 Sprinkler section valve 5047 FF	 CO ₂ battery 5048 FF	 Halon release station 5049 FF

International Shore Connections is a standard dimension set of flanges and a coupling to provide a standard US 2 ½” connection to the vessels fire main system.

Shipboard Fire Fighting Systems

For large commercial vessels, determine available fire fighting systems by consulting the Fire Control Plan located on the main deck and on both the port and starboard sides of the superstructure. The Coast Guard representative on-scene can assist with locating the Fire Control Plan.

Fixed Fire Fighting Systems - The fire main system is the primary shipboard tool for vessel fire fighting. The two basic designs are the single main and the looped main. The looped main is more advantageous because damaged portions of the system can be isolated without disrupting service beyond the damaged section. Water pressure is provided by onboard fire pumps. The number of pumps will depend upon the vessel’s tonnage. Generally a vessel will have two pumps, a primary pump dedicated to supplying the fire main and a reserve pump which may also supply the sanitary, ballast, bilge, or general service system.

Water Sprinkler Systems - The primary roles of sprinkler systems are structural protection and maintenance of escape routes, and are either automatic or manual. Automatic systems are typically maintained under pressure and may be heat activated. Hazards associated with water sprinkler systems are the possibility of flooding and the subsequent degradation of ship stability.

Carbon Dioxide and Nitrogen – Used in bulk for fire suppression in machinery spaces and cargo holds. The use of bulk carbon dioxide or nitrogen, which are both inert non-toxic gases capable of suppressing most cargo fires, offers several major advantages over other more widely used agents, including:

1. Minimum hull and cargo damage;
2. Reduce need for fire fighter entry and exposure;
3. Elimination of stability hazard;
4. Rapid temperature reduction within the space; and
5. Application requires much less commitment of fire department personnel and apparatus, compared to other available fire suppression methods.

It is effective for all cargo fires in ship spaces where the gas can be reasonably confined to the hold on fire, except where the cargo includes substances which generate their own oxygen in the combustion process (such as nitrates, nitrocellulose, etc.). When properly applied, it is particularly effective on fires in tightly packed baled fibers, such as cotton, that would otherwise require vast quantities of water for full control. The following guidelines will help to assign responsibilities in advance:

NOTE – If a shipboard fire fighting system has been discharged, determine what spaces were discharged to and whether or not all agent was discharged. Do not

open access ways or ventilation systems to those spaces unless absolutely necessary (life safety, application of additional agent) or otherwise agreed upon by the unified command.

The local supplier of bulk carbon dioxide or nitrogen is Sunox Inc.

Emergency service: 1-866-365-8127

Response time will be from 2 to 6 hours or more.

Concerns Specific to Marine Fire Fighting

Vessel Stability, Water Discipline and Dewatering

Vessel stability during firefighting efforts is a constant and major concern as it is entirely possible to sink or capsize even the largest vessel with fire fighting water. A simple rule, though not always practicable, is "water in, water out".

If at all possible, other means of maintaining stability include moving fire fighting water to the lowest levels possible, using minimal amounts of fire fighting water, and having the vessel ballast down if possible. In any event, a vessel's list, regardless of type, must be monitored for changes. The unified command may determine that offensive firefighting efforts may have to be slowed or even stopped to take corrective actions to preserve the stability of the vessel. In such cases, efforts should include removing fire fighting water from the vessel and returning to an even keel condition before resuming firefighting efforts. **The U.S. Coast Guard's Salvage Engineering Response Team (SERT) (202) 475-3400 should be consulted for technical advice on stability, flooding and dewatering.**

Fire Fighter Fatigue

Due to vessel design and construction, fatigue is a major factor in vessel fires. Though the numbers and types of equipment on scene may be sufficient to combat the fire, personal fatigue will require crew rest periods or relief. A large facility fire may last several days and the Incident Commander must consider fatigue.

Air Supply

Due to the construction and design of ships, self-contained breathing apparatus (SCBA) air usage will be higher than normal. The Incident Commander should consider having additional SCBA bottles brought to the scene and providing a means to refill bottles near the scene.

Vessel Access

Moored vessels generally have only one narrow step type gangway for access and egress, which might be blocked by fire. The Incident Commander should establish

a second means (i.e. Aerial Ladder) and designate one for access and one for egress, or two Aerials if the gangway is unusable. Anchored vessels present special problems and will require arrangements for safe fire fighter access and egress on the first response.

Response Organization

Command Post

A Command Post will be established near the scene of the fire. The Incident Commander will operate from the Command Post and insures positive control of the firefighting efforts. If additional resources are called, the Incident Commander should establish a Staging Area where those resources are cued and then dispatched to specific missions. The COTP will integrate resources into the existing structure.

Incident Command (IC)

By definition, is the individual responsible for all incident activities, including the development of strategies and tactics. The IC has overall authority and responsibility for conducting incident operations and is responsible for the management of all incident operations at the incident site.

In a marine fire, the Incident Commander is the responding fire chief in whose jurisdiction the fire occurs. Assisting MIRT members will report to and follow the direction of the Incident Commander. Assisting agencies are encouraged to do likewise and adapt their organizations to the existing on-scene organization to minimize confusion and ensure the integrity of the chain of command.

Unified Command (UC)

In A Marine Fire fighting Incident, it is very likely that a Unified Command (UC) will be organized. To be a member of the UC members must have authority and jurisdiction. UC members may also include agencies, organizations or private industries bringing large amounts of tactical and support resources to the table.

UC is responsible for overall management of the incident. UC directs incident activities, including development and implementation of overall objectives and strategies, and approves ordering and releasing of resources. UC is not a “decision by committee”. The “Principals” are there to command the response to an incident. Time is of the essence. 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 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.

The need for UC is brought about when an incident impacts the jurisdictional or functional responsibility of more than one agency. As a component of ICS, the UC is a structure that brings together the “Incident Commanders” of all major organizations that have jurisdictional responsibility for the incident to coordinate an effective response while carrying out their own agencies jurisdictional responsibilities.

UC links the responding organizations to the incident and provides a forum for these agencies to make consensus decisions. Under UC, the various jurisdictions and/or agencies and non-government responders may blend together throughout the organization to create an integrated response team.

The need for UC arises when incidents:

- Cross geographic boundaries (e.g., two state, count or municipal boundaries);
- Involve various governmental levels (e.g., federal, state, local,);
- Impact functional responsibilities (e.g., Search and Rescue, fire, oil spill, EMS);
- or
- Some combination of the above.

A typical Unified Command for a Marine Fire Incident would consist of;

- 1) Responsible Fire Chief,
- 2) Coast Guard Sector Command Representative
- 3) State agencies, organizations or private industries bringing large amounts of tactical and support resources
- 4) Vessel Master or owner/operator
- 5) Waterfront Facility Operator

This does not diminish or usurp the authority and responsibility of the responding Incident Commander for the firefighting aspect of the response. It merely recognizes the potentially broader port safety issues involved in these disasters.

Response Procedures

The fire department within whose jurisdiction the fire lies will assume responsibility for the firefighting effort, designate the Incident Commander, and establish a Command Post, Staging Area, and Traffic Plan, as required.

Technical advisors shall be assembled at the Command Post. Senior representatives from assisting departments or agencies shall be consulted to best determine options and methods of a coordinated effort and to develop the best plan for future activities.

The COTP will establish safety/security zones on the waterway and establish Harbor Traffic Control, as necessary. Shore side security and safety control at facilities is the responsibility of the facility manager and local police departments, subject to COTP requirements.

Initial Response priorities:

1. Establish strategic goals and objectives of response.
2. Identify an appropriate safety zone and security perimeter.
3. Coordinate with Charleston County Emergency Operations Center (EOC).
4. Contact responsible persons for information and assistance.
5. Obtain vessel/facility information.
6. Determine required vessel movements.
7. Determine need for firefighting anchorage/pier.
8. Determine need for pollution response.
9. Provide info on vessel arrangement and firefighting systems, review vessel plans if available.
10. Review vessel stability; communicate w/ Navy SUPSALV or CG Marine Safety Center, as necessary.
11. CG Marine Inspectors and response teams will be assigned to the IC as liaison officers to provide technical expertise in shipboard; marine firefighting systems, ship fire fighting capabilities, environmental considerations, and other areas of CG special expertise.

Communications

Marine Communications

The Coast Guard will enforce marine circuit discipline.

Operations

VHF FREQUENCY

1. - 157.04 (channel 81A) Primary for all Coast Guard and commercial vessels involved with firefighting or pollution control, municipal vessels shall be capable of using this frequency.
2. 157.175 (channel 83A) Secondary frequency.

Vessel Traffic Control

VHF FREQUENCY

- | | |
|---------------------|---------------------------------|
| 156.65 (channel 13) | Primary Harbor Traffic control. |
| 157.1 (channel 22A) | Secondary Frequency. |

Shore Communications

The on-scene frequency for shore side communications will be that of the responding fire department. All assisting fire departments will use the Charleston County 800 MHz System will use one of the designated mutual aid channels or all units may use the

responsible departments talk group. The Incident Commander will designate the 800 MHz group used if not already set forth by mutual aid agreement.

All involved Fire Department units will preface their normal radio call sign with the Fire Department they represent to facilitate identification (i.e., North Charleston ladder 1). Assisting Fire Departments will use their own primary frequencies or in accordance with mutual aid agreements.

Fire Departments arriving at the Staging Area or Command Post may be provided with radios by the responding fire department. County EPD may provide portable 800 MHz radios and/or a Communications Command Post through the Communications Department. The Fire Department Command Post will maintain circuit discipline for shore side communications.

Positioning of Vessel on fire:

Vessel Fire at Pier

For pier side vessel fires, within fire department jurisdictional limits, the following coordinated actions will be undertaken:

1. Establish Unified Command with Fire Department having jurisdiction as the lead agency.
2. The Fire Department will be responsible for fighting the fire; the Coast Guard is responsible for port safety, security and environmental protection. The Coast Guard will set safety zones to ensure public safety.
3. The Fire Department IC will request mutual aid assistance, if necessary. Federal assistance should be requested through the COTP.
4. The Coast Guard will provide waterside safety and security.
5. A Sector Coast Guard Marine Inspector will be assigned to the IC as a liaison officer to provide technical expertise in shipboard; marine firefighting systems, shipboard fire fighting capabilities.

Possible Firefighting Piers

When directing vessel movement to affect firefighting response, the Unified Command must consider the best combination of pier structure, access for shore side fire fighters and their equipment, vessel traffic at or near the pier, and distance to be covered.

Generally, the most desirable piers would be of completely concrete construction, have a wide open apron with no warehouses close to the berths, have fixed firefighting capability to include pressurized hydrants, be well away from navigable channels, and have at least two means of access for heavy vehicles.

Veterans Terminal, in North Charleston, located on the Cooper River meets of these requirements.



As some of these factors, particularly distance and traffic are situation dependent, appropriate and alternate piers should be decided upon after consultation between the COTP and the IC, harbor pilots and facility owner/operators.

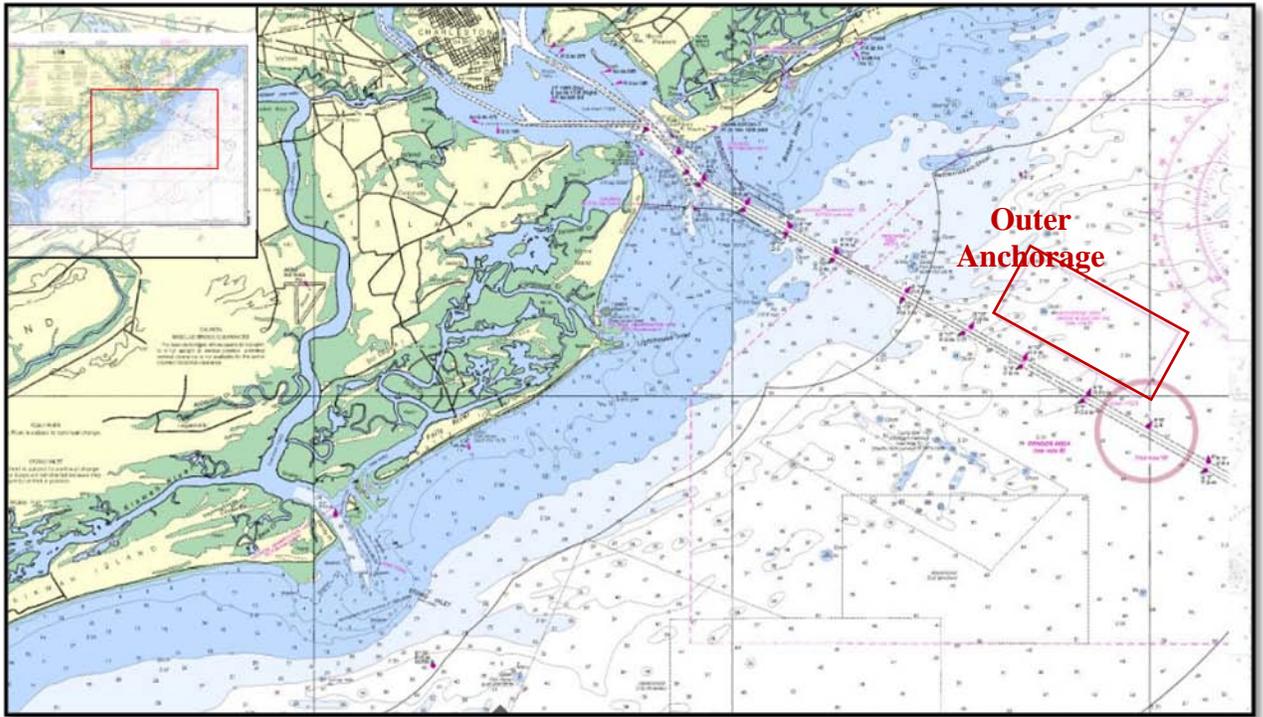
In the event of a fire on a vessel, underway within the port area, efforts will be made to dock the vessel to facilitate firefighting efforts. After consultation among Coast Guard, Fire Department and Port Officials if it is decided docking the vessel is not feasible, the vessel will be directed to a suitable offshore anchorage. While the vessel is underway the IC is the COTP. Once at pier side the IC shifts (with concurrence of the COTP and the local fire department) to the local fire department.

Vessel Fire Offshore

The pre-selected firefighting anchorage for a vessel arriving to the Port of Charleston is in the vicinity of the Outer Anchorage as shown on NOAA chart number 11524.

Subsequent to successful search and rescue operations, the primary concern with offshore vessel fires is the protection of the navigable waters in support of the Marine Transportation System. If the vessel is unable to enter port or is denied entry, efforts will be made to secure firefighting technical support and operational assistance as indicated in the Vessel Response Plans (VRP) and Vessel Salvage Plans, all commercial vessels are required to have onboard. These plans require owner/operators of commercial vessels to contract for and designate professional salvage and/or maritime response companies to respond to any potential event on their behalf.

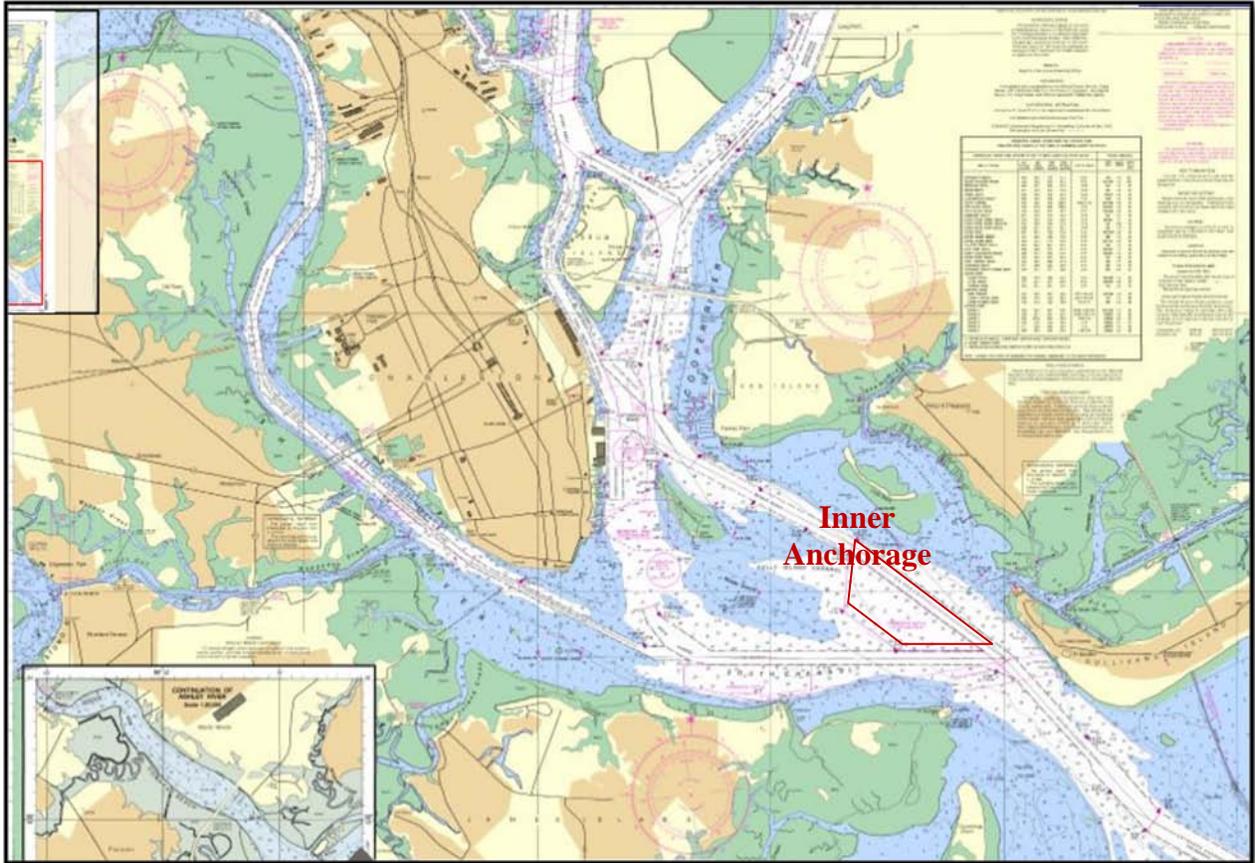
The next consideration would be to consult with the responsible party to determine the need for contracting a commercial firefighting company.



Potential location for Intentional Grounding of a vessel

The Inner Anchorage is an area that could be used in an emergency, such as a vessel fire, to intentionally ground a vessel in an effort to save it. This anchorage is no longer in use and has silted in to a depth of approximately twenty feet, making this area an ideal location for intentional grounding.

Any decision to intentionally ground a vessel must be made by the COTP, in consultation with; the vessel master, the Army Corp of Engineers, Pilots Association and other federal and state agencies.



Permitting Burning Vessel Movement/Entry

The COTP, in consultation with the responding fire department and Incident Commander, ship's owner or Master, technical advisors, and Pilots, may direct the movement of a burning vessel to a location which will minimize the impact to the port, other vessels, waterfront facilities, and inhabited areas, and also provide the best location to stage firefighting efforts. The Coast Guard will manage other marine traffic as necessary during burning ship movements and may establish and enforce safety zones as described below. The COTP should also plan for assuming Incident Commander and activating the UCS should the movement precipitate shifts in fire department jurisdictions.

Before entry into the port area or movement within the port is permitted by the COTP, the vessel should be examined by response personnel designated by the Unified Command in order to determine its condition.

Note: requests for entry into the port by a burning vessel under declaration of "**force majeure**" should be evaluated under the same criteria.

Permission for entry or movement may generally be granted when:

1. The fire is already contained or under control.
2. A greater possibility exists that the fire may be extinguished with equipment available in port.
3. All appropriate parties, including pilots and Port Officials, have been consulted.

Action checklist:

1. The COTP must approve any movement/entry.
2. Identify status of shipboard firefighting equipment.
3. Identify class/nature of cargo.
4. Recognize possibility of explosion.
5. Consider vessel maneuverability (i.e., dead ship, etc.).
6. Identify mooring, anchorage/grounding sites.

Denial of Vessel Entry/Movement

Entry into a port or movement within a port is denied when:

1. The vessel is likely to sink/capsize, becoming obstruction to navigation.
2. Unfavorable weather conditions preclude safe vessel movement or would hamper firefighting efforts (high winds, fog, strong currents, etc.).
3. There is danger of the fire spreading to other port facilities/vessels.

Firefighting Resources

Terminal Location	Cognizant Fire Dept.	
Columbus St. Terminal and Union Pier Terminal	Charleston Fire Dept. 843-724-7386	843-720-1981
North Charleston Terminal	North Charleston Fire Dept. 843-554-5700	
Wando Terminal	Mt. Pleasant Fire Dept. 843-884-0623	

Port Authorities/Managers		
Columbus St. Terminal	843-727-4387	843-727-4114
North Charleston Terminal	843-529-9695	843-529-0341
Wando Terminal	843-881-3412	843-881-9093
Union Pier Terminal	843-723-8651	

City of Charleston

Fire Department	843-720-1981	843-577-7070
Police Department	843-577-7434	843-577-7434

City of North Charleston

Fire Department	843-554-5700	843-745-1015
Police Department	843-554-5700	843-745-1015
EMS	843-745-4000	

Town of Mt. Pleasant

Fire Department	843-884-0623	843-884-0623
Police Department	843-884-4176	843-884-4176

Charleston County

Emergency Preparedness	843-202-7400	843-202-7400
Emergency Medical Services	843-202-6700	843-745-4000
Coroner	843-746-4030	
Sheriff	843-202-1700	
Red Cross	843-764-2323	(24 hours)

Berkeley County

Emergency Preparedness	843-719-4234	
Emergency Medical Services	843-719-4234 Ext 4180	
Coroner	843-719-4234 Ext 4566	
Sheriff	843-719-4334 Ext 4465	
Red Cross	843-764-2223	

Georgetown County

Emergency Services	843-545-3213	
Emergency Medical Services	843-545-3646	
Coroner	843-545-3056	
Sheriff	843-546-5102	
Red Cross	843-546-5422	

State of South Carolina

Emergency Preparedness	803-734-8020	800-811-8045
S.C. DNR	843-953-9307	
DHEC	843-724-5800	843-253-6488
Highway Patrol	843-740-1650	
SLED	803-758-6000	803-737-9061
State Ports Authority	843-723-8651	
S.C. SPA Police	843-577-8665	

S.C. SPA Harbor Master 843-577-8192

Federal

National Weather Service 843-744-3207
FAA 843-747-5285
ICE 800-973-2867
CBP 843-724-4312
FBI 843-722-0135
U.S. Marshal 843-724-4255

Military

USCG Sector Charleston 843-724-7600
USCG Georgetown 803-546-2742
Charleston Air Force Base 843-566-6000
Army Corps of Engineers 843-724-4675
Naval Weapons Station 843-764-7639

Airports

Charleston Int'l Airport 843-767-1100
Charleston Executive Airport 843-559-2401
East Cooper Regional

Hospitals

Roper North 843-744-2110
St. Francis Xavier 843-577-1000
Charleston Memorial 843-577-0600
Medical University 843-792-2300
Roper 843-724-2000
Trident Regional 843-797-7000

Non-Governmental

SCE&G 843-554-7234 843-745-6000
Southern Bell 843-780-2800
CSX Transportation 800-232-0146
Southern Railway 843-566-8051
Sunox Inc. 843-554-6261

Oil Companies

Kinder Morgan 843-296-1272
Amerada Hess 843-554-1581
Amoco 843-884-6151

BP	843-722-3858
SCE&G	843-553-8672
Chem Marine	843-554-5275

Marine Chemists

Mr. David Miller	843-821-4922
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Industrial Hygienists/Toxicologists

Azimuth Inc.	843-553-9456
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Tug Companies

McAllister	843-577-6449 (24 hour)	
Moran	843-577-6556 (24 hour)	843-529-3000
Stevens Towing	843-889-2254	

Pilots Association

Charleston	843-577-6695
Charleston Docking Pilots	843-577-6556

Salvage Companies

Eason Diving & Marine Contr.	843-547-0548
McAllister Towing	843-577-6449 towing only
Moran Towing	843-577-6556 towing only
Charleston Heavy Lift	800-868-6946

Naval Architects

M. Rosenblatt & Son	843-744-1686
Engineering Visions Inc	843-744-9828

Marine Incident Notifications

Charleston County “Redbook” Standard Operating Guide:

MARINE INCIDENT RESPONSE GUIDELINES

I. Response

1. Search and Rescue (SAR): SAR missions include incidents such as; missing or late watercraft, sinking water craft, drowning, diving accidents, flare sightings, missing persons on beaches, waterways and other water related emergencies where a life may be at risk.

- U.S. Coast Guard Sector Charleston 7407050
- Charleston County Consolidated Dispatch Center 2021700
- Jurisdictional Law and Fire Departments (where applicable)
- S.C. DNR 800922-5431

* USCG will notify boats in the vicinity to assist if possible via VHF & 800.

* Sheriff's Office Marine Patrol will coordinate with other law enforcement marine patrol assets. These agencies may have units at or near the incident location and could assist or have information.

2. Oil/Hazardous Materials in Marine Environment:

- U.S.C.G. Sector Chasn- 740-7050
- S.C. DNR- 800-922-5431
- SC DHEC- 253-6488

3. Fish Kills or Beached Wildlife, such as Whales, Dolphins, Turtles:

- NOAA- 843-961-2925 (Mammals Only)
- S.C. DNR- 800-922-5431
- DHEC- 253-6488

4. Fish and Game Violation:

- S.C. DNR- 800-922-5431

5. Boating Accidents:

- U.S.C.G. Sector Chasn- 740-7050
- S.C. DNR- 800-922-5431

Should there be a situation involving any of these circumstances and you are not sure if these agencies should be called, please call them and let them make the decision as to whether or not they need to respond.

II. PURPOSE

To provide for the basic guidelines, in the response to marine incidents involving navigatable waterways to include but not necessarily limited to beach and coast line areas, intracoastal bays & waterways, harbors, rivers, and lakes. Due to the nature of these incidents which tend to escalate, early notification of all appropriate agencies could be an asset to the organization having primary responsibility for the mission.

**COAST GUARD SECTOR CHARLESTON
MARINE CASUALTY (QRC)**

SECTOR Role: Port Safety/Vessel Traffic Safety

COMMENTS: When a vessel is involved in a marine casualty, the initial concern is personal safety. The next priority is vessel stability, followed by pollution mitigation and ensuring the casualty has not resulted in a navigational hazard.

MARINE CASUALTY. A marine casualty or accident includes any intentional/accidental grounding, or any occurrence involving a vessel which results in damage to the vessel's apparel, gear, or cargo or injury or loss of life of any person. Types of marine casualties include collisions, stranding, grounding, heavy weather damage,

fires, explosions, failure of gear and equipment, and other damage that may impair the seaworthiness of a vessel.

REPORTABLE MARINE CASUALTY. Immediately after addressing the resultant safety concerns the owner/operator shall notify the OCMI whenever a vessel is involved in a marine casualty consisting in:

- 1) Loss of life.
- 2) Injury requiring professional medical treatment beyond first aid.
- 3) Unintended Grounding.
- 4) Unintended allision with a bridge.
- 5) An intended grounding or bridge allision that causes a hazard to navigation, the environment, or personnel safety.
- 6) Loss of main propulsion, steering, or reduction in maneuverability of the vessel.
- 7) Unseaworthiness due to fire, flooding, failure of fixed fire fighting, lifesaving equipment, generators, or bilge system.
- 8) Property damage estimated in excess of \$25,000.

SERIOUS MARINE INCIDENT: Any marine casualty or accident that occurs upon the navigable waters of the U.S., or any casualty or accident wherever involving a U.S. vessel which is not a public vessel (owned by the U.S.), and results in any of the following:

- 1) One to five deaths.
- 2) Injury to one person resulting in fractured bones (other than fingers, toes, or nose), loss of limbs, severe hemorrhaging, severe muscle, tendon, or internal organ damage or hospitalization for more than 48 hours.
- 3) Damage to property estimated in excess of \$100,000.
- 4) Actual or constructive total loss of any inspected vessel.
- 5) Actual or constructive total loss of any self propelled uninspected vessel (including fishing vessels) 100 gross tons or more.
- 6) A discharge of 10,000 gallons or more of oil from a vessel in commercial service.
- 7) A discharge or release of a reportable quantity of hazardous substance from a vessel in commercial service into U.S. navigable waters or into the environment of the U.S.

MARINE CASUALTY (continued)

MAJOR MARINE CASUALTY: Any marine casualty or accident that occurs upon the navigable waters of the U.S., or any casualty or accident wherever involving a U.S. vessel which is not a public vessel (owned by the U.S.), and results in any of the following:

- 1) Six or more deaths.
- 2) The loss of a mechanically propelled vessel of 100 or more gross tons.
- 3) Damage to property initially estimated at \$500,000.
- 4) Serious threat to life, property, or the environment by hazardous materials.
- 5) Potential or actual medium/major spills.
- 6) * If the casualty involves a public (including CG) and a non-public vessel and at least one fatality or \$75,000 in property damage.
- 7) The casualty is a major marine casualty if it involves significant safety issues relating to Coast Guard safety functions.

A Major Marine Casualty that meets the critical incident reporting standards should be reported to 1800-DAD-SAFE within 5 minutes of the notification time. See action checklist below.

* Note: Upon receipt of information concerning any casualty involving a public vessel and a non-public vessel notify COMDT (G-MAO) via FLAGPLOT.

INITIAL INFORMATION

Date/Time of Report _____ Received by _____
 Notified by _____ Phone _____
 Marine Casualty Type (see reportable marine casualty list) _____

	VESSEL 1	VESSEL 2
Vessel Name:	_____	_____
Vessel Type:	_____	_____
Call Sign/Flag:	_____	_____
Tonnage/Length:	_____	_____
Cargo/Quantity:	_____	_____
Agent/Phone:	_____	_____
Location:	_____	_____
Lat/Long:	_____	_____
Capable of maneuvering?	Yes/No	Yes/No
Able to anchor?	Yes/No	Yes/No
Injuries?	Yes/No	Number injured _____
Description of Incident	_____	

MARINE CASUALTY (continued)

Is Vessel: Loaded/Light/Ballasted

CARGO TYPE

QUANTITY

Pollution: Yes/No (If yes complete oil spill QRC)

Hazard to navigation: Yes/No (If yes complete hazard to navigation QRC)

DAMAGE INFORMATION

Description of Damage _____

Is Vessel capable of maneuvering? Yes/No Able to Anchor? Capable/Incapable
Resources on scene _____ Tug en route/on scene? Yes/No
Weather on scene _____

ACTION LIST

CDO shall:

- _____ If a Major Marine Casualty that meets the standards for critical incident reporting, SDO should IMMEDIATELY call 1800-DAD-SAFE in accordance with COMDTINST 3100.8A. Standards include a significant accident involving critical infrastructure or key assets, port complexes that significantly disrupts operation of the maritime transportation system or movement of significant vessels.
- _____ If a Recreational Vessel Casualty immediately notify SC DNR. They are the cognizant investigative authority unless they feel it is beyond the scope of their investigative ability or if the incident occurs beyond the 3 mile state boundary.
- _____ For a reportable marine casualty notify the SIO (also WWM / Facility Duty Personnel if Regulated facility is involved)
- _____ Notify Duty Inspector/Investigator or Commercial Fishing Vessel Examiner (843-296-5526), if a fishing vessel is involved.
- _____ Notify Inspections Division Chief.
- _____ Ensure the Duty I.O. gathers the minimum damage information stated above.
- _____ If a Serious Marine Incident or Major Marine Casualty immediately direct the marine employer to ensure that drug and alcohol testing is conducted on all involved parties. If there is any concern that the marine employer will not or can not comply, seek assistance from Sector Charleston or local law enforcement to have the drug and alcohol testing conducted. NOTE: Our goal is to have this testing accomplished no later than two hours after the Serious Marine Incident occurs.
- _____ Contact Sector Command Center. Request Broadcast Notice to Mariners as necessary.

MARINE CASUALTY (continued)

_____ SIO will advise CO of incident, actions and recommendations.

_____ Brief D7 (cc)(m) (if necessary).

_____ Notify as necessary Pilots, ACOE, and SPA.

_____ Open and complete a MISLE Notification; email to the respective involved Sector Division Chief(s); (i.e. Investigations, Inspections, WWM, etc)

DRUG AND ALCOHOL TESTING FACILITIES

Testing facility for Charleston area:

Coastal Occupational Medicine 744-3500 (after hours pager 529-4039)

3605 Meeting Street Suite D.

Charleston, SC

(One block south of Rivers Ave across from Navy Hospital) (24 chem/alcohol testing. Mariners must be brought to the clinic).

Occupational Medical Services:

ASAP Medical (843) 347-5752 (they're mobile for Alcohol testing)

1261 HWY 501 East

Conway, SC

Take HWY 501 off of HWY 17 N & go East.

Myrtle Beach Medicine (843) 626-4400

1410 S. Kings Highway

N. Myrtle Beach

(1 3/4 miles N. of airport on HWY 17 Business)

ADDITIONAL REFERENCES

- (a) [46 CFR Part 4](#), Marine Casualties and Investigations
- (b) [COMDTINST 16000.10, MSM VOL V](#), Investigations
- (c) [G-MOA Policy Ltr 1-99](#), Post Casualty Chemical Testing Following a S.M.I.

Charleston Area Salvage Response Operations

Charleston Captain of the Port Zone



Promulgated on Feb 17, 2009

Salvage Response Operations

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1. SITUATION

a. General

- (1) Purpose. Post-Transportation Security Incident (TSI) planning and coordination framework for salvage response activities needed to facilitate the recovery of the United States (U.S.) Marine Transportation System (MTS), as described by reference (a), and to support the clearing of the port navigation system in waterways to enable the resumption of maritime commerce in the Charleston Captain of the Port (COTP) Zone in compliance with the requirements of references (b) and (c). These references do not create any new authorities or funding sources, so plans must be developed within the constraints of existing laws and policies.
 - (a) Pursuant to references (b) and (c) identifies and relies on existing authorities, procedures, policies, funding mechanisms, and sources of technical expertise and salvage resources for incident management activities and operations needed to facilitate resumption of maritime commerce following a TSI or threat of a TSI during the short-term recovery phase of incident management. This plan does not create new policy or change existing salvage response policy, nor does it in any way substitute for the laws, regulations, maritime salvage precedents, and funding mechanisms that may apply in a given situation.
 - (b) Procedures outlined here align with and supports reference (e) and Emergency Support Functions (ESFs) 1 (Transportation), 3 (Public Works and Engineering), and 10 (Oil and Hazardous Substances) with regards to salvage response activities.
 - (c) Serves concurrently as a salvage response framework in support of reference (f) and it incorporates reference (g) by reference for such salvage as may be necessary to respond to spills of oil or hazardous materials as a consequence of a TSI.
 - (d) Outlines the establishment of a Unified Command (UC) under the National Incident Management System protocols and the use of a common salvage response coordination framework for all forms of transportation disruptions. This plan may be adapted and used for other transportation disruptions, consistent with the overarching responsibilities of the AMS Plan to deter and mitigate the effects of a TSI.
 - (e) Coordination between the AMS Committee (AMSC) and the Area Committee for response to spills of oil and hazardous materials in the marine environment, and other advisory bodies in providing pre-incident preparedness and post-incident prioritization advice and support to assist in incorporating salvage response activities into the UC's Incident Action Plan.

a. Background

- (1) Marine salvage currently lacks a comprehensive framework for coordinating marine salvage across all hazards and all forms of marine transportation disruptions. Typically, there are many authorities and funding streams that may be applied to resolve incidents involving marine salvage or similar marine services (e.g. for removal of wet debris). The principal pathways for salvage authority and funding are summarized in the subparagraphs below. To achieve the plan's intent of restoring the MTS's ability to support the resumption of commerce, the UC must ensure planning and operations are aligned with the appropriate policy and funding mechanisms. Marine salvage may encompass the formal definition of salvage (i.e. rescuing something of value from peril) as well as wreck, obstruction and debris removal and each related activity may have different authorities, funding sources, and levels of Federal agency involvement.
- (a) Salvage is typically conducted at the local level on a case-by-case basis, and is normally the responsibility of vessel owners or operators, underwriters, or the parties responsible for other obstructions to navigation.
 - (b) Salvage is a required element of Area Contingency Plans (ACPs) for response to oil and hazardous substance spills in the marine environment. Salvage conducted under the auspices of the Oil Pollution Act of 1990 (OPA 90), addresses the threat of pollution and does not necessarily result in removal of the obstruction once the pollution threat has been resolved. Although the salvage-related activities vary between ACPs, a generic Federal-On-Scene-Coordinator's (FOSC) job aid is available from the Coast Guard.
 - (c) When there is a non-pollution event in which a vessel or other obstruction is creating a hazard to navigation within federally defined navigable waters, the U.S. Army Corps of Engineers (USACE) serves as the lead Federal agency for ensuring either removal of the obstruction from or immediately adjacent to the Federal channel by the owner, operator, or lessee, or by effecting removal using hired labor forces or a contractor. In the latter case, the USACE then seeks reimbursement from the identified owner, operator, or lessee for justified and documented removal expenditures. The USCG and the USACE cooperate in the removal of hazards to navigation in accordance with the provisions of reference (h).
 - (d) The National Response Framework (NRF), through the use of Emergency Support Functions (ESFs), provides a pathway for coordinating the Federal Emergency Management Agency's (FEMA) Mission Assignments (MAs) for nationally declared disasters that fall under the provisions of the Stafford Act (reference (i)), such as debris removal following a hurricane making landfall. FEMA MAs involving salvage support are coordinated through ESFs 1, 3 and 10.

1. The scope of authority and funding found in reference (i) does not extend to all potential salvage needs. Funding through reference (i) is only accessible when there has been a Presidential Disaster Declaration.
 2. During 2005, Hurricanes Katrina and Rita demonstrated that preparedness for and coordination of salvage response activities was not fully developed for large-scale incidents. Subsequently, pre-scripted FEMA MAs related to salvage were developed and included in ESFs 1, 3 and 10.
- (e) Unusual incidents have resulted in use of alternative authorities and funding sources such as highway funds, special authorizations, and appropriations by Congress (e.g., U.S. Department of Transportation-provided funding for the Interstate 35 (I-35) Highway Bridge collapse over the Mississippi River). In unusual situations, COTPs/FMSCs should seek program and legal guidance.
- (2) Reference (b) required that AMS Plans include a SRP. However, it did not provide additional authority or funding mechanisms to perform salvage. The requirement for the AMS Plans to address TSIs was not changed.

b. Objectives

- (1) To provide a coordinated salvage response framework to ensure that waterways are cleared and the ability of the MTS to support the resumption of the flow of commerce through U.S. ports is reestablished as efficiently and quickly as possible following a TSI or other maritime transportation disruptions.
- (2) To identify locally available salvage equipment capable of supporting the restoration of operational trade capacity within the MTS.
- (3) Supporting objectives include, but are not limited to:
 - (a) Establish a common notional framework for salvage response that is compatible with salvage coordination for other forms of transportation disruptions.
 - (b) Identify available salvage response authorities, funding, and resources that may be necessary individually, or in combination, to resolve a transportation disruption as a consequence of a TSI.
 - (c) Identify local, regional, and national salvage industry resources.

c. Applicability

- (1) Marine Fire Fighting and Salvage Operation are incorporated into to the Charleston Area Contingency Plan.

- (2) Salvage response planning, coordination and support during the short-term recovery phase of incident management response and emergency operations have been completed or are winding down. The SRP applies to vessels, wrecks, obstructions, and marine debris that are a physical impediment to the port navigation system within the waterway and are thereby preventing, interrupting, or otherwise impeding the flow of maritime commerce.

d. Area of Concern

- (1) Area of Responsibility (AOR). The land, waters, and air space of the Charleston Captain of the Port Zone, as defined in 33 Code of Federal Regulations (CFR) § 3.35-15.

e. Incident/Incident Impact

- (1) Incident. A transportation disruption resulting in a physical obstruction to the port navigation system within the waterway.
- (2) Incident Impact. The following plausible notional impacts are anticipated as a consequence which salvage response becomes necessary.
 - (a) Commercial navigation within a waterway is significantly or totally obstructed, or is threatened by effects or potential effects of other obstructions in navigable waters (e.g. unstable debris field, obstructions causing adverse alterations of water flow or level, etc).
 - (b) MARSEC levels and associated security measures are increased as necessary to counter continuing or secondary threats.
 - (c) Localized intermodal, labor, supply chain, and economic effects will build relative to the severity of the transportation disruption.
 - (d) Secondary intermodal, supply chain and economic effects will vary, but will progressively increase toward levels of regional or national significance, depending on the overall circumstances of the incident.

f. Pre-Incident Conditions

- (1) Preparedness. The following pre-incident preparations and actions will be implemented to support salvage response planning and activities during incident management.
 - (a) Identify coordinating procedures for obtaining salvage subject matter expertise and obtaining information. Coordinate salvage Subject Matter Expert (SME), information, and staffing support needs with existing bodies including Area Committees, Harbor Safety Committees and AMSCs.

- (b) Coordinate mutually supporting relationships with the Area Committee, the AMSC and the South Carolina Maritime Association.
- (c) Establish location of Salvage Response planning functions for incident management. The Salvage Response planning functions may be assigned to a Maritime Transportation System Recovery Unit (MTSRU) established per references (d), (f), (j) and (k) or, if a MTSRU is not implemented, placed within the Planning and Operations Sections of the Unified Command structure as appropriate.
- (d) Develop and populate salvage-specific Essential Elements of Information (EEIs) in order to provide baseline salvage response information needed to initiate salvage planning during incident management. EEIs will, at a minimum, include the salvage capability information required by reference (b). EEIs should identify potential choke points (e.g. bridges, pipeline crossings) and owners and operators with points of contact and call-up numbers. They should also support EEI requirements of reference (j).
- (e) Identify coordination and communications systems and capabilities that are available for salvage response planning, coordination, and operations, including use of the Coast Guard's HOMEPORT portal, conference calls, advisory group meetings, and other methods as appropriate.
- (f) Identify procedural framework for prioritizing salvage, wreck and debris removal in consultation with existing advisory bodies including Area Committees, AMSCs, and Harbor Safety Committees.
- (g) Describe procedures for facilitating salvage response.

2. ROLES AND RESPONSIBILITIES

a. General Roles and Responsibilities

- (1) Roles and responsibilities for salvage response will depend upon the circumstances of the incident.
- (2) Primary Responsibility.
 - (a) Under normal operating conditions, primary responsibility for taking or arranging action to resolve an obstruction or other impediment to navigation is the identified owner, operator, or lessee of a sunken or grounded vessel or wreck; or, the owner, operator or lessee of other obstructions in the waterway such as structures, train cars, and vehicles. Where a discharge of oil, hazardous substance release or threat thereof is involved, primary

responsibility belongs to the Responsible Party as defined by the Oil Pollution Act of 1990.

- (b) The identified owner, operator, or lessee of a sunken or grounded vessel or wreck bears lead responsibility in the event that the USACE and the USCG jointly determine that such vessel or wreck is a hazard to navigation and must be removed expeditiously.

- (3) The following summary identifies general institutional roles and responsibilities. More detailed information about Federal agency roles and responsibilities is provided in Appendix B.

b. Federal

- (1) U.S. Coast Guard (USCG). The USCG works closely with the US Army Corps of Engineers (USACE) to ensure a coordinated approach to maintaining safety and the functionality of the port navigation system in U.S. ports and waterways. The USCG serves as the Federal Government's primary agency for responding to threatened or actual pollution incidents in the coastal zone. The USCG is one of two primary agencies for Emergency Support Function (ESF) #10 (Oil & Hazardous Materials Response), which includes mission-specific salvage response. The Coast Guard, upon the request of FEMA, may provide management and contract administration for certain MAs under the authority and funding of reference (i). The COTP, as FMSC, is responsible for maintaining and implementing this SRP. Immediately upon discovery of an obstructing vessel or object, the USCG has responsibilities for marking, and notification as required by references (l), (m), (n) and (o).
- (2) Department of Defense (DOD)/USACE. The USACE serves as the Federal Government's primary agency for maintaining the navigability of federal channels in domestic ports and waterways. The USACE arranges for and conducts hydrographic surveys, assessments of navigation conditions, and dredging. The USACE also has authority that may be applicable for removing wrecks from federal navigable channels, and more limited authority to address obstructions that pose hazards to navigation as discussed in references (l), (m), and (o). The USACE is one of two primary agencies for ESF #3 (Public Works & Engineering), and may provide engineering management and contract administration, at the request of the FEMA, for salvage-related MAs under authority and funding of reference (i).
- (3) DOD/U.S. Navy Supervisor of Salvage and Diving (SUPSALV). SUPSALV is the Department of Defense's principal source of salvage expertise. SUPSALV, upon request, may provide federal-to-federal support for salvage response. SUPSALV and the USCG cooperate in oil spill clean-up and salvage operations in accordance with the provisions of reference (p). SUPSALV can provide expertise and conduct/support specialized salvage/wreck removal operations. SUPSALV is able to quickly draw upon the extensive resources of the commercial salvage industry through its competitively awarded standing salvage support contracts. In addition, SUPSALV

- maintains an extensive inventory of government owned assets that are pre-positioned for immediate deployment. SUPSALV can also access the Navy's hydrographic survey assets/capabilities and can provide in-office technical support. However, there must be a funding stream identified to allow access to SUPSALV or their capabilities.
- (4) Department of Commerce/National Oceanic and Atmospheric Administration (NOAA). NOAA provides aerial and hydrographic survey support and expertise. NOAA also administers the Abandoned Vessel Program (AVP). The main objective of this program is to investigate problems posed by abandoned and derelict vessels in U.S. waters. The program maintains various information resources.
 - (5) Environmental Protection Agency (EPA). The EPA serves as the Coordinator and as one of two Primary Agencies for ESF #10 (Oil & Hazardous Materials Response).
 - (6) Federal Emergency Management Agency (FEMA). FEMA is the Federal lead for MAs under reference (i) authority and funding. FEMA is one of two primary agencies for ESF #3 (Public Works & Engineering). FEMA also serves as the coordinator and primary agency for ESF #14 (Long-Term Community Recovery & Mitigation).
 - (7) U.S. Department of Transportation (DOT). DOT serves as coordinator and primary agency for ESF #1 (Transportation).
 - (8) National Transportation Safety Board (NTSB). The NTSB has authority and responsibility for investigation of major transportation incidents and may engage in preservation of evidence and safety investigation in conjunction with salvage operations that have not been determined to be as a result of an act of terrorism.
 - (9) Federal Bureau of Investigation (FBI). The FBI has law enforcement investigation responsibility for acts of terrorism and may engage in preservation of evidence and law enforcement investigation in conjunction with salvage operations that are in response to acts of terrorism.

c. State and Local Governments.

- (1) State and local governments have an important and concurrent role to play in helping to determine priorities and in developing a rational coordination of efforts/assets to accomplish rapid marine survey, salvage, wreck/debris removal in waters within, or adjacent to, their jurisdictions. State governments also have a role in the determination of local sponsors and cost share criteria for FEMA MAs for marine debris removal.
- (2) State and local jurisdictions have certain responsibilities for removal of obstructions and debris that are outside of federal defined navigable waters and do not create hazards to navigation.

d. Industry

(1) National Salvage Capabilities

- (a) American Salvage Association. Refer to www.americansalvage.org for details.

(2) Local and Regional Salvage Capabilities

- (a) see appendix H

(3) Vessel and Cargo Owners/Operators and Insurers

- (a) For vessels and cargos, the owners/operators (and also those that underwrite their property) retain the primary responsibility for obtaining salvage assistance when needed. Under references (m) and (n), the owners retain responsibility for marking and removal of their vessel and or cargo even if it has no more value. COTPs must give the owners reasonable opportunity to comply with appropriate legal requirements while protecting the value of their property. For vessels that are required to have Vessel Response Plans (VRPs), COTPs should ensure that owners adhere to their VRPs, especially with respect to using their listed salvors.
- (b) The above notwithstanding, the COTP must balance the ability of the responsible party to take appropriate action in a timely fashion. Delay in salvage or inappropriate initial action may worsen the situation, increasing impact on the transportation system, the environment, and/or overall cost. The COTP should not hesitate, if in doubt, to seek advise from the organizations listed in Appendix B.
- (c) Relationships between the USCG, owners, underwriters and salvors may become very complex. It is recommended that COTPs immediately seek the guidance of the district legal office if questions regarding legal authorities, responsibilities etc arise.

3. ASSUMPTIONS

a. Reconstitution

- (1) Functional capabilities and resources sufficient to support salvage response will be sufficiently restored before salvage response operations commence.

b. Salvage during Environmental Response

- (1) Salvage, when necessary for response to incidents involving the spill of oil and hazardous materials or threat thereof, will be initiated during the response phase under Area Contingency Plans to prevent or mitigate environmental consequences.

c. Initiation of Salvage Response

- (1) Deployment of salvage response resources to assist in reopening waterways to commerce will occur after emergency life saving and other first response operations have been completed and the security situation has been stabilized.

4. LEGAL CONSIDERATIONS

- a. Guidance outlined in this section does not in any way modify existing laws, policies, regulations or agreements regarding salvage, wreck and debris removal. Nothing in this SRP alters the rights of owners, operators, lessees, or Responsible Parties from recovering their property expeditiously. Does not provide authority to contract for or conduct salvage operations nor does it provide a coordination and procedural framework for access to salvage resources, consistent with existing authorities, policy and funding.
- b. Identifies and relies on existing salvage authorities and funding mechanisms of Federal agencies and stakeholders with a salvage nexus for salvage response tactical planning and operations.
- c. A listing of pertinent Memorandums of Agreement (MOA) and Memorandums of Understanding (MOU) are included in this section for reference.
- d. A lists of principal Federal Authorities that pertain to salvage response and guidance for Funding Considerations related to salvage response are included in this section for reference.

5. DEFINITIONS

- e. Definitions used in this plan are included as Appendix A. The definitions are general guides, and are not substitutes for definitions contained in law, regulation, or official Coast Guard policy.

6. MISSION

- a. Coordinate the application of salvage response where necessary during the short-term recovery phase after a TSI or other maritime transportation disruptions to ensure that the port navigation system within the waterways is cleared sufficiently so that the flow of commerce through U. S. ports can be reestablished as efficiently and quickly as possible; support references (d) through (f). Correlate and provide coordinated salvage response with salvage activities conducted in support of reference (g). Assist in planning for and implementing an orderly transition into the long-term recovery phase for salvage response and similar marine services that extend beyond the short-term recovery phase and are needed to restore full functionality of the port navigation system.

7. EXECUTION

a. Concept of Operations

(1) Incident Commander's Intent

- (a) To support short-term MTS recovery by implementing flexible framework to plan for, arrange, and engage marine salvage response capabilities within existing authorities, policy and funding, to clear the port navigation system sufficiently for maritime commerce.
- (b) Initiate salvage response assessments and planning, and coordination with pertinent stakeholders and salvage response providers, as soon as practicable following an incident.
- (c) Determine appropriate pathways for authorities, funding, and resources to conduct salvage response to reopen channels and access routes within waterways and connecting channels that support maritime commerce.
- (d) Identify salvage needs of MTS infrastructure salvage beyond the scope of this SRP and refer for consideration for FEMA MAs or long-term recovery support through ESFs 1, 3 and/or 10, as appropriate.
- (e) Support marine salvage operations through the UC structure.

(2) Concept of Salvage Response Planning and Operations

- (a) The procedures in this SRP cover salvage preparedness planning up to the point at which incident-specific salvage response planning and operations are initiated. The plan also provides coordination links to salvage resources.
- (b) Initial environmental response and MTS recovery actions and identification of prospective salvage response needs will be taken by stakeholders under their existing operations protocols and contingency plans. Salvage issues identified will be referred to the COTP, and through the COTP to the UC, when implemented.
- (c) Upon establishment of a UC, the SRP becomes a supporting plan and informs salvage response planning by the MTSRU and by salvage subject matter experts that are engaged during incident management. Activities of the MTSRU will be guided by the MTS Recovery Plan for the COTP Zone. If there is a large-scale salvage response need, a separate salvage response unit may be established. In the latter case, MTSRU and salvage response planning will be closely coordinated.
- (d) Salvage issues beyond the scope of the SRP will be referred to the appropriate ESF(s) through the UC for consideration.

- (e) Feedback about implementation of salvage response measures and resulting effects on performance and functionality of the port navigation system will be considered in forming MTS recovery and salvage response recommendations.

(3) Deployment

- (a) All salvage response operations will be conducted by individual organizations consistent with their jurisdiction, authorities, capabilities, and funding availability.
- (b) Salvage equipment and resources based within the COTP Zone which are capable of being used to restore the MTS may not be available. Likewise, national and/or regional salvage capabilities identified in this plan may not be available.

(4) Employment

- (a) Self-Preservation. All salvage response forces will act to ensure the survivability and protection of their own assets, personnel and continuity of operations consistent with prevailing conditions.
- (b) Life Saving. Safety of life takes precedence over salvage response. Salvage response operations will be suspended as necessary if life saving operations becomes necessary at or in proximity to the salvage site.
- (c) Reconstitution. See Assumptions.
- (d) Statutory and Regulatory Responsibilities. Certain statutory responsibilities of the USCG, USACE, modal agencies of DOT, NOAA, NTSB, and other agencies will need to be maintained or performed in conjunction with or support of salvage response operations. The MTSRU and salvage team members designated by the UC will assist in identifying which statutory and regulatory responsibilities are applicable to the situation and advise regarding their employment.
- (e) Salvage Response Planning and Operations. The salvage team is responsible for developing a salvage operations plan for assigned salvage work. Salvage considerations should be included as an element of the Incident Action Plan (IAP) prepared for UC.
- (f) Safety. Safety will be the primary consideration in planning salvage response operations. Salvage is often complex and always dangerous. All applicable safety rules and regulations must be observed and hazards must be properly identified. Only personnel who are properly equipped and trained should be allowed to participate in salvage operations. A site safety plan must be developed, and operations conducted in accordance with the plan and under the supervision of a qualified safety officer. The development of a site safety

plan should be coordinated with the UC (if established) as part of the Incident Action Plan.

- (g) Force Protection. Each participating organization is responsible for determining and implementing appropriate force protection measures. Force protection will be coordinated through the UC, when required.
- (h) Security of Salvage Response Resources. Each organization is responsible for security of its own recovery resources (e.g. pre-staged equipment, food, emergency potable water, portable generators, medical supplies). Security needs that exceed capabilities will be brought to the attention of the UC.
- (i) Demobilization. Salvage response resources will be released as soon as practical. For planning purposes, once clearing of the port navigation system enables the resumption of the flow of maritime commerce, salvage response will transition from short-term recovery to long-term recovery under FEMA. The MTSRU will assist the salvage team in preparing for the transition. The MTSRU will identify and document long-term salvage recovery issues to aid in this process. Prior to its demobilization, the MTSRU will prepare, as part of its demobilization report to the Incident Command/Unified Command (IC/UC), a list of unresolved salvage response and marine debris issues. The report will include the salvage response status and a list of stakeholder concerns regarding wrecks, obstructions and marine debris.

b. Tasks.

- (1) During the incident response phase the identification of measures needed to set the stage for salvage response as a supporting activity for facilitating MTS recovery should be initiated. Development of salvage and MTS recovery specific tasks should be done as part of the IAP planning process in accordance with NIMS ICS protocols. Also the Coastal South Carolina Contingency Plan has further details.
- (2) Determine needs, arrange for, and coordinate provision of salvage response using the Charleston ACP for salvage provisions, as appropriate.
 - (a) Assess the scope of the salvage response needed, including aerial surveys to assist in identifying salvage issues and hydrographic survey of critical waterways/channels. Appendix E provides guidance to assess salvage response needs.
 - (b) Use the SRP as a coordination and procedural medium to support identification and application of existing salvage authorities and funding mechanisms when salvage response becomes necessary to facilitate resumption of trade and to assist in restoring functional performance of the MTS. Appendix F provides general SRP considerations. Appendix G provides SRP-related acronyms.

- (c) Use the ACP to guide salvage operations conducted as elements of oil and hazardous substance environmental response activities.
- (d) Identify owners, operators, lessees, and Responsible Parties (RPs) to determine intentions for developing and executing a removal/salvage plan and for assembling the required assets.
- (e) Assess and recommend priorities for salvage response needed to reopen the port navigation system to commerce.
- (f) Coordinate with the Infrastructure Liaison Officer (ILO) at the Joint Field Office (JFO) (if established) for recovery support, including identification of recovery issues for which Federal Emergency Management Agency (FEMA) MAs under Stafford Act disaster declarations may be appropriate.
- (g) Coordinate with the USACE for removal of hazards to navigation by the party with primary responsibility or by the USACE if ownership cannot be determined or removal by the party with primary responsibility cannot be accomplished in a timely manner.
- (h) Coordinate with ESFs #1, 3, and 10 through the JFO (when established) as necessary and appropriate to arrange for salvage response services.
- (i) Consistent with reference (n), identify and coordinate the marking of obstructions and hazards to navigation by the owner, or if they fail to act, the US Coast Guard and USACE.
- (j) Coordinate the establishment of a salvage response team with subject matter expertise to conduct site-specific assessments of obstructions to navigation and salvage needs and to develop and implement salvage plans to resolve the obstruction(s) to navigation.
- (k) Identify hazards to navigation that require removal. Coordinate with the USACE for removal of hazards to navigation by the identified owner or by the USACE if ownership cannot be determined or removal by owner cannot be done in a timely manner.
- (l) Identify available public and commercial salvage assets when the owner or RP cannot be identified or cannot respond in a timely manner.
- (m) Monitoring impact of recommendations on MTS Recovery.
- (n) Documenting salvage response activities and operations.

8. ADMINISTRATION AND LOGISTICS

a. Concept of Support

- (1) All providers are responsible for determining and establishing the adequacy and appropriateness of the authorities and funding under which they will provide salvage response.
- (2) All organizations participating in salvage response are responsible for coordinating their own administration and logistics until unified coordination of administration and logistics is implemented by the UC.
- (3) Participating organizations should expeditiously report essential needs that exceed their organic capabilities to the UC.

b. Personnel

1. As required by individual organizations and as specified by the UC, when established.

c. Funding

- (1) funding will be the responsibility of the responsible party (RP). If no RP, funds may be used from the Oil Spill Liability Trust Fund to mitigate pollution threats. If salvage occurs within the federally dredged channel and no RP, the ACOE can use funds to clear channel (contact Savannah District Army Corps of Engineers for details).

e. Public Affairs

- (1) As required by individual organizations and as specified by the UC, when established.

f. Civil Affairs

2. (1) As required by individual organizations and as specified by the UC, when established.

g. Meteorological and Oceanographic Services

- (1) National Weather Service Charleston has certified incident Meteorologist on staff to support incidents (contact number is 843-744-0211).
- (2) National Oceanic & Atmosphere Administration (NOAA) has a navigation Manger to assists with surveys, the Mid-Atlantic manager can be reached at (757) 627-7072 x 11.
- (3) USACE also offers surveying services. Contact information is located within this plan.

9. INCIDENT MANAGEMENT (COMMAND AND SIGNAL)

b. ICS Relationships/Organizational Relationships & Incident Command Posts (ICPs) and Headquarters

(1) (An ICP will be set up at Sector Charleston or where UC deems appropriate for incident. The Facilities Unit Director will establish, set up, maintain, and demobilize all facilities used in support of response operations including, as necessary, the Command Post, the information center, staging areas, communications facilities, feeding and berthing locations, sanitation facilities, facility maintenance, and security. The Facilities Unit Director reports to the Support Branch Director. Specific responsibilities for the Facilities Unit Director are:

- (a) Review common responsibilities.
- (b) Provide and coordinate response facility locations, including Command Posts, incident operations bases, staging sites, piers, warehouses, communications facilities, Joint Information Center, berthing, messing, and sanitary facilities, and other response facilities.
- (c) Plan, document, and account for response facilities needed.
- (d) Manage and support facility, utility and maintenance services.
- (e) Provide portable hygiene and lavatory facilities to support remote operation locations.
- (f) Identify additional facility resources and logistics support needs.
- (g) Establish forward Command Posts, as needed, to support on-scene operations.
- (h) Coordinate and conduct the physical security of all equipment, staging sites, and the incident perimeter
- (i) Provide for a fire watch and physical security of berthing areas.
- (j) Coordinate with local police and fire departments for crowd/onlooker control.
- (k) Develop and implement the Incident Security Plan.
- (l) Provide and coordinate berthing facilities assigned to response personnel.
- (m) Plan, document, and account for the number and type of berthing facilities required.
- (n) Maintain hotel contracts, berthing quarters, barracks vessels, and remote location camps to provide living, sleeping, hygiene, and lavatory facilities for response personnel.
- (o) Identify additional resources and logistics support needs.
- (p) Maintain Unit Activity Log (ICS 214).

c. Succession to Incident Commander

- (1) prior to the succession to the Incident Commander a proper ICS 201 will be executed.

APPENDIXES

- A: Salvage Response Plan Definitions
- B: Federal Agency Salvage-related roles and responsibilities
- C: Federal Authorities Related to Salvage
- D: Funding Considerations Relating to Salvage Response
- E: Guidance to Assess Salvage Response Needs
- F: Notional Salvage Response Framework
- G: Glossary
- H: Local Marine Salvage Capabilities

APPENDIX A

SALVAGE RESPONSE PLAN DEFINITIONS

1. General. The definitions included in this appendix are general guides, and are not substitutes for definitions contained in law, regulation, or official Coast Guard policy. As informally used, the term “salvage” encompasses a broad range of topics including true salvage, wreck, obstruction and debris removal, and aspects of spill response.
2. Definitions.
 - a. Hazard to Navigation: An obstruction, usually sunken, that presents sufficient danger to navigation so as to require expeditious, affirmative action such as marking, removal, or redefinition of a designated waterway to provide for navigation safety. (Title 33 - Navigation and Navigable Waters Chapter II - Corps of Engineers, Department of the Army, Department of Defense Part 245—Removal of Wrecks and Other Obstructions)
 - a. Debris: The definition of debris in various forms (e.g. construction and demolition debris, general debris, marine debris, wet debris) may vary between jurisdictions and legal authorities. For the purposes of this plan, the applicable definition must be determined by the facts pertaining to each incident. When dealing with debris issues, the COTP and any other involved party must ensure they have the authority and funding to act in a specific instance. The following general definitions are included as information resources to support incident-specific determinations.
 - (1) Construction and Demolition Debris. Damaged components of buildings and structures such as lumber and wood, gypsum wallboard, glass, metal, roofing material, tile, carpeting and floor coverings, window coverings, pipe, concrete, fully cured asphalt, equipment, furnishing, and fixtures. (*Public Assistance: Debris Management Guide, FEMA-325, July 2007.*)
 - (2) Debris (Stafford Act). Items and materials broken, destroyed, or displaced by a natural or man-made federally declared disaster. Examples of debris include, but are not limited to, trees, construction and demolition material, and personal property. Materials classified as debris under the Stafford Act will vary by incident. (*Public Assistance: Debris Management Guide, FEMA-325, July 2007.*)
 - (3) Marine Debris/Floatable Debris. There is no definition that can be universally applied. In general, marine debris is typically characterized as trash consisting of floatable materials and saturated floatable materials that have become suspended or have sunk to the bottom. Marine debris may potentially include (1) floatable materials/floatable debris including trash (see subparagraph 2.b.(5) below), and (2) derelicts – lost, abandoned, or discarded property (e.g. abandoned sunken vessels without salvage value, lost or abandoned fishing gear, abandoned submerged vehicles or equipment).

- (4) Post-Disaster Waterway/Marine Debris: Included, but was not limited to all manner of vegetation, building material, recreational and commercial vessels, and all manner of other items that threatened the environmental and navigation safety of the navigable waters. (U.S. Navy Salvage Report Hurricanes Katrina and Rita, January 2007)
- (5) Floatable Materials. The BEACH Act defines floatable materials to mean any foreign matter that may float or remain suspended in the water column and includes plastic, aluminum cans, wood products, bottles, and paper products. (*Assessing and Monitoring Floatable Debris, EPA, August 2002.*)
- c. Marine Salvage. Service/assistance that is rendered voluntarily to a vessel and/or her cargo to save the vessel or cargo in whole, or in part, from impending marine or maritime peril, or in recovery such property from actual maritime peril or loss, with contribution to the success by the service that was rendered by the salvor. Marine peril typically increases with time.
- d. Obstruction: Anything that restricts, endangers, or interferes with navigation. (Title 33-- Navigation and Navigable Waters Chapter II - Corps of Engineers, Department of the Army, Department of Defense Part 245 – Removal of Wrecks and Other Obstructions). (See also reference (h).) Obstructions can be authorized man-made structures such as bridges, pierheads, offshore towers, etc., or unexpected interferences which must be assessed as to their effect on navigation (*USACE/USCG MOA, October 1985*).
- e. Port Navigation System: Federally constructed and/or maintained channels and anchorages that are within the geographical limits of the port as defined by the COTP/FMSC (pursuant to 33 C.F.R. § 103.300 (b) (1), and may include the transportation and/or utility structures above or below the water surface that cross or are adjacent to such channels and anchorages. Also included in the meaning of the port navigation system are the services aiding vessel navigation on the waterway such as pilotage, tug/towing services, navigation aids, harbor master services, vessel traffic services, and police or fire services on the waterway.
- f. Responsible Party: Under the Oil Pollution Act of 1990, the term Responsible Party refers to the persons owning, operating or chartering a vessel by demise; the owner or operator of a facility from which oil is discharged; owners and operators of pipelines; the licensees of Deepwater Ports; and, the persons leasing, permittee of, or holder of a right to use or easement for an area in which an offshore facility is located. The Responsible Party is liable for the costs associated with the containment or cleanup of the spill and any damages resulting from the spill. The EPA's and Coast Guard's first priority is to ensure that responsible parties pay to clean up their own oil releases. However, when the responsible party is unknown or refuses to pay, funds from the Oil Spill Liability Trust Fund can be used to cover removal costs or damages resulting from discharges of oil or threat of a discharge of oil, subject to the rules and procedures that apply (Pub. Law. No. 101-380, 104 Stat. 486, 33 U.S.C.A. 2701).

- g. Salvage Award: The reward or compensation allowed by maritime law for service rendered in saving maritime property, at risk or in distress, by those under no legal obligation to render it, which results in benefit to the property, if eventually saved. Source: 46 U.S.C. Prec. 721, note 4.
- h. Security. The term “security” as used in marine salvage normally pertains to financial risk rather than prevention, protection, and maritime security measures. During a TSI that involves salvage response, the context in which the term is used needs to be clearly articulated to avoid misunderstanding with salvors.
 - (1) Area Maritime Security. As characterized by 33 C.F.R. Part 101-103.
 - (2) Security (Salvage): An escrowed financial reserve, irrevocable letter or credit, of the like from a customer, underwriters, or both that is sought to provide a financial refuge for collecting payment for services when salvage values are questionable.
- i. Towage/Towing Service. Towing service that is motivated for convenience, not safety, in the absence of peril. Rescue towing or other salvage towing service that is conducted in conjunction with marine salvage is not considered to be towage or towage service.
- j. Transportation Disruption: Per Security and Accountability For Every (SAFE) Port Act of 2006, Public Law 109-347.
- k. Transportation Security Incident: Per 33 C.F.R. §101.105.
- l. Wreck: A sunken or stranded ship, or any part thereof, or any object that is lost at sea from a ship that is stranded, sunken or adrift, or any of the above that may reasonably be expected to sink or strand where activity to assist the ship or property is not underway.

APPENDIX B

FEDERAL AGENCY SALVAGE-RELATED ROLES AND RESPONSIBILITIES

1. GENERAL. This appendix provides additional detail about major Federal organizations participating in salvage-related activities.
2. UNITED STATES COAST GUARD (USCG)
 - a. National Strike Force (NSF)
 - (1) The NSF may be able to assist the Sector Commander / Captain of the Port (COTP) in the below listed areas. Current NSF doctrine and policy should be consulted for available support and equipment:
 - Perform site characterization, damage assessment, take samples and mitigate release.
 - Develop safety plan for salvage operations.
 - Review commercial dive plans and monitor commercial dive operations.
 - Develop/review salvage plan.
 - Conduct vessel damage assessment.
 - Develop transfer plan including termination plan, for use in final product removal.
 - Perform basic damage control.
 - Monitor/conduct dewatering, de-ballasting, and lightering operations.
 - Assist in development/review of dewatering, de-ballasting, and lightering plans.
 - (2) NSF Equipment
 - **Salvage Assessment Kit:** Designed for determining fluid levels of watertight compartments. The kit may also help distinguish separate fluid levels within a tank or vessel such as water in petroleum products.
 - **Enhanced Viscous Oil Pumping System:** Designed to be incorporated into, and enhance an existing offloading pumping system. It is designed to be used when the oil characteristics to be pumped create higher frictional hose resistance than either the pump or the hose system can handle in the form of discharge pressure. Innovative manifold design enables pumping system to be used as a standard pump, cold water injected pump for viscous oils or hot water injected pump for extremely viscous products up to 200 centistokes.
 - **Large Pumping System:** The large pumping system is designed for lightering oil tankers and cargo vessels. The pumps incorporated in the ready load (submersible and non-submersible), are capable of pumping a wide range of petroleum products, mild acids, corrosives, and water. The pumping system is pre-staged on a trailer and palletized into four segments, ready for rapid deployment by aircraft or tractor trailer.

(3) National Strike Force (NSF) assistance. Coast Guard Sector Commander/COTPs should call the Coast Guard Strike Team in their AOR or the National Strike Force Coordination Center (NSFCC) directly.

(4) Source for additional information: www.uscg.mil/hq/nsfweb/index.html.

b. Marine Safety Center (MSC)

(1) The MSC is an engineering technical office of approximately 50 military and civilian personnel located in the Jemal Riverside Building in Washington, D.C. The MSC works directly with the marine industry, the Commandant, and Coast Guard field units in the evaluation and approval of commercial vessel designs, development of safety standards and policies, and oversight of delegated third parties in support of the Coast Guard's marine safety and environmental protection programs.

(2) In 1990, the MSC created the SERT in order to support Coast Guard efforts with several major marine casualties. Team membership is a voluntary collateral duty for a small number of staff engineers. SERT members are naval architects trained to conduct technical analyses in the areas of vessel stability and structural integrity. The team's members have strong technical credentials such as engineering masters degrees, professional engineering licenses, and experience in commercial vessel design. The SERT can assist with marine casualties involving vessel groundings, collisions, fires, and similar emergencies. For example, the SERT's salvage engineers can provide force to free estimates in cases of commercial vessel groundings, review damage stability and/or structural calculations submitted by a commercial salvage company, and assist a COTP with the review of a salvage plan.

(3) Additional Information: Visit the Marine Safety Center site at <http://homeport.uscg.mil> or call (202) 475-3401.

(4) Activating the SERT: To contact the SERT, fill out a Rapid Salvage Survey form found on the MSC's site in Homeport. E-mail it to the SERT duty account below and follow-up with a phone call to the SERT duty officer.

(5) SERT 24 x 7 Contact Info:
SERT Duty Officer cell phone: (202) 327-3985
Duty e-mail: SERT.Duty@uscg.mil

3. UNITED STATES ARMY CORPS OF ENGINEERS (USACE)

a. The USACE works with the COTP on a routine basis. The USACE has District offices that are assigned to all major ports and Federal channel projects. The following are USACE Points of Contacts (POCs):

- (a) District Emergency Operations Center:
- (b) District Commander: Col. Edward J. Kertis, Jr

- (c) Operations Division Chief: Linda Morrison
 - (d) Chief of Navigation:
- b. Each District office will have capabilities in place as required for their specific mission. Each District can provide the information about the following capabilities:
- Surveys
 - Emergency dredging
 - Contracts for vessel and obstruction removal
 - Spill kits
- c. Navigation Charts. The USACE publishes paper navigation charts and Inland Electronic Navigation Charts (INEC) that contain information about structure and utility crossings of navigable waterways. This information may be useful in itemizing pertinent information about these structures and utilities in relation to prospective salvage operations.
- d. Funding. For large-scale disasters, natural or man-made, some of the funding for USACE activities including salvage response and debris removal operations is typically provided through supplemental appropriations.
- e. Additional Information:
- (a) www.englishlink.usace.army.mil
 - (b) www.usace.army.mil/cw
 - (c) www.usace.army.mil/public.html

4. UNITED STATES NAVY SUPERVISOR OF SALVAGE (SUPSALV)

- a. The mission of the Office of the Supervisor of Salvage and Diving, SUPSALV or NAVSEA 00C, is to provide technical, operational, and emergency support to the Navy, DoD, and other Federal agencies, in the ocean engineering disciplines of marine salvage, pollution abatement, diving, diving system certification, and underwater ship husbandry. SUPSALV regularly works with the USCG SERT Team to assist with Program of Ship Salvage Engineering (POSSE) consultations and operational support.
- b. SUPSALV is nationally recognized as an U.S. Government national resource for salvage and oil spill response in part from operations in support of events such as the Exxon Valdez clean-up and the Ehime Maru recovery. SUPSALV is also the Navy Technical Authority for Salvage and Diving, Diving Systems Safety Certification, and Underwater Ship Husbandry.
- c. SUPSALV is a lean organization, leveraging response through contractor support and using commercial assets through standing, open, and competitively bid salvage contracts and while providing efficient on-site project management capabilities. SUPSALV maintains the Emergency Ship Salvage Material (ESSM) System which is a managed

network of facilities and emergency response stockpiles pre-positioned to support and augment capabilities in the areas of salvage, diving, pollution response, and underwater ship husbandry. Various customers include the Navy fleet, NAVSEA Program Executive Officers (PEO), NAVAIR, SPAWAR, DoD, USCG, NTSB, NASA, NOAA, and the FBI, among others. SUPSALV is listed as a support agency within the National Response Framework under ESF 3 and 10.

- d. Additional Information: For additional information, including SUPSALV points of contact, capabilities and equipment, visit www.supsalv.org. The SUPSALV main telephone line is (202) 781-1731.

5. NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA)

a. Office of Coast Survey

(1) Navigation Response Teams (NRT)

- (a) In any given year, a variety of man-made and natural events affect U.S. waterways, ports and harbors. These changes require rapid investigation to keep maritime vessel traffic navigating safely for the nation's economic welfare.
- (b) NOAA's NRTs are mobile emergency response teams equipped and trained to survey ports and near-shore waterways immediately following incidents such as a maritime accident, or a major storm that causes the sea bottom or submerged obstructions to shift. NRTs have the ability to be transported by trailer over land from one location to another for quick response and have become a crucial part of reopening ports and shipping lanes after a hurricane.
- (c) Examples of NRT Responses:
 - (a) NRTs from across the country responded to the catastrophic impact caused by Hurricanes Katrina and Rita. Within a matter of days, shipping channels were able to be reopened with confidence that all obstructions had been identified and located due in part to NRT work.
 - (b) In 2004, Athos-I Tanker grounded and spilled oil in Delaware Bay. An NRT was called in to assist in the investigation and search for obstructions.
 - (c) An NRT surveyed to clear the waterway after the South Padre Island Bridge in Texas was struck by a tow in 2001, causing large quantities of debris to fall into the channel.
 - (d) NRTs have responded to clear affected ports after many hurricanes including Hurricanes George, Frances, and Ivan.

When not responding to emergencies, the NRTs check the accuracy of nautical charts and help address priority needs of mariners. Up-to-date nautical products reduce risk in transits and increase economic benefits to ports and the commercial vessel traffic that transport billions of dollars of goods and energy products into and out of the country. NRT surveys allow pilots to transit areas in varying weather and sea conditions with confidence that the charted positions of features critical to safe navigation are highly accurate.

- (e) In order to locate hazardous submerged obstructions, NRTs are equipped with state of the art hydrographic equipment. Every team has side scan sonar to provide photograph-like imagery of the entire seafloor and half the teams have multi-beam sonar to generate a three dimensional view of what lies below the surface.
- (f) NRT Resources. NOAA maintains six teams – two each on the East/West Coasts, one on the Gulf Coast and one in the Great Lakes

(2) Navigation Managers.

- (d) The Office of Coast Survey’s representatives in the field help decide its future activities. They serve as ambassadors to the maritime community. Maintaining a distributed presence for its customers, Coast Survey Navigation Managers help identify the challenges facing marine transportation in general, directly supporting the NOAA strategic goal to “promote safe navigation.” These agents assist the Coast Survey in overseeing the National Oceanic and Atmospheric Administration’s nautical chart data collection and information programs, helping to meet constituent needs.
- (e) Coast Survey programs provide coastal navigation services and new electronic technologies to help mariners and pilots significantly reduce the risk of accidents and spills. In general, these representatives focus primarily on resolving charting and navigation questions, educating constituents on emerging charting technologies and their uses, and soliciting feedback on NOAA’s navigation products and services from the commercial maritime industry.
- (f) Activities include:
 - meeting with local port authorities and harbor masters
 - meeting with local marine pilots
 - identifying locations requiring priority hydrographic surveying
 - providing liaison on other NOS issues such as predicted tides/currents and PORTS
 - addressing geographic information system needs
 - providing outreach activities with the maritime community
 - maintaining dialogue with oil companies, fishermen, commercial shippers and other commercial mariners

- improving and customizing nautical charts to satisfy specific regional needs
- providing expert opinion towards resolution of local navigation safety issues that affect several agencies
- partnering with local maritime professionals for updating the Coast Pilot
- working with regional constituents to define new navigation products such as the electronic nautical chart, raster nautical chart and “print on demand” charts.

(3) Additional Information:

- www.nauticalcharts.noaa.gov
- www.response.restoration.noaa.gov
- www.noaa.gov/wx.html

6. FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)

- ESF #3 - Public Works and Engineering - and ESF # 10 - Oil and Hazardous Material Response - perform debris-related activities under FEMA Mission Assignments. USACE is the lead agency for ESF #3. EPA is the lead agency for ESF #10.
- Technical Assistance Mission Assignments are available when the State, tribe, or local community lacks technical knowledge or expertise to accomplish an eligible task. Technical assistance may be authorized in anticipation of a declaration of a major disaster or emergency. Technical Assistance is provided at 100 percent Federal share.
- Direct Federal Assistance Mission Assignments allow a Federal agency to perform debris activities on behalf of the State or applicant. Direct Federal Assistance Mission Assignments apply only to Emergency Work (debris removal and emergency protective measures) and must meet the general FEMA eligibility criteria for Emergency Work. Federal agencies must comply with all applicable regulations, laws, policies, requirements, and procedures.

7. NATIONAL TRANSPORTATION SAFETY BOARD (NTSB)

- A TSI may involve circumstances that would result in on site safety investigation by the NTSB to identify causal factors and systemic safety issues. Salvage response may therefore need to be correlated with NTSB investigations to insure that evidence is preserved insofar as practicable consistent with prevailing conditions, safety, and other pertinent factors.

8. INTERAGENCY AGREEMENTS (IAA), MEMORANDUM OF AGREEMENT (MOA)/MEMORANDUM OF UNDERSTANDING (MOU)

- Memorandum of Agreement between the Department of the Army and U.S. Coast Guard (October 1985). The MOA defines each agency’s respective authorities for the marking and removal of sunken vessels and other obstructions to navigation. The MOA provides procedures on coordination to determine whether an obstruction is a hazard to navigation

and procedures to determine the appropriate corrective actions to be taken by both parties.

- b. Interagency Agreement (IAA) Between the United States Navy and the United States Coast Guard for Cooperation in Oil Spill Clean-Up Operations and Salvage Operations, 1980. The IAA established procedures for requesting and providing assistance between the two agencies and established reimbursement procedures and policies. The Supervisor of Salvage and Diving is the Navy's designated point of contact for other agencies concerning salvage in US waters (see paragraph 4 of this appendix).
- c. Memorandum of Understanding between the American Salvage Association and U.S. Coast Guard executing Marine Salvage and Firefighting Partnership, June, 2007. The purpose of the partnership is to strengthen the communication and working relationship between the Coast Guard and the marine and firefighting industry in part to enhance national maritime security preparedness and response and to promote timely, responsible and professional salvage response to marine casualties. The parties agreed to promote the partnership within their respective organizations and, as may seem best, involve their representatives at all levels in steps to be taken at the national, regional, or local levels. The parties agreed to interpret and implement the MOU so as to supplement and not adversely affect regulatory relationships.

APPENDIX C

FEDERAL AUTHORITIES RELATED TO SALVAGE

1. GENERAL. This appendix summarizes salvage-related authorities of some Federal organizations, but should not be considered a complete list. Authorities shown are subject to change and interpretation. Consultation through the pertinent ICS structures and participating agencies may be necessary to determine which authorities are applicable for the circumstances associated with the incident.

2. UNITED STATES ARMY CORPS OF ENGINEERS (USACE)
 - Authorized by Section 202 of Water Resources Development Act (WRDA) of 1976 (PL 94-587) to develop projects for the collection and removal of drift and debris from publicly maintained commercial boat harbors and from land and water areas immediately adjacent thereto.

 - WRDA 1976 provides general authority for development of drift and debris removal projects. The Department of the Army does not currently support authorization of or budgeting for such projects.

 - Specific and limited local programs for continuing debris collection and disposal have been authorized by Congress for New York, Baltimore, and Norfolk Harbors; Potomac and Anacostia Rivers in the Washington, D.C. Metropolitan area; and San Francisco Harbor and Bay, California. These authorizations are on an individual basis, and the work is carried out as authorized at each locality as a separate, distinct project.

 - Sections 15, 19, and 20 of the River and Harbor Act of 1899, as amended. These sections authorize the USACE to remove sunken vessels or similar obstructions from navigable waterways. A navigable waterway is one that has been authorized by Congress and which the USACE operates and maintains for general (including commercial and recreational) navigation.

 - Flood Control and Coastal Emergencies (PL 84-99). Authority to provide assistance for debris removal from flood control works (structures designed and constructed to have appreciable and dependable effects in preventing damage by irregular and unusual rises in water level). This law requires that an applicant for assistance be an active participant in its PL 84-99 Rehabilitation and Inspection Program at the time of the disaster to be eligible for assistance.

 - USACE, under the National Response Framework, is designated the lead coordinator for ESF #3 Public Works and Engineering. Under ESF #3, FEMA tasks the USACE to perform debris removal operations at the request of a State. This can include debris in the water outside the federally-maintained channel if FEMA declares it to be eligible.

3. UNITED STATES NAVY SUPERVISOR OF SALVAGE (SUPSALV)

- The Salvage Facilities Act (10 USC § 7361 *et seq.*) gives the Navy broad discretion to provide necessary salvage facilities for both public & private vessels. This authorizes the provision of salvage facilities and services directly by Navy or via lease, sale or other contractual arrangement, which implies a standing role for SUPSALV as the “national salvage advisor.”
- SUPSALV works on a reimbursable basis and is postured to accept all forms of government funding.

4. FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)

- FEMA is authorized in Sections 403, 407 and 502 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act to provide assistance to eligible applicants to remove debris from public and private property or waters following a Presidential disaster declaration, when in the public interest.
- Removal must be necessary to eliminate immediate threats to lives, public health and safety; eliminate immediate threats of significant damage to improved public or private property or waters; or ensure the economic recovery of the affected community to the benefit of the community-at-large. The debris must be the direct result of the disaster and located in the disaster area, and the applicant must have the legal responsibility to remove the debris.

APPENDIX D

FUNDING CONSIDERATIONS RELATED TO SALVAGE RESPONSE

1. GENERAL. This appendix gives some funding considerations for salvage-related activities.
2. UNITED STATES ARMY CORPS OF ENGINEERS (USACE)
 - Funding for operation and maintenance of these "Federal" waterways is through USACE's Operations and Maintenance General Appropriation each year.
3. FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)
 - FEMA will (1) reimburse applicants to remove eligible debris, or (2) through a mission assignment to another Federal agency (and upon request of the State) - provide direct Federal assistance or technical assistance when it has been demonstrated that the State and Local government lack the capability to perform or contract for the requested work.
 - Assistance will be cost-shared (at no less than 75% Federal and 25% non-Federal). In extreme circumstances, FEMA will provide up to 100% funding for a limited period of time.
4. UNITED STATES COAST GUARD
 - a. Funding streams are available for only a limited range of scenarios. CG units should ensure that the responsible party or vessel owner assumes responsibility for salvage costs when appropriate. Large commercial vessels and barges typically have Protection and Indemnity (P&I) Insurance to cover instances that result in salvage. This insurance provides coverage to shipowners and charterers against third-party liabilities encountered in their commercial operations. Responsibility for damage to cargo, for pollution, for the death, injury or illness of passengers or crew, and for damage to docks and other installations are examples of typical exposures under P & I insurance. However, there are times when the CG must take responsibility to rectify a waterway. In such instances, possible funding sources include:
 - The Oil Spill Liability Trust Fund (created by the Oil Pollution Act of 1990) - for spills or threats of spills of oil or petroleum products.
 - CERCLA- for hazardous substance releases or threats of release.
 - Stafford Act- pursuant to a disaster declaration.
 - Agency Funding in accordance with existing legislation.
 - b. In some instances, there may not be authority or funding for the CG to take action. In those cases, COTPs should make every effort to engage either the private entities or agencies that do have the authority and capability to act.

APPENDIX E

GUIDANCE TO ASSESS SALVAGE RESPONSE NEEDS

1. **GENERAL.** This appendix provides some general guidance considerations for determining what is needed for response in a particular salvage situation. The authorities and responsibility for a given situation will be largely determined by answers to the following questions.
 3. **INCIDENT-SPECIFIC PLANNING.** Incident-specific salvage response plan should address the following at a minimum:
 - **What:** Is it a vessel, debris, bridge, structure, or other? What kind of vessel? Is there oil/hazmat, dangerous cargo on board, Chemical, Biological, Radiological, Nuclear, and Explosive (CBRNE) involved and how severe?
 - **Where:** Navigable waters, pier side, adjoining waterway, or other? In a Federal channel or not? Does it pose a hazard to navigation? Does it impede maritime commerce within the navigable waterway?
 - **When:** Are you operating under a Stafford Act declaration? Will investigators need access during response operations?
 - **How:** Is it structural collapse, demolition, explosion, or is terrorism suspected? Do responders need to be concerned about secondary explosions/hazards? Identification, collection and preservation of evidence?
 - **Who:** Who owns the vessel/cargo/object? Is terrorism or criminal activity suspected? Has anyone claimed responsibility? Identification of witnesses or suspects? Is the owner attempting to salvage, or has it been abandoned? Is a salvor or other interested party attempting to salvage it?
 - **Why:** Is terrorism or criminal activity suspected? Negligence? Natural or Man-made disaster?

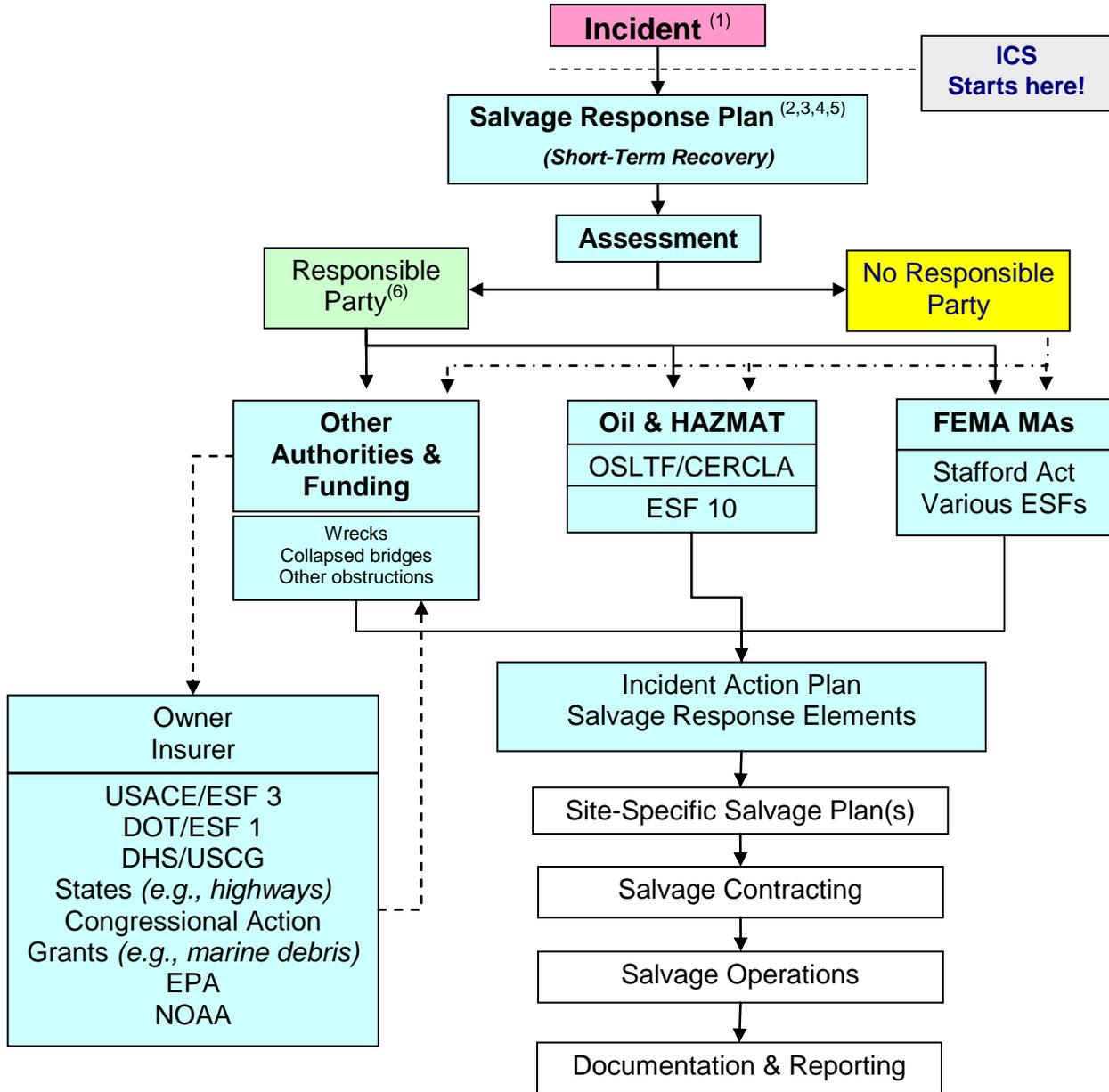
APPENDIX F

NOTIONAL SALVAGE RESPONSE FRAMEWORK

1. GENERAL. This appendix provides a notional salvage response framework for determining and developing site-specific salvage plans. This appendix covers only some of the possible salvage-related scenarios, and does not create new requirements or Coast Guard policy with respect to salvage. Each situation is different, and may or may not fall within the scope of this appendix. Further, each salvage response is unique and requires flexibility and good communication between all participants to ensure success.
2. NOTIONAL FRAMEWORK. The following narrative explains the diagram on the following page.
 - a. Any salvage response will be characterized by the type of incident that requires it. The framework assumes that the Incident Command System (ICS) will be implemented for the incident as indicated in the diagram, and that salvage response needed to ensure that waterways can support maritime commerce is a post-incident activity after first response has been completed. Salvage response operations for planning purposes are considered an element of the short-term recovery phase (3-90 days post-incident).
 - b. The following progression provides an orderly approach:
 - (1) Step 1. Perform an assessment to determine what has happened and what is needed (if anything) in terms of a salvage response.
 - (2) Step 2. Primary responsibility for salvage response belongs to the Responsible Party (RP), and through the RP, to insurance underwriters. Determine if there is a RP or not, and whether or not the RP has accepted responsibility and is capable of performing the necessary salvage response within an acceptable period, as determined by applicable rules and regulations. If so, then determine oversight responsibility within the UC and coordinate oversight and support as may be appropriate, consistent with applicable jurisdiction and authority. If not, or there is no responsible party, then proceed to Step 3.
 - (3) Step 3. Determine the appropriate authority and funding source or combination of authority and funding sources that is/are available and will be needed to perform essential salvage response. Determine federal lead and supporting roles, and transitions in roles and responsibilities when multiple authorities and funding streams will be needed to complete salvage response. Once Authority and Funding are identified, a salvage plan specific to the incident should be developed (see appendixes B through E). The incident specific salvage plan should be prepared by technical specialists with the subject matter expertise necessary to conduct site-specific salvage assessments and to develop and implement procedures to resolve the obstruction(s) to navigation.

- (4) Step 4. Arrangement for salvage support (e.g. for Federal to Federal salvage operations) or contracting of commercial salvors to perform the salvage operation (or marine service providers for removal operations when marine salvage protocols are not applicable, such as for removal of marine debris).
- (5) Step 5: The salvor will mobilize salvage response operations and conduct the necessary salvage operations. The UC's technical specialists will provide oversight of RP salvage activity or manage salvage operations as appropriate to the situation.
- (6) Step 6: Plan and conduct documentation and reporting to provide a record of salvage response and to track and monitor costs incurred by the Government. Periodic reporting will be required to keep the Unified Command posted on developments, and will follow the reporting schedule and protocols established for the incident.

NOTIONAL SALVAGE RESPONSE FRAMEWORK



Notes:

1. Transportation Security Incident/other Transportation Disruption (e.g., manmade event, natural disaster).
2. Supporting plan to MTS Recovery during short-term recovery phase.
3. Relies on existing authorities & funding.
4. Applies to removal of obstructions to navigation from federally defined navigable waters... "To ensure that the waterways are cleared and the flow of commerce through the United States ports is reestablished as efficiently and quickly as possible after a maritime transportation security incident ..." per the SAFE Port Act.
5. Will be structured for all-hazard and all transportation disruption compatibility.
6. For the purpose of this notional diagram, Responsible Party includes the responsible party as defined by the Oil Pollution Act of 1990; the identified owner, operator, or lessee of a sunken or grounded vessel or wreck; and, the owner, operator or lessee of other obstructions in the waterway such as structures, train cars, and vehicles.

APPENDIX G

ACRONYMS

1. This appendix lists SRP-related acronyms.

AC	Area Committee
ACP	Area Contingency Plan
AMS	Area Maritime Security
AMSC	Area Maritime Security Committee
AMS Plan	Area Maritime Security Plan
AOI	Area of Interest
AOR	Area of Responsibility
AVP	Abandoned Vessel Program
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CG	Coast Guard
CI/KR	Critical Infrastructure/Key Resources
COTP	Captain of the Port
DHS	Department of Homeland Security
DOD	Department of Defense
DOT	Department of Transportation
EEI	Essential Element of Information
ESF	Emergency Support Function
ESSM	Emergency Ship Salvage Material
FBI	Federal Bureau of Investigation
FEMA	Federal Emergency Management Agency
FMSC	Federal Maritime Security Coordinator
FOSC	Federal On Scene Coordinator
FRP	Federal Response Plan
IAA	Interagency Agreement
IAP	Incident Action Plan
IC	Incident Command
ICP	Incident Command Post
ICS	Incident Command System
ILO	Infrastructure Liaison Officer
IMH	Incident Management Handbook
IMO	International Maritime Organization
JFO	Joint Field Office

MA	Mission Assignment
MTS	Marine Transportation System
MTSRU	MTS Recovery Unit
NAVAIR	Naval Air System Command
NAVSEA	Naval Sea Systems Command
NIMS	National Incident Management System
NOAA	National Oceanic and Atmospheric Administration
NRF	National Response Framework
NRP	National Response Plan
NTSB	National Transportation Safety Board
NSFCC	National Strike Force Coordination Center
OSLTF	Oil Spill Liability Trust Fund
PEO	Program Executive Officer
POSSE	Program of Ship Salvage Engineering
RP	Responsible Party
SAFE Port Act	Security and Accountability for Every Port Act of 2006
SERT	USCG Marine Safety Center's Salvage Engineering Response Team
SME	Subject Matter Expert
SPAWAR	Space and Naval Warfare
SRP	Salvage Response Plan
SUPSALV	Supervisor of Salvage and Diving
TSI	Transportation Security Incident
UC	Unified Command
US	United States
USACE	United States Army Corps of Engineers
USCG	United States Coast Guard

APPENDIX H
LOCAL MARINE SALVAGE CAPABILITIES

Ref: (a) Charleston Area Maritime Security Plan
(b) Area Contingency Plan for Coastal South Carolina

1. **PURPOSE.** This appendix identifies salvage equipment by functional categories for traditional marine salvage capabilities that are located or nominally based within the Charleston AMS Area described in Reference (a) and identifies local sources for this equipment.

a. The information in this appendix is a partial listing. The information should be validated at the time of a transportation disruption that involves removing obstructions to navigation.

b. The salvage resources indicated may or may not be available for use or contracting for removing obstructions to navigation. Suitability, availability, and contracting requirements (as applicable) will need to be determined during salvage response planning.

c. This appendix is an information resource and does not constitute an endorsement or capability assessment of any resource or source that is identified.

2. **NATIONAL-LEVEL SALVAGE EQUIPMENT.** The U.S. Navy Supervisor of Salvage (SUPSALV) maintains a list of salvage contractors. SUPSALV will be consulted as necessary to identify national-level salvage resources that are potentially suitable for the incident.

3. **LOCAL AREA MARINE SALVAGE EQUIPMENT.**

a. **Environmental Response Salvage Equipment:** The marine salvage resources included in Reference (b), the Area Contingency Plan for Coastal South Carolina, that are applicable for environmental response to oil and hazardous materials incidents are incorporated by reference. A copy of the Coastal South Carolina Area Contingency Plan can be obtained from Sector Charleston.

b. **Local Area Marine Salvage contacts:**

Charleston Heavy Lift, (843) 868-2568
450 Ton Heavy Lift Floating Crane

Moran Towing, (843) 529-3000

McAllister Towing, (843) 577-6449

Sea Tow, Charleston, (843) 881-8949

TowBoat US, (843) 745-5977

References:

- (a) Assessment of the U.S. Marine Transportation System: A Report to Congress, U.S. Department of Transportation (Sep, 1999)
- (b) Security and Accountability for Every Port Act of 2006 (SAFE Port Act)
- (c) 33 C.F.R. §103.505
- (d) Marine Safety Unit Savannah Area Maritime Security Plan (AMS PLAN)
- (e) National Response Framework, January 2008
- (f) Strategy to Enhance International Supply Chain Security, Department of Homeland Security (DHS), July 2007
- (g) Area Contingency Plan for Coastal South Carolina
- (h) Memorandum of Agreement (MOA) between the Department of the Army and U.S. Coast Guard, October 1985
- (i) Title 42 U.S.C. §5121 et. seq. as amended, the Robert T. Stafford Disaster Relief Act
- (j) Recovery of Marine Transportation System for Resumption of Commerce, COMDTINST 16000.28
- (k) USCG Incident Management Handbook (IMH), COMDTPUB P3120.17(series)
- (l) Abandoned Vessels, COMDTINST M16465.43
- (m) 33 CFR 245, United States Army Corps of Engineers (USACE), Removal of Wrecks and Other Obstructions
- (n) 33 CFR 64, USCG Marking of Obstructions
- (o) 33 CFR 2.63, USCG Jurisdiction (Navigable waters)
- (p) Interagency Agreement (IAA) between the United States Navy and the United States Coast Guard for Cooperation in Oil Spill Clean-up Operations and Salvage Operations dated 15 SEP 1980