United States Coast Guard
Marine Safety Unit Savannah

Area Contingency Plan

***Note**: This plan was published in February 2011 and may have been revised. For the most current version of the base plan, please visit https://homeport.uscg.mil/savannah.*

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United States Coast Guard

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AUG 1 2011

MEMORANDUM

From: J. B. Loring, CDR
CG MSU Savannah

To: CGD SEVEN (dxc)

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

Ref:
(a) MSU Savannah Area Contingency Plan dated 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) COMDTINST 16000.27, Alignment with the National Incident Management System and National Response Plan

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

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

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

a. U. S. Coast Guard, MSU Savannah (Area Committee Chair)
b. South Carolina Department of Health and Environmental Control, Office of Environmental Quality Control
c. Georgia Department of Natural Resources, Georgia Environmental Protection Division

4. Note that the MSU Savannah ACP is also available in a digital format and is provided as enclosure (1). Portions of the Plan will also be available via the Internet at http://HOMEPORT.uscg.mil > Port Directory > Select Coast Guard Unit "MSU Savannah" and hosted via web portal at http://ocean.floridamarine.org/ACP/SAVACP.

5. The Area Committee will continue to revise and improve the MSU Savannah ACP. Suggestions for improvements and corrections are encouraged. If you identify an item that needs revision, please contact my Contingency Planning and Force Readiness Staff at (912) 652-4353 ext. 229.

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Enclosure: (1) Area Contingency Plan

RECORD OF CHANGES

Change Number	Date of Change	Date Entered	By Whom Entered
1	24 JAN 2003	24 JAN 2003	James C. Smith
2	11 MAR 2008	11 MAR 2008	Mr. Charles Johnson
3	15 JAN 2011	10 FEB 2011	LT Greg Reilly
4	10 MAR 2011	10 MAR 2011	Mr. Richard Knudsen – EFH Consult.
5	22 MAR 2011	22 MAR 2011	Teri Dane – Env. Sensitive Areas Table
6	6 MAY 2011	6 MAY 2011	Teri Dane – Env. Sensitive Areas Table
7	6 June 2011	10 June 2011	Teri Dane – Env. Sensitive Areas Table

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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 the lack of a unified effort between local, state and federal stakeholders, no common defined response structure among federal, state or local agencies, poor information management to the press, public and other affected parties, and minimal information exchange between all parties. The development and continuous improvement of the Area Contingency Plan (ACP) through the area committee is essential in addressing and rectifying these issues.

The ACP is a plan prepared by the Area Committee (AC) that is developed for implementation in conjunction with the National Contingency Plan (NCP) and the Regional Contingency Plan (RCP), to address removal of oil and hazardous substances. The boundary of the area this plan covers includes those areas within the jurisdiction of the U.S. Coast Guard Marine Safety Unit Savannah. The area contingency planning process is based on the premise that proper planning is essential to a safe and effective response. In keeping with the Coast Guard Commandant's motto, “Preparation Equals Performance”, the AC seeks to enhance the response community’s ability to successfully mitigate substantial threats or actual incidents through an effective and coordinated planning process. The purpose of the plan is to define roles, responsibilities, resources, and procedures necessary to respond to myriad spill response evolutions. It is important to note that the ACP is to be utilized when responding to an incident. Information found in the plan relating to such items as response resources should not be viewed as performance standards. These are planning criteria based on a set of assumptions that may not exist during an actual incident.

The ACP is formatted within an Incident Command System (ICS) framework and utilizes ICS. As an overview Section 1000 Introduction provides the authority and theoretical framework for the current response system in the United States. Section 2000 Command discusses the Unified Command concept while detailing the staff responsibilities of the Unified Command members including the Information, Safety and Liaison positions. Section 3000 Operations describes the structure and role of the Operations section including geographic response plans, which divide the entire Captain of the Port (COTP) zone into manageable areas. The links to the maps provide all of the information necessary to identify sensitive areas and plan response operations. Section 4000 Planning provides the Planning Section structure and roles while detailing required correspondence, and permit and consultation procedures. Section 5000 Logistics addresses the Logistics Section while Section 6000 Finance details the Finance and Administration Section. Section 7000 Hazardous Materials details the unit’s response to HAZMAT spills or releases and Section 8000 Marine Fire Fighting houses the Marine Fire Fighting Plan. The final section, Section 9000 Appendices, contains the appendices for

the plan and they include notification procedures, personnel and resource directories, a draft Incident Action Plan (IAP) and other relevant documentation. All United States Coast Guard (USCG) ACP's are 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 a computer medium. This plan will be digitized and available for downloading via USCG Marine Safety Unit (MSU) Savannah's Homeport site.

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. The functions of designating areas, appointing AC members, determining the information to be included in ACP, and reviewing and approving ACP's are 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 COTP zones that are within the coastal zone, for which AC's will prepare ACP's. The COTP zones are described in Coast Guard regulations (33 CFR Part 3).

The Savannah area is one of the most environmentally sensitive and ecologically important areas of the country. The coastal zone of Georgia and Southern South Carolina is composed of barrier islands, salt and fresh water marshes. It is the primary inland watershed for many major river systems including the Edisto, Combanee, Savannah, Ogeechee, and Altamaha (tributaries of which are the Oconee and Ocmulgee). Swift currents, significant tidal ranges, and limited access to many of the areas in this zone make cleanup of pollutants extremely difficult. It is therefore incumbent upon those transporting, transferring, or storing oil and hazardous materials to prevent a discharge of pollutants. History tells us however, that accidents do happen, personal error occurs, natural disasters take place, all of which can result in pollution of our coastal environment. It is the goal of any response in this area to minimize the impact the pollution has on the environment, protect particular sensitive areas (i.e., those areas identified as sensitive: environmentally, economically, culturally, and/or for public safety), and quickly clean up affected areas.

1100 Authorities and Involved Agencies

The Environmental Protection Agency has designated the COTP Savannah as the Federal On-Scene Coordinator (FOSC) for the coastal zone outlined in a Memorandum of Understanding (MOU) dated November 3, 1999. This MOU outlines

the coastal zone, and is the basis for the primary authority exercised in response to environmental emergencies.

1110 Captain of the Port Authority

Executive Order 12777 of 22 October 1991 designated the following responsibilities for the Commandant of the U.S. Coast Guard by the Secretary of Transportation for the coastal zone, and for the Administrator of the Environmental Protection Agency (EPA) for the inland zone. The term "coastal zone" is defined in the 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 EEZ. The Coast Guard has designated as areas, those portions of the COTP zones, which are within the coastal zone, for which AC's will prepare ACP's. The COTP zones are described in Coast Guard regulations (33 CFR Part 3).

1120 Pollution Investigation Authority

Several federal, state, and local agencies have a direct role in the enforcement of applicable 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 requires a coordinated effort among the many agencies involved. As a preliminary step to enhance the effectiveness of investigative activities and limit the potential negative impact of these activities upon the cleanup and removal actions associated with an incident, the following agencies have been identified as having a direct, field-oriented role in the initial stages of these events.

1130 Involved Agencies

The 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. The principle, though not exclusive, federal laws and regulations associated with a discharge or a substantial threat of a discharge of oil include applicable components of the Clean Water Act as amended; the OPA 90; the Ports and Waterways Safety 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 with regard to licensed, registered, and/or documented mariners, and marine casualties, respectively. The federal regulations associated with 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: collection of statements and evidence to determine the causes of the

associated marine casualty, mandatory chemical testing of involved mariners, and the collection of oil samples in the water and on suspect vessels.

South Carolina Department of Health and Environmental Control, Office of Environmental Quality Control. The Office of Environmental Quality Control (EQC) is the environmental regulatory arm of the South Carolina Department of Health and Environmental Control. EQC is responsible for the enforcement of federal and state environmental laws and regulations, and for the issuing of permits, licenses and certifications for activities that may affect the environment. EQC is composed of four program areas, each concerned with a specific aspect of environmental protection. These are: Air Quality, Environmental Services, Land and Waste Management, and Water.

Georgia Department of Natural Resources, Georgia Environmental Protection Division (EPD). The EPD protects Georgia's air, land and water resources through the authority of state and federal environmental statutes. These laws regulate public and private facilities in the areas of air quality, water quality, hazardous waste, water supply, solid waste, surface mining, underground storage tanks, and others. EPD issues and enforces all state permits in these areas and has full delegation for federal environmental permits except Section 404 (wetland) permits. The ability to offer "one-stop" permit review and issuance makes the permitting process more efficient for applicants.

1140 Guiding Principles

Investigative and response actions shall not interfere with each other. Because investigative efforts often involve the collection of evidence in a timely manner, this often requires evidence gathering to be conducted during the high-intensity emergency phase of response actions. Every effort must be made to coordinate investigative activities to minimize the impact on the response. Simply separating investigative and response functions among distinct and different individuals or groups mitigates potential interference one activity may have on the other. Conversely, individual investigators must understand the concerns of those directing response efforts to minimize the impact of the incident on public health, welfare, and the environment.

Coordination of investigative activities is very important where possible. Any number of mechanisms exists to coordinate efforts on-site during an incident. Periodic coordination meetings greatly enhance command, control, and communications among different parties. Lead agencies may carry the dual role of conducting an investigation and coordinating these meetings.

Understanding each agency’s role increases the efficiency of investigative activities. There is a need for a strong commitment to develop necessary interagency understandings and working agreements that contribute towards this goal. In addition, these efforts would facilitate the smooth acquisition of necessary information and evidence on an ongoing basis. The emphasis on this element is to make these improvements before an incident occurs.

1200 Geographic Boundaries and Area Spill Information

There are three sets of Federal boundaries, which are important in dealing with maritime events involving the discharge or potential discharge of petroleum products or hazardous materials. Federal boundaries, or areas, include the Coast Guard pre-designated FOSC area, the Officer in Charge of Marine Inspection zone (OCMI), and COTP Zone. State and local boundaries correspond exactly with their political boundaries.

The Coast Guard pre-designated FOSC area commences from the SC/GA border at I-95; thence southerly along I-95 to GA Highway 21 (GA Exit #19); thence southerly along GA Highway 21 to I-516; thence southerly along I-516 to GA Highway 21 (DeRenne Ave); thence easterly to GA Highway 204 (Abercorn Street); thence southwesterly to I-95 (GA Exit #16); thence southerly along I-95 to the intersection of COTP Savannah – COTP Jacksonville boundary at 30-50 N latitude on the east coast of Georgia.

The OCMI zone is that area in which the OCMI Savannah (Commanding Officer, MSU Savannah) is responsible for inspecting U.S. flag vessels and investigating certain marine casualties, some of which involve petroleum product/hazardous material discharges.

The COTP zone is that area in which COTP Savannah (Commanding Officer, MSU Savannah) 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 Savannah and OCMI Savannah zones are identical with regard to boundaries and are described as follows:

TITLE 33 - NAVIGATION AND NAVIGABLE WATERS

CHAPTER I - COAST GUARD, DEPARTMENT OF HOMELAND SECURITY

SUBCHAPTER A – GENERAL

PART 3 - COAST GUARD AREAS, DISTRICTS, MARINE INSPECTION ZONES, AND CAPTAIN OF THE PORT ZONES

3.35 - 30 - Savannah Marine Inspection Zone and Captain of the Port Zone.

(a) The Savannah Marine Inspection Office and the Savannah Captain of the Port Office are located in Savannah, Georgia.

(b) The boundary of the Savannah Marine Inspection Zone and Captain of the Port Zone starts at the southern tip of Bay Point, Edisto Island, South Carolina; thence proceeds northerly along the eastern bank of the Edisto River to 3241' N. latitude; thence westerly to the eastern bank of the Savannah River at 3230' N. latitude; thence northerly along the eastern bank of the Savannah River to the intersection of the South Carolina-Georgia boundary with the Federal dam at the

southern end of Hartwell Reservoir; thence northerly along the South Carolina-Georgia boundary to the intersection of the North Carolina-South Carolina-Georgia boundaries; thence westerly along the Georgia-North Carolina boundary and continuing westerly along the Georgia-Tennessee boundary to the intersection of the Georgia-Tennessee-Alabama boundaries; thence southerly along the Georgia-Alabama boundary to 3253' N. latitude; thence southeasterly to the eastern bank of the Flint River at 3220' N. latitude; thence southerly along the eastern bank of the Flint River and continuing southerly along the southeastern shore of Jim Woodruff Reservoir to 8445' W. longitude; thence southerly to the intersection of the Florida-Georgia boundary; thence easterly along the Florida-Georgia boundary to 8215' W. longitude; thence north to 3050' N. latitude, 8215' W. longitude; thence east to the sea at 3050' N. latitude. The offshore boundary starts at a line bearing 122 T from the southern tip of Bay Point, Edisto Island, South Carolina to the intersection with 3050' N. latitude; thence proceeds westerly along 3050' N. latitude to the coast.

MSU Savannah's authority to investigate and prosecute OPA 90 violations in the offshore area extends to 12 miles offshore. Beyond 12 miles, violations of OPA 90 are based on the threat of pollution in the Savannah FOSC area within 12 miles of shore. Figure 1-2 is a graphic representation of the Savannah COTP Zone.

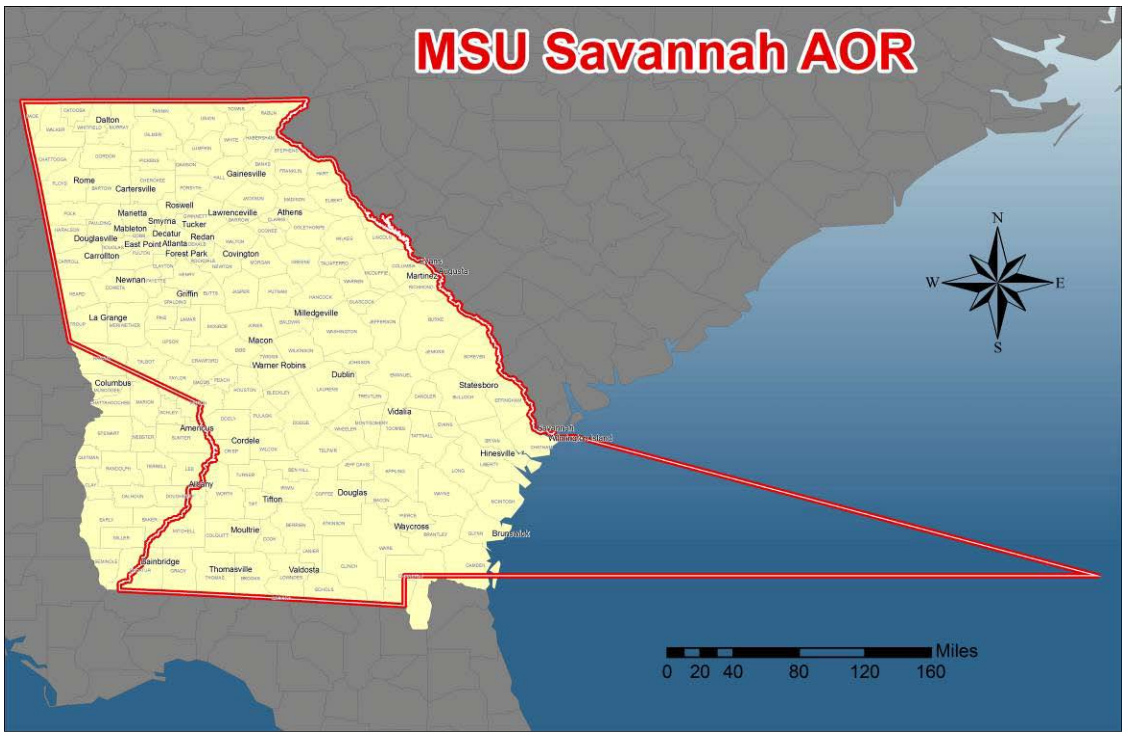

Figure 1: MSU Savannah's COTP Zone

Figure 2: USCG/EPA Response Boundary, as defined by Memorandum of Understanding.

1210 Waterborne Transportation

Georgia is positioned between 30.356 - 34.985° n to 80.840 - 85.605° w. It is the largest state east of the Mississippi river at 298 miles long and 230 miles wide. There are five major rivers in Georgia: Chattahoochee River, Savannah River, Suwannee River, Flint River, and Oconee River. Georgia contains one third of the east coast's entire wetlands within its 100 mile coast.

Due to the extensive navigable waterways and moderate climate, Georgia is an appealing destination for recreational boating and large yachts that can be kept in the water year-round at numerous coastal marinas. Its open water and coastal habitats are considered in good overall quality, making it an ideal location for recreational and occupational fishing year-round.

The Port of Savannah's activities include freight lines, cruise ships, commercial vessels, hazardous industrial chemicals, containerized goods and break bulk cargo. In addition to vessels, the region has an extensive transportation infrastructure, military loadout areas, petroleum and chemical facilities, environmentally sensitive areas and large population centers in the surrounding area. The Talmadge memorial in Savannah and the Sydney Lanier Bridge in Brunswick are large cable stayed bridges which span the main shipping channels. Several major celebrations each year affect the volume of recreational small craft traffic in the Savannah River, the ICW, Wilmington River, and Tybee inlet. These events include St. Patrick's Day, the 4th of July fireworks display, Oktoberfest, and multiple lighted boat parades occurring the weekend after Thanksgiving.

The Georgia coast stretches for approximately 100 miles from the Savannah River in the north to the St. Mary's River in the south. Separating the mainland from the Atlantic Ocean is a series of barrier islands. These islands are several miles offshore and connected to the mainland through a vast series of marshlands, tidal creeks, streams, and sounds. These marshlands have been identified as one of the most extensive and productive marshland systems in the United States. The Coastal Georgia Region contains a national seashore, five federal wildlife refuges, eight state parks and historic sites, thirteen state wildlife management areas, fourteen barrier islands, 100 miles of sand beaches, 3400 miles of tidal shoreline, and half-million acres of estuaries containing 350,000 acres of salt marsh (source: GA DNR coastal resources).

Georgia's total catch of all combined saltwater areas increased from 6.2 million fish in 2007 to over 8 million fish in 2008 (2009-2010 data not yet available). The trend in total number of saltwater anglers fishing in Georgia also increased from 308,155 in 2007 to 441,421 in 2008. The number of out of state anglers more than doubled from 44,000 to 97,000. Trends seem to indicate that the total value in 2010 Georgia landings will remain similar to 2009 yields (about $13 million). However, this represents a steady decline in total yields this decade, as compared to $21 million in 2000. Food shrimp harvest has steadily decreased throughout the decade, starting at over 4 million lbs ($17 million value) of shrimp in 2000 and declining to 1.9 million lbs

($7.3 million) in 2008. Trends indicate that 2010 numbers will be similar to the previous year.

Recently the National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS) extended the prohibition of commercial and recreational fishing for red snapper in all federal waters of North Carolina, South Carolina, Georgia, and the Atlantic coast of Florida. Currently it is illegal to fish for, possess, or harvest red snapper from these waters. Georgia faces additional commercial fishing challenges with depreciating prices, resulting in an increase in derelict and or abandoned fishing/shrimping vessels, and intentional scuttling. State funding to support the removal of derelict vessels ended in 2007.

Recreational fishing in South Carolina and Georgia is thriving. There are over 1.24 million recreational fishermen licensed in the state of Georgia.

1220 Port of Savannah

The Port of Savannah provides a substantial amount of income to Georgia. The statewide economic impact of Georgia's ports was $61.7 billion and it continues to see growing import activity. The Port of Savannah is a gateway to rail and road distribution networks that offer efficient and reliable intermodal access to markets across the U.S. Southeast and Midwest and is served by two class-I rail services: Norfolk southern railroad and CSX Transportation. Close proximity to I-16 and I-95 provides a direct route to Atlanta, which is the 9th largest metropolitan area in the United States as well as the country's largest transportation hub. Within 1-5 days of Savannah lies 70% of the U.S. Population, or 215 million consumers.

Among the east coast ports, the Port of Savannah is recognized as serving 44% of U.S. Consumers (source: Georgia ports authority). Currently, Savannah holds 19.8% of the U.S. Market shares in import/export cargo, up from 18.0% in FY 09, and is ranked 2nd busiest on the East Coast behind New York/New Jersey. Savannah's total TEU container load increased in FY 10, and it continues to hold the 4th spot in U.S. Market shares of container traffic.

Savannah's port facilities are approximately 16nm from the Atlantic Ocean at the mouth of the Savannah River. Ongoing plans call for the Savannah River channel to be dredged from its present depth of 42 ft (12.8 meters) to 48 ft (14.6 meters) at mean low water, with a 500 ft wide channel, in order to accommodate the next generation of deep-draft vessels. As a result of this long, narrow waterway, the port is partially susceptible to impact from any event, natural or man-made, which in turn may close the river. Projected start date is 2014.

Georgia Ports Authority (GPA) operates the 2 largest terminals in Savannah, which contribute to the port's success: Ocean Terminal, primarily dedicated to break-bulk and RO/RO but also handling some containers and heavy lift equipment, and Garden City Terminal, primarily devoted to container traffic.

Garden City Terminal is the largest single terminal operation in North America. The facility's on-terminal intermodal container transfer facilities (ICTF) provide unrestricted double-stack service offering 2-3 day transit times to major hubs throughout the Southeast, Gulf Coast, and Midwest, including overnight service to Atlanta, the fastest of any North American port. Increased slightly from FY 09, Garden City received the highest number of annual vessel calls (1,908). In FY 10, the two terminals of Garden City and Ocean Terminals alone received (2,123+) ships. GPA will invest $1.2 billion in expansion projects over the next decade to accommodate the projected growth in global trade. The Georgia Department of Transportation is continuing with two highway construction projects aimed at providing immediate interstate access to the port facilities, greatly decreasing transit time to/from I-16 and I-95. These projects, together with numerous others identified under GPA's long term strategic development plan, will increase throughput capacity from the current 2.62 million TEUs to 6 million TEUs in 2018.

Southern LNG is located on Elba Island in the Savannah River. They own, and are the only facility on the island, operating a facility with a liquefied natural gas (LNG) storage capacity of 7.3 billion cubic feet of LNG. They regularly compete with Everett Marine Terminal near Boston, MA as the busiest LNG facility in the United States. Construction is underway to expand storage capacity by an additional 8.4 billion cubic feet, and 900 million cubic feet per day of send-out capacity, doubling the storage and send-out capabilities. The first phase addition of 4.2 billion cubic feet was completed in July 2010. The second phase of the remaining 4.2 billion cubic feet is scheduled for completion in 2014. The facility has received 36 vessels in FY 2010, down from 52 in FY 2009 and a previous 5-year average of 60 per year. Doubling the storage capacity at the facility is expected to increase the number of LNG ship visits to Savannah.

Savannah also has numerous other terminals, bonded warehouses, and foreign trade zones that are located in more remote areas. These off port terminals service bulk and break bulk commodities including petroleum, LNG, agri-bulk, sugar, wood pulp, gypsum, or other bulk commodities.

Military out-load operations: the Port of Savannah is also a strategic port of embarkation supporting Fort Stewart, Fort Benning, and Hunter Army Airfield.

Passenger vessels operating in the Savannah area include ferries, casino boats, and small cruise ships. Three passenger ferries operated by the county depart from the trade center and transit the river on a regular basis, capable of carrying approximately 100-150 passengers, with discussions of constructing a fourth. The largest passenger vessel the Savannah Riverboat Cruises can hold a maximum of 600 passengers. A casino boat operates out of the Bull River and transits the Intracoastal Waterway, through the ship channel, and into offshore waters. A 150-passenger vessel departs from Hilton Head and transits the Savannah River several times a week. On occasion in the Spring and Fall, cruise ships visit Savannah, usually mooring

at Ocean Terminal. The Savannah City Commission has initiated a feasibility study for construction of a cruise ship terminal in the port.

Construction has begun on two additional 1,100-megawatt nuclear reactors at Plant Vogtle Nuclear Power Plant power station located near Waynesboro, GA. The plant is located near the Savannah River upstream of Savannah; potential impact in the Savannah AOR could include an increase in hazmat barge traffic and a potential increase in protest activity.

1230 Port of Brunswick

The Port of Brunswick ranks as the 4th largest automobile port in the eastern U.S. and sixth largest nationwide. The Port of Brunswick is comprised of three deepwater terminals: Colonels Island, Mayor's Point, and Marine Port, all allowing railroad access to both Norfolk Southern and CSX Railroads. The deepening of the Brunswick harbor to 36 feet enables the port to handle 100% of the world's RO/RO fleet. The 7-plus foot tidal range in the area enables port facilities to handle vessels with drafts greater than 40 feet. In 2010, GPA reported a 93% increase in soybean exports, which has nearly doubled from 2009. Also, GPA posted its best year ever for agri-bulk, exporting more than one million tons, up 37% from FY 09. In FY 10, Brunswick saw a 16% increase from 2009 in auto and machinery units handled.

The Colonel's Island Terminal is located only 15 miles from the sea buoy and 2.5 miles from I-95. Cargo handled includes automobiles, heavy equipment, and agri-bulk. Following the completion of the harbor deepening, Mercedes Benz USA began to consolidate its United States auto processing at Colonel's Island, which included opening an import processing center and a fourth vehicle processing operation. The Pasha Group completed a 10,000 ton grain storage tank to accommodate recent increases in agri-bulk tonnage. Capacity at Colonel's Island agri-bulk grain storage facility has increased by 1%.

Mayor's Point Terminal contains both bulk and break bulk facilities. Owned and operated by GPA, Mayor's Point Terminal specializes as a distribution center for a variety of forest and solid wood products such as wood pulp, linerboard, plywood and paper products. Two class I rail providers, with 2,000 feet of track available for cross dock operation, offer close interstate access just 5 miles from I-95.

Marine Port, owned and leased to logistic USA Marine terminal, is a secured, deepwater facility featuring 2,415 linear feet of berthing and 491,000 square feet of covered storage. Marine Port Terminal handles bulk, break bulk and liquid bulk, and is situated with easy access to I-95 (north/south). On-terminal interchange and line-haul services are provided by two class I rail providers, CSX Transportation and Norfolk Southern Railroad.

Brunswick has one high-capacity vessel in operation; a casino boat.

1240 Local Information

1240.1 Tides and Tidal Currents

In the vicinity of the Savannah coastal zone, the North American east coast has a pronounced westward indentation. This causes a funneling effect during tidal changes, resulting in a tidal range of as much as nine feet in coastal Georgia and South Carolina. This range of tide creates maximum tidal currents of two to three knots throughout the zone. In large rivers such as the Savannah and Altamaha, high-volume runoff combines with an ebb tide to produce currents of six to seven knots. A surface spill in the Savannah River experiencing tidal effects for a complete tidal cycle will travel about seven miles downstream and four miles upstream, for a net seaward travel of three miles. On the average, two complete cycles occur every 24 hours.

1240.2 Offshore Conditions

The Gulf Stream flows northeasterly at three to four knots; the stream's westward edge varies in distance offshore from forty miles in the summer to 160 miles in the winter. Along shore current (parallel and adjacent to the shoreline) flows south, varying in speed from less than one knot in the summer to 4-5 knots in some locations in the winter. Ocean surface conditions depend on the weather, rather than any continuous ground swell, and can range from flat calm to three-foot chop to six foot swells with equal likelihood. Surface chopping river mouths and sounds increase substantially during ebb tides.

1240.3 Industrial and Domestic Water

Most water for human consumption in the zone is pumped from the Florida Aquifer, an immense underground reservoir, and other local aquifers. Beaufort and Jasper Counties also receive fresh water from the Savannah River, through a canal 18 miles upriver from Port Wentworth's Houlihan Bridge. The Savannah Industrial and Domestic Filtration Plant in Port Wentworth pipes surface water from Abercorn Creek, a tributary of the Savannah River located eight miles upriver of the Houlihan Bridge, and one mile upriver of the I-95 Bridge.

1240.4 Climate

The coastal area climate is dominated by marine influences and geographic latitude. Summers are typically hot and humid, and winters short and mild. The average low temperature is about 38.7°F and the average high is about 90.8°F with about 290 frost-free days per year. The average annual rainfall is 51 inches with the heaviest precipitation occurring between June and September. Prevailing winds (75%) are from the west and northwest with shifts to the south and east accompanying the passage of weather fronts. Prevailing winds in the

Brunswick area are from the southwest. Low-pressure cells may generate tornadoes.

1240.5 Coastal Plain

The flat coastal plain of South Carolina and Georgia meets the sea without an abrupt change in slope. The ocean bottom 10-fathom (60 foot) curve is 25 miles offshore, and the 100-fathom curve is 65 miles to sea. Major rivers draining the inland watersheds of Georgia include the Combahee, Savannah, Ogeechee, and Altamaha (tributaries of which are the Oconee and Ocmulgee).

1240.6 Barrier Islands

Large sand islands form a barrier between the open sea and the sensitive lowland marshes, which make up much of the coastal area. The barrier islands are geographically and historically removed from most of the human activity along the coast; hence, they provide extensive wooded wilderness areas. The major islands, from north to south, include Tybee, Wassaw, Ossabaw, St. Catherine's, Sapelo, Wolf, St. Simon's, Jekyll, and Cumberland. The islands are separated by nine major sounds and inlets: Tybee Roads, Wassaw Sound, Ossabaw Sound, St. Catherine's Sound, Sapelo Sound, Doboy Sound, Altamaha Sound, St. Simon's Sound, and St. Andrew's Sound.

1240.7 Marshes

Much of the coastal area consists of salt-water marsh and fresh-water swamp. Marsh ground, covered with a variety of grasses, is barely above sea level, and is frequently flooded at high water. Intricate patterns of estuarine inlets, labeled as creeks and rivers, provide access for tidal waters. Creek and river bottoms in the zone are comprised almost exclusively of soft mud and sand, although there is an abundance of hard shellfish banks scattered throughout the area. Isolated areas of wooded higher ground are often located amid the marshes.

1300 Area Committee Purpose & Objective

As part of the National Planning and Response system, Area Committees (AC) have been established for each area designated by the President. These AC’s are comprised of qualified and experienced environmental response personnel from Federal, State, and local agencies. Each AC, under the direction of FOSC for the area, is responsible for developing an ACP which, when implemented in conjunction with the NCP, shall be adequate to remove a worst case discharge of oil or hazardous substance, and to mitigate or prevent a substantial threat of such a discharge, from a vessel, offshore facility, or onshore facility operating in or near the geographic area. Each AC is also responsible for working with state and local officials to pre-plan for joint response efforts, including appropriate procedures for mechanical recovery, dispersal, shoreline cleanup, protection of sensitive environmental areas, and the protection, rescue, and rehabilitation of fisheries and wildlife. The AC is also required

to work with state and local officials to expedite decisions for the use of dispersants and other mitigating substances and devices.

The primary role of the AC is to act as a preparedness and planning body. AC's are made up of experienced environmental/response representatives from federal, state and local government agencies with definitive 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. The pre-designated FOSC for the area will serve as chairman of the AC. He/she will designate the vice-chairman, select the Committee members, and provide general direction and guidance for the AC. The FOSC should solicit the advice of the Regional Response Team (RRT) to determine appropriate representatives from federal and state agencies. The AC is encouraged to solicit advice, guidance, or expertise from all appropriate sources and establish subcommittees as necessary to accomplish the preparedness and planning tasks.

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. The FOSC will appoint subcommittee members. The FOSC directs the AC's development and maintenance of the ACP.

1310 Area Committee Executive Committee

The Executive Committee will have overall responsibility for the effectiveness of the AC organization and the ACP. The Executive Committee will be responsible for ensuring that the plan is exercised and updated according to the schedule set forth by U.S. Coast Guard Commandant Instruction 16471.3, Area Contingency Plan Organization, content, revision Cycle, and Distribution. The Executive Committee will also be responsible for the tasking of working groups and oversight of the progress of each group in addressing issues as they arise. Following the drafting of proposed revisions to the ACP, each member of the Executive Committee shall "sign off" before the revisions are included into the plan.

The Executive Committee consists of:

- United States Coast Guard
  - Commanding Officer, Marine Safety Unit Savannah
  - (912) 652-4353
- Georgia Environmental Protection Department
  - Manager, Georgia Emergency Response Network
  - (706) 792-7744
- U.S. Department of Interior
  - U.S. Fish & Wildlife Service's Georgia Ecological Services Environmental Contaminants Specialist
  - (912)832-8739
- U.S. Department of Commerce
  - National Oceanic and Atmospheric Administration (NOAA) Scientific Support Coordinator

- (305) 530-7931

1320 Area Committee Organizational Chart

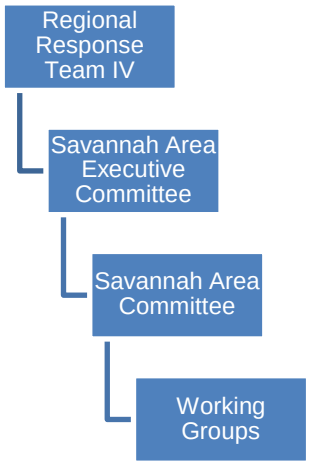

Table 1: Area Committee Organization Chart

1400 National Response System

The National Response System (NRS) is the government's mechanism for emergency response to discharges of oil and the release of chemicals into the navigable waters or environment of the United States and its territories. Initially, this system focused on oil spills and selected hazardous polluting substances discharged into the environment. It has since been expanded by other legislation to include hazardous substances and wastes released to all types of media.

1410 National Response Framework (NRF)

The National Response Framework presents the guiding principles that enable all response partners to prepare for and provide a unified national response to disasters and emergencies - from the smallest incident to the largest catastrophe. The Framework establishes a comprehensive, national, all-hazards approach to domestic incident response.

1420 National Response Policy

Section 4201 of OPA 90 amended Subsection (c) of Section 311 of the FWPCA, requires that the FOSC shall:

“in accordance with the National Contingency Plan and any appropriate Area Contingency Plan, ensure effective and immediate removal of a discharge, and mitigation or prevention of a substantial threat of a discharge, of oil or a hazardous substance into or on the navigable waters; on the adjoining shorelines to the navigable waters; into or on the waters of the exclusive economic zone; or that may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United

States. In carrying out these functions, the FOSC may: remove or arrange for the removal of a discharge, and mitigate or prevent a substantial threat of a discharge, at any time; direct or monitor all Federal, State, and private actions to remove a discharge; and recommend to the Commandant that a vessel discharging or threatening to discharge, be removed and, if necessary, destroyed. If the discharge or substantial threat of discharge of oil or hazardous substance is of such size or character as to be a substantial threat to the public health or welfare of the United States, (including but not limited to fish, shellfish, wildlife, other natural resources, and the public and private beaches and shorelines of the United States), the FOSC shall direct all Federal, State, and private actions to remove the discharge or to mitigate or prevent the threat of the discharge."

1430 National Response Structure

The NRS is a three tiered response and preparedness mechanism that supports the pre-designated FOSC in coordinating national, regional, local government agencies, industry, and the responsible party during response operations. The FOSC plans and coordinates response strategies on scene, using the support of the National Response Team (NRT), RRT, AC's, and responsible parties to supply trained personnel, equipment, and scientific support to complete an immediate and effective response to any oil or hazardous substance discharge.

1430.1 Incidents of National Significance

The Oil and Hazardous Materials Incident Annex has been superseded by the ESF #10 - Oil and Hazardous Materials Response Annex. This annex addresses the coordination needed to respond to a discharge of oil or hazardous materials as a result of an Incident of National Significance.

1430.2 Spill of National Significance (SONS)

In accordance with 40 CFR 300.323, a discharge may be classified as a SONS by the Administrator of EPA for discharges occurring in the inland zone and the Commandant of the USCG for discharges occurring in the coastal zone.

For a SONS in the coastal zone, the USCG Commandant may name a National Incident Commander (NIC) who will assume the role of the OSC in communicating with affected parties and the public, and coordinating federal, state, local, and international resources at the national level. This strategic coordination will involve, as appropriate, the NRT, RRT(s), the Governor(s) of affected state(s), and the mayor(s) or other chief executive(s) of local government(s).

1440 National Response Team (NRT)

The U.S. National Response Team (NRT) is an organization of 15 Federal departments and agencies responsible for coordinating emergency preparedness and response to oil and hazardous substance pollution incidents. The Environment Protection Agency (EPA) and the U.S. Coast Guard (USCG) serve as Chair and Vice Chair respectively.

	Environmental Protection Agency
	U.S. Coast Guard
	U.S. Department of Agriculture
	U.S. Department of Commerce/National Oceanographic and Atmospheric Administration • National Oceanographic and Atmospheric Administration • Office of Response and Restoration • NOAA's National Ocean Service
	U.S. Department of Defense
	U.S. Department of Energy • Office of Environmental Health and Safety • National Nuclear Security Administration
	U.S. Department of Health and Human Services • Centers for Disease Control and Prevention (CDC) • National Institute for Occupational Safety and Health at the CDC
	U.S. Department of the Interior • Office of Environmental Policy and Compliance: Training Module • Bureau of Ocean Energy Management, Regulation and Enforcement (BOEMRE)
	U.S. Department of Justice
	U.S. Department of Labor • Occupational Safety and Health Administration
	U.S. Department of Transportation • The Pipeline and Hazardous Materials Safety Administration
	Federal Emergency Management Agency (DHS)

	U.S. General Services Administration
	U.S. Nuclear Regulatory Commission
	U.S. Department of State

Table 2: National Response Team Member Agencies

1450 Regional Response Team (RRT)

There are 13 RRT's, one for each of the ten federal regions, Alaska, the Caribbean and the Pacific Basin. Georgia is located in RRT Region IV. The RRT's mission is to protect public health, welfare, safety and the environment by ensuring coordinated, efficient, and effective support of the responding federal, state, commonwealth, and local On Scene Coordinators and Remedial Project Managers to significant oil and hazardous substance incidents within Federal Region IV. They provide for the development and coordination of preparedness activities prior to a pollution incident by addressing regional issues and providing guidance to Federal Region IV Area Committees, State Emergency Response Commissions (SERCs), and Local Emergency Planning Committees (LEPCs). The RRT is Co-Chaired by the U.S. Environmental Protection Agency (USEPA) and the U.S. Coast Guard (USCG).

1460 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 Table below, Suggested Composition of an Area Command).

The Incident Area Command will have overall responsibility for the incident strategic management. The FOSCs, 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 principle as does the ICS with the organization typically consisting of the Incident Area Commander and Incident Area Command Logistics Section Chief, Planning Section Chief, Resources Unit Leader,

Situation Unit Leader, Information Officer and Liaison Officer. Flexibility exists to add a Finance Section 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, FOSCs will report to the Incident Area Commander, who is accountable to the Commandant.

1470 Incident Command System

To standardize response management the Coast Guard has adopted the National Incident Management System (NIMS) based ICS. While Vessel Response Plans (VRPs) and Facility Response Plans (FRPs) are required to have a management system compatible with the ACP, there is no requirement for VRPs and FRPs to follow strict ICS. Where appropriate, the FOSC shall establish a unified command consisting of the FOSC, the State Incident Commander, 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. 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. 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 Sections 2000-6000 of this plan. These sections will provide generic descriptions and apply directly to the MSU Savannah COTP area of responsibility.

ICS forms, job aids and the Incident Management Handbook (IMH) can be obtained on the Coast Guard's Homeport at https://homeport.uscg.mil/ics. Refer to the Incident Management Handbook (IMH) for specific information on all duties and positions.

1470.1 National Incident Management System

The National Incident Management System (NIMS) was developed by the Secretary of Homeland Security at the direction of the President. The NIMS integrates effective practices in emergency preparedness and response into a comprehensive national framework for incident management. The NIMS enables all responders from different agencies, federal, state, and local to work together more effectively to manage domestic incidents no matter what the cause, size or complexity. Some tangible benefits to using the NIMS are:

- Standardized organizational structures, processes and procedures;
- Standards for planning, training and exercising, and personnel qualification standards;
- Equipment acquisition and certification standards
- Interoperable communications processes, procedures and systems.

The National Incident Management System/Incident Command System shall be used to respond to all incidents.

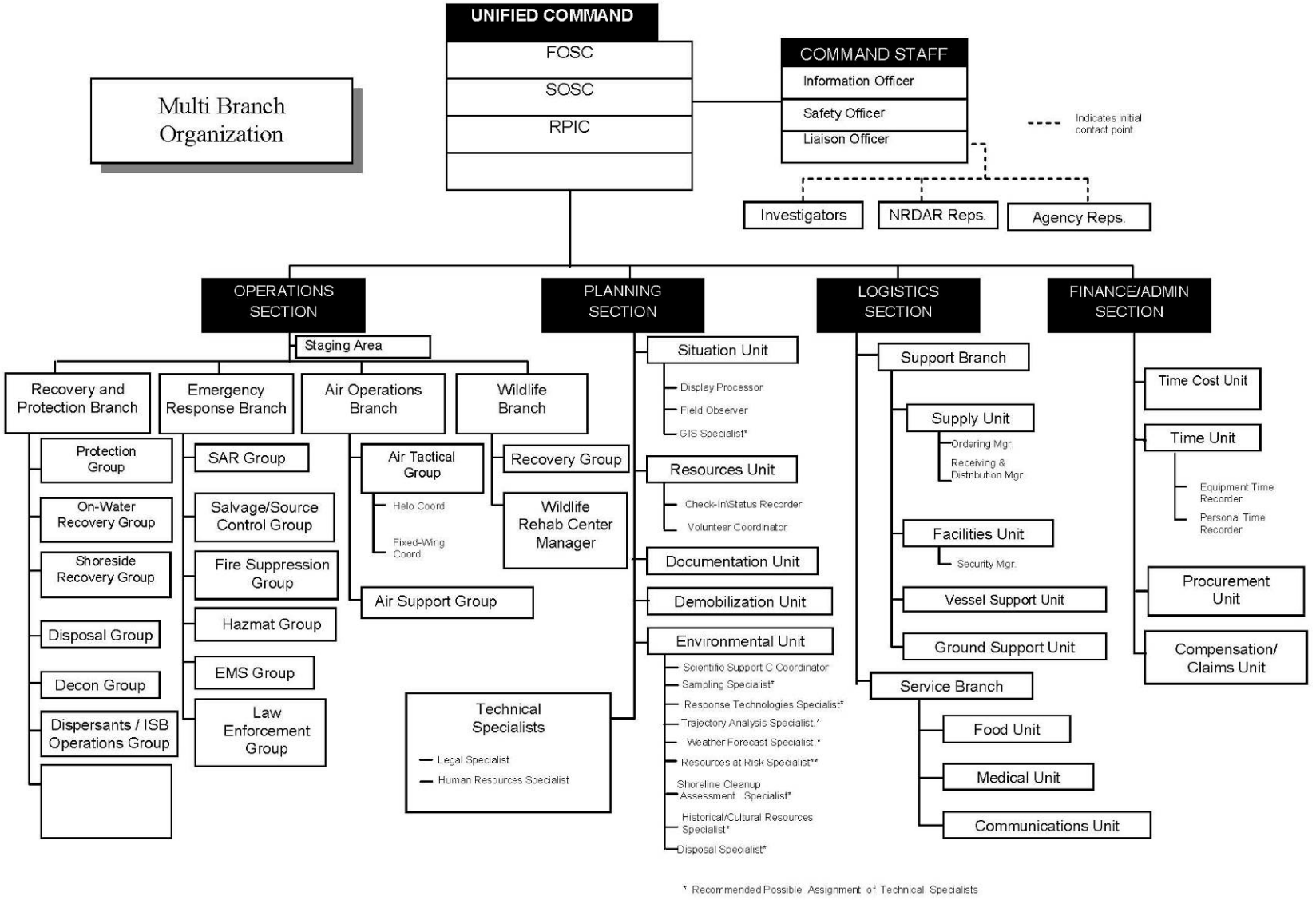

Table 3: Complex Incident ICS Structure

1480 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). The final PREP guidelines booklet was published in August 1994 and is available at no charge by writing to:

TASC Dept Warehouse
3341 Q 75th Ave
Landover, MD 20785.
Publication number USCG-X0191

MSU Savannah conducts Government-Led Area Exercises in accordance with Commandant Instruction 3500.6, Exercise Program Management and National Exercise Program Implementation Roles & Responsibilities.

1490 Federal Response Plan

The Federal Response Plan was superseded by the National Response Plan, which was superceded by the National Response Framework.

14100 Federal Radiological Response Plan

The Federal Radiological Response Plan was superseded by the National Response Plan, which was superceded by the National Response Framework.

1500 State and Local Response System

1510 State Response Policy

1510.1 Georgia

Under provisions of Article 3, Section 38-3-22, of the State of Georgia Emergency Management Act of 1981, as amended, the Governor has the authority to activate and implement all or selected response actions of the state. The Department of Natural Resources (DNR) is the agency designated under the State of Georgia Emergency Management Act of 1981 for contingency planning and response implementation in the event of oil or hazardous materials spill. DNR will receive support services from the following state agencies in the event of a spill:

- Georgia Emergency Management Agency (GEMA)
- Department of Transportation
- Department of Public Safety
- Department of Human Resources
- Forestry Commission
- Department of Agriculture
- Department of Administrative Affairs

The Environmental Protection Division (EPD) of the DNR will provide a coordinated response in the event of a spill. Unless otherwise appointed by the Director of the EPD, the Manager of the Emergency Response Team, will serve as the On-Scene Coordinator for the State of Georgia. He/she will be responsible for all on-site activities, liaison with the United States Coast Guard, the NRT, the Office of the Governor, the Director of EPD, GEMA, and all other divisions within DNR including: Parks, Recreation and Historic Sites; Game and Fish; and Coastal Resources.

1510.2 South Carolina

It is declared to be the public policy of the State of South Carolina to maintain reasonable standards of purity of the air and water resources, consistent with the public health, safety, and welfare of its citizens, maximum employment, industrial development, the propagation and protection of terrestrial and marine flora and fauna, and the protection of physical property and other resources. It is further declared that to secure these purposes and the enforcement of the provisions of this act, the Department of Health and Environmental Control shall have authority to abate, control and prevent pollution. (Section 48-1-20, S.C. Code of Laws, 1975, as amended.)

1520 Local Response System

The primary organizations involved in monitoring and/or directing response efforts are Coast Guard MSU Savannah, GA DNR, SC Department of Health and Environmental Control (DHEC), and the local fire department. The exact nature of the event will dictate the degree of involvement by each of these organizations. **In a hazardous materials release, the local fire chief will be the incident commander.** In significant incidents that may involve hazards to the public and/or evacuations, the emergency management agencies for the county in which the release occurred will also become involved.

1530 Local Response Policy

Within the area of responsibility of this plan it is the policy of the FOSC, as well as national policy, that all reports of discharges of oil or hazardous materials be investigated. MSU Savannah personnel will normally investigate spill reports. Several factors will be considered to determine how a discharge will be mitigated. These factors include but are not limited to:

- Type of material including toxicity and persistence
- Amount of material
- Location of discharge in relation to environmentally sensitive areas.
- Hazards to response personnel
- Technical probability of success
- Response time of cleanup contractor

Each county in Georgia has an Emergency Management Agency (EMA). Each county in South Carolina has an Emergency Management Department (EPD). The County EMA/EPD is responsible for coordinating local agencies in evacuations of endangered civilian populations. Emergency response of local agencies includes law enforcement agencies (county and municipal), fire department (firefighting and hazmat response), public water and sewer services (water intake and outflow facilities), county forest protection units, and local emergency medical facilities.

Georgia's County Emergency Management Agencies that lie within the COTP Zone Savannah are in GEMA Region 5. Agency contact info can be found in GEMA's Local EMA Directory.

The following Emergency Management Agencies in the State of Georgia are in the Savannah COTP Zone:

- Glynn County Emergency Management Agency
  - (912) 267-5678
  - gcema@glynncounty-ga.gov
- Camden County Emergency Management Agency
  - (912) 729-5602
  - camden.county@gema.ga.gov
- Liberty Emergency Management Agency
  - (912) 368-2201
  - liberty.county@gema.ga.gov
- McIntosh Emergency Management Agency
  - (912)-437-6671
  - mcintosh.county@gema.ga.gov
- Bryan Emergency Management Agency
  - (912) 858-2799
  - bryan.county@gema.ga.gov
- Chatham Emergency Management Agency
  - (912) 201-4500
  - chatham.county@chatthamcounty.org

1600 National Policy and Doctrine

1610 Public vs. Private Resource Utilization

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

1620 Best Response Concept

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

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

Best Response protects our national interests. Each component must act responsibly, effectively, and cooperatively to accomplish the shared goal of minimizing the consequences of pollution incidents. Finally, Best Response demands that a response community build an ability to measure its own capability to achieve success. To do this kind of self-assessment the community must be able to recognize success.

Key Business Drivers are the major categories within a Best Response model of things that have to be done if we are to accomplish the goal of Best Response - minimize the consequence of pollution incidents - and to be perceived as successful.

Critical Success Factors are the specific things that a response must accomplish to be considered successful. The critical success factors suggested here were compiled from expert-based surveys, which generated lists of things in a response that must go right. (Harrald, 1993; Walker, 1995). There are a number of critical success factors for each Key Business Driver. An oil spill response that achieves all or most of these factors will, according to the Best Response precepts, be judged as a success.

1630 Cleanup Assessment Protocol (i.e. “How Clean is Clean?”)

The determination for "How Clean is Clean" will be made on a case by case basis by the FOSC in conjunction with the appropriate FOSC and/or Responsible Party. Although the final decision rests with the FOSC, the FOSC will review the recommendations made by the FOSC, Responsible Party, Natural Resource Damage Assessment Team, members of the Area Committee, and others involved in the welfare of the environment, before making the final determination. Additional Resources for Determining "How Clean is Clean”, additional information on determining "How Clean is Clean" can be obtained through the CG Gulf Strike Team (GST) and the Scientific Support Coordinator (SSC) through NOAA. The GST's Shoreline Cleanup and Assessment Team (SCAT) is available for assistance to the FOSC. This team has specialized trained personnel to determine whether further cleanup is necessary or if natural cleansing would be more viable. NOAA's

Hazardous Materials Response and Awareness Division have developed a "Shoreline Countermeasure Manual" which has proven itself to be highly effective in determining the damage state to a shoreline after a spill has occurred. This manual is a tool for shoreline countermeasure planning and response written to assist Regional Response Teams, Area Planning Committees, and State response agencies. The manual is presented as a template that can be tailored for each region. To obtain a copy of the manual, contact NOAA Scientific Support Coordinator at (305) 530-7931. Email addresses to NOAA members can be obtained on their website at http://www.noaa.gov.

1640 Dispersant Pre-Approval/Monitoring/Decision Protocol

Refer to RRT Region IV's Dispersent Use Plan, available at http://www.nrt.org/production/NRT/RRTHome.nsf/Allpages/newrrt_iv-opsmanual.htm.

Special attention should be paid to the "Letter of Agreement on Limited Use of Dispersants" in Dispersant Use Plan-Part III.

1650 In-situ burn Approval/Monitoring/Decision Protocol

Refer to RRT Region IV's In-Situ Burning Plan, available at http://www.nrt.org/production/NRT/RRTHome.nsf/Allpages/newrrt_iv-opsmanual.htm.

Special attention should be paid to the "Letter of Agreement on Limited Use of In-situ Burning" in In-situ Burn Plan

1655 Solidifier Decision Protocol

RRT Region IV's Pre-Authorization Policy for Use of Solidifiers, available on their website, has been adopted in the Savannah COTP Zone, with the following stipulations:

- Training – any person who deploys an approved solidifier must have had training in the proper use, deployment, handling of contaminated material, and recovery of the product. Training shall be provided by either an approved product vendor or a competent person, such as a designated training officer, who has been properly trained in the use of solidifiers. Documentation of adequate training must be available upon request by the U. S. Coast Guard or Georgia Department of Natural Resources.
- Notification – The U. S. Coast Guard FOSC is to be noptified immediately if solidifiers are used. RThis is to ensure proper documentation of its use and effects are recorded by the entity using the solidifier product. Notification of solidifier use may be made through the National Response Center at 1-800-424-8802 as part of the initial oil spill reporting requirement, or by contacting the Marine Safety Unit Savannah Duty Pollution Investigator at 912-210-2249.

- The use of any loose solidifier product is prohibited in wanters immediately adjacent to or on any lands or structures under the care of the U. S. Fish and Wildlife Service or U. S. National Park Service unless specific permission has been received by the project leader, superintendant or other responsible administrator.

1660 Fish and Wildlife Acts Compliance (Migratory Bird Act, Marine Mammal Act, Endangered Species Act, Essential Fish Habitat, etc)

The Endangered Species Act (ESA) requires that Federal agencies ensure that the actions they authorize, fund, or carry out are not likely to jeopardize listed species or destroy or adversely modify their designated critical habitat. Response to an oil spill is an emergency; however, this does not relieve the responding federal agencies of their responsibilities under the ESA. During emergencies, this responsibility can be fulfilled by the responding agency relatively quickly through informal consultation, with formal consultation being completed if needed after the emergency response is complete and the case is closed. The NCP provides that AC's and FOSC's consult with the services during planning for sensitive areas (40 CFR 300.210(c)(4)(i)), and during response (40 CFR 300.305(e)). The Memorandum of Agreement for Spill Planning & Response under the Federal Water Pollution Control Act's (FWPCA's) NCP & ESA provides guidance for implementing these provisions as well as the emergency consultation provisions in the interagency regulations implementing Section 7 of the ESA (50 CFR 402.05). Further discussion of this topic can be found in Section 4000 of this plan.

The Magnuson-Stevens Fishery Conservation and Management Act (MSA), as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), established procedures designed to identify, conserve, and enhance Essential Fish Habitat (EFH) for those species regulated under a Federal fisheries management plan (FMP). Section 305(b)(2) of the MSA requires Federal agencies to consult with NOAA's National Marine Fisheries Service (NMFS) on all actions, or proposed actions, authorized, funded, or undertaken by the agency, that may adversely affect EFH.

As with the Endangered Species Act, FOSC's determine when a response action"may adversely affect" EFH. Once the FOSC has identified a response action that may adversely affect EFH, the FOSC must notify NOAA Fisheries and provide an EFH Assessment. See Section 4000 of this plan for additional information.

1670 Protection of Historic Properties

15 October 1996, Congress passed 16 USC 470, Known as the National Historic Prevention Act (NHPA) to preserve the historical and cultural foundations of our Nation. Under section 106 of NHPA, federal agencies are required to consider the effects of their actions on historic properties and take steps to reduce or eliminate adverse effects.

FOSCs shall work with appropriate members of the RRT and AC to identify methods that can minimize or avoid adverse effects to historic and culturally significant properties. Further discussion of this topic including EFH, ESA, and NHP can be found in Section 4000 of this plan. In addition, the Programmatic Agreements, MOUs, and MOAs for response to oil spills or hazardous material releases can be found in Section 4600 of this plan.

National Park Service Annex: The National Parks Service has developed an annex to this plan that deals specifically with oil spill response on or near Fort Pulaski National Monument, Fort Frederica National Monument, and Cumberland Island National Seashore.

The purpose of the National Park Service Lands / Jurisdictions Annex to the Savannah Captain of the Port Zone Area Contingency Plan is to provide an operational guide to federal/state/local responders when an oil discharge or release of hazardous substances impacts or threatens to impact resources owned or managed by the National Park Service (NPS). On the Georgia shoreline, these resources include Fort Pulaski National Monument, Fort Frederica National Monument, and Cumberland Island National Seashore lands, coastal habitats, wilderness areas, the cultural resources, the wildlife communities, and the public use areas therein. This Annex is intended to supplement the U.S. Coast Guard Area Contingency Plan (ACP) for the Georgia/Southern South Carolina Coastal Sector as a zone-specific Annex. It is not intended to duplicate or supersede anything in the Georgia/South SC Coastal ACP.

The RRTIV Guidelines for the Programmatic Agreement on Protection of Historic Properties and Cultural Resources during Emergency Response under the National Oil and Hazardous Substances Pollution Contingency Plan should be consulted for additional guidance on the protection of historical properties.

1680 Alternative Response Technical Evaluation System (ARTES)

During an oil or chemical spill, the FOSC, who directs the response, may be asked to consider using a non-conventional alternative countermeasure (a method, device, or product that hasn't typically been used for spill response). To assess whether a proposed countermeasure could be a useful response tool, it's necessary to quickly collect and evaluate the available information about it.

To aid in evaluating non-conventional alternative countermeasures in particular, the ARTES was developed. ARTES can also be used to evaluate proposed conventional countermeasures. It is designed to evaluate potential response tools on their technical merits, rather than on economic factors. Under ARTES, an Alternative Response Tool Team (ARTT) rapidly evaluates a proposed response tool and provides feedback to the FOSC in the form of a recommendation. The FOSC then can make an informed decision on the use of the proposed tool. A set of forms has been developed for use in the ARTES process.

ARTES was designed by workgroups of RRT's II and III (these are teams of federal response specialists). ARTES is now in place in RRT II (New Jersey and New York) and RRT III (Pennsylvania, Delaware, Maryland, Washington DC, Virginia, and West Virginia).

ARTES is designed for two uses:

- To evaluate a product's appropriateness for use during a specific incident, under specific circumstances.
- As a pre-evaluation to identify conditions under which favorable outcomes are anticipated when a product is used.

An advantage of ARTES is that it provides a management system for addressing the numerous proposals submitted by vendors and others during a spill. Subjecting all proposals to the same degree of evaluation also ensures that vendors are considered on a "level playing field."

ARTES can be used before an incident as well as during a response. If an FOSC would like to consider an alternative response tool during pre-spill planning, he or she can use ARTES to evaluate the tool. Over time, the hope is that having a record of proposals on file will enable an FOSC to address alternatives for future needs.

There are two ways that the ARTES process can be initiated, generally speaking:

- When no spill response is in progress, a vendor can approach the FOSCs (federal or state) or RRT members to request that a product be evaluated. It then falls on the FOSC or RRT representative to determine the value of performing an ARTES evaluation on the product. In effect, the FOSC and RRT representatives perform first-line screening. If either the FOSC or RRT representative decides that it would be appropriate for the product to be evaluated, he or she then must submit a written request for an ARTES evaluation to the Spill Response Countermeasures Workgroup chairperson at the appropriate RRT.
- During a spill, only FOSC, Unified Command, Planning Section Chief, or the Operations Section Chief can initiate an evaluation. They would do so in response to an identified need.

The proposed response tool must be thoroughly evaluated after it passes the initial screening step. The vendor needs to provide complete and comprehensive information on the product by filling out the Proposal Worksheet (PWS). The information in the PWS is then reviewed by a Response Tool Subcommittee (during the planning phase) or by the Alternative Response Tool Team (during spill response operations). If the PWS is sufficient, the teams evaluate the data, provide recommendations (either to accept or not accept) to the RRT and FOSC, and the report is then archived.

1690 Specialized Monitoring of Advanced Response Technology (SMART)

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

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

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

1700 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

1800 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

1900 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

2000 Command

The Incident Command System (ICS) is built around five major functions that are applied on any incident, large or small. These five functions are the Incident Command, Operations, Planning, Logistics and Finance Sections. These functions are detailed in Sections 2000-6000 of this plan. Sections 2000-6000 provide generic descriptions and apply directly to the Marine Safety Unit (MSU) Savannah Captain of the Port (COTP) area of responsibility.

ICS forms, job aids and the Incident Management Handbook (IMH) can be obtained on the Coast Guard's Homeport at https://homeport.uscg.mil/ics. Refer to the Incident Management Handbook (IMH) for specific information on all duties and positions.

Section 2000 only provides a brief overview and information specific to the MSU Savannah COTP Zone.

2100 Unified Command – Command Structure

The National Contingency Plan (NCP) and the National Response Plan (NRP) identify the National Incident Management System (NIMS) as the basic format for response management. This system is a structure that brings together federal and state agencies, and the responsible party (RP), to achieve an effective and efficient response. The structure under which these parties come together is commonly referred to as the ICS or Unified Command (UC). It should be noted that in this structure the Federal On-Scene Coordinator (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 timeframe.

The UC is responsible for the overall management of the incident and incident activities including the development and implementation of strategic decisions and approval of the order and release of resources. The UC should be composed of the FOSC, State Incident Commander and a representative from the RP. In addition, the Command Staff also includes Safety, Information and Liaison Officer positions, which are discussed within Section 2000. The UC oversees and delegates responsibilities to the four functional units, which are the Operations, Planning, Logistics and Finance/Administration Sections, which are further detailed in sections 3000-6000 of this plan.

The UC for MSU Savannah COTP area of responsibility will consist of the U.S. Coast Guard, Georgia Department of Natural Resources (DNR), and the RP, and at times county emergency managers and other federal/state agencies. The UC 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 efforts including response objectives and strategies.

Typical objectives for an oil spill response are:

1. Ensure the safety of citizens and response personnel
2. Control the source of the spill
3. Manage a coordinated response effort
4. Maximize protection of environmentally sensitive areas including wildlife and historic properties
5. Contain and recover spilled material
6. Recover and rehabilitate injured wildlife
7. Remove oil from impacted areas
8. Minimize economic impacts
9. Keep stakeholders informed of response activities
10. Keep the public informed of response activities

2110 Incident Command Post

The Incident Command Post (ICP) is the central location for the UC to conduct operations. The site for the ICP is established by the initial incident commander and may change location as the incident expands in order to accommodate the needs of the UC. The ICP should be of adequate size to house the UC and its entire staff. Other operations, such as the Joint Information Center, may be co-located within the ICP if adequate space is available. The ICP shall be adequately marked for easy identification. The Incident Command Post could be located in many places including a government or private facility, a local hotel, or one of the Emergency Operations Centers (EOC) in the area.

2200 Command Staff Elements

2210 Federal Representative

The NCP, 40 CFR 300, requires FOSC's to direct response efforts and coordinate all other actions at the scene of a discharge or release. The FOSC is the pre-designated federal official responsible for ensuring the immediate and effective response to a discharge or threatened discharge of oil or a hazardous substance. The U.S. Coast Guard designates FOSC's for the U.S. coastal zones, while the U.S. Environmental Protection Agency (EPA) designates FOSC's for the U.S. inland zones. The first federal official (affiliated with an National Response Team (NRT) agency) to arrive at the scene of a discharge should coordinate activities under the NCP and is authorized to initiate, in consultation with the FOSC, any necessary actions normally carried out by the FOSC until the arrival of the predesignated FOSC. This official may initiate federal fund-financed actions only as authorized by the FOSC.

The FOSC shall:

- To the extent practicable, and as soon as possible after the incident occurs, collect pertinent facts about the discharge, such as its source and cause.
- Identify RP, the nature, amount, and location of discharged materials along with predicting the trajectory of discharged materials.
- Determine whether the discharge is a worst-case discharge, the pathways to human and environmental exposure, the potential impact on human health, welfare, safety and the environment and whether the discharge poses a substantial threat to the public health or welfare.
- The FOSC shall identify the potential impact on natural resources and property, and discuss priorities for protecting human health, welfare and the environment.
- The FOSC must ensure appropriate resource documentation.

The FOSC shall ensure that the trustees for natural resources are promptly notified of discharges. The FOSC shall coordinate all response activities with the affected natural resource trustees and shall consult with them regarding 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 natural resource trustee.

2220 State Representative

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.

2230 RP Representative

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

As defined in OPA 90, each RP 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 RP 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 RP 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.).

ICS forms, job aids and the Incident Management Handbook (IMH) can be obtained on the Coast Guard's Homeport at https://homeport.uscg.mil/ics. Refer to the Incident Management Handbook (IMH) for specific information on all duties and positions.

2300 Safety

The Safety Officer (SO) is responsible for monitoring and assessing hazardous and unsafe situations, and developing measures for assuring personnel safety through the development of a site safety plan. The site safety plan should include the identification of hazardous or unsafe situations associated with the incident by ensuring that a preliminary and ongoing site characterization and analysis is conducted. This analysis shall include the identification of all actual or potential physical, biological, and chemical hazards known or expected to be present at the work site(s). The SO will correct unsafe acts or conditions through the regular line of authority, although the SO may exercise emergency authority to stop or prevent unsafe acts when immediate action is required. The SO maintains awareness of active and developing situations, ensures the preparation and implementation of the Site Safety Plan and all safety messages with the Incident Action Plan (IAP).

2310 Site Safety Plan

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.

OSHA has resources available for development of an incident specific site safety plan at http://www.osha.gov/SLTC/etools/ics/safety.html#Related.

ICS forms, job aids and the Incident Management Handbook (IMH) can be obtained on the Coast Guard's Homeport at https://homeport.uscg.mil/ics. Refer to the Incident Management Handbook (IMH) for specific information on all duties and positions.

2400 Public Information

The Public Information Officer (PIO) is responsible for developing and releasing information about the incident to the news media, to incident personnel, and to other appropriate agencies and organizations. Only one PIO is assigned for each incident, including incidents operating under UC multi-jurisdictional incidents. The PIO may have assistants as necessary representing assisting agencies and jurisdictions.

ICS forms, job aids and the Incident Management Handbook (IMH) can be obtained on the Coast Guard's Homeport at https://homeport.uscg.mil/ics. Refer to the Incident Management Handbook (IMH) for specific information on all duties and positions.

2410 Joint Information Center (JIC)

During a major oil spill where media activity is expected to last several days, the PIO should establish a Joint Information Center (JIC) to coordinate the Public Affairs activities of participating agencies and parties. It is recommended that the JIC be in the same building as the ICP, but in a room separate from other Sections.

Instructions for the establishment and operation of the JIC can be found in the NRT's Joint Information Center Model.

2420 Media Contacts

The MSU Savannah PAO is the USCG point of contact for interacting with the local media. During an incident all media inquiries should be referred to the JIC. The USCG will have representation in the JIC, but may not necessarily be the spokesperson. The JIC will elect one person to speak to the media for the incident.

Media Contacts	
USCG District 7 Public Affairs	(305) 415-6683
Savannah Morning News	(912) 652-0310
WSAV	(912) 652-0300
WTOC	(912) 234-6397
WCSC (Charleston)	(843) 402-5555
WTAT (Charleston)	(843) 744-2424
Charleston City Paper	(843) 577-5304

2500 Liaison

The Liaison Officer (LO) is the point of contact for personnel from assisting and cooperating agencies. The LO will proactively coordinate with state and local government officials keeping them advised of the situation, any anticipated actions, and soliciting their concerns to the UC. The LO will be the UC representative for coordinating any investigative efforts conducted in conjunction with response actions. This representation will include coordinating with the Natural Resource Damage

Assessment (NRDA) Team. Generally, the NRDA will take place after response actions have been completed.

ICS forms, job aids and the Incident Management Handbook (IMH) can be obtained on the Coast Guard's Homeport at https://homeport.uscg.mil/ics. Refer to the Incident Management Handbook (IMH) for specific information on all duties and positions.

2600 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

2700 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

2800 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

2900 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

3000 Operations

ICS forms, job aids and the Incident Management Handbook (IMH) can be obtained on the Coast Guard's Homeport at https://homeport.uscg.mil/ics. Refer to the Incident Management Handbook (IMH) for specific information on all duties and positions.

3100 Operations Section

The Operations Section is responsible for all operations directly applicable to the primary mission. They direct the preparation of unit operational plans, requests, releases, or resources, make expedient changes to the Incident Action Plan as necessary and report such to the Incident Commander (IC) or the Unified Command (UC).

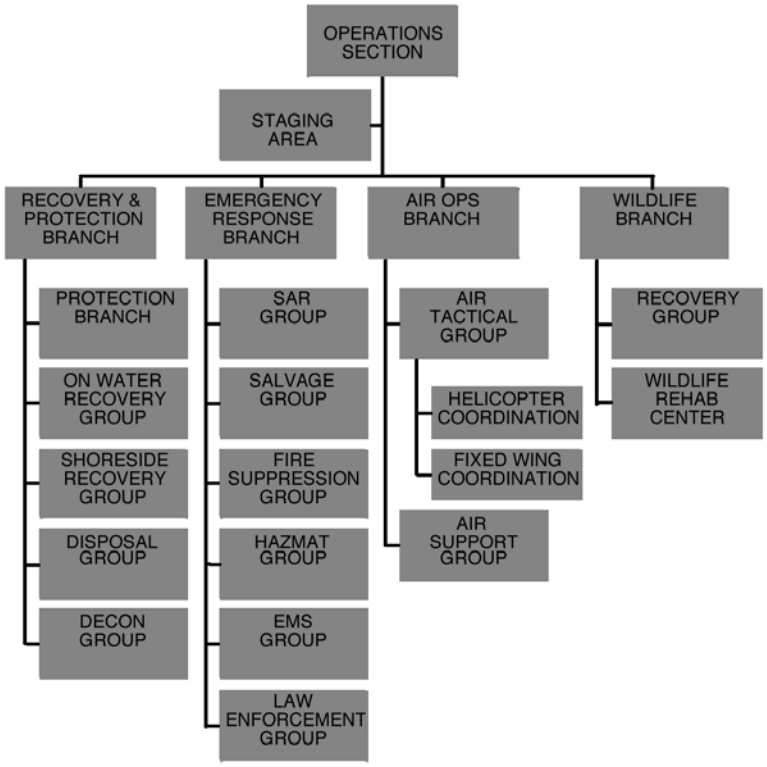

Table 4: Operations Section for a Complex Incident

3110 Operations Section Chief

The Operations Section Chief is responsible for the management of all operations directly applicable to the primary mission. The Operations Section Chief activates and supervises elements in accordance with the Incident Action Plan and directs its execution; activates and executes the Site Safety Plan; directs the preparation of unit operational plans, requests or releases

resources, makes expedient changes to the Incident Action Plan as necessary, and reports such to the Incident Commander.

1. Develop operations portion of Incident Action Plan.
2. Brief and assign operations personnel in accordance with Incident Action Plan.
3. Supervise the execution of the Incident Action Plan for Operations.
4. Request resources needed to implement the Operation's tactics as part of the Incident Action Plan development (ICS 215).
5. Ensure safe tactical operations.
6. Make or approve expedient changes to the Incident Action Plan during the operational period as necessary.
7. Approve suggested list of resources to be released from assigned status (not released from the incident).
8. Assemble and disassemble teams/task forces assigned to operations section.
9. Report information about changes in the implementation of the IAP, special activities, events, and occurrences to Incident Commander as well as to Planning Section Chief and Information Officer.
10. Maintain Unit/Activity Log (ICS 214).

ICS forms, job aids and the Incident Management Handbook (IMH) can be obtained on the Coast Guard's Homeport at https://homeport.uscg.mil/ics. Refer to the Incident Management Handbook (IMH) for specific information on all duties and positions.

3200 Recovery and Protection

The Recovery and Protection Branch Director 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 and is tasked with the following:

1. Participate in planning meetings as required.
2. Develop operations portion of Incident Action Plan.
3. Brief and assign operations personnel in accordance with Incident Action Plan.
4. Supervise operations.
5. Determine resource needs.
6. Review recommendations and initiate release of resources.
7. Report information about special activities, events, and occurrences to Operations Section Chief.
8. Maintain Unit/Activity Log (ICS 214).

3210 Protection Group

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

3220 On-Water Recovery Group

The On Water Recovery Group is responsible for managing water recovery operations in compliance with the Incident Action Plan.

3230 Shoreside Recovery Group

The Shoreside Recovery is responsible for managing shoreside cleanup operations in compliance with the Incident Action Plan.

3240 Disposal Group

The Disposal Group is responsible for coordinating the onsite activities of personnel engaged in collecting, storing, transporting, monitoring, temporary storage, recycling, and disposal of all anticipated response wastes.

3250 Decontamination Group

The Decontamination Group is responsible for decontamination of personnel and response equipment in compliance with approved statutes.

3260 Group V Oils

33 CFR 154.1020 (c) *persistent oils* defines Group V oils as oils which have a specific gravity greater than 1.0.

Group V oils are by regulation categorically separate from other oils based on their specific gravity. Any oil that has a specific gravity higher than 1.0 or API (American Petroleum Institute) gravity value of less than 10 is a Group V oil. This classification is based on concerns that these oils have characteristics and behaviors that may be very different from other typical lighter oils. Some of these differences may lead to non-floating behavior of these heavier oils or fractions of these oils thereby presenting very different concerns with regard to environmental impacts and response capabilities. There are three distinct types of Group V oils with very different properties and behaviors. These types include:

- Group V Residual Fuel Oils (GPVRFO), known by the industry term LAPIO (Low API Oil);
- Asphalt and Asphalt Products; and
- Orimulsion.

Asphalt and Asphalt Products**.** These very heavy products, normally used for paving of roads and other surfaces all have specific gravities greater than fresh and seawater; all will sink. They are normally loaded and shipped as heated cargo in order to prevent solidification. It is expected that these products, if spilled, would quickly cool, solidify and sink to the bottom. Environmental concerns would generally be limited to localized effects from heat and generated steam of the spilled cargo and smothering of any benthic

resources. These products are generally not very toxic and would not be expected to impact fish or other water column resources.

There are two regulated waterfront facilities in the Savannah COTP Zone that carry Group V Oils:

- Colonial Oil**:** Columbian No. 6 Fuel Oil
- NuStar Asphalt**:** Boscon Crude Oil and Asphalt

In accordance with COMDTINST M16000.14, U.S. Coast Guard Marine Safety Manual, Vol. IX, Section 4.A.6.b.11, non-petroleum and Group V oils are treated differently for planning purposes. 33 CFR 154.1047 requires the owner or operator to identify the procedures and equipment necessary to respond to a worst-case discharge of Group V oils. There are no specific requirements for identifying the amount of response resources. Regulations allow the owner or operator to determine the type and amount of equipment needed to respond to a worst-case discharge of non-petroleum oils. For Group V oils, the plan must also include procedures, strategies, and identification of equipment to locate, recover, and mitigate discharges.

3300 Emergency Response

The Emergency Response Branch Director is responsible for search and rescue (SAR), salvage, fire suppression, hazardous materials, emergency medical services (EMS), and law enforcement (LE) activities contained in the Incident Action Plan. The Emergency Response Branch Director reports to the Operations section Chief and is tasked with the following:

1. Participate in planning meetings as required.
2. Develop operations portion of Incident Action Plan.
3. Brief and assign operations personnel in accordance with Incident Action Plan.
4. Supervise operations.
5. Determine resource needs.
6. Review recommendations and initiate release of resources.

3310 SAR Group

The SAR Group is responsible for prioritization and coordination of all Search and Rescue resources directly related to the specific incident. Search and Rescue for the Savannah COTP Zone is directed by the Sector Charleston Command Center.

3320 Salvage Group

The salvage is responsible for coordinating and directing salvage activities related to the incident. Response operations that require salvage operations are discussed in Section 8000 of this plan

3330 Fire Suppression Group

The Fire Suppression Group is responsible for coordinating and directing all fire fighting activities related to the incident. The response to a marine fire is outlined in Section 8000 of this plan.

3340 Hazardous Materials Group

The Hazardous Materials Group is responsible for coordinating and directing all hazardous material activities related to the incident. The response to a hazardous materials incident is outlined in Section 7000 of this plan.

3350 EMS Group

The EMS Group is responsible for coordinating and directing all emergency medical services related to the incident. The EMS Group may be further subdivided into treatment and transport sections.

3360 LE Group

The LE Group is responsible for coordinating and directing all law enforcement activities related to the incident, which include, but not limited to isolating the incident, crowd control, traffic control, evacuations, beach closures, and/or perimeter security.

3400 Air Operations

The Air Operations Branch Director is a ground-based position responsible for maintaining control operations and reporting the status of all air resources to the Unified Command. Before extended air operations begin, the Air Operations Branch Director must determine appropriate operational capabilities and resource utilization (i.e. night operation and pilot-hour restrictions). Depending on the extent of the response, the Air Operations Branch Director may be supported by a Tactical Group Supervisor, a Helicopter Coordinator, a Fixed-Wing Coordinator, and/or an Air Support Group Supervisor. The Coast Guard's Incident Management Handbook (COMDTPUB P3120.17) outlines specific descriptions for all of the subordinate positions. If necessary, the Air Operations Branch Director will coordinate air traffic control with the Federal Aviation Administration. The Air Operations Branch Director reports directly to the Operations Section Chief and is tasked with the following:

1. Participate in planning meetings as required.
2. Develop operations portion of Incident Action Plan.
3. Brief and assign operations personnel in accordance with Incident Action Plan.
4. Supervise operations.
5. Determine resource needs.
6. Review recommendations and initiate release of resources.

3410 Air Tactical Group

The Air Tactical Group is responsible for the coordination and scheduling of aircraft operations intended to locate, observe, track, 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. Tactical aircraft may be Coast Guard or privately owned aircraft.

3420 Air Support Group

The Air Support Group Supervisor is responsible for supporting and managing helibase and helispot operations and maintaining liaison with fixed wing air bases. Their primary role is to maintain the operational capability of the aircraft operating at an incident. The Air Support Group will be located at U.S. Coast Guard Air Station Savannah for Coast Guard aircraft. Privately owned aircraft used for response to an incident will arrange for their own maintenance and service.

3500 Staging Area

A staging area should be established to hold equipment ordered for an incident. An incident may contain more than one staging area to accommodate incident needs. A staging area manager will be assigned to track and validate equipment that is available onsite for use at an incident. It is the staging manager's responsibility to maintain the integrity of this site. Staging areas will be identified as the needs of the incident come into focus. Large open areas used to stage equipment are limited to shopping mall parking lots. Smaller staging areas such as boat ramps and local facilities will be designated in an area in the vicinity of that actual incident.

3510 Pre-Designated Staging Areas

There are no pre-designated staging areas in the Savannah COTP Zone. Potential staging areas are discussed in Section 5210.12 of this plan.

3520 Staging Area Manager

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

3600 Wildlife

The Wildlife Branch Director is responsible for minimizing wildlife losses during spill responses; coordinating early aerial and ground reconnaissance of the wildlife at the spill site, and reporting results to the Situation Unit Leader; employing wildlife hazing measures as authorized in the Incident Action Plan; and recovering and rehabilitating impacted wildlife. A central wildlife-processing center should be identified and maintained for: evidence tagging, transportation, veterinary services, treatment and rehabilitation storage and other support needs. The activities of private wildlife care

groups, including those employed by the Responsible Party, will be overseen and coordinated by the Wildlife Branch Director.

1. Develop Wildlife Branch portion of the Incident Action Plan.
2. Supervise Wildlife Branch operations.
3. Determine resource needs.
4. Review suggested list of resources to be released and initiate recommendation for release of resources.
5. Assemble and disassemble Strike Teams/Task Forces assigned to the Wildlife Branch.
6. Report information about special activities, events, and occurrences to Operations Section Chief.
7. Maintain Unit/Activity Log (ICS 214).

3610 Wildlife Recovery Group

Under the direction of the Wildlife Branch Director, the Wildlife Recovery Group Supervisor 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 Planning (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.

1. Determine resource needs.
2. Establish and implement protocols for collection and logging of impacted wildlife.
3. Coordinate transportation of wildlife to processing station(s).
4. Brief the Wildlife Branch Director on activities.
5. Maintain Unit/Activity Log (ICS 214).

3620 Wildlife Rehabilitation Group

Under the direction of the Wildlife Branch Director, the Wildlife Rehabilitation Center is responsible for receiving oiled wildlife at 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.

1. Determine resource needs and establish processing station for impacted wildlife.
2. Process impacted wildlife and maintain logs.
3. Collect numbers/types/status of impacted wildlife and brief the Wildlife Branch Operations Director.
4. Coordinate transport of wildlife to other facility.
5. Coordinate release of recovered wildlife.
6. Implement Demobilization Plan.
7. Brief the Wildlife Branch Director on activities.

3700 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

3800 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

3900 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

4000 Planning

4100 Planning Section

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.

ICS forms, job aids and the Incident Management Handbook (IMH) can be obtained on the Coast Guard's Homeport at https://homeport.uscg.mil/ics. Refer to the Incident Management Handbook (IMH) for specific information on all duties and positions.

4110 Planning Organization Incident Command System

The Incident Command Post (ICP) is the central location for the UC to conduct operations. The site for the ICP is established by the initial incident commander and may change location as the incident expands in order to accommodate the needs of the UC. The ICP should be of adequate size to house the UC and its entire staff. Other operations, such as the Joint Information Center, may be co-located within the ICP if adequate space is available. The ICP shall be adequately marked for easy identification.

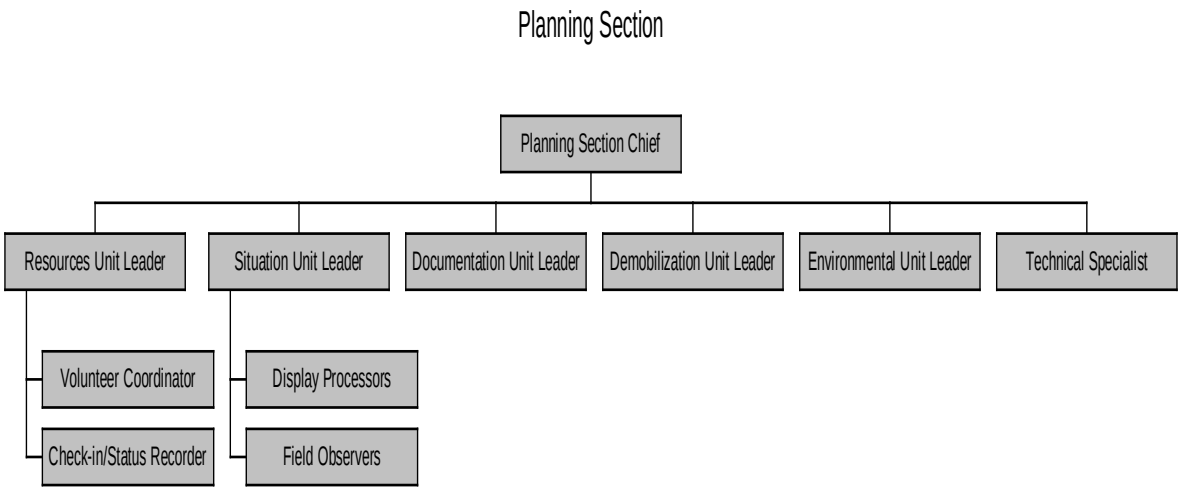

Figure 3: Planning Section for a Complex Incident

4120 Position Description

4120.1 Planning Section Chief

Responsible for the collection, evaluation, dissemination and use of information about the development of the incident and status of resources. Information is needed to understand the current situation, predict probable course of incident events and prepare alternative strategies of the incident.

4120.2 Resource Unit Leader

Responsible for maintaining the status of all assigned resources (primary and support) at an incident. This is achieved by overseeing the check-in/out of all resources, maintaining a status-keeping system indicating current location and status of all resources, and maintenance of a master list of all resources.

4120.3 Check-in/Status Recorder

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

4120.4 Volunteer Coordinator

Responsible for managing and overseeing all aspects of volunteer participation, including recruitment, induction, and deployment. See section 4320 for additional detail on the Volunteer Coordinator Position.

4120.5 Situation Unit Leader

Responsible for the collection, processing and organizing of all incident information that takes place at the Situation Unit. The SUL may prepare future projections of incident growth, maps and intelligence information.

4120.6 Display Processor

Responsible for the display of incident status information obtained from Field Observers, resource status reports, aerial and other photographs, and infrared data.

4120.7 Field Observer

Responsible for collecting situation information from personal observations at the incident and provides this information to the SUL.

4120.8 Documentation Unit Leader

Responsible for the maintenance of accurate, up-to-date incident files. Examples of incident documentation include: Incident Action Plan, incident reports, communication logs, injury claims, situation status reports, etc.

4120.9 Demobilization Unit Leader

Responsible for developing the Incident Demobilization Plan. Particular attention should be placed on the size of the demobilization to ensure the process is efficiently completed.

4120.10 Environmental Unit Leader (EUL)

Responsible for environmental matters associated with the response, including strategic assessment, modeling, surveillance, and environmental monitoring and permitting. The EUL prepares environmental data for the situation unit.

4120.11 Technical Specialists (TS)

Certain incidents or events may require the use of TS who have specialized knowledge and expertise. TS may function within the planning section, or be assigned wherever their services are required.

4200 Situation

Responsible for the collection and evaluation 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.

4210 Map of Area

- Map of Savannah, GA
- Map of Brunswick, GA

4220 Weather and Tides

Area Weather Forecast – The Weather Observer is responsible for collecting current incident weather information and providing the information to an assigned meteorologist. Weather Forecast web address:

Georgia Tides - Choose area for tidal selection. Pick the month for the tides, the first day for the tides and how many days of tides. Tidal web address: http://www.saltwatertides.com/dynamic.dir/georgiasites.html

4230 Display Equipment

The Situation Unit (SitU) is expected to have the capability to create and maintain situation displays, both in the SitU space and for operational planning meetings. In order to accomplish this, the unit should have adequate numbers of computers, printers, display boards, and projectors.

4240 On Scene Command and Control

On-Scene Command and Control along with initial planning will remain with the On-Scene IC until a Unified Command is established. Once set up, members of the Unified Command will perform an initial meeting, which will provide each of the officials with an opportunity to discuss and concur on important issues prior to joint incident action planning. Planning meeting participants will use the results of this meeting to guide the operational efforts of the ICS.

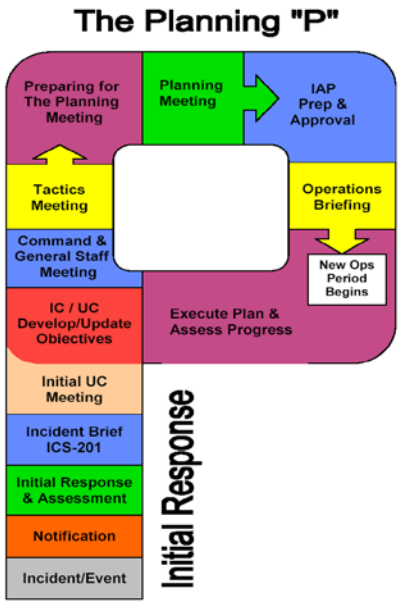

Figure 4: The Planning Cycle

4250 Operational Reports

Operational reports may be in the format of ICS 209s or SITREPs, depending on the incident. The Situation Unit is typically responsible for preparing these reports, in close consultation with other units, divisions, groups, etc.

The Incident Status Summary, ICS 209-CG is used by Situation Unit personnel for posting information on Status Boards or attaching as a file to the MISLE Case; is duplicated and provided to Command Staff members, giving them basic information for planning for the next operational period; provides information to the Information Officer for preparing news media releases; and summarizes incident information for local and off-site coordination/operations centers.

SITREPs are the best official means for units to report maritime related incidents to higher authority. SITREPs are effective vehicles to ensure all concerned commands receive needed information regarding an incident in a timely manner. To provide cross-mission consistency, SITREP-POL shall be used to report all actual or potential major oil and chemical spills within Coast Guard jurisdiction. SITREP-MC shall be used to report significant and major marine casualties, incidents involving public and non-public vessels, and waterway closure that significantly effect commerce. Additional internal Coast Guard reporting requirements can be found in COMDTINST 3100.8, Critical Incident Communications.

Internal reports should be made from the unit leaders to the section chiefs and the section chiefs to the incident commander.

4260 Job Aids Referenced

- U.S. Coast Guard Incident Management Handbook, COMDTPUB P3120.17
- U.S. Coast Guard COMDTINST 3100.8
- U.S. Coast Guard LANTAREAINST 16451.1

4300 Resources

4310 Resource Tracking Procedures

The Resources Unit Leader, in close consultation with the staging area manager and the logistics section, is responsible for tracking the use of all resources. Methods used to track resources will vary from incident to incident but typically involve a resources display utilizing a T-Card system. Primary forms used include: ICS Form 214 (Unit Activity Log), ICS Form 211e (Equipment Check-in List), ICS 211p (Personnel Check-in List).

4320 Volunteer Coordinator and Volunteer Roles and Responsibilities

According to 31 U.S.C. 1342 and 10 U.S.C. 1588, CG FOSCS have the authority to use volunteers during emergency response operations. It is preferable to work via affiliated volunteer organizations (AVO) as there are restrictions affecting unaffiliated or convergent volunteers. Affiliated volunteers are those associated with a government (federal, state, local, and/or tribal) agency or non government organization (NGO) and have been trained for a specific role. Examples of AVOS are the Oiled Wildlife Care Network (OWCN), CG Auxiliary and the Tri-State Bird Rescue and Research Organization. Unaffiliated volunteers, also referred to as convergent volunteers, are those with no connection to a government agency or NGO (e.g. incident command post walk in, individuals or groups with no response knowledge or training).

<u>VOAD is the preferred Volunteer Coordinator for the Savannah COTP Zone</u>.

There are two active chapters of Volunteers Active in Disasters (VOAD) in Coastal Georgia. The District 5 VOAD serves Chatham, Bryan, and Effingham Counties and the Brunswick Chapter serves Glynn County. VOAD coordinates the emergency capabilities of local AVOS and can quickly leverage member organization's volunteer management and other services. The purpose of VOAD is to meet community needs in the wake of a large-scale disaster through cooperation, coordination, communication and collaboration. VOAD coordinates planning efforts and matches community needs with services provided by member VOAD agencies. This cooperative effort has proven to be the most effective way for a wide variety of organizations to work together in a crisis.

Information on VOAD can be found at:

- National VOAD: http://www.nvoad.org/
- Georgia VOAD: http://www.gavoad.us/
- District 5 VOAD (Chatham, Bryan, and Effingham Counties): http://voad.wordpress.com/
- Brunswick VOAD: TBD

4320.1 Volunteer Management and Documentation.

VOAD Chapters manage this information via member AVOs.

4320.2 AVO Resources and Capabilities.

VOAD Chapters manage this information via member AVOs.

4320.3 Health and Safety Standards

The minimum training required for volunteers involved in removal operations should be consistent with the Hazardous Waste Operations (HAZWOPER) standards set forth by the Emergency Response Program To Hazardous Substances Releases, 29 CFR 1910.120(Q).

Some states have federally approved state plans outlining health, safety, and training requirements based on HAZWOPER standards. These states are called state-plan states. State plans and their volunteer safety training standards shall have precedence since these plans are approved by OSHA. If volunteer tasks do not require HAZWOPER training, such training should not be conducted or mandated. A list of state-plan states and POCs can be found at http://www.osha.gov/dcsp/osp/index.html. Georgia does not have an approved State OSHA plan.

If volunteer tasks do not require HAZWOPER training, such training should not be conducted or mandated

4320.4 Safe Use/Training of Volunteers.

Training. Appropriate training shall be provided to volunteers prior to participation in spill response operations based on assigned tasks. The National Contingency Plan For Oil And Hazardous Substances (NCP), 40 CFR 300 discourages volunteer participation in physical removal activities and limits them to non-hazardous tasks due to the extensive medical surveillance, training, and equipment required to participate in physical removal activities. Volunteers who do take part in spill response operations involving hazardous substances must be trained in accordance with the Emergency Response Program To Hazardous Substances Releases, 29 CFR 1910.120(Q) and/or any applicable state plan requirements. At a minimum, volunteers should provide documentation of IS-100 and IS-700 training before being assigned to

duties within the UC. This training is free at http://training.fema.gov/is/ for additional guidance on training requirements for volunteers; see OSHA publication 3172 by pasting "*8182 DOL OSHA 3172*" into a search engine.

Incident Command System. ICS is flexible and can be modified to fit an incident. Organization charts should be updated to incorporate the use of volunteers. Three recommended structures are found below. In each case, the volunteer coordinator/unit leader/officer/manager will coordinate closely with the Joint Information Center (JIC) and the Liaison Officer (LNO) to publicize volunteer related information, such as alerts and training. The LNO will generally be the first to receive external reports of volunteer interest due to the outreach responsibilities of that position. If volunteer interest exists, the LNO should recommend the establishment of a volunteer coordinator. An assistant LNO may be assigned instead of a volunteer officer if the subject matter expertise exists.

- Low volunteer interest: establish a volunteer coordinator IAW the Coast Guard Incident Management Handbook, COMDTPUB P3120.17.
- Moderate to heavy volunteer interest: a Volunteer Unit Leader (VUL) may be assigned in the Planning Section. The VUL will manage and coordinate the use of volunteers through collaboration with volunteer organization noted in the ACP.
- Heavy volunteer interest: the command staff shall be expanded to include a Volunteer Officer (VO) to coordinate with the LNO, and the Planning and Operations sections. The VO shall closely coordinate volunteer needs and requirements with the Planning Section Chief.

Liability. The potential use of AVOS and unaffiliated volunteers must be discussed within the UC to clarify how the decision to use volunteers will be made. Often, when affiliated volunteers are used, the volunteers are covered under the affiliated organizations liability coverage. If a volunteer is injured during a response, the LNO, VO, or VUL shall be notified. The volunteer should seek immediate medical assistance and provide personal health care insurance information to medical providers. The volunteer should contact the Department Of Labor for an assessment of Workmen's Compensation benefits eligibility. Careful consideration should be given to assigning tasks to unaffiliated volunteers.

Funding. The OSLTF may be used to pay for volunteer expenses consistent with this authority. FOSCS should communicate with COMDT (CG-533) and the National Pollution Funds Center when dealing with issues regarding funding for volunteers.

Assistance Options for Volunteers. Appropriate training shall be provided to volunteers prior to participation in spill response operations based on assigned tasks. Volunteers may be used to support the following pre-designated activities with UC approval:

- **Habitat Surveyor:** MSU Savannah may deploy these volunteers to assist in the habitat survey of pre and post spill shoreline and riverbank wildlife. Interested volunteers must be able to identify oil on the ground, structures or on plants vs. a non-oiled environment, have a valid driver's license, be familiar with the local area without the use of street signs, and must attend HAZWOPER training.
- **Pre-impact Shoreline and Riverbank Cleanup:** MSU Savannah may deploy these volunteers to assist with the ongoing pre-event maintenance and clean-up of coastal areas in an effort to minimize the potential amount of contaminated debris. Interested volunteers must be physically capable of walking, stooping, lifting, and carrying debris repositories. Volunteers must also be very familiar with the local area without the use of street signs, have a valid driver's license and must attend four hour USCG training.
- **Delivery / Runners:** MSU Savannah may deploy these volunteers to carry supplies, transport personnel, and other associated duties as assigned, to and from oil-impacted areas or other locations. Interested volunteers must be in good physical condition, have a valid driver's license, be very familiar with the area without the use of street signs, and must attend four hour USCG training.
- **Wildlife Transport:** MSU Savannah may deploy these volunteers to assist in the transport and/or release of rehabilitated wildlife. Interested volunteers must be in good physical condition, be able to provide current vaccination data, have a valid driver's license, be very familiar with the area without the use of street signs, and must attend four hour USCG training. It would be extremely beneficial to have previous animal handling experience.
- **Volunteer Coordination:** MSU Savannah may deploy these volunteers to set up and manage a Volunteer Reception Center (VRC) or Volunteer Congregation Site. Interested volunteers need experience in dealing with convergent, unaffiliated volunteers. Volunteers must also be in good physical condition, have a valid driver's license, be very familiar with the local area without the use of street signs, and must attend a four hour USCG training as well as three hour VRC training.

Volunteer Management Functions. Some volunteer management functions may include but are not limited to the following:

- Provide a point of contact for all volunteers as well as for all units/agencies needing volunteers.
- Establish and manage the Volunteer Operations Center (VOC) to provide recruitment, registration, orientation, training, assignments, and arrangements for supervision.
- Establish a communication system, including toll-free phone numbers, fax lines and fax machines, phones, a website, and a link to the Command Center. Recruitment of an Amateur Radio Operator should be considered for remote locations.

- Create a credentialing system allowing designated volunteers access to the scene. This may come in the form of wrist bands, letter from Federal On-Scene Coordinator or a picture ID. Some responsible parties may have developed their own credentialing system. The system to be used will be developed on a case by case basis.
- Coordinate with the Public Information Officer (PIO) or Joint Information Center (JIC) to provide notification to the media regarding types of volunteer jobs available and procedures for volunteering, including a toll free phone number or website where more information is available and/or where volunteers can register. It is essential to coordinate dissemination of the toll-free telephone numbers to the public through the UC's JIC and local PIOs to reduce confusion and ensure consistency of information. When the VOC is activated, the UC's JIC and local PIOs may want to issue a press release with information regarding volunteers.

4400 Documentation

4410 Maintenance of Incident Files

The Documentation Unit (DU) will maintain a Unit Activity Log (ICS Form 214). In addition, the DU will establish, duplication services, file all official forms and reports, review records for accuracy and completeness, inform appropriate units of errors or omissions in their reports, and store all files for post-incident use.

4420 Services Provided

Some documents may originate in another section. The Documentation Unit Leader will ensure each section is maintaining and providing appropriate documentation. The DU will provide duplication and copying services for all other sections. The DU will store incident files for legal, analytical, and historical purposes.

4500 Demobilization

Demobilization can be a very extensive operation depending on the scope of the incident and the amount of personnel and equipment involved in the response. The Incident Commander/Unified Command will approve all personnel and resources released from an incident. The Demobilization Unit Leader, working in the Planning Section, is responsible for developing the Incident Demobilization Plan. This plan consists of three sections: Demobilization Priorities, General Information, and Travel Information.

4510 Demobilization Plan

The Demobilization Plan should provide an overview of the incident response and include information such as the incident location, incident status, agencies involved in the demobilization, lead-time necessary to process releases, and the timeline for demobilization status reports.

4510.1 Demobilization Priorities

Listed below is the order in which personnel should be demobilized from the Incident Command Structure.

1. Volunteers
2. Local/County Agencies
3. State Agencies
4. Federal Agencies
5. Private Contractors

4510.2 General Demobilization Procedures

A majority of the demobilization process will be a function of resource layout during an incident. However, there are some general demobilization principles that will remain in place regardless of the size and scope of a response. As a response progresses under ICS, unit leaders will identify surplus resources within their units, obtain approval from their Section Chief, and then submit their recommendations to the Demobilization Unit Leader. The Demobilization Unit Leader will work jointly with the Resource Unit Leader to determine if any of the resources scheduled for demobilization could be utilized to backfill other identified resource gaps. Once the resources are approved for demobilization, unit leaders will notify personnel to be released or reassigned and provide them with their Demobilization Checkout Form (ICS-221) and the Demobilization Plan. This section of the plan should include check-out processing locations, equipment staging areas and cleaning sites, agency points of contact, the return of incident-issued equipment, berthing inspections, lessons learned for the after action report, performance documentation, and any additional paperwork required once demobilization is complete.

4510.3 Travel Information

Prior to releasing any resources, the Incident Commander/Unified Command must develop strict safety guidelines for personnel that are traveling after incident demobilization. These guidelines could include minimum rest standards, maximum number of driving hours per day, and/or time of day travel restrictions. A member of the Unified Command must document any waiver from the designated safety guidelines in writing.

In addition to the safety guidelines, the Demobilization Plan should include contact numbers for air travel arrangement, contact numbers in case of travel emergency, maps, and recommended routes of travel, agency-specific travel restrictions, and shuttle bus schedules for airline travel.

4520 Sample Demobilization Plan

A sample Demobilization Plan is included in Section 9000.

4600 Environmental

4610 Environmentally Sensitive Areas

Each of the environmentally sensitive areas include:

- Characteristics of the identified areas
- Sensitive species within the areas
- Historical and archeological sensitive sites
- Economically sensitive sites
- Recreational areas and marinas
- Commercial fisheries
- Aquaculture facilities
- Sensitive Environmental Information
- Seasonal concerns
- Essential Fish Habitats

The table below lists the identified Sensitive Areas. Maps with job aids are included in Section 9750.

GRP Map #	ID	Name	Spring Priority	Summer Priority	Fall Priority	Winter Priority	Latitude (Decimal Degrees)	Longitude (Decimal Degrees)
GA-1	GA1-01	McCoys Cut	A	A	A	A	32.223676	-81.14444
GA-1	GA1-02	Ursla Island 2	A	A	A	A	32.2025	-81.148889
GA-1	GA1-03	Angle Iron Creek	A	A	A	A	32.198191	-81.157844
GA-1	GA1-04	Ursla Island 1	A	A	A	A	32.1925	-81.1525
GA-1	GA1-05	Black Creek	A	A	A	A	32.183931	-81.158749
GA-1	GA1-06	Hog Marsh Island	B	B	B	B	32.178464	-81.15118
GA-1	GA1-07	Steam Boat Cut	A	A	A	A	32.171651	-81.139909
GA-1	GA1-08	Rifle Cut	A	A	A	A	32.168159	-81.135878
GA-1	GA1-09	Weyerhaeuser Company	A	A	A	A	32.157163	-81.155658
GA-1	GA1-10	Onslow Island	A	A	A	A	32.160444	-81.146244
GA-1	GA1-11	GA Power Co - Plant Kraft	A	A	A	A	32.148892	-81.145452
GA-1	GA1-12	Middle River	A	A	A	A	32.143157	-81.138409

GRP Map #	ID	Name	Spring Priority	Summer Priority	Fall Priority	Winter Priority	Latitude (Decimal Degrees)	Longitude (Decimal Degrees)
GA-2	GA2-01	West of Clydesdale Creek	A	A	A	A	32.1299	-81.121489
GA-3	GA3-01	Savannah and Ogeechee Canal	A	A	A	A	32.112143	-81.131496
GA-4	GA4-01	Ocean Terminal	C	C	C	C	32.089926	-81.104479
GA-4	GA4-02	International Paper Water Intake	C	C	C	C	32.104059	-81.119202
GA-4	GA4-03	Pennyworth Island	A	A	A	A	32.108883	-81.096209
GA-4	GA4-04	Hutchinson Island	A	A	A	A	32.097429	-81.098283
GA-4	GA4-05	River Street	A	A	A	A	32.081324	-81.089287
GA-4	GA4-06	Back River at Front	A	A	A	A	32.084513	-81.0463
GA-4	GA4-07	Fort Jackson	A	A	A	A	32.082257	-81.036237
GA-4	GA4-08	Tronox Pigments, Inc.	A	A	A	A	32.084646	-81.028396
GA-4	GA4-09	West End of South Channel	A	A	A	A	32.090253	-81.016939
GA-4	GA4-10	Wilmington River	A	A	A	A	32.076972	-81.001044
GA-5	GA5-01	River Break b/t North and South Channels - Savannah River	A	A	A	A	32.035597	-80.921937
GA-5	GA5-02	Coskspur Island/ North Pier - Ft. Pulaski National Monument	A	A	A	A	32.030857	-80.892557
GA-5	GA5-03	Cockspur Island Lighthouse	A	A	A	A	32.022667	-80.87999
GA-5	GA5-04	Lazaretto Creek	A	A	A	A	32.017354	-80.882551
GA-5	GA5-05	Oyster Creek at Tybee River Junction - Fort Pulaski National Monument	A	A	A	A	32.014132	-80.924366
GA-5	GA5-06	Elba Island Cut 2	A	A	A	A	32.067281	-80.984248
GA-5	GA5-07	Elba Island Cut 1	A	A	A	A	32.07066	-80.972718
GA-5	GA5-08	Fields Cut	A	A	A	A	32.075418	-80.959692
GA-6	GA6-01	South Channel – Ocean Side	A	A	A	A	32.026389	-80.868056
GA-6	GA6-02	Atlantic Loggerhead Sea Turtle Nesting	B	A	A	B	32.022772	-80.842097
GA-7	GA7-01	Ft. McAllister/Richmond Hill State Park	A	A	A	A	31.889148	-81.198238
GA-8	GA8-01	Crooked Creek	A	A	A	A	31.895252	-81.109905
GA-8	GA8-02	Skidaway Institute of Oceanography - Priest Landing	A	A	A	A	31.958038	-81.011893
GA-8	GA8-03	Vernon River	A	A	A	A	31.901131	-81.098183
GA-8	GA8-04	Skidaway Island State Park	B	B	B	B	31.95721	-81.052124
GA-8	GA8-05	Wormsloe Historic Site	B	B	B	B	31.967059	-81.070092

GRP Map #	ID	Name	Spring Priority	Summer Priority	Fall Priority	Winter Priority	Latitude (Decimal Degrees)	Longitude (Decimal Degrees)
GA-8	GA8-06	Skidaway Institute of Oceanography (Intake)	A	A	A	A	31.989155	-81.021642
GA-9	GA9-01	Lazaretto Creek West	A	A	A	A	31.993948	-80.925378
GA-9	GA9-02	Oyster Creek at Lazaretto Creek Junction - Fort Pulaski National Monument	A	A	A	A	31.997041	-80.912606
GA-9	GA9-03	Cabbage Island	A	A	A	A	31.950076	-80.965316
GA-9	GA9-04	Romerly Marsh Creek	A	A	A	A	31.930342	-80.986827
GA-9	GA9-05	Wassaw National Wildlife Refuge - North	A	A	A	A	31.914283	-80.969361
GA-9	GA9-06	Wassaw Sound	A	A	A	A	31.934715	-80.94901
GA-9	GA9-07	Little Tybee Creek	A	A	A	A	31.953802	-80.902143
GA-9E	GA9E-01	Tybee Creek Inlet	A	A	A	A	31.984329	-80.856011
GA-9E	GA9E-02	Little Tybee Slough	A	A	A	A	31.966944	-80.873889
GA-10	GA10-01	Ft. Morris State Historical Site	B	B	B	B	31.766655	-81.281205
GA-11	GA11-01	Ogeechee Fishing Reef	B	B	B	B	31.868302	-81.157543
GA-11	GA11-02	Bryans County Fishermans Co-op	C	C	C	C	31.818567	-81.189175
GA-12	GA12-01	Green Island Sound	A	A	A	A	31.86723	-81.06372
GA-12	GA12-02	Ogeechee River Mouth	A	A	A	A	31.842513	-81.072529
GA-12	GA12-03	Ossabaw Sound	A	A	A	A	31.848592	-81.031322
GA-12	GA12-04	Ossabaw Inlet North	A	A	A	A	31.770167	-81.07813
GA-12E	GA12E-01	Wassaw National Wildlife Refuge - South	A	A	A	A	31.874446	-80.995347
GA-13	GA13-01	Water Intake for Woody Pond	A	A	A	A	31.636333	-81.273688
GA-14	GA14-01	Swain River - North	A	A	A	A	31.634123	-81.240574
GA-14	GA14-02	Mouth of Timmons River	B	B	B	B	31.675973	-81.208013
GA-14	GA14-03	Public Shellfish Harvesting Area/ Marsh Island	A	A	A	A	31.740946	-81.238553
GA-14	GA14-04	Newell Creek	B	B	B	B	31.745795	-81.149614
GA-14	GA14-05	Commercial Shellfish Harvesting Area	A	A	A	A	31.721218	-81.178388
GA-14	GA14-06	Bear River Fishing Reef	A	A	A	A	31.746234	-81.160094

GRP Map #	ID	Name	Spring Priority	Summer Priority	Fall Priority	Winter Priority	Latitude (Decimal Degrees)	Longitude (Decimal Degrees)
GA-14	GA14-07	Medway River	A	A	A	A	31.729722	-81.205
GA-14	GA14-08	Cedar Creek - At Medway River Mouth	A	A	A	A	31.704671	-81.189888
GA-14	GA14-09	St. Catherines Sound	A	A	A	A	31.711736	-81.136659
GA-14	GA14-10	North Newport River	A	A	A	A	31.693169	-81.184609
GA-14	GA14-11	Walburg Creek	A	A	A	A	31.692778	-81.155996
GA-14	GA14-12	McQueens Inlet	A	A	A	A	31.636362	-81.137175
GA-16	GA16-01	Mud River - Commercial Shellfish Harvesting Area	A	A	A	A	31.503533	-81.269421
GA-16	GA16-02	Sapelo River - Commercial Shellfish Harvesting Area	A	A	A	A	31.541598	-81.33421
GA-16	GA16-03	Julienton River - Commercial Shellfish Harvesting Area	A	A	A	A	31.556736	-81.281631
GA-16	GA16-04	Barbour Island River - Commercial Shellfish Harvesting Area	A	A	A	A	31.611069	-81.250218
GA-16	GA16-05	Fourmile Island Fishing Reef	A	A	A	A	31.539452	-81.286941
GA-16	GA16-06	Sapelo River at Fourmile Island	A	A	A	A	31.534587	-81.301039
GA-16	GA16-07	Front River - North	A	A	A	A	31.521401	-81.29283
GA-16	GA16-08	Little Mud and Julienton	A	A	A	A	31.546816	-81.261514
GA-17	GA17-01	Swain River - South	A	A	A	A	31.619166	-81.222901
GA-17	GA17-02	South Newport River	A	A	A	A	31.589086	-81.192239
GA-17	GA17-03	Barbour Island River	A	A	A	A	31.559101	-81.23282
GA-17	GA17-04	Sapelo Sound	A	A	A	A	31.550833	-81.193333
GA-17	GA17-05	Mud River	A	A	A	A	31.526427	-81.247146
GA-17	GA17-06	Blackbeard Creek North	A	A	A	A	31.52722	-81.215793
GA-19	GA19-01	Mud River - Commercial and Recreational Shellfish Harvesting Area	A	A	A	A	31.495603	-81.282827
GA-19	GA19-02	Crescent River/Mud River - Commercial Shellfish Harvesting Area	A	A	A	A	31.491991	-81.307235
GA-19	GA19-03	Front River - South	A	A	A	A	31.491229	-81.324132
GA-19	GA19-04	Mud River at New Teakettle Creek	A	A	A	A	31.483798	-81.294005
GA-19	GA19-05	Old Teakettle Creek	A	A	A	A	31.447203	-81.307219

GRP Map #	ID	Name	Spring Priority	Summer Priority	Fall Priority	Winter Priority	Latitude (Decimal Degrees)	Longitude (Decimal Degrees)
GA-19	GA19-06	Duplin River	A	A	A	A	31.415132	-81.299564
GA-19	GA19-07	Doboy Sound	A	A	A	A	31.384133	-81.293076
GA-20	GA20-01	Cabretta Inlet	A	A	A	A	31.442784	-81.234609
GA-21	GA21-01	Cheney River Bridge Fishing Reef	A	A	A	A	31.355617	-81.441554
GA-21	GA21-02	Fort King George	B	B	B	B	31.36378	-81.414591
GA-21	GA21-03	Altamaha River	A	A	A	A	31.333436	-81.378969
GA-21	GA21-04	Broughton Island	A	A	A	A	31.325173	-81.380638
GA-21	GA21-05	South Altamaha River	A	A	A	A	31.307406	-81.402501
GA-21	GA21-06	Hofwyl Broadfield Plantation	B	B	B	B	31.312381	-81.446436
GA-21	GA21-07	North Hampton River Mouth	A	A	A	A	31.284879	-81.380406
GA-21	GA21-08	Frederica River	A	A	A	A	31.258639	-81.392785
GA-22	GA22-01	Beacon Creek	A	A	A	A	31.349203	-81.285892
GA-22	GA22-02	South River	A	A	A	A	31.368149	-81.293874
GA-22	GA22-03	Little Mud River at Altamaha River	A	A	A	A	31.335649	-81.327759
GA-22	GA22-04	Altamaha Sound	A	A	A	A	31.316944	-81.2825
GA-22	GA22-05	Wolf Island National Wildlife Refuge (Egg Island)	A	A	A	A	31.306134	-81.296915
GA-22	GA22-06	Egg Island Bar Natural Area	A	A	A	A	31.308362	-81.274352
GA-24	GA24-01	Georgia Power - Plant McManus	A	A	A	A	31.215868	-81.546794
GA-24	GA24-02	Georgia Pacific Brunswick Cellulose	A	A	A	A	31.173202	-81.52066
GA-24	GA24-03	South Brunswick River	A	A	A	A	31.130997	-81.529884
GA-25	GA25-01	Little River	B	B	B	B	31.161357	-81.442777
GA-25	GA25-02	Jove Creek	B	B	B	B	31.21586	-81.424606
GA-25	GA25-03	Mackay River	A	A	A	A	31.247714	-81.417163
GA-25	GA25-04	Fort Frederica	A	A	A	A	31.223729	-81.392703
GA-25	GA25-05	Wetlands adjacent to and across from Fort Frederica National Monument	B	B	B	B	31.222553	-81.39498
GA-25	GA25-06	Hercules Inlet - Terry Creek	C	C	C	C	31.162405	-81.471221
GA-25	GA25-07	Frederica/Mackay Rivers	A	A	A	A	31.152554	-81.427295
GA-25	GA25-08	Back River to Plantation Creek	A	A	A	A	31.142144	-81.432813
GA-25	GA25-09	St. Simons Sound	A	A	A	A	31.126634	-81.406439
GA-25	GA25-10	St. Simons Beach	C	A	C	C	31.137978	-81.379151

GRP Map #	ID	Name	Spring Priority	Summer Priority	Fall Priority	Winter Priority	Latitude (Decimal Degrees)	Longitude (Decimal Degrees)
GA-26	GA26-01	Hampton River Mouth	A	A	A	A	31.21632	-81.307874
GA-26	GA26-02	Goulds Inlet	A	A	A	A	31.157695	-81.364751
GA-28	GA28-01	Jekyll Island State Park - Recreational shellfish harvesting area 2	A	A	A	A	31.09901	-81.508999
GA-28	GA28-02	Jointer Island	A	A	A	A	31.086365	-81.504404
GA-29	GA29-01	Jekyll Island State Park - Recreational shellfish harvesting area 1	A	A	A	A	31.081139	-81.486072
GA-29	GA29-02	Plantation Creek and unnamed creek	A	A	A	A	31.121911	-81.480587
GA-29	GA29-03	Cedar Creek - Jekyll Island State Park	A	A	A	A	31.102117	-81.47739
GA-29	GA29-04	Jekyll Jetties	A	A	A	A	31.088545	-81.438872
GA-29	GA29-05	Jekyll Beach	A	A	A	A	31.08843	-81.402013
GA-29	GA29-06	Jointer Creek/Cobb Creek	A	A	A	A	31.05937	-81.469268
GA-29	GA29-07	Little Satilla River	A	A	A	A	31.035505	-81.463084
GA-29	GA29-08	Jekyll Creek Mouth	A	A	A	A	31.033732	-81.435845
GA-29	GA29-09	Umbrella Creek	A	A	A	A	31.016775	-81.459534
GA-30	GA30-01	White Oak Creek/Satilla River Fork	A	A	A	A	30.994917	-81.647061
GA-31	GA31-01	Cumberland Island National Seashore - Commercial Shellfish Harvesting Area 1	A	A	A	A	30.883161	-81.505343
GA-31	GA31-02	Recreational Shellfish Harvesting Area	A	A	A	A	30.902418	-81.505667
GA-31	GA31-03	Rhone Poulenc Co.	C	C	C	C	30.936095	-81.508598
GA-31	GA31-04	Floyd Cut	A	A	A	A	30.960781	-81.5087
GA-31	GA31-05	Dover Creek Cut South	A	A	A	A	30.993452	-81.514506
GA-31	GA31-06	Baileys Cut East	A	A	A	A	30.988412	-81.555905
GA-31	GA31-07	Baileys Cut West	A	A	A	A	30.98336	-81.576149
GA-32	GA32-01	Cumberland Island National Seashore - Commercial Shellfish Harvesting Area 2	A	A	A	A	30.890922	-81.482186
GA-32	GA32-02	Mud Creek Reef	B	B	B	B	30.900817	-81.474733
GA-32	GA32-03	Abraham Point - Recreational Shellfish Harvesting Area	A	A	A	A	30.912267	-81.457007

GRP Map #	ID	Name	Spring Priority	Summer Priority	Fall Priority	Winter Priority	Latitude (Decimal Degrees)	Longitude (Decimal Degrees)
GA-32	GA32-04	Mumford Creek - Recreational Shellfish Harvesting Area	A	A	A	A	30.875201	-81.481411
GA-32	GA32-05	Brickhill Bluff	A	A	A	A	30.897238	-81.444992
GA-32	GA32-06	Christmas Creek	A	A	A	A	30.956203	-81.405351
GA-32	GA32-07	Intermitten Creek Outflow 2	B	B	B	B	30.886476	-81.413034
GA-32	GA32-08	Intermitten Creek Outflow 1	B	B	B	B	30.897036	-81.407701
GA-32	GA32-09	Brickhill River North	A	A	A	A	30.905548	-81.460732
GA-32	GA32-10	Floyd Creek	A	A	A	A	30.924637	-81.46985
GA-32	GA32-11	Cumberland River North	A	A	A	A	30.945919	-81.430076
GA-32	GA32-12	Dover Creek	A	A	A	A	30.983241	-81.491642
GA-32	GA32-13	St. Andrews Sound	A	A	A	A	30.999031	-81.433529
GA-33	GA33-01	Black Point Creek - Recreational Shellfish Harvesting Area	A	A	A	A	30.856819	-81.539485
GA-33	GA33-02	Delaroche Creek - Recreational Shellfish Harvesting Area	A	A	A	A	30.85982	-81.501336
GA-33	GA33-03	Crooked River (all 3 mouths)	A	A	A	A	30.837285	-81.501676
GA-34	GA34-01	Intermitten Creek Outflow 3	B	B	B	B	30.824854	-81.437902
GA-34	GA34-02	Cutlural Resource north of Dungeness Wharf	A	A	A	A	30.754892	-81.472926
GA-34	GA34-03	Dungeness Wharf	B	A	B	B	30.754222	-81.474022
GA-34	GA34-04	Terrapin Pen Tabby Structure - Plum Orchard Wharf	A	A	A	A	30.856778	-81.466274
GA-34	GA34-05	Flood Island - Recreational Shellfish Harvesting Area	A	A	A	A	30.837879	-81.476734
GA-34	GA34-06	Stafford Island Fishing Reef	B	B	B	B	30.81997	-81.487384
GA-34	GA34-07	Brickhill River South	A	A	A	A	30.849785	-81.476368
GA-34	GA34-08	Stafford Island	A	A	A	A	30.806367	-81.482978
GA-34	GA34-09	Oldhouse Creek (South End)	A	A	A	A	30.801493	-81.475567
GA-34	GA34-10	Mill Creek	A	A	A	A	30.752794	-81.495135
GA-36	GA36-01	St. Mary's Durango Wood Stork Rookery	A	A	B	B	30.747757	-81.550273
GA-36	GA36-02	North River	A	A	A	A	30.727275	-81.531312
GA-36	GA36-03	Point Peter Creek	A	A	A	A	30.726348	-81.507586

GRP Map #	ID	Name	Spring Priority	Summer Priority	Fall Priority	Winter Priority	Latitude (Decimal Degrees)	Longitude (Decimal Degrees)
GA-37	GA37-01	South End Tidal Flat	A	A	A	A	30.717431	-81.465211
GA-37	GA37-02	Raccoon Key	A	A	A	A	30.744589	-81.476325
GA-37	GA37-03	Beach Creek	A	A	A	A	30.728648	-81.476145
GA-38	GA38-01	Gray's Reef	A	A	A	A	31.383333	-80.866667

4620 Protection of Historical Properties

This Programmatic Agreement gives responsibility to the Federal On-Scene Coordinator (FOSC) to ensure that historic properties are appropriately considered in planning and during emergency response.

Requires the consideration of historic properties in Substance Pollution Contingency Plans. This agreement was developed to help Federal agencies sufficiently comply with the requirements of the statute. The Programmatic Agreement (PA) can be referenced at http://www.achp.gov/NCP-PA.html.

During emergency response phase, the FOSC is responsible for initiating the pre-spill planning and activating the Historic Properties Specialists (HPS).

Duties of HPS: The specific areas HPS will notify and consult with ICS parties identified in the pre-spill planning and those entities listed in the ACP, assess potential effects of emergency response strategies on historic properties, and recommend to the FOSC response actions to help minimize or eliminate potential impacts to historic properties (http://www.achp.gov/NCP-PA.html).

National Park Service Annex: The National Parks Service has developed an annex to this plan that deals specifically with oil spill response on or near Fort Pulaski National Monument, Fort Frederica National Monument, and Cumberland Island National Seashore.

The purpose of the National Park Service Lands / Jurisdictions Annex to the Savannah Captain of the Port Zone Area Contingency Plan is to provide an operational guide to federal/state/local responders when an oil discharge or release of hazardous substances impacts or threatens to impact resources owned or managed by the National Park Service (NPS). On the Georgia shoreline, these resources include Fort Pulaski National Monument, Fort Frederica National Monument, and Cumberland Island National Seashore lands, coastal habitats, wilderness areas, the cultural resources, the wildlife communities, and the public use areas therein. This Annex is intended to supplement the U.S. Coast Guard Area Contingency Plan (ACP) for the Georgia/Southern South Carolina Coastal Sector as a zone-specific Annex. It is not intended to duplicate or supersede anything in the Georgia/South SC Coastal ACP.

The RRTIV Guidelines for the Programmatic Agreement on Protection of Historic Properties and Cultural Resources during Emergency Response under the National Oil and Hazardous Substances Pollution Contingency Plan should be consulted for additional guidance on the protection of historical properties.

4630 Points of Contact for Sensitive Areas

Organization	Location	Point of Contact	Contact Information
Altamaha State Waterfowl Mgmt.	Brunswick, GA	Jonie Crosby	(912) 262-3173
Bear Island Management Area	Greenpond, SC		(843) 844-2952
Blackbeard Island National Wildlife	Savannah, GA	Jane Griess	(843) 784-9911
Butler Island State Wildlife Refuge	Brunswick, GA	Jonie Crosby	(912) 262-3173
Coastal Conservation Association of GA	Savannah , GA	Wistar Lewis	(912) 927-0280
Coastal Georgia Audubon Society	St. Simons Island, GA	Lydia Thompson	(912) 638-3986
Cumberland Island National Seashore	St. Mary's, GA	Jerry Brumbelow	(912) 882-4336
Edisto Beach State Park	Edisto Island, SC		(912) 869-2156
EPA	Atlanta, GA		(404) 562-9900
Fort Frederica National Monument	St. Simons Island, GA	Jon Burpee	(912) 638-3639
Fort McAllister State Park	Richmond Hill, GA	Danny Brown	(912) 727-2339
Fort Pulaski National Monument	Savannah, GA	Tammy Herrell	(912) 786-5787
GA Pacific Wildlife Mgmt. Area	Brunswick, GA	Drew Shirley	(912) 588-9798
GA Wildlife Federation	Covington, GA	Jerry McCollum	(770) 787-7887
Georgia Conservancy Inc.	Savannah, GA	Will Person	(912) 447-5910
Gray's Reef National Marine Sanctuary	Savannah, GA	George Sedberro	(912) 598-2345
Harris Neck National Wildlife Refuge	Savannah, GA	Jane Griess	(843) 784-9911
Hunting Island State Park	St. Helena, SC	Kenny Heater	(843) 838-2011
Jekyll Island State Park	Jekyll Island, GA	Jones Hooks	(912) 635-2236
Non-Game Endangered Wildlife Program	Forsyth, GA	Jim Ozier	(478) 994-1438
Ogeechee Audubon Society	Savannah, GA	Diana Churchill	dichurch@bellsouth.net
Ossabaw Island State Heritage Preserve	Savannah, GA	Dan Forster	(912) 441-7349
Pinckney Island National Refuge	Savannah, GA		(912) 944-4415
Sapelo Island NER Reserve	Sapelo Island, GA	Fred Hay	(912) 485-2251
Savannah National Wildlife Refuge	Savannah, GA	Jane Griess	(843) 784-9911
Sierra Club, Coastal	Atlanta, GA	Genie Strickland	(404) 607-1262 x 221

Organization	Location	Point of Contact	Contact Information
Group			
Skidaway Island State Park	Savannah, GA	Holly Holdsworth	(912) 598-2300
Tybee National Wildlife Refuge	Savannah, GA	Jane Griess	(843) 784-9911
Wassaw Island National Wildlife Refuge	Savannah, GA	Jane Griess	(843) 784-9911
Wolf Island Wildlife Refuge	Townsend, GA	Jane Griess	(843) 784-9911

4640 Essental Fish Habitat (EFH) Consultation and USCG FOSC Responsibilities

The EFH consultation provisions of the Magnuson-Stevens Fishery Conservation and Management Act (MSA) are in place to ensure that Federal agencies consider the effects of their actions on EFH, with the goal of "maintaining fish production consistent with a sustainable fishery and the managed species contribution to a healthy ecosystem" (50 CFR 600.815(a)(2)(i)(C)(4)).

An adverse affect on EFH is defined as any impact that reduces the quality and/or quantity of EFH. This includes direct or indirect physical, chemical, or biological alternations of waters and substrates. Actions authorized, funded, or undertaken, part or in all, by a federal agency that may adversely affect EFH require EFH consultation including response activities and other activities (e.g. wetland restoration) that may have interim adverse affects but are otherwise undertaken for the net benefit of the natural environment. The MSA does not require non government organizations, local or state agencies to consult with the NMFS regarding affects of their actions on EFH.

Use of NMFS's EFH Mapper tool can assist in determining if the proposed action is located within or adjacent to EFH:

http://www.habitat.noaa.gov/protection/efh/habitatmapper.html

NMFS Southeast Region and the Fishery Management Councils have identified EFH to include estuarine and marine habitats that support federally managed species. Refer to NMFS Southeast Region's website for additional information regarding EFH:

http://sero.nmfs.noaa.gov/hcd/hcd.htm

Should the FOSC determine that response actions may adversely affect EFH then an EFH assessment is required as outlined in 50 CFR Part 600.920. Alternatively, if the FOSC determines that there are "no adverse affects," the FOSC is not required to consult with NMFS on EFH

Once a federal agency has determined that the action may adversely affect EFH, they must provide NMFS with an assessment of the action's impacts to EFH, and NMFS provides the federal agency with EFH Conservation Recommendations to avoid, minimize, mitigate, or otherwise offset those adverse effects. Federal

agencies must provide a detailed written explanation to NMFS describing which recommendations, if any, it has not adopted. Detailed information and procedures for conducting EFH Consultations are provided in the EFH Appendix to the ACP.

4650 General Memorandums of Understanding

MOU 1979-07: Memorandum of Understanding 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 311 of the Clean Water Act.

Purpose: Agree that the USCG and EPA shall share the responsibility for the mitigation of damage to the public health and welfare caused by the discharge of hazardous substances. This Memorandum establishes policy concerning the responsibilities of the EPA and USCG regarding mitigation.

MOU 1979-17: Interagency Agreement between the U.S. Fish and Wildlife Service and the U.S. Coast Guard for Participation in Pollution Incidents.

Purpose: The purpose of this Interagency Agreement (IAA) is to specify the conditions and procedures under which the U.S. Fish and Wildlife Service will provide U.S. Coast Guard Federal On-Scene Coordinators with appropriate technical expertise as well services in support of the Federal Government's efforts to control and clean up oil and hazardous chemical dischargers. This IAA is implemented to enhance cooperation, efficiency and effectiveness of response activities.

MOU 1980-15: Memorandum of Understanding Among the National Institute for Occupational Safety And Health, The Occupational Safety and Health Administration, the United States Coast Guard and the United States Environmental Protection Agency Guidance for Workers Protection During Hazardous Waste Site Investigations and Clean Up and Hazardous Substance Emergencies.

Purpose: The purpose of this Memorandum of Understanding (MOU), is to provide guidance for the protection of workers who investigate and clean up hazardous waste sites and respond to hazardous substance emergencies.

MOU 1981-01: Instrument of Redelegation Between the U.S. Coast Guard (USCG) and the Environmental Protection Agency (EPA) Concerning Certain Pollution Response Functions Under Comprehensive Environmental Response, Compensation, And Liability Act (CERCLA).

Purpose: Functions related to responses to releases or threats of releases from vessels, functions related to immediate removal action concerning releases or threats of releases at facilities other than active or inactive "hazardous waste management facilities" (as defined in 40 CFR 122.3), and functions related to immediate removal action concerning releases or threats of releases at active or inactive "hazardous waste management facilities" when the Coast Guard On-Scene Coordinator determines that such action must be taken pending the arrival on scene of an Environmental Protection Agency On-Scene Coordinator. Unless otherwise agreed upon by EPA and Coast Guard, this authority will not be exercised unless the EPA OSC is scheduled to arrive on scene within 48 hours of notification of the release or threat.

MOU 1982-05: MOU Between the U.S. Coast Guard (USCG) and Environmental Protection Agency (EPA) Concerning a Mechanism for Funding Vendor Costs Incurred by the U.S. Coast Guard (USCG) During Emergency Response to Releases or Threats of Releases of Hazardous Substances.

Purpose: The U.S. Coast Guard (USCG) and the Environmental Protection agency (EPA) agree that a mechanism is required to fund USCG costs incurred during emergency response to releases or the threats of releases of hazardous substances or pollutants or contaminants. This Memorandum of Understanding establishes the accounting, contracting, and fund management control policies and procedures for USCG response actions.

MOU 1996-01: Memorandum of Understanding Between the Environmental Protection Agency, the United States Coast Guard and the General Services Administration Pertaining to the Federal Response Under The National Oil Hazardous Substances Pollution Contingency Plan (NCP).

Purpose: This Memorandum of Understanding (MOU) recognizes the general mission of the General Services Administration (GSA) to provide logistical and telecommunications support to the Federal establishment. The MOU specifically delineates the responsibility of GSA to provide assistance to the Environmental Protection Agency (EPA) and the United States Coast Guard (USCG). GSA will also provide assistance to other National Response Team (NRT) agencies supporting the response efforts through the On Scene Coordinator (OSC). It sets forth the procedures to be followed by EPA, the USCG, and GSA when such assistance is required to support those plans. The MOU also recognizes that the agency providing the OSC and/or member agencies of the NRT must reimburse GSA for its OSC activities and the activities of other responding agencies in providing the assistance described below.

MOU 1998-01: Memorandum Of Understanding Among The Environmental Protection Agency, United States Coast Guard, Department Of Commerce, Department Of The Interior, Department Of Agriculture, Department Of Defense, Department Of Energy, And Department Of Justice Concerning The Exercise Of Authority Under Section 106 Of The Comprehensive Environmental Response, Compensation, And Liability Act.

Purpose: This Memorandum of Understanding ("MOU") is intended to govern federal agency implementation of the authority under Sections 106 and 122 of the Comprehensive Environmental Response, Compensation, and Liability Act ("CERCLA"), 42 U.S.C. 9606(a) et seq., as further delegated by Executive Order 13016, which President Clinton signed on August 28, 1996.

MOU 2001-57: Inter-Agency Memorandum of Agreement Regarding Oil Spill Planning and Response Activities under the Federal Water Pollution Control Act's National Oil and Hazardous Substances Pollution Contingency Plan and the Endangered Species Act.

Purpose: This agreement 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. Proactive regional planning may also take into consideration concerns for proposed and candidate species, as well as listed species' habitat not yet designated as critical.

4660 Regional and State Memorandums of Understanding

MOU EPA and USCG: Memorandum of Understanding Between U.S. Environmental Protection Agency – Region 4 and U.S. Coast Guard – Fifth, Seventh, and Eighth Districts.

Purpose: The intent of this memorandum is to delineate the Region 4 Inland and Coastal Zone geographical boundaries establishing responsibility for the pre-designation of On-Scene Coordinators (OSCs) for pollution response pursuant to the National Oil and Hazardous Substances Contingency Plan (NCP).

MOA USCG District Seven and the State of Georgia: Memorandum of Agreement Between the United States Coast Guard Seventh District and the State of Georgia Regarding Oil Pollution Response in the Coastal Zone.

Purpose: The purpose of this Agreement is to establish procedures for response activities to an oil discharge to maximize the use of State Environmental Protection Division and USCG resources for pollution response. The scope of this Memorandum of Agreement (MOA) applies to all oil spills in the Coastal Zone of the United States that are within the waters of the State.

4700 Technical Specialists

Advisors with specialized knowledge and expertise may be needed to support an incident. Technical specialists may be assigned anywhere within the ICS structure.

4710 Roles and Applicability

Technical Specialists may function within the Planning Section, or be assigned wherever their services are required. Each specialist's expertise will be applied to the section that most needs their knowledge.

4720 Source and Contact Information

Information is centralized on this Emergency Contact list to ensure agencies, groups, trustees, organizations, and points of contact that play an important role in incident response are notified.

FOSC's should immediately notify both the Department of the Interior (DOI) and the Department of Commerce (DOC) at the numbers listed below whenever any of the following criteria are met:

- A discharge of oil is equal to or greater than 1,000 gallons.
- The release of a hazardous substance is equal to or greater than the reportable quantity.
- When the 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 National Marine Sanctuaries and National Estuarine Research Reserves.
- When the release or discharge impacts or has the potential to impact known sensitive resources, including:

    1. Threatened and endangered species and designated habitat
    2. Raptor nesting sites (e.g. ospreys)
    3. Bald eagle nesting sites
    4. Bird rookeries (e.g. herons, egrets, wood storks)
    5. Rafting birds (e.g. ducks, loons)
    6. Coral reefs
    7. Mangroves
    8. Marine mammals
    9. Anadromous fish
    10. Marine fishery resources (essential fish habitat)

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

Name - Specialty	Company Name	Contact Information
Greg Hogue - Regional Environmental Officer	Department of Interior	(404) 331-4524 or (404) 909-0537
Brad Benggio - DOC Representative	NOAA	(305) 530-7931 or (206) 849-9923

Hazardous Materials Contact List		
Specialty	**Company Name**	**Contact Information**
Certified Industrial Hygienist	Environmental Resources Corp.	(904) 448-4066
Certified Marine Chemist	Southern Marine Chemist Inc.	(904) 721-7552
Product Specialist	Savannah Fire Department	(912) 651-6758
Sampler	USCG MSU Savannah	(912) 652-4353

Oil Contact List		
Specialty	**Company Name**	**Contact Information**
Decontamination	USCG Strike Team(s) (24 hrs)	(252) 331-6000
Deepwater Removal	Army Corps of Engineers	(912) 652-5431
Dredging Services	Army Corps of Engineers	(912) 652-5431
Lightering Services	Resolve Marine Group (RMG)	(954) 764-8700
Natural Resource Damage Assessor	NOAA DOI	(305) 530-7931 (404) 331-4524
Response Technologies	USCG Strike Team(s) (24 hrs)	(252) 331-6000
Salvage	NAVSEA (24 hrs)	(202) 781-3389
	American Salvage Association	(703) 373-2267
	Salvage Emergency Response Team	(800) 323-7233
Scientific Support Coordinator	NOAA (Brad Benggio)	(305) 530-7931
Shoreline Cleanup	Moran Environmental Services	(912) 232-3224
	Jax Pollution Control	(904) 355-4164
	SWS	(912) 966 0686
	Logan Divers	(904) 731-0000
	Eason Divers	(843) 747-0548
	National Response Corp.	(516) 369-8644
	Marine Spill Response Corp.	(912) 238-5002
SMART	EPA Region IV	(404) 562-9900

Law Enforcement Agencies Contact List		
Agency	**Federal, State, County, City**	**Contact Information**
Brunswick Marine Patrol	County	(912) 279-2605
Chatham County Marine Patrol	County	(912) 525-2409
Chatham County Sheriffs Dept.	County	(912) 651-3779
Customs and Border Patrol	Federal	(912) 232-7507
Federal Bureau of Investigation	Federal	(912) 232-3716
Georgia State Patrol	State	(912) 261-3936
Savannah Ports Police Dept.	City	(912) 651-2459
Savannah/Chatham Metro Police	City	(912) 651-6675

4800 Permits and Consultation

4810 Fish and Wildlife

Permits can be obtained for use of environmentally sensitive and protected areas by contacting either the National Marine Fisheries Service or the U.S. Fish and Wildlife Service. Contact information is listed below for each organization.

4820 Endangered Species Act of 1973 (ESA) Consultations

Under Section 7 of the ESA, federal agencies must consult with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service on actions they take, permit, or fund, which may jeopardize listed endangered species or adversely modify their designated habitat. During emergencies, such as disasters, casualties, national defense or security emergencies, and response to oil spills, the ESA will allow for emergency consultation during the event, with formal consultation occurring after the event, if necessary.

The FOSC will act as the federal consultant for the UC/IC.

4830 Points of Contact Information for Consultation

Contact Information	
National Marine Fisheries Service - Endangered Species (24-hour) - Essential Fish Habitat	(727) 824-5301 (727) 403-2641 (727) 824-5317
U.S. Fish and Wildlife Service	(800) 344-9453

4840 Disposal Policy

4840.1 General

It is the responsibility of the OSC to ensure that any spilled oil or hazardous substance is disposed of properly once cleanup has occurred. The Resource, Conservation and Recovery Act (RCRA) and its implementing regulations contained in Title 40, Code of Federal Regulations are quite specific in defining what is hazardous waste and how it should be handled and disposed. The disposal of recovered spilled material and contaminated debris can pose many immediate and long-range problems. These problems can include identifying a disposal site, examining the spilled material to ascertain its complete make up, or simply arranging for transport of the material. Due to the potential for worsening a situation by moving the recovered materials to remote locations for recovery or storage it is imperative that the disposal process receives as much attention as the rest of the operation. No hazardous waste shall be transported across, within, or through Georgia unless it is accompanied by a manifest properly issued and completed. The manifest shall accompany all hazardous waste from the point of generation through handling, storage, treatment, and disposal.

Policy. 40 CFR 261, Subpart C states what characteristics a substance must exhibit to be considered hazardous. A substance need only exhibit one of these characteristics to be considered hazardous:

- Ignitability - Flash point less than 140 F
- Corrosivity - ph<2 or >12.5
- Reactivity - Normally unstable and readily undergoes violent change without detonating. Reacts violently with water. Forms

explosive mixture with water. Is capable of detonation if subjected to a strong initiating source. Is readily capable of detonation at standard temperature and pressure.

- EP Toxicity - Contains a concentration of heavy metals
- PCB - Contains 50 ppm or more

40 CFR 261 Subpart D contains an extensive list of substances, which are also considered hazardous. Recovered material from a discharge must be correctly classified hazardous or non-hazardous to ensure appropriate management.

The following is general guidance on the storage, transportation and disposal of spilled materials and contaminated debris.

4840.2 Temporary Waste Storage

If there are large quantities of material for disposal, a temporary storage site should be established. A temporary storage site provides a location to store oily sediment and debris removed during shoreline cleanup operations. This should be accomplished early in the cleanup operation since oil soaked debris will amass rapidly as the cleanup begins. It will also provide the FOSC a buffer period to identify licensed transporters and an acceptable disposal method.

The temporary storage sites should be located in area with good access to the shoreline cleanup operation and to nearby streets and highways. Good storage site locations are flat areas such as parking lots (paved or unpaved), and developed lots adjacent to the shoreline.

Temporary storage sites should be selected and prepared to minimize contamination of surrounding areas from leaching oil. Therefore, storage sites should not be located on or adjacent to ravines, gullies, streams, or the sides of hills, but on flat areas with a minimum of slope. Once a location is selected, certain site preparations are usually necessary to contain any leaching oil. An earthen berm should be constructed around the perimeter of the storage site. If a paved parking lot is used, earth would have to be imported from nearby areas; if an unpaved surface is used, material can be excavated from the site itself and pushed to the perimeter thereby forming a small basin.

Entrance and exit ramps should be constructed over the berm to allow cleanup equipment access to the site. If the substrate or berm material is permeable, plastic liners should be spread over the berms and across the floor of the storage site to contain any possible oil leachate. Regardless, it is always advisable during waste handling, transfer, or storage, to cover the area of operation with plastic sheets to prevent further contamination.

A piece or several pieces of heavy equipment, such as a front-end loader, should be stationed at each temporary storage site to evenly distribute any

dumped oily material and to load trucks that are removing the material to final disposal.

4840.3 Transportation Requirements

Most petroleum contaminated debris/waste and recovered products are not considered to be hazardous waste and therefore do not have to be manifested. Before moving recovered materials that have been determined to be hazardous waste from a spill site to a disposal site, all materials must be manifested in accordance with RCRA procedures and all transporters must be EPA certified. The EPA has established a procedure for rapid issuance of EPA identification numbers to hazardous waste generators and transporters during spills and other unanticipated events.

Hazardous waste generators and transporters who did not obtain EPA identification numbers through standard procedures may, during emergencies and other unusual circumstances, need to obtain them quickly if it is necessary to transport hazardous waste off site.

4840.4 Disposal of Recovered Oil

There are several disposal methods available for recovered oil. However, each method is dependent on the physical state of the oil, which is directly related to how long the product has been exposed to the elements. These methods include oil and water separation (decanting) for reprocessing, burial, and natural degradation. Recovered oil is most easily dealt with by separating out any water that may be present and refining it locally or shipping it to its original destination. The specific disposal method selected depends on the nature of the oil-contaminated material, the location of the spill, and the prevailing weather condition.

4840.5 Oil/Water Separation Methods

In most spill situations, the oil recovered will contain a large percentage of water, which should be separated out prior to disposal or recycling. This is extremely necessary to reduce apparent volume of material being recovered and, thereby, number of truckloads needed and overall cost. In the event of a major spill, a large-scale oil/water separation operation should be set up at a local refinery, processing plant, or the facility possessing separation equipment. Many authorized waste oil and chemical processing facilities exist throughout Georgia, but they are oriented to petrochemicals and may be limited as to the quantity and type of material they can handle.

4840.6 Decanted Water Discharges

A fairly common procedure for disposing of the decanted water is by draining it into the containment area or a line holding pond. See the Decanting Policy Section for additional information.

4840.7 Oily Debris Disposal

Oil spills can generate large quantities of oil-contaminated material. This contaminated material will be generated as much by the cleanup operation as by the objects initially impacted by their spill. The material will primarily consist of flotsam and jetsam, vegetation, sediments, and sorbents. Disposal of such debris is a major problem as only a few sites are authorized to receive oily wastes. Contaminated wastes may be burned or they can be buried safely on land in approved disposal sites if correct procedures are followed. Disposal of the oily debris should be undertaken only at an authorized disposal site.

4850 Dredging Policy

4850.1 Coordination Mechanisms & Permit Processing

A Coastal Marshlands Protection Act Permit is required for any project that involves removing, filling, dredging, draining or otherwise altering any marshlands. In general, projects will be permitted if they do not harm or alter the natural flow of navigational waters; do not increase erosion, shoaling channels or create stagnant pools; and do not interfere with conservation of marine life, wildlife or other resources. The Georgia Department of Natural Resources' Coastal Resources Division (CRD) serves as a clearinghouse for information and ensures that all relevant state permits are issued prior to the start of federal activities. Pre-permit application consultations are available through CRD if requested. Public notice of federal consistency review is done through a joint public notice for federal permit projects; this notice must meet the requirements of the Georgia Administrative Procedures Act.

4850.2 Federal Consistency

Is the Federal Coastal Zone Management Act (CZMA) requirement that federal actions (regardless of location) that have reasonably foreseeable effects on any land or water use or natural resource of the coastal zone must be consistent with the enforceable policies of a coastal state's approved coastal management program. The Georgia Coastal Management Program and Federal Consistency provisions are applicable in the eleven coastal counties: Effingham, Chatham, Wayne, Bryan, Liberty, Long, McIntosh, Wayne, Glynn, Brantley, Camden, and Charlton.

4850.3 Economic Concerns

The State of Georgia has no policies that require that a cost/benefit analysis be prepared for dredging projects. The U.S. Army Corps of Engineers (ACE) or the project applicant may prepare a cost/benefit analysis as part of their federal consistency application.

4850.4 Habitat, Sediment, & Water Quality Dredged

Materials are tested for contaminants based upon the Environmental Protection Agency's Inland Testing Manual. This guidance recommends an initial assessment of existing contaminant information and a tiered testing approach that can include chemical and/or biological testing. One of the factors considered in the permit application review process is the public's interest. This includes maintaining the natural flow of navigational water within the affected areas of the project; prevention of shoaling of channels, and, avoiding the creation of stagnant water areas.

The Georgia Coastal Marshlands Protection Act mandates that all permitted activities are in full compliance with the Georgia Endangered Wildlife Act. In addition, permit applications under review will be evaluated for their potential to unreasonably interfere with the conservation of fish, shrimp, oysters, crabs, clams, or other marine life, wildlife or other resources.

4850.5 Dredging Techniques & Best Management Practices

The Georgia Coastal Management Program has no policies on dredging techniques or best management practices.

4850.6 Dredged Material Disposal

Dredged materials from the Savannah River are placed in a large sediment basin on the back river, materials from the Port of Brunswick are placed at an approved off shore deep water disposal site and at a storage area on Andrews Island, and materials from the Atlantic Intra-coastal Waterway are placed at 83 dredged material disposal sites along the waterway. The Coastal Marshlands Protection Act states that deposition of dredge spoil is considered to be contrary to the public interest and should be weighed in permit decision-making. Georgia has no other policies that specifically deal with disposal of contaminated material, requirements for disposal in upland confined disposal facilities, and/or underwater disposal sites.

4860 Decanting Policy

Decanting is the process of draining off recovered water from portable tanks, internal tanks, collection wells or other storage containers to increase the available storage capacity of recovered oil. When decanting is conducted properly most of the petroleum can be removed from the water.

This policy addresses "incidental discharges" associated with spill response activities. "Incidental discharge" means the release of oil and/or oily water within the response area in or proximate to the area in which oil recovery activities are taking place during and attendant to oil spill response activities. Incidental discharges include, but are not limited to, the decanting of oily water, oil and oily water returns associated with runoff from vessels and equipment operating in an oiled environment and the wash down of vessels,

facilities and equipment used in the response. "Incidental discharges" as addressed by this policy, do not require additional permits and do not constitute a prohibited discharge (See 33 CFR 153.301 and 40 CFR 300).

During spill response operations, mechanical recovery of oil is often restricted by a number of factors, including the recovery system's oil/water recovery rate, the type of recovery system employed and the amount of tank space available on the recovery unit to hold recovered oil/water mixtures. In addition, the longer oil remains on or in the water, the more it mixes to form an emulsified mousse or highly mixed oil/water liquid, which sometimes contains as much as 70% water and 30% oil, thus consuming significantly more storage space.

The goal of mechanical recovery is the expeditious recovery of oil from water. In many cases, the separation of oil and water and discharge of excess water is necessary for skimming operations to be effective in maximizing the amount of oil recovered and in minimizing overall environmental damages. Such actions should be considered and in appropriate circumstances authorized by the FOSC and/or SOSC because the discharged water will be much less harmful to the environment than allowing the oil to remain on the water and be subject to spreading and weathering. During a response, it will be necessary for response contractors or a responsible party to request from the FOSC and/or SOSC authority to decant while recovering oil so that response operations do not cease or become impaired. Efficient decision-making is necessary to ensure a rapid and effective recovery operation.

The Federal and State OSC’s will consider each request for decanting on a case-by-case basis. Prior to approving decanting, the OSC’s will evaluate the potential effects of weather including the wind and wave conditions, the quantity of oil spilled and the type of oil as well as available storage receptacles. The OSC should also take into account that recovery operations as enhanced by decanting will actually reduce the overall quantity of pollutants in a more timely and effective manner to facilitate cleanup operations.

The FOSC and/or SOSC should consider the following criteria in determining whether to approve decanting unless circumstances dictate otherwise:

All decanting should be done in a designated "response area" within a collection area, vessel collection well, recovery belt, weir area, or directly in front of a recovery system.

Vessels employing sweep booms with recovery pumps in the apex of the boom should decant forward of the recovery pump.

All vessels, motor vehicles and other equipment not equipped with an oil/water separator should allow retention time for oil held in internal or portable tanks before decanting commences.

When deemed necessary by the FOSC and/or SOSC or the response contractor, a containment boom will be deployed around the collection area to minimize loss of decanted oil or entrainment.

Visual monitoring of the decanting area shall be maintained so that discharge of oil in the decanted water is detected promptly.

Decanting in areas where vacuum trucks, portable tanks or other collection systems are used for shore cleanup will be subject to the same rules as vessels.

The response contractor or responsible party will seek approval from the FOSC and/or SOSC prior to decanting by presenting the Unified Command with a brief description of:

- The area for which decanting approval is sought.
- The decanting process proposed.
- The prevailing conditions (wind, weather, etc.).
- The protective measures proposed to be implemented.

The FOSC and/or SOSC will review such requests promptly and render a decision as quickly as possible. FOSC authorization is required in all cases and in addition SOSC authorization is required for decanting activities in state waters.

4870 Vessel Salvage and Lightering

See MSU Savannah's "Salvage Response Plan for Transportation Security Incidents", Annex 10200 to the COTP Savannah Area Maritime Security Plan.

4900 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

5000 Logistics

5100 Logistics Section Organization

The Logistics Section is responsible for providing facilities, all services and materials needed for the incident. The Incident Commander (IC) will determine the need to establish a Logistics Section on the incident. This is usually determined by the size of the incident, complexity of support, and how long the incident may last. Once the IC determines that there is a need to establish a separate Logistics function, an individual will be assigned as the Logistics Section Chief.

Six functional units can be established within the Logistics Section.

ICS forms, job aids and the Incident Management Handbook (IMH) can be obtained on the Coast Guard's Homeport at https://homeport.uscg.mil/ics. Refer to the Incident Management Handbook (IMH) for specific information on all duties and positions.

5110 Logistics Section Organization Chart

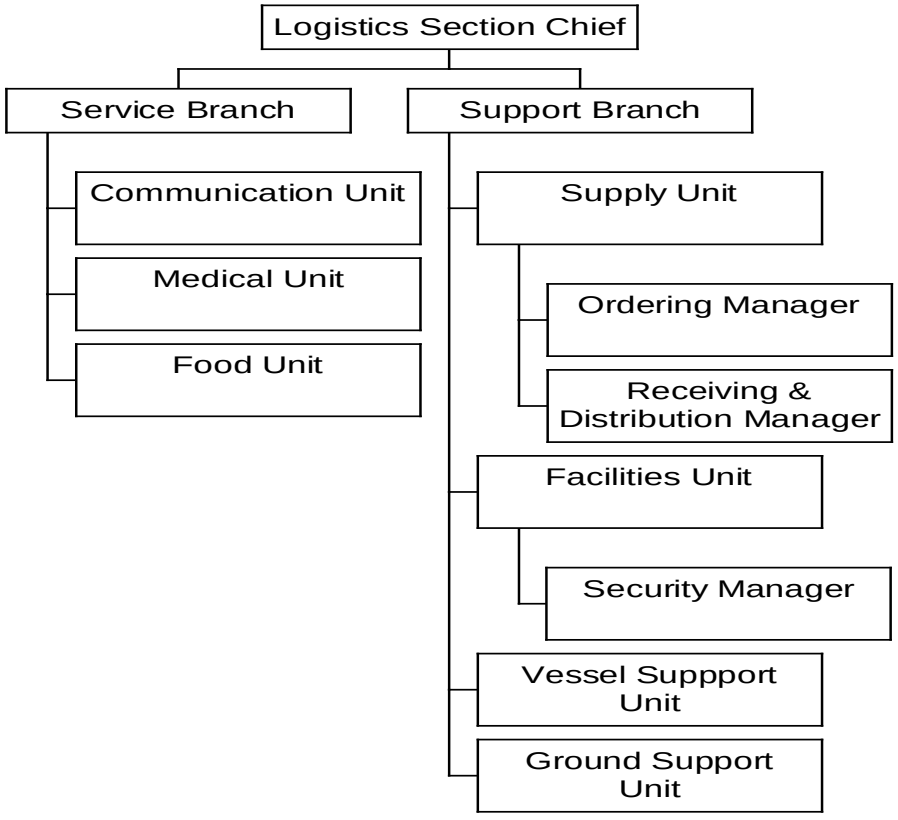

Figure 5: Logistics Section Organization Chart

5120 Detailed Position Descriptions

5120.1 Logistics Section Chief

Responsible for providing facilities, services, and material in support of the incident. The LSC participates in the development and implementation of the Incident Action Plan, activates and supervises the branches within the logistics section.

5120.2 Service Branch Director

When activated, the SBD is under the supervision of the LSC, and is responsible for the management of all service activities at the incident. The Branch Director supervises the operations of the Communications, Medical, and Food Units.

5120.3 Communication Unit Leader

Responsible for developing plans for the effective use of incident communications equipment and facilities, installing and testing of communications equipment, supervision of the Incident Communication Center, distribution of communications equipment to the incident personnel, and maintenance and repair of communications equipment.

5120.4 Medical Unit Leader

Responsible for the development of the Medical Plan, obtaining medical aid and transportation for injured and ill incident personnel, and preparation of reports and records.

5120.5 Food Unit Leader

Responsible for supplying the food needs for the entire incident, including all remote locations, as well as providing food for personnel unable to leave tactical field assignments.

5120.6 Supply Unit Leader

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.

5120.7 Ordering Manager

Responsible for placing all orders for supplies and equipment for the incident.

5120.8 Receiving and Distribution Manager

Responsible for receiving and distributing all supplies and equipment and the service and repair of tools and equipment.

5120.9 Facilities Unit Leader

Responsible for the layout and activation of incident facilities. The FUL provides sleeping and sanitation facilities for incident personnel and manages Base and Camp(s) operations. Each facility is assigned a manager who reports to the Facilities Unit Leader and is responsible for managing the operation of the facility. The basic functions or activities of the Base and Camp managers are to provide security service and general maintenance.

5120.10 Security Manager

Responsible for providing safeguards needed to protect personnel and property from loss or damage.

5120.11 Vessel Support Unit Leader

Responsible for implementing the Vessel Routing Plan for the incident and coordinating transportation on the water between shore resources. Since most vessels will be supported by their own infrastructure, the Vessel Support Unit may be requested to arrange fueling, dockage, maintenance, and repair of vessels on a case-by-case basis.

5120.12 Ground Support Unit Leader

Responsible for support our of service resources; transportation of personnel, supplies, food, and equipment; fueling, service, maintenance, and repair of vehicles and other ground support equipment; implementing the Traffic Plan for the incident.

5200 Support

The Logistics Section Chief and his subordinates are responsible for development and implementation of logistics plan in support of the IAP, including providing personnel, equipment, facilities, and supplies to support incident operations.

5210 Support Resources

Support resources are listed in this section represent possible resources available in the Savannah COTP Zone. These resources may or may not be available at the time of a particular incident.

5210.1 Telephone Directory

Hazardous Materials Contact List		
Specialty	**Company Name**	**Contact Information**
Certified Industrial Hygienist	Environmental Resources Corp.	(904) 448-4066
Certified Marine Chemist	Southern Marine Chemist Inc.	(904) 721-7552
Product Specialist	Savannah Fire Department	(912) 651-6758
Sampler	USCG MSU Savannah	(912) 652-4353

Oil Contact List		
Specialty	**Company Name**	**Contact Information**
Decontamination	USCG Strike Team(s) (24 hrs)	(252) 331-6000
Deepwater Removal	Army Corps of Engineers	(912) 652-5431
Dredging Services	Army Corps of Engineers	(912) 652-5431
Lightering Services	Resolve Marine Group (RMG)	(954) 764-8700
Natural Resource Damage Assessor	NOAA DOI	(305) 530-7931 (404) 331-4524
Response Technologies	USCG Strike Team(s) (24 hrs)	(252) 331-6000
Salvage	NAVSEA (24 hrs)	(202) 781-3389
	American Salvage Association	(703) 373-2267
	Salvage Emergency Response Team	(800) 323-7233
Scientific Support Coordinator	NOAA (Brad Benggio)	(305) 530-7931
Shoreline Cleanup	Moran Environmental Services	(912) 232-3224
	Jax Pollution Control	(904) 355-4164
	SWS	(912) 966 0686
	Logan Divers	(904) 731-0000
	Eason Divers	(843) 747-0548
	National Response Corp.	(516) 369-8644
	Marine Spill Response Corp.	(912) 238-5002
SMART	EPA Region IV	(404) 562-9900

Law Enforcement Agencies Contact List		
Agency	**Federal, State, County, City**	**Contact Information**
Brunswick Marine Patrol	County	(912) 279-2605
Chatham County Marine Patrol	County	(912) 525-2409
Chatham County Sheriffs Dept.	County	(912) 651-3779
Customs and Border Patrol	Federal	(912) 232-7507
Federal Bureau of Investigation	Federal	(912) 232-3716
Georgia State Patrol	State	(912) 261-3936
Savannah Ports Police Dept.	City	(912) 651-2459
Savannah/Chatham Metro Police	City	(912) 651-6675

5210.2 Operation Laboratories

Operational Laboratories			
Organization	**Location**	**Contact Information**	**Specializations & Classifications**
Marine Safety Laboratories	1 Chelsea Street New London, CT 06320	(860) 271-2704	Able to identify oil types and determine similarities between oil samples
Savannah Lab and Environment Services, Inc.	P.O. Box 13548 5102 LaRoche Ave. Savannah, GA 31416	(912) 354-7858	Full Service Lab, Analysis & Chemical Testing, haz-waste analysis, Gas Chromatographic analysis, Waste/drinking water analysis
Environmental Protection Agency	960 College Station Road Athens, GA 30605	(706) 355-8500	Full Service Lab
U.S. Army Oil Analysis Lab	Building Y 5015 Room 59 P.O. Box 70539 Ft. Bragg, NC 28310	(910) 396-3040	Oil Analysis-Petroleum. Synthetic based oils, greases used for ground equipment and aircraft
S & ME	7604 Waters Ave. Savannah, GA 31406	(912) 353-8885	Air monitoring, soil and site evaluations, remedial design studies
General Engineering Laboratories	2040 Savage Rd. Charleston, SC 29407	(843) 556- 8171	Certified chemical testing lab. Gas chromatographic & haz-waste analysis, elemental analysis, waste/drinking water analysis
South Carolina DHEC	8231 Parklane Road Columbia, SC 29223	(803) 896-0800	Organic, metals, pesticides analysis

5210.3 Federal/State/Local Government Oil Response

Refer to United States Coast Guard's Response Resource Inventory System for information on Oil Spill Response Organizations (OSRO).

5210.4 Sources for Dispersants

Refer to RRT Region IV's Dispersent Use Plan, available at http://www.nrt.org/production/NRT/RRTHome.nsf/Allpages/newrrt_iv-opsmanual.htm.

Special attention should be paid to the "Letter of Agreement on Limited Use of Dispersants" in Dispersant Use Plan-Part III.

5210.5 Sources for In-situ Burning

Refer to RRT Region IV's In-Situ Burning Plan, available at http://www.nrt.org/production/NRT/RRTHome.nsf/Allpages/newrrt_iv-opsmanual.htm.

Special attention should be paid to the "Letter of Agreement on Limited Use of In-situ Burning" in In-situ Burn Plan

5210.6 Public/Private Hazardous Substance Response

Hazardous Substance Specialist	
Organization	**Contact Information**
Savannah Fire Department	(912) 651-6758
USCG Strike Team(s) (24 hrs)	(252) 331-6000

5210.7 Federal/Private Out of Area Resources for Discharge

Specialty	Company Name	Contact Information
Decontamination	USCG Strike Team(s) (24 hrs)	(252) 331-6000
Lightering Services	Resolve Marine Group (RMG)	(954) 764-8700
Natural Resource Damage Assessor	NOAA Department of Interior	(305) 530-7931 (404) 331-4524
Response Technologies	USCG Strike Team(s) (24 hrs)	(252) 331-6000
Salvage	NAVSEA (24 hrs)	(202) 781-3389
	American Salvage Association	(703) 373-2267
	Salvage Emergency Response Team	(800) 323-7233
Scientific Support Coordinator	NOAA (Brad Benggio)	(305) 530-7931
Shoreline Cleanup	Jax Pollution Control	(904) 355-4164
	Logan Divers	(904) 731-0000
	Eason Divers	(843) 747-0548
	National Response Corp.	(516) 369-8644
SMART	EPA Region IV	(404) 562-9900

5210.8 Estimated Transit Time of Resources

Transit times will vary dependent upon the location of the specific agency and type of discharge.

5210.9 Primary and Alternate Incident Command Post (ICP)

The primary Incident Command Post (ICP) is the Responsible Party's designated ICP or U.S. Coast Guard Marine Safety Unit (MSU) Savannah located at 100 W. Oglethorpe Ave, Savannah, GA, 31401. In the event of a large-scale incident, an alternate ICP will be designated in relation to the incident's location.

5210.10 Berthing Facilities/Alternate Incident Command Post

Messing/Berthing Capacities			
Hotel	**Location**	**Rooms Available**	**Phone #**
Days Inn	Jekyll Island	124 Rooms, 4 Conf.	888-635-3003
Days Inn	Beaufort, SC	150 Rooms	843-524-1551
Desoto Hilton	Savannah, GA	246 Rooms, 9 Conf.	912-232-9000
Embassy Suites	Brunswick, GA	130 Rooms, 4 Conf.	912-264-6100
Holiday Inn	Jekyll Island	198 Rooms, 7 Conf.	912-635-3311
Holiday Inn	Hilton Head, SC	203 Rooms, 4 Conf.	843-785-5126
Hyatt Regency	Savannah, GA	251 Rooms, 8 Conf.	912-238-1234
Marriott	Hilton Head, SC	505 Rooms, 13 Conf.	843-686-8400
Ramada	Beaufort, SC	151 Rooms, 2 Conf.	843-524-2144
Savannah Marriott	Savannah, GA	383 Rooms, 15 Conf.	912-233-7722

5210.11 Boat Ramps and Launching Areas

Locations of boat ramps near collection points for spill response can be found on the Environmental Sensitive Maps included in Section 9750, and also in the Anglers Guide to Georgia Saltwater Fishing Access Sites published by the Georgia Department of Natural Resources. Contact the Department of Natural Resources – Coastal Resources Division for a copy of the published access sites.

5210.12 Staging Areas

Staging areas will vary dependent upon the location of the incident and the type of response the incident will require. There are no Coast Guard facilities suitable for equipment staging. There are two container berths that can be used for staging in the Savannah area. The facilities normally have significant uncovered space available for staging trucks and equipment. Cranes for loading equipment onto or off of vessels is readily available. Due to the height of the docks these areas are not readily compatible with small boat operations. Any use of these terminals other than storage will have an impact on commercial operations.

The most centrally located area to conduct small boat operations is the Army Corp of Engineer Station at Hutchinson Island.

Possible staging areas are provided below and as part of the Geographic Response Plan.

Site Name	Contact Information	Physical Address	City	State	Zip Code	Site Type	Latitude (Decimal Degrees)	Longitude (Decimal Degrees)
Houlihan Boat Ramp Park		N Coastal Hwy	Port Wentworth	GA	31407	Staging Area; Boat Ramp	32.1644258	-81.15705155
Georgia Port Authority		Green St	Savannah	GA	31408	Staging Area	32.1222518	-81.13573866
Conoco Phillips		Hatch Cover Rd	Savannah	GA	31404	Staging Area; Boat Ramp	32.077226	-81.0501018
Elba Island		Elba Island Rd	Savannah	GA	31404	Staging Area	32.0873872	-81.00135092
Settlement on Land		Candler Beach Rd	St. Marys	GA	31558	Staging Area	30.9529324	-81.41068981
Stafford		Grand Ave	St. Marys	GA	31558	Staging Area	30.8152221	-81.46788927
Brickhill Camp site		918 Kinlaw Rd	St. Marys	GA	31558	Staging Area	30.8807801	-81.44216251
Plum Orchard Wharf		Plum Orchard Dr	St. Marys	GA	31558	Staging Area	30.8550237	-81.4656742
Boat Ramp near Dee Dee Bartels		1699 North 14th St.	Fernandina Beach	FL	32034	Staging Area; Boat Ramp	30.696007	-81.45905942
Dungeness Wharf		Coleman Ave	St. Marys	GA	31558	Staging Area	30.7540665	-81.47274579
St. Marys		St. Marys St. West	St. Marys	GA	31558	Staging Area; Boat Ramp	30.720347	-81.55022796
Fernandina Harbor Marina	904-491-2089	3 South Front St	Fernandina Beach	FL	32034	Staging Area; Boat Ramp; Marina	30.6695862	-81.46548605
NUSTAR Asphalt/Energy		7 Foundation Dr	Savannah	GA	31408	Staging Area	32.1098421	-81.12428132
Colonial Terminals		373 N Lathrop Ave	Savannah	GA	31415	Staging Area	32.0996066	-81.11442283
East Coast Terminal		Harbor St	Savannah	GA	31404	Staging Area	32.0780848	-81.06808783
Coast Guard Station	912-786-5025	1 Cockspur Island	Tybee Island	GA	31328	Staging Area; Coast Guard Station	32.0336273	-80.90444438
Fort McAllister Boat Ramp		38 Grace Ct	Richmond Hill	GA	31324	Staging Area; Boat Ramp	31.8888139	-81.20344808
Priest Landing		Priest Landing Dr	Savannah	GA	31411	Staging Area; Boat Ramp	31.9579809	-81.01142536
Barbour River Landing/Harris Neck Boat Ramp		Julienton Rd	Townsend	GA	31331	Staging Area; Boat Ramp	31.6212415	-81.26390485

Halfmoon Marina	912-884-5819	171 Azalea Road	Midway	GA	31320	Staging Area; Boat Ramp; Marina	31.6951729	-81.27081756
Village Creek Landing	912-289-2794	526 South Harrington Rd	St. Simons	GA	31522	Staging Area; Boat Ramp	31.2054886	-81.36022335
Malcolm McKinnon Airport		Skylane Dr.	St. Simons	GA	31522	Airport	31.1518249	-81.38996794
Fort Frederica - grassy area		Mimosa Dr.	St. Simons	GA	31522	Staging Area	31.2241152	-81.39266145
Coast Guard Station	912-267-7999	2 Conservation Way	Brunswick	GA	31520	Staging Area; Coast Guard Station	31.1236621	-81.47807202
Jekyll Creek Boat Ramp		7 Harbor Rd	Thalmann	GA	31527	Staging Area; Boat Ramp	31.0419376	-81.42224245
Fort Morris Boat Ramp		Ft. Morris Rd	Midway	GA	31320	Staging Area; Boat Ramp	31.7643789	-81.27888836
Cottonham Trail Boat Ramp		Cottonham Trail	Richmond Hill	GA	31324	Staging Area; Boat Ramp	31.8690153	-81.17181483
Skidaway Narrows Boat Ramp		Diamond Causeway	Savannah	GA	31406	Staging Area; Boat Ramp	31.947454	-81.06797857
Isle of Hope Marina	912-354-8187	50 West Bluff Dr	Savannah	GA	31406	Staging Area; Boat Ramp; Marina	31.9794377	-81.05667434
Morningstar Marinas	912-354-2283	2812 River Dr	Thunderbolt	GA	31404	Staging Area; Boat Ramp; Marina	32.0317336	-81.04926096

5210.13 Security Providers

MSU Savannah will coordinate security with the support of Sector Charleston, local law enforcement and the Maritime Interagency Center for Operations (MICO).

5210.14 Airports and Helicopters Identified

Airports	
Airport	**Contact Information**
CG Air Station Savannah	(912) 652-4646
Savannah/Hilton Head International	(912) 964-0514
Ft. Stewart	(912) 767-1411
Glynco Jetport	(912) 265-2070
- Malcolm McKinnon/St. Simmons	Same as Glynco Jetport
- Brunswick Golden Isles	Same as Glynco Jetport

5220 Temporary Storage and Disposal Facilities

5220.1 Disposal Concerns

In dealing with oil spills, one of the main problems encountered is what to do with the waste materials once the cleanup has begun. When dealing with the method of disposal there are three main areas of concern, ecology, logistics and finance. What further effects are going to occur due to relocation of the waste material? (Ideally, the goal is to dispose of the material without any further hazard generate or further impacts to the environment, including air, surface water, ground water, and soils. How can waste be safety moved from the site to the disposal and /or treatment area? What is the availability of the machinery needed for removal? What is the capacity of the disposal and/or treatment facility? How much is it going to cost to dispose of the waste? What are the possibilities of recycling the wastes into a useful product to help offset the disposal cost?

Waste material generally fall into one of the following categories:

- Recovered liquids (oil/water mixtures)
- Contaminated absorbents and debris
- Contaminated soils/sand

Liquid waste is probably the easiest form of waste to deal with because it is easily handled, moved or sometimes can be processed into a useful product. Absorbents are the most widely used products for oil spill cleanup. Organic absorbents, mainly made of straw, are biodegradable. Many new absorbents are synthetic and their biodegradability is greatly reduced. The best absorbents would be one that could be reused, much like a sponge, leaving only liquid waste, which is easily disposed of, thereby reducing cleanup costs and the amount of solid waste generated. Contaminated soils from beaches must be disposed of in accordance with Georgia regulations.

5220.2 Potential Disposal Methods

Recovered Liquid Waste: Disposal in accordance with 40 C.F.R. 262.20-23 for Resource Conservation and Recovery Act (RCRA) wastes.

- Recycling (recovery in settling tanks, used oil Recyclers)
- High temperature incineration
- Evaporation of light ends
- Oxidation
- Bio-degradation
- Open burning where permitted
- Use as fuel

Contaminated Sorbents and Debris: Disposal in accordance with 40 C.F.R. 262.20-23 for RCRA wastes

- Incineration at waste-to-energy facilities
- Soil thermal treatment facilities (special conditions apply)
- Class I permitted municipal waste landfill

Contaminated Soils: Disposal in accordance with 40 C.F.R. 262.20-26 for RCRA wastes

- Soil thermal treatment facilities
- Incineration at waste-to-energy facilities

5220.3 Waste Disposal Selection Site

Georgia Department of Environmental Protection (GDEP) is responsible for determining the eligibility of facilities to use general permits for soil thermal treatment and used oil recycling. GDEP also issues permits for land filling, air pollutant emissions, hazardous waste treatment, storage, and disposal, and for the registration and/or certification of used oil transporters, collection facilities and recyclers. The GDEP Waste Management Division regulates the handling, storage, and testing of petroleum contaminated soil, solid waste, and hazardous waste. Oil spill wastes may be disposed of at permitted facilities (federal, state and local) authorized by the EPA and GDEP. During federalized spills, it is the responsibility of the FOSC to ensure that waste resulting from a spill is handled properly. Information on these facilities and transporters can be obtained by contacting the Department of Environmental Protection, Emergency Response Coordinator at (912) 353-3225 in Savannah, Ga.

5220.5 Waste Characterization

The first step in determining which method(s) of disposal will be utilized is to characterize the waste and determine if it is subject to the requirements of the RCRA, 40 C.F.R. The spiller's knowledge of the material and/or laboratory analysis, and the intended use of the recovered material must be used to determine if the material meets the criteria for hazardous waste set forth in 40 C.F.R 261.

5220.5 RCRA Regulated Waste

If the material meets the criteria for RCRA regulated wastes, it can only be disposed of at an approved hazardous waste treatment/disposal facility. If the spill is not a hazardous waste listed in 40 C.F.R 261 Subpart D, but exhibits a characteristic of hazardous waste per 40 C.F.R 261 Subpart C, it is possible to treat the waste on site to render it non-hazardous prior to offsite disposal. The generator shall treat hazardous waste in tanks or containers only, provide a waste analysis plan to document treatment, and ensure compliance with 40 C.F.R 262.34 requirements while accumulating

and treating the waste. This kind of treatment would include stabilization of soils with cement, neutralization and other simple forms of non-thermal treatment. Evaporation of organics and dilution are not permissible.

5220.6 Land Filling

Land filling of soil and debris, which is non-hazardous and non-saturated in a lined Class-I landfill, in an acceptable disposal option. Landfills must be permitted by the GDEP. Decisions regarding acceptance of wastes are at the discretion of the landfill operator. Laboratory analysis of waste may be required prior to acceptance. For specific requirements, contact GDEP at (912) 353-3225. In some cases, treatment of petroleum-contaminated soil may include land farming. This process involves spreading the soil in a thin layer over an impermeable liner or surface. The contaminant reduction is caused by a combination of volatilization, biodegradation, and photo degradation.

5230 Maintenance and Fueling Facilities

Marinas	Address	Phone #	Fuel or Maintenance
Bona Bella Fish Camp & Lodge	2740 Livingston Savannah, GA 31406	(912) 352-3133	No Fuel - No Maintenance Service
Bull River Yacht Club Marina	8005 US Hwy 80 E, Savannah, GA 31410	(912) 898-1800	Gasoline, Diesel - No Maintenance Service
Bahia Bleu Marina	2812 River Dr. Thunderbolt, GA 31404	(912) 354-2283	Gasoline, Diesel - No Maintenance Service
Coffee Bluff Marina Inc.	14915 Coffee Bluff Rd, Savannah, GA 31419	(912) 925-7474	Gasoline - No Maintenance Service
Delegal Creek Marina	1 Marina Dr, Savannah, GA 31411	(912) 598-0023	Gasoline, Diesel - No Maintenance Service
Fort McAllister Marina	3203 Fort McAllister Rd, Richmond Hill, GA 31324	(912) 727-2632	Gasoline, Diesel - Full Service Repair
Hogans' Marina	36 Wilmington Island Rd Savannah, GA 31410	(912) 897-3474	Gasoline- No Maintenance Service
Isle of Hope Marina	50 W Bluff Dr, Savannah, GA 31406	(912) 354-8187	Gasoline, Diesel - Full Service Repair
Landings Harbor	600 Priest Landing Dr, Savannah, GA 31411	(912) 598-2520	Gasoline, Diesel - Service Repair
Lazaretto Creek Marina	1 Old US Hwy 80, Tybee Island, GA 31328	(800) 242-0166	Gasoline, Diesel - No Maintenance Service
Lee Shore Marina	135 Johnny Mercer Blvd. Savannah, GA 31410	(912) 898-9504	No Fuel - No Maintenance Service
Sail Harbor Marina	606 Wilmington Island Rd, Savannah, GA 31410	(912) 897-2896	No Fuel - Service Repair
Savannah Bend Marina	188 Old Tybee Road Savannah, GA 31404	(912) 897-3625	Gasoline, Diesel - No Maintenance Service
Savannah Yacht Club	730 Bradley Point Rd. Savannah, GA 31410	(912) 897-1314	Gasoline, Diesel – No Maintenance
Not a marina			
Thunderbolt Marina	3124 River Dr. Savannah, GA 31404	(912) 352-4931	Gasoline, Diesel - Service Repair
Turners Creek Seafood	120 Johnny Mercer Blvd. Savannah, GA 31410	(912) 897-5151	No Fuel - No Maintenance Service

Marinas	Address	Phone #	Fuel or Maintenance
AJ Dockside Restaurant	135 Chatham Ave. Tybee Island, GA 31328	(912) 786-9533	No Fuel - No maintenance
Yellow Bluff Fishing Camp	118 Yellow Bluff Rd. Midway, GA 3120	(912) 884-5448	Gasoline - No Maintenance Service

5230.1 Port and Dock Facilities

Port and Dock facilities for the Savannah area are the same facilities previously listed in section 5330.

5230.2 Local Area Vessel Resources and Maintenance Facilities

For USCG, unit personnel conduct all maintenance and repairs. Electronic support is provided through Electronic Support Detachment (ESD) Charleston. All casualty repairs will be conducted in accordance with COMDTINST M3501.3E Casualty Reporting Procedures. Rescue and survival systems will be maintained in accordance with COMDTINST M10470.10E.

All commercial vessels will utilize local marinas and shipyards. A list of marinas can be found in section 5215 of the ACP. Global Ship Systems and Thunderbolt Marina are two facilities that are capable of handling larger vessels for repair.

Global Ship Systems have the capability of working on vessel up to 350ft and offer full service with approved welding and certified marine electricians.

Thunderbolt Marina is capable of handling vessels up to 250ft with a full service staff for welding, electronics, and electricians.

5230.3 Local Area Vehicle Resources and Maintenance Facilities

GSA Scheduled Preventive Maintenance - In South Carolina, Georgia, and Florida: When repairs exceed the $100 operator's limitation, telephone GSA's Regional Maintenance Control Center at 1-888-622-6344 and have the service manager of the garage explain the circumstances and repairs needed to place the vehicle in safe operating condition. In areas outside CONUS served by GSA's San Juan IFMC: Authority will be sought from the IFMC personnel who will assist in repairs needed. On DOT-tagged/CG-owned vehicles, the manufacturer's recommendations are followed and expenses are borne by the holding unit. NOTE: If the above procedures are not followed, Coast Guard unit funds may be billed for repairs when the $100 limit is exceeded, or unauthorized repairs are made.

5240 Federal/State Contacts for Fish and Wildlife Protection

Fish and Wildlife Protection	
Organization	**Contact Information**
Department of Commerce (NOAA) National Maritime Fisheries Service	(305) 350-7931 (727) 824-5301
Department of Interior U.S. Fish and Wildlife Service	(404) 331-4524 (800) 344-9453

5240.1 Wildlife Rescue and Rehabilitation Facilities

Wildlife Reserve and Rehabilitation List			
Organization	**Location**	**Point of Contact**	**Contact Information**
Department of Natural Resources Game Mgmt. Area	Brunswick, GA	Joani Crosby	(912) 262-3173
Beaks Inc.	Jacksonville, FL	Cindy Mosline	(904) 251-2473
Bear Island Management Area	Greenpond, SC		(843) 844-2952
Beaufort County Emergency Mgmt.	Beaufort County, SC		(843) 255-4000
Blackbeard Island National Wildlife Refuge	Savannah, GA	Jane Griess	(843) 784-9911
Bryan County Emergency Management Agency	Bryan County, GA	Jim Anderson	(912) 858-2799
Butler Island State Wildlife Refuge	Brunswick, GA	Joani Crosby	(912) 262-3173
Clean Caribbean & Americas	Ft. Lauderdale, FL	Paul Schuler	(954) 983-9880
Clean Coast	Savannah, GA	Karen Jenkins	(912) 239-9663
Coastal Conservation Association of Georgia	Statesboro, GA	Clay Mobley	(912) 927-0280
Coastal Georgia Audubon Society	St. Simons Island, GA	Lydia Thompson	(912) 634-1322
Colleton County Emergency Mgmt.	Colleton County, SC	Suzanne Gant	(843) 549-5632
Cumberland Island National Seashore	St. Mary's, GA	Jerry Brumbelow	(912) 882-4336
Edisto Beach State Park	Edisto Island, SC		(843) 869-2756
EPA	Atlanta, GA		(404) 562-9900
Fort Frederica National Monument	St. Simons Island, GA	Jane Griess	(843) 784-9911
Fort McAllister State Park	Richmond Hill, GA	Jane Griess	(843) 784-9911
Fort Pulaski National Monument	Savannah, GA	Jane Griess	(843) 784-9911
GA Environmental Protection Division			(800) 241-4113
GA Pacific Wildlife Mgmt. Area	Brunswick, GA	Jane Griess	(843) 784-9911
GA Wildlife Federation	Covington, GA	Jerry McCollum	(770) 787-7887
Georgia Conservancy Inc.	Savannah, GA	Summer Simpson	(912) 447-5910
Gray's Reef National Marine Sanctuary	Savannah, GA	Reed Bohne	(912) 598-2345
Harris Neck National Wildlife Refuge	Savannah, GA	Jane Griess	(843) 784-9911
Hunting Island State Park	St. Helena, SC		(843) 838-2011
Jekyll Island State Park	Jekyll Island, GA	Jones Hooks	(912) 635-2236
Marine Ext Service	Savannah, GA		(912) 264-7268

Wildlife Reserve and Rehabilitation List			
Organization	**Location**	**Point of Contact**	**Contact Information**
Moran Environmental Services	Savannah, GA		(912) 232-3224
Repeat			
Moran Environmental Recovery Inc	Jacksonville, FL		(904) 241-2200
National Coalition for Marine Conservation	Leesburg, VA	Ken Hinman	(703) 777-0037
National Response Corporation (NRC)	Charleston, SC		(843) 747-8866
Non-Game Endangered Wildlife Program	Forsyth, GA		(478) 994-1438
Ogeechee Audubon Society	Savannah, GA	Jane Griess	(843) 784-9911
Ossabaw Island State Heritage Preserve	Savannah, GA	Jane Griess	(843) 784-9911
Pinckney Island National Refuge	Savannah, GA	Jane Griess	(843) 784-9911
Sapelo Island NER Reserve	Sapelo Island, GA	Fred Hay	(912) 485-2251
Savannah National Wildlife Refuge	Savannah, GA	Jane Griess	(843) 784-9911
SC Coastal Conservation League	Charleston, SC	Jane Lareau	(843) 723-8035
Sierra Club, Coastal Group	Atlanta, GA	Genie Strickland	(404) 607-1262 x 221
Skidaway Island State Park	Savannah, GA	Holly Holdsworth	(912) 598-2300
Tybee National Wildlife Refuge	Savannah, GA	Jane Griess	(843) 784-9911
Wassaw Island National Wildlife Refuge	Savannah, GA	Jane Griess	(843) 784-9911
Wolf Island Wildlife Refuge	Townsend, GA	Jane Griess	(843) 784-9911

5300 Services

5310 Catering and Messing Facilities

Refer to Section 5210.10 for all messing facilities. Catering services can be located through local means (e.g. Phonebook, Internet, etc.) to ensure adequate subsistence for all personnel.

5320 Medical Facilities Identified

Medical Facilities		
Hospitals	**Contact Information**	**# of Beds**
Civilian Hospitals		
Memorial Medical Center	(912) 350-8000	535
St. Joseph's Hospital	(912) 819-4100	305
Candler	(912) 819-6000	331
Georgia Regional	(912) 356-2011	121
Department of Defense Hospitals		
Tuttle Army Health Clinic	(912) 315-6800	N/A
Winn Army Community Hospital	(912) 435-6633	N/A

5330 Emergency Medical Services

Emergency Medical Services, (EMS)		
EMS City	**County**	**Contact Information**
Colleton County, SC	Colleton Co, EMS	843-539-1960
Repeat		
Beaufort, SC	Beaufort Co, EMS	843-524-5673
Port Royal, SC	Beaufort Co, EMS	843-524-5673
Hilton Head, SC	Hilton Head EMS	843-682-5125
Jasper County, SC	Jasper County, EMS	843-726-7519
Hardeeville, SC	Jasper County, EMS	843-726-7519
Ridgeland, SC	Jasper County, EMS	843-726-7519
Bryan County, GA	Bryan County, EMS	912-653-2899
Richmond Hill, GA	Richmond Hill, EMS	912-756-2181
Liberty County, GA	Liberty County, EMS	912-545-8833
McIntosh County, GA	McIntosh County, EMS	912-437-3912
Glynn County, GA	Glynn County, EMS	912-554-7779
St. Simons Is., GA	Glynn County, EMS	912-554-7779
Jekyll Is, GA	Glynn County, EMS	912-554-7779
Camden County, GA	Camden County, EMS	912-729-3911
Chatham County, GA	Chatham County, EMS	911
Med-Star		912-350-8555
Life-Star		912-350-8864

5400 Communications

5410 Communications Plan

This section establishes which radio frequencies will be used for inter-agency communication in an incident response. Most of the frequencies used are within the marine band of VHF-FM spectrum. The spreadsheet below is a visual representation of the frequency allocation. A secondary purpose is to identify the operating frequencies used by principal federal, state, and local agencies.

Reliable, plain language communication is essential for command and control, tactical field operations, safety, logistics, surveillance, and vessel/air traffic control. No member of the incident command structure, boat crew, or response team should operate without a radio or Motorola two-way radio. A large response requires separate frequencies for maritime communications, shore-side communications, and ground to air communications.

Marine Operations VHF-FM Channels			
Channel	**MHz**	**Use**	**Commonly Used By**
6	156.30	Ship to Ship	Fishing Vessels, Tug Boats
12	156.60	Port Operations	Pilots & Dock Masters
13	156.65	Navigational	Bridges
16	156.80	Hailing and Distress	Monitored by Coast Guard
21A	157.05	Coast Guard	Sector Charleston Working Frequency
81A	157.07	Coast Guard	MSU Savannah Working Frequency

5420 Assign Radio Frequencies for Public/Private Organizations

A more detailed communications plan with frequency assignments will be developed by the Incident Command Structure to include greater interagency operability. The Situation Unit will conduct tasking for daily communications plan.

5430 Communications Resources

A cache of handheld VHF-FM radios can be obtained by contacting the Telecommunication and Information Systems Command in Alexandria, VA at (703) 313-5400 and request to speak to a member of the Radio Systems Division, TSD-3.

5440 Communications Facilities

Georgia Emergency Management Agency (EMA) possesses 4 Mobile Communications Vehicles (MCV) for response to local incidents. MCV's can be used on site to act as a communications center for personnel. Each vehicle is equipped with 800 MHz and VHF Radios. Georgia EMA can be contacted via the information listed below:

Georgia Emergency Management Agency	
24 Hour Phone Service	(912) 201-4500

5500 Weapons of Mass Destruction

The potential for terrorism involving the use of Weapons of Mass Destruction (WMD) in forms such as chemical, biological, radiological/nuclear, or explosive/ incendiary attack would pose unprecedented challenges for federal agencies, local police, local fire, local emergency medical service, and emergency management personnel.

In the event of an Incident of National Significance involving nuclear/radiological materials, the National Response Plan Nuclear/Radiological Annex will be used to provide an organized, integrated, and coordinated response by Federal agencies. DHS is responsible for overall coordination of all actual and potential Incidents of National Significance, including terrorist incidents involving nuclear materials.

Under the direction of DHS, the USCG will be the coordinating agency for all incidents taking place in certain coastal zones. "Certain areas of the coastal zone," means the following areas of the coastal zone as defined by the NCP: vessels, as defined in 33 CFR 160; areas seaward of the shoreline to the outer edge of the EEZ; and within the boundaries of the following waterfront facilities subject to the jurisdiction of DHS/USCG: 33 CFR 126, 127, 128, 140, 154-156, and 105.

For all other radiological terrorist incidents, DOE is the coordinating agency. The coordinating agency role transitions from DOE to EPA for environmental cleanup and site restoration at a mutually agreeable time, and after consultation with State, local,

and tribal governments, the cooperating agencies, and the JFO Coordination Group. Information regarding the Coast Guard's involvement in a response can be found in the Nuclear/Radiological Incident Annex of the National Response Plan (NRP).

When notified of an Incident of National Significance, the watch stander will immediately contact CG Command Center at **(800) DAD-SAFE** and then follow appropriate measures for notifying their Chain of Command. Initial first response by CG personnel and local city, county, state, and federal agencies will be conducted in accordance with the NRP and the National Incident Management System (NIMS).

MSU Savannah will use agencies such as, the WMD Civil Support Team (CST) located at Dobbins ARB. This unit was established to deploy rapidly to assist the local incident commander in determining the nature and extent of an attack or incident; provide expert technical advice on WMD response operations, and help identify and support the arrival of follow-on state and federal military response assets. They can be contacted at 678-655-5000 or 678-569-3706.

In addition to the CST, MSU Savannah will also use the Department of Energy's Radiological Assistance Program Team (RAP Team) for Region 3, located in Aiken, South Carolina. RAP provides resources (trained personnel and equipment) to evaluate, assess, advise, and assist in the mitigation of actual or perceived radiation hazards and risks to workers, the public, and the environment. The Region 3 RAP Team can be contacted at 803-725-3333.

WMD can be defined as: any weapon or device that is intended, or has the capability, to cause death or serious bodily injury to a significant number of people through the release, dissemination, or impact of toxic or poisonous chemicals or their precursors; a disease organism; or radiation or radioactivity. (Source: COMDT Message Terms of Reference for Maritime Homeland Security [Draft V8], 18 USC § 2332a)

Weapons capable of high order destruction and/or being used in such a manner as to destroy large numbers of people. Weapons of mass destruction can be high explosives, nuclear, biological, chemical, or radiological weapons, but exclude the means of transporting or propelling the weapon where such means is a separable and divisible part of the weapon. (Source: DOD Joint Pub 1-02)

5600 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

5700 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

5800 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

5900 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

6000 Finance

6100 Finance Section Organization

The Finance Section is responsible for documenting all incident costs and financial considerations. The Finance Section includes the Time Unit, Procurement Unit, Compensation/Claims Unit and Cost Unit. The Incident Commander (IC) will determine the need for a Finance Section, and designate an individual to perform that role. If no Finance Section is established, the IC will perform all finance functions. The Finance Section is set up for any incident that may require on-site financial management. Most large-scale incidents use a Finance Section to monitor costs. Small-scale incidents may also require certain Finance functions. For example, the IC may establish one or more units of the Finance Section for such things as procuring special equipment, contracting with a vendor, or for making cost estimates of alternative strategies without staffing the entire Finance Section. A detailed list of Finance Section responsibilities can be found in the United States Coast Guard Incident Management Handbook (USCG IMH) at http://www.uscg.mil/hq/g%2Dm/mor/.

ICS forms, job aids and the Incident Management Handbook (IMH) can be obtained on the Coast Guard's Homeport at https://homeport.uscg.mil/ics. Refer to the Incident Management Handbook (IMH) for specific information on all duties and positions.

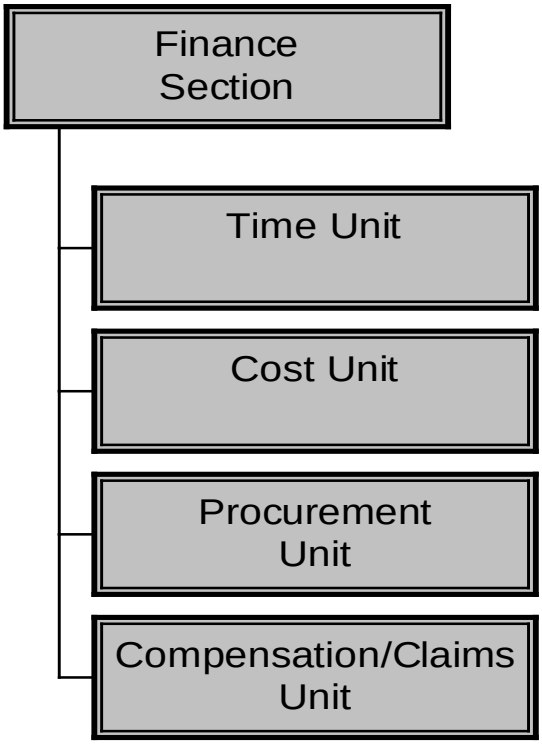

Figure 6: Finance Section Diagram

6200 Fund Access

6210 National Pollution Fund Center (NPFC)

Ref: 40 CFR 300, 33 CFR 133, 33 CFR 136

The National Pollution Funds Center (NPFC) is the fiduciary agent for the Oil Spill Liability Trust Fund (OSTLF) and the portion of the Comprehensive Environmental Response, Compensation & Liability Act (CERCLA)/Superfund used by the US Coast Guard for response to hazardous substance released in a coastal zone. NPFC administers the disbursement of OSLTF and the Coast Guard portion of CERCLA funds. For additional information about the NPFC and spill response funding, please reference the NPFC website at http://www.uscg.mil/hq/npfc/Response/index.htm

6220 Oil Spill Liability Trust Fund (OSLTF)

OPA 90 designated the Oil Spill Liability Trust Fund (OSLTF) as the funding source to carry out the statute. Established under section 9509 of the Internal Revenue Code of 1986 (26 USC 9509), the OSLTF is administered by the NPFC. For information see NPFCPUB 16465.2, Oil Spill Liability Trust Fund (OSLTF) Funding for Oil Spills.

6230 Comprehensive Environmental Response, Compensation & Liability Act (CERCLA) Fund

Congress enacted the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund and codified as 42 U.S.C. 9601 et seq., on December 11, 1980. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986.

CERCLA gave the Federal government the authority and the funding (i.e., Superfund) to clean up sites contaminated by hazardous waste. The EPA administers Superfund and provides an overview of CERCLA.

Additional information can be found at http://www.uscg.mil/npfc/cercla.asp.

6240 Federal Access to the OSLTF and CERCLA Funds

Federal agencies access to the OSLTF or CERCLA Funds is described in Sections 6220 and 6230 of this document.

6250 State Access to the OSLTF – Direct and Indirect

Information about state access to the OSLTF is found in 33 CFR 133 and 33 CFR 136 with additional guidance in the NPFC User Reference Guide. For additional information regarding these procedures or related subjects, state representatives, FOSCs, and other interested parties are urged to contact the NPFC at the following number: (202) 493-6700 or use the website: http://www.uscg.mil/ccs/npfc/.

6260 Lead Administrative Trustee Access to the OSLTF

Executive Order 12777 (October 22, 1991) requires the federal natural resource trustees to select a representative as the federal lead administrative trustee (LAT). In general, the LAT serves as the federal contact for all aspects related to damage assessment, resource restoration, and federal funding for natural resource damage assessment (NRDA) activities. Depending on the resources affected and other relevant factors, it might be appropriate for most administrative duties to be undertaken by a lead trustee from a non-federal agency. In such cases, a LAT would still be selected to work with the representatives of the OSTLF to secure federal funds to initiate the damage assessment. The non-federal lead trustee would coordinate all other administrative duties regarding damage assessment activities. This lead trustee or trustee agency shall be selected by consensus of all participating trustees. The trustees will notify the Coast Guard of the LAT and, when applicable, the non-federal lead trustee as soon as possible after an oil spill.

The trustees may execute a general Memorandum of Agreement (MOA) to coordinate their damage assessment and restoration activities. Among other

things, the MOA will identify trustees, establish criteria for selecting the LAT, and provide procedures for decision-making and monetary recoveries.

The LAT will contact the FOSC or his/her representative to secure money to initiate the assessment of natural resource damages following an oil spill. The LAT will provide an outline of studies jointly agreed upon by the participating trustees for which funding is sought and how such funds will be allocated among the trustees. Each participating trustee will provide documentation of all expenditures, costs and activities to the LAT. The LAT is responsible for coordinating all such documentation and providing it to the representatives of the Oil Pollution Act (OPA) Funds.

6300 Cost

The Cost Unit Leader is responsible for collecting all cost data, performing cost analyses, providing cost estimates, and making cost saving recommendations for an incident. Information about Cost Recovery and Documentation and associated forms can be found in 33 CFR 133 and 33 CFR 136 with additional guidance in the NPFC User Reference Guide.

For additional information regarding these procedures or related subjects, state representatives, FOSCs, and other interested parties are urged to contact the NPFC at the following number: (202) 493-6700 or use the website: http://www.uscg.mil/ccs/npfc/.

6310 Required Letters

6310.1 Notice of Federal Interest (NOFI)

The NOFI informs a suspected discharger of a potential violation of Federal Statutes and notifies the suspect of the potential civil penalties for non-compliance or inadequate response actions. A NOFI should also be issued for each potential pollution incident when the actions of the discharger to abate the threat are considered to be insufficient, and Federal action is contemplated. A copy of each NOFI issued should be retained as documentation for the incident case file.

6310.2 Letter of Federal Assumption

If the responsible party (RP) fails to properly respond to a spill or take adequate cleanup actions as defined by the NCP, the FOSC may issue a Letter of Federal Assumption thereby assuming responsibility for directing response efforts. This notifies the RP that the FOSC will commit and direct such resources as are necessary to properly respond to and mitigate the effects of the incident. The Letter of Federal Assumption explains to the RP that the FOSC is going to take such action and that the financial responsibility for these actions remains with the RP. A copy of this letter should be maintained as documentation for the incident case file.

6310.3 Letter of Designation Source

When potential for damage claims exist as a result of a spill of oil or hazardous substances from a known source, a Notice of Designation of Source will be issued by the NPFC (normally) or the FOSC. The Notice of Designation of Source details specific actions required of the designated party under OPA 90. Such actions include requirements for the party to advertise, within 5 days of receipt of the notice, the procedure for submitting damage claims for payment. A copy should be retained by the FOSC in the case file.

6310.4 Administrative/Directive Order

The Coast Guard is authorized under the OPA 90 to issue Administrative Orders to a vessel or facility that discharges oil or a hazardous substance. This order is used in the form of a specific directive requiring detailed actions by the RP in response to the cleanup of the pollutant. In conjunction with the NOFI, an Administrative Order is most effective in gaining compliance from an RP who might be reluctant to respond.

Under CERCLA, the United States Coast Guard (USCG) is authorized to issue Administrative Orders to the responsible party of a facility that releases a hazardous substance. Administrative Orders under CERCLA do not apply to vessels.

6320 Administrative Reports

6320.1 On Scene Commander (OSC) Reports

As stated in 40 CFR 300.165, the OSC shall submit to the NRT or RRT a complete report on the removal operation and the actions taken, as requested.

6400 Time

The Time Unit Leader is responsible for equipment and personnel time recording and for managing the commissary operations. The Time Unit Leader should require individual supervisors to document their use of personnel and equipment daily. The Time Unit Leader then collects these forms for consolidation in creating a daily time report.

ICS forms, job aids and the Incident Management Handbook (IMH) can be obtained on the Coast Guard's Homeport at https://homeport.uscg.mil/ics. Refer to the Incident Management Handbook (IMH) for specific information on all duties and positions.

6500 Compensation/Claims

The Compensation/Claims Unit Leader is responsible for the overall management of all administrative matters relating to compensation for injury (internal) and claims related matters (external) for an incident. The Compensation/Claims Unit will be co-located with the Procurement Unit because of the level of interaction needed between these units.

For information about claims against the Oil Spill Liability Trust Fund (OSLTF), by third parties or related subjects, state representatives, FOSCs, and other interested parties are urged to contact the NPFC at the following number: (202) 493-6700 or use the website: http://www.uscg.mil/ccs/npfc/.

6600 Procurement

The Procurement Unit Leader is responsible for administering all financial matters pertaining to vendor contracts, leases, and fiscal agreements. Once these financial transactions are made, any forms documenting the transaction are passed to the Compensation/Claims Unit for accounting purposes.

The RP for an oil spill response can authorize the procurement of personnel and equipment from a contractor of his or her choosing. When OSTLF or CERCLA funds are being expended by the FOSC, every attempt should be made to utilize a contractor that has a blanket ordering agreement on file with the Maintenance and Logistics Command Atlantic Area Office. A list of these contractors can be found at: http://cgweb.lant.uscg.mil/FDiv/BOAs/BOA_In_Effect_List.xls. (Coast Guard Intranet Only)

6700 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

6800 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

6900 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

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 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.

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 MSU Savannah 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 due to the size of an incident, or state and 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.

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 question of who is 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 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 oversight based on 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 governmental agencies widely differs depending on which level of government is involved. Each level has it's own unique capabilities, responsibilities, response strengths, jurisdictions, and authorities. The following sections describe the response actions and systems for 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. 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.

Coast Guard responsibilities include the following activities:

Response:

- Conducting local contingency planning for response to hazardous chemical releases.
- 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.
- The COTP can request a response from our Gulf Strike Team (GST) in Mobile, Alabama.
- 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 money. 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.
- Based on the findings of the preliminary assessment, carrying out first aid mitigation actions if the situation warrants immediate action. First aid mitigation actions are those response actions taken by OSC personnel necessary to address immediate concerns prior to the arrival of cleanup contractors or action by the responsible party.

- 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 all parties involved in the response adhere to guidelines regarding worker safety.
- To create a site safety plan, COTP may require the assistance of the ship's agent or shipping company for providing both the 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.

Waterfront Security:

- 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 CO of the MSU 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 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, both government agencies and commercial.
- 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 have other CG units make marine band radio broadcasts for both informational purposes and to assist enforcement actions.
- The CO, MSU Savannah is also the Officer in Charge, Marine Inspection (OCMI). As OCMI he/she 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.

7320 State Policy and Response

7320.1 Georgia

Georgia Department of Environmental Protection (DEP), Division of Natural Resources (DNR) is the state agency responsible for protecting and promoting public health and the environment. DNR is designated a natural resource trustee in the State of Georgia under the federal Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). DNR is also responsible for enforcing environmental law in the State of Georgia. The laws applicable to this incident include the Pollution Control Act and the Hazardous Waste Management Act. DNR and GEMA will coordinate with appropriate agencies and organizations to ensure operational readiness. DNR and GEMA will develop and maintain Standard Operating Procedures (SOPs).

DNR will coordinate, integrate and manage overall state efforts to detect, identify, contain, clean up, dispose of or minimize releases of oil or hazardous substances and prevent, mitigate or minimize the threat of potential releases. DNR Environmental Protection Division (EPD) will provide expertise on environmental effects of oil discharges, releases of hazardous substances, pollutants, contaminants and environmental pollution control techniques. In order to ensure efficient response, damage information must be gathered quickly, analyzed and response priorities established as soon as possible.

The Rules of the Georgia Department of Natural Resources' Environmental Protection Division (Chapter 391-3-19 Hazardous Site Response) establish policies, procedures, requirements, and standards to implement the Georgia Hazardous Site Response Act. These rules are designed to protect the quality of Georgia's environment and the public health, safety, and well being of its citizens by requiring corrective action for hazardous materials releases. The following is the Table of Contents for Chapter 391-3-19:

391-3-19-.01 General Provisions

391-3-19-.02 Conventions

391-3-19-.03 Hazardous Waste Management Fees

391-3-19-.04 Release Notifications

391-3-19-.05 Reporting of Releases Exceeding Reportable Quantities and Listing of Sites on the Hazardous Site Inventory

391-3-19-.06 Corrective Action

391-3-19-.07 Risk Reduction Standards

391-3-19-.08 Property Notices

391-3-19-.09 Funding to State and Local Governments from the Hazardous Waste Trust Fund

Laws governing the response to hazardous materials by the State of Georgia can be referenced at:

http://www.gaepd.org/Documents/rules_state.html

In the event of a Presidential Disaster Declaration, the GEMA Director will consult with the Regional Director of the Federal Emergency Management Agency (FEMA) concerning assistance. Assistance related to hazardous materials incidents is available from, but not limited to, the following federal agencies:

- Environmental Protection Agency (EPA)
- Department of Defense (DOD)
- United States Coast Guard (USCG)
- Nuclear Regulatory Commission (NRC)
- Department of Energy (DOE)
- Department of Health and Human Services - United States Public
- Health Service (USPHS)
- Federal Emergency Management Agency (FEMA)

7320.2 South Carolina

Under the State of South Carolina's 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 (DOSC). They work as his agents and are empowered to represent him. The Central Office Emergency Response Section (ERS) is the central point of all reporting of releases of oil and hazardous substances within the State of South Carolina. Notifications should be made to the following number: 1-888-481-0125. The ERS consists of seven staff positions, three emergency response vehicles, an oil spill response trailer, and various other supplies to facilitate a response to oil and hazardous material releases within the state. The State of South Carolina Contingency Plan for Spills and Releases of Oil and Hazardous Substances addresses what equipment is available within the ERS. The Contingency Plan also describes all other equipment and personnel available to the ERS during such releases.

7330 Local Government Policy and Response

Local governments have developed local area plans (which differ from the Federal ACPs) documenting policies and procedures for responding to HAZMAT incidents. These policies and procedures include sections on notification and coordination, communications, utilization of the incident command system, pre-emergency planning, public safety and information, supplies and equipment, and responsibilities of responding organizations. 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.

7400 Response Assets

A table of local response assets can be found in the appendices of this plan in Section 9000.

7500 Technical Assets

Hazardous Materials References	
The Pipeline and Hazardous Material Safety Administration Office of Hazardous Materials Safety (OHMS)	http://phmsa.dot.gov/hazmat/training/publications

7600 High-Risk Hazardous Substances

Contact local Captain of the Port for access to For Official Use Only information on types and locations of hazardous materials within the Area of Responsibility.

Each waterfront facility listed above has a response plan that would be initiated in the event of a release. Savannah Fire Department's HAZMAT Team would provide resources to support the facility response plans. Chatham County Emergency Management Agency would be relied upon to activate their emergency evacuation plan, if necessary. In the event of a catastrophic event, Georgia Emergency Management Agency would serve as the conduit through which additional resources could be accessed.

7700 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

7800 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

7900 Reserved

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

8000 Marine Firefighting

See the “Coastal Georgia Marine Fire Fighting Contingency Plan”

9000 Appendices

9100 Emergency Notification

9110 Federal Agencies

Agency / Office	Phone
U.S. Coast Guard	
National Response Center (NRC)	(800) 424-8802
Fax	(202) 267-2165
Marine Safety Unit Savannah (24 hour)	(912) 652-4353
Fax	(912) 652-4180
National Strike Force Coordination Center	(919) 331-6000
Atlantic Strike Team	(609) 724-0008
Fax	(609) 724-0232
Gulf Strike Team	(205) 639-6601
Fax	(205) 639-6610
D7 Marine Safety Division	(305) 536-5651
D7 Marine Safety Division Beeper	(305) 795-5570
D7 Command Center (24HR)	(305) 536-5611
D7 Public Affairs	(305) 536-5641
COMDT Public Affairs (Contact through NRC)	(800) 424-8802
Marine Safety Center (24 hour)	(202) 267-2100
Not needed	
Air Station Savannah	(912) 652-4646
Sector Charleston	(843) 724-7616
Station St. Tybee	(912) 786-5440
Station Brunswick	(912) 267-7999
Other Federal Agencies	
FEMA (24hr)	(202) 566-1600
EPA	(202) 272-0167
Natural Resource Trustees	
National Park Service	(404) 507-5600
Department Of Interior, Atlanta, GA	(404) 331-4524
NOAA HAZMAT (Seattle WA)	(206) 526-6317
NOAA Scientific Support Coordinator (SSC)	(305) 530-7931
National Marine Fisheries – Endangered Species	(727) 403-2641
National Marine Fisheries – Essential Fish Habitat	(727) 824-5317
Environmental Protection Division	(404) 656-4863
U.S. Fish and Wildlife	(800) 344-9453
U.S. Fish & Wildlife Service Atlanta	(404) 763-7959
National Wildlife Refuge, Savannah	(912) 832-4608
National Wildlife Refuge, Harris Neck	(912) 832-4608

9120 State Agencies

State Response Agencies	
Georgia Environmental Protection Division	(404) 656-4863
Protection Commission (EPC) Air Quality	(912) 353-3225
Georgia Department of Natural Resources	(800) 241-4113

Environmental Resources Corp.	(904) 448-4066

9130 Local Agencies

9130.1 Chatham County Notification List

Chatham Emergency Contacts	
Savannah Chatham Metropolitan Police	(912) 652-6500
Chatham County Emergency Management	(912) 201-4500
Chatham Chemical Team (HIT)	911
Savannah Fire Department	(912) 652-6525
Garden City Fire Department	(912) 966-7780

9130.2 Bryan County Notification List

Bryan County Emergency Contacts	
Bryan County Sheriff's Department	(912)-653-3800
Hazardous Chemical Team	911
EMS	(912) 858-2599

9130.3 Camden County Notification List

Camden County Emergency Contacts	
Camden County Emergency Services	(912)-729-3911
Hazardous Chemical Team	911
EMS	(912) 729-5602

9130.4 Effingham County Notification List

Effingham County Emergency Contacts	
Effingham County Sheriff	(912) 754-3449
Hazardous Chemical Team	911
EMS	(912) 754-2149

9130.5 Glynn County Notification List

Glynn County Emergency Contacts	
Brunswick Police Department	(912)
Glynn County Sheriff's Department	(912) 554-7600
Glynn County Emergency Management	(912) 267-5678
Hazardous Chemical Team	911
Glynn County Coalition	(912) 466-0934
EMS	(912) 267-5678

9130.6 McIntosh County Notification List

McIntosh County Emergency Contacts	
Hazardous Chemical Team	911
Hazard Reduction and Recovery	(912) 437-6671
McIntosh County Sheriff	(912) 437-6622

9130.7 Liberty County Notification List

Liberty County Emergency Contacts	
Liberty County Sheriff	(912) 876-2131
Hazardous Chemical Team	911
Liberty County Coalition	912-754-4668
EMS	(912) 368-2201

9130.8 Drawbridge Telephone Numbers

Bridge Official Name	Bridge Waterway	Mile Marker	Bridge Owner	Owner Phone	POC Phone Number
Skidaway Narrows	AICW - Skidaway Narrows	592.9	Chatham County	912-652-6840	912-652-6840
CSX Railroad Bridge	Savannah River	60.9	CSX R/R	877-744-7279	800-232-0142
CSX Railroad Bridge	Ocmulgee River	194.9	CSX R/R	877-744-7279	800-232-0142
CSX Railroad	Satilla River	25.7	CSX R/R	877-744-7279	800-232-0142
CSX Railroad Bridge	Big Ogeechee River	30.7	CSX R/R	877-744-7279	800-232-0142
CSX Railroad Bridge	Altamaha River	59.4	CSX R/R	877-744-7279	800-232-0142
CSX Railroad Bridge	Altamaha River	139.9	CSX R/R	877-744-7279	800-232-0142
CSX Railroad Bridge	Ocmulgee River	135.4	CSX R/R	877-744-7279	800-232-0142
Railroad	Ocmulgee River	95.9	CSX R/R	904-393-8191	800-232-0142
CSX Railroad Bridge	Altamaha River	23.5	CSX R/R	877-744-7279	800-232-0142
CSX Railroad Bridge	Savannah River	27.4	CSX R/R	877-744-7279	800-232-0142
CSX Railroad	Savannah River	195.4	CSX R/R	877-744-7279	800-232-0142
CSX Railroad Bridge	Ocmulgee River	11.8	CSX R/R	904-393-8191	800-232-0142
Causton Bluff Bridges	AICW - Wilmington River	579.9	GADOT	404-656-5280	404-656-5280
Jacksonville Ferry Bridge	Ocmulgee River	51.2	GADOT	912-262-2349	912-262-2349
U S Highway 46	Oconee River	44.3	GADOT	404-656-5280	404-656-5280
U S Highway 17	Savannah River	21.6	GADOT	912-262-2349	912-256-0880
Augusta	Savannah River	199.6	GADOT	912-651-2144	912-651-2144
Savannah River RR Bridge	Savannah River	199.9	Norfolk Southern Corporation	800-453-2530	800-453-2530

9140 Response Guidance

9140.1 Essential Information

It is important for response personnel to obtain as much information as possible to clearly understand and plan for response operations. This section provides a list of essential information.

9140.2 Spill Report Form

See “Oil or HazMat Release”.

9140.3 Initial Response Guide

See “Pollution Response Guidelines“

9140.4 Notification Checklist

See “Oil or HazMat Release”.

9140.5 Response Strategies

The purpose of this appendix is to outline strategies for responding to all spills within the MSU Savannah AOR. The area includes seven counties along the East Coast of Georgia. These coastal areas contain many different economic and ecological areas, archeological sites and numerous aquatic/animal/bird habitats and sanctuaries. "Sensitive areas" (including mangroves, beaches, etc.) make the AOR one of the more difficult to clean in the event of a catastrophe and one of the more challenging when planning for prevention and spill response.

The first step in any spill incident is to assess the situation and determine a set of priorities. The mitigation and overall response to a spill should then be carried out to address these priorities. At a minimum, the following must be addressed:

- Response Priorities
- Protect human life and health
- Minimize ecological impacts
- Minimize economic and public impacts
- Determination of protection priorities
- Determination of appropriate countermeasures
- Determination of natural collection areas and boom sites throughout the area
- Determination of containment techniques
- Determination of removal techniques
- Determination of shoreline cleanup techniques/strategies

The second action to effectively minimize economic and ecological impacts is the necessity to control the spill source. Minimizing the amount of product released will aid in protecting human life, wildlife and environmental and human habitation areas.

In the event of a hazardous spill, contact the National Response Center at (800) 424-8802 and for immediate danger to life or property call 911.

9140.6 Response Checklist

1. Evaluate level of response needed for incident; use scenarios as general guide.

    - Most probable discharge
    - Maximum most probable discharge
    - Worst case discharge

2. Evaluate if special circumstances exist requiring special actions.

    - Fire/explosion
    - Vessel grounding
    - Lightering operations
    - Salvage operations
    - Search and rescue
    - Public safety hazards

3. On scene weather conditions, use NOAA's PORTS system.
4. Implement support infrastructure based on level of response.
5. Determine response structure that will be used, and determine level of support needed to fill position in the structure.
6. Key federal, state, local and contractor personnel must be easily recognizable on scene and should wear their company's shirts, hats or vests appropriately marked to identify their personnel (Supervisor, Volunteer, Site Safety Officer, Beach Master, etc.)
7. Command center and command post access is limited to authorized personnel only. All personnel checking into a command post will sign in and out at the designated location and provide picture identification, credentials and the purpose of the visit. Distinctive colored identification tags will be issued to personnel allowing access to the command post(s).
8. Determine priority of and specific strategy for each area at risk.

    - Containment of source
    - Protection / deflection booming
    - Tear drop / cascading
    - Open water recovery
    - Recovery method

9. Mobilization of personnel. Determine personnel needed for response, and identify source of personnel. Ensure personnel are properly trained, and health and safety issued are addressed. Ensure accurate accounting of personnel and resources (hours for personnel, vehicle, mileage, boats) and cost incurred.

    - Special Teams
    - Reserve augmentation
    - DRG Support
    - SONS augmentation
    - Corporate response team
    - OSRO response
    - USCG Air Operations

10. Mobilization of equipment: Ensure adequate supply of transportation vehicles is available to transport personnel and equipment.

    - Type of equipment needed
    - Quantity
    - Location – staging area
    - Support needed
        - Boat for hauling and positioning boom
        - Aircraft support for transporting equipment
    - Additional requirements
    - Contact list

11. Logistics

a) Logistics needed to support personnel

- Food and water
- Lodging
- Additional clothing
- Transportation

b) Logistics needed to support response

- Adequate communications – Ensure adequate supply and sufficient breadth of equipment to communicate to all parties. Electronic Communication equipment (Fax and computer) should be considered. Particular attention should be made to dedicated phone and fax lines between the Unified Command Center and Forward Command Center.
- Command Center – Establish command center at or near the scene at the deployment area to support response. Local Sheriff or Emergency Management Mobile Command Center augmented with USCG and OSRO communications may

supply rapid support. The command center must be of adequate size to support the anticipated number of personnel. A minimum of 3,000 square feet is required for the main Coast Guard command center, with partitioning for a 500 square feet responsible party office.

- An additional 1,000 square feet for a conference room are required and an additional 1,000 square feet for a Joint Information Center. Suitable site locations(s) can be utilized to establish a command center(s) or forward command center(s). Some locations include hotels, motels, County Emergency Operation Center(s) EOC, such as Hillsborough County EOC, Pinellas County Regional Planning Council Office, portable or fixed trailers and federal, state, and local agency buildings as deemed necessary by the FOSC. Additionally, theses site locations can be used for internal and external training exercise(s), deployment exercises, PREP training exercises / drills, triennial area training exercises(s) and TTX(s).

c) Air support (over-flights).

- Coast Guard and Auxiliary
- Other agencies
- Private resources
- Air Traffic Control Teams – In order to insure safety in the FAA
- designated restricted zone, contact USAF for on scene air traffic
- controllers

12. Local Impacts

- Impact on water intakes
- Drinking water
- Industrial
- Transportation of fresh water supply

13. Funding issues

- OSC access to the fund
- State access to the fund
- Vendors – BOA policy
- Responsible party funding process

14. Volunteers
15. Fish, wildlife and habitat protection and mitigation of damage
16. Ensure coordination with natural resource damage assessment personnel.

17. Develop and implement Site Safety Plan
18. Containment and Cleanup

- Strategy

    - Shore considerations
    - Near shore considerations
    - Shoreline considerations
    - Inland considerations
    - Sensitive areas

b) Staging areas

c) Integrated cleanup system

- Booming and containment
- Recovery of spilled product and contaminated debris (test for components of recovered product)
- Temporary storage (RCRA permit)
- Transport of collected material for disposal (RCRA permit).

d) Monitor oil movement

- Over-flights
- Computer modeling / trajectories
- Continue to monitor proximity of spill to sensitive areas

e) Use of dispersants, other chemicals or other spill mitigating devices or substances (Refer to Annex G)

- Pre-approved areas
- RRT approval process
- Forms
- Field tests
- Documentation of effectiveness

f) Shoreline cleanup

g) Set aside areas for research purposes and countermeasure effectiveness determination.

h) Monitor and refine cleanup strategies

I) Develop criteria / guidance for terminating cleanup. Input from:

- Unified Command (OSC, State, Responsible party)
- SSC and Federal, State and local scientific community including

- trustees
- RRT

19. Removal and Waste Disposal

    - Federal, State, and local laws / regulations
    - Volume of oil or hazardous substance for disposal
    - Identify disposal locations (onsite vs. offsite)
    - Obtain necessary permits
    - Secure transportation for product disposal
    - Outline disposal plan

20. Unified Command coordination

    - Final survey
    - c) Clean / return equipment

        - When clean is “clean”

    - d) Survey / replace equipment
    - e) Long term restoration of damaged areas

        - Consultation with appropriate Natural Resource Trustee

9200 Personnel and Services Directory

9210 Federal Services

9210.1 OSROS

The Coast Guard’s National Strike Force maintains and updates a listing of current OSRO’s and their equipment via the United States Coast Guard Response Resource Inventory System.

9210.2 USCG National Strike Force

The National Strike Force (NSF) was created in 1973 as a Coast Guard staffed "Special Force." This special force assists On-Scene Coordinators (OSCS) responding to potential and actual oil and hazardous material spills as directed by the National Contingency Plan (NCP). The National Strike Force is composed of four units including three, 35 member Strike Teams. These teams are: The Atlantic Strike Team located in Fort Dix, NJ (609) 724-0008; the Gulf Strike Team located in Mobile, AL (334) 441-6601; and the Pacific Strike Team located in Novato, CA (415) 883-3311. A fourth unit, (National Strike Force Coordination Center) which is located in Elizabeth City, NC (252) 331-6000, manages the Strike Teams. 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. Requests for Strike Team assistance. are outlined in the NCP, "The FOSC may request assistance directly from the Strike Teams. Requests for a team may be made to the Commanding Officer of the appropriate team, the USCG member of the RRT, or the Commandant of the USCG through the NRC." FOSC's are encouraged to use the NSF whenever its expertise or equipment is needed, or to augment the FOSC's staff when it is overburdened by a response to a given incident.

9210.3 USCG Public Information Assist Team

The Public Information Assist Team (PIAT) is an element of the NSFCC staff, which is available to assist OSC's to meet the demands for public information during a response or exercise. Its use is encouraged any time the OSC requires outside public affairs support. Requests for PIAT assistance may be made through the NSFCC or National Response Center.

9210.4 USCG District Response Group (DRG)

The District Response Group is a framework within each Coast Guard district to organize district resources and assets to support USCG FOSC's during response to a pollution incident. Coast Guard DRG assists 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 fire-fighting equipment, in its district, with additional pre-positioned equipment.

9210.5 US Navy Supervisor Salvage (SUPSALV)

The U.S. Navy (USN) is the Federal agency most knowledgeable and experienced in ship salvage, shipboard damage control, and diving. The USN has an extensive array of specialized equipment and personnel available for use in these areas as well as specialized containment, collection, and removal equipment specifically designed for salvage related and open sea pollution incidents. The Supervisor of Salvage (SUPSALV) can provide salvage expertise and maintains a warehouse on each coast stockpiled with salvage and response gear. The nearest SUPSALV location is in Norfolk, VA. Refer to the NSFCC Spill Response Resource Inventory RRI for a listing of SUPSALV equipment.

9210.6 NOAA Scientific Support Coordinators (SSC)

NOAA Scientific Support Coordinators (SSCs) are the principal advisors to the USCG FOSC for scientific issues, communication with the scientific community, and coordination of requests for assistance from State and Federal agencies regarding scientific studies. The SSC leads a scientific

team and strives for a consensus on scientific issues affecting the response but ensures that differing opinions within the community are communicated to the FOSC. The SSC can also assist the FOSC with information relating to spill movements and trajectories. The NOAA SSC serves as the FOSC's liaison between damage assessment data collection efforts and data collected in support of response operations. The SSC leads the synthesis and integration of environmental information required for spill response decisions in support of the FOSC, coordinating with State representatives, appropriate trustees and other knowledgeable local representatives.

9210.7 EPA National Response Teams (ERT)

The EPA's National Response Team (NRT) has expertise in treatment technology, biology, chemistry, hydrology, geology, and engineering. The NRT can provide the OSC access to special equipment to deal with chemical releases and can provide the OSC 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 NRT also offers various training courses to prepare response personnel. To obtain additional information about NRT or on various training courses visit their website at: http://www.nrt.org/

9210.8 Agency for Toxic Support and Disease (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. ATSDR also 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. The ATSDR also assists the EPA in identifying most 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 OSC to use in assessing the possible effects of an environmental emergency on the public's health. Additional information can be obtained by contacting ATSDR at 1-404-498-0110 or 1-888-422-8737 or visit their website at: http://www.atsdr.cdc.gov/

9210.9 USCG Incident Management Assist Team

NIIMS ICS guidance provides for Type Teams that can assist local units. Incident Management Assist Teams (IMATs) are the Coast Guard’s Type Teams. IMATs are groups of trained and experienced personnel who exercise and deploy as a team to augment the local response and support organization when requested by the Coast Guard Incident

Commander (CGIC). It should be clearly understood that IMATs are intended to support the Incident Commander, not to supersede or preempt the Commanding Officer or local incident management personnel. IMATs have the capability to provide incident management command and control surge support for a period not to exceed 21 days plus adequate time for overlap and relief, at which time the second IMAT team will deploy, as necessary, from the other CG Area.

9220 State Services

9220.1 Georgia Environmental Protection Division

Protects Georgia's air, land and water resources through the authority of state and federal environmental statutes. These laws regulate public and private facilities in the areas of air quality, water quality, hazardous waste, water supply, solid waste, surface mining, underground storage tanks, and others. EPD issues and enforces all state permits in these areas and has full delegation for federal environmental permits except Section 404 (wetland) permits. The ability to offer "one-stop" permit review and issuance makes the permitting process more efficient for applicants.

9220.2 Georgia Protection Commission (EPC) Air Quality

Part of Georgia Environmental Protection Division. This group is able to conduct air quality monitoring in support of emergency response operations.

9220.3 Georgia Department of Natural Resources

Is to sustain, enhance, protect and conserve Georgia's natural, historic and cultural resources for present and future generations, while recognizing the importance of promoting the development of commerce and industry that utilize sound environmental practices.

Refer to Section 9110 of this plan for contact information for each of the above listed state agencies.

9230 Local Services

9230.1 Local Pilot Services

Georgia Pilots	
Savannah Pilots	(912) 236-0226
Brunswick Pilots	(912) 280-9464 (office)
	(912) 258-6100 (cell)
John McCarthy (Federal Pilot, Savannah)	(912) 233-0800
	(912) 235-7158 (emergency)
Docking Pilots (Moran Towing)	(912) 232-8103
Docking Pilots (Crescent Towing)	(912) 236-2571

9230.2 Local Environmental Agencies

Refer to the appropriate County Emergency Management Manual or contact GEPD at (404) 657-5947

9230.3 Environmental and Health Laboratories

To obtain information on laboratories, contact Georgia Division of Health at (404) 657-2700.

9240 Private Services (OSROS)

Company Name	American Pollution Control, Inc. (AMPOL)
Address	401 W. Admiral Doyie Dr. New Iberia, LA 70560
Contact Person	Kirk Headley (800) 482-6765 24hr (337) 365-7847
Affiliation	Coast Guard OSRO certified
Trained Personnel	40 hour HAZWOPER certification, 30 Total
Equipment Location	401 W. Admiral Doyie Dr. New Iberia, LA 70560

Company Name	Clean Harbors Environmental
Address	1875 Forge St Tucker, GA 30084
Contact Person	Jeff Beswick (800) 444-4244 (770) 934-0902
Affiliation	Contractor - BOA
Trained Personnel	24 & 40 Hr OSHA Certified; 300 Total
Equipment Location	3300 Cummings Road Chattanooga, TN 37419

Company Name	HEPACO, Inc.
Address	192 S. Industrial Loop Orange Park, FL 32073
Contact Person	(800) 888-7689 Emergency (904) 215-0011
Affiliation	Coast Guard OSRO certified
Trained Personnel	40 hour HAZWOPER certification, 20 Total
Equipment Location	192 S. Industrial Loop Orange Park, FL 32073

Company Name	Heritage Environmental Services - (HES)
Address	4132 Pompano Rd Charlotte, NC 28216
Contact Person	877/436-8778 Scott Swolt (704) 391-4503 x 104
Affiliation	Contractor - BOA
Trained Personnel	40 hour HAZWOPER certification, 40 Total
Equipment Location	4132 Pompano Rd Charlotte, NC 28216

Company Name	Jacksonville Pollution Control
Address	3117 Talleyrand Ave. PO Box 3005 Jacksonville, FL
Contact Person	Earl Edenfield (904) 355-4164
Affiliation	Contractor – BOA
Trained Personnel	40 hour HAZWOPER certification, 30 Total
Equipment Location	3117 Talleyrand Ave. PO Box 3005 Jacksonville, FL

Company Name	LCM Corporation
Address	PO Box 13487 Roanoke, VA 24034
Contact Person	(800) 774-5583 Lawrence Musgrove III (540) 344-5583
Affiliation	Contractor – BOA
Trained Personnel	40 hour HAZWOPER certification, 24 Total
Equipment Location	11 Ranhorn Ct. Hampton, VA 23661

Company Name	Marine Spill Response Corp. (MSRC)
Address	220 Spring St Suite 500 Herndon, VA 20170
Contact Person	(800) 645-7745 (800) 259-6772
Affiliation	Coast Guard OSRO certified
Trained Personnel	40 hour HAZWOPER certification, 300 Total
Equipment Location	Ocean Terminal Facility - Berth 16 W. River Street Ocean Terminal Savannah, GA 31415

Company Name	Moran Environmental Recovery
Address	251 Levy Road Atlantic Beach, FL 32233
Contact Person	Steve Jenkins (904) 241-2200
Affiliation	Contractor – BOA
Trained Personnel	40 hour HAZWOPER certification, 150 Total
Equipment Location	420 Telfair Rd. Savannah, GA 31415

Company Name	National Response Corporation
Address	3500 Sunrise Highway / Suite T 103 Great River, NY 11739
Contact Person	(800) 899-4672 Duty Officer (516) 369-8644
Affiliation	Contractor – BOA
Trained Personnel	40 hour HAZWOPER certification, 150 Total
Equipment Location	16 Foundation Drive Savannah, GA 31408

Company Name	Oil Mop, LLC
Address	131 Keating Dr. Belle Chasse, LA 70037

Contact Person	Edward Turner (800) 645-6671 (504) 394-6110
Affiliation	Contractor – BOA
Trained Personnel	40 hour HAZWOPER certification, 150 Total
Equipment Location	3401 Jack Brooks Rd. New Iberia, LA 70560

Company Name	**Southeast Response & Remediation**
Address	PO Box 221 Wilmington, NC 28402
Contact Person	Rick Miles (910) 763-6274
Affiliation	Contractor – BOA
Trained Personnel	40 hour HAZWOPER certification, 50 Total
Equipment Location	4920 US Hwy 421N Wilmington, NC 28402

Company Name	**SWS Environmental First Response**
Address	P.O. Box 18619 Panama City Beach, FL 32417
Contact Person	James Weber Butch (800) 852-8878
Affiliation	Contractor – BOA
Trained Personnel	40 hour HAZWOPER certification, 150 Total
Equipment Location	16 Foundation Drive Savannah, GA 31408

9300 Response Capabilities

The United States Coast Guard's Response Resource Inventory System contains current information on Oil Spill Response Organizations (OSRO).

In addition, to the list of OSRO's and their capabilities, a list of Georgia Emergency Management Agencies (GEMA) response capabilities has been provided.

9400 Area Planning Documentation

9410 Spill History

Fishing vessels, marinas, and pleasure craft account for a majority of the reported spills in the coastal zone, typically ranging from 5 to 50 gallons of diesel fuel or gasoline. Occasionally fishing vessels or larger recreational vessels are responsible for bigger spills ranging from 200 to 1,000 gallons, in large part due to grounding and/or sinking. Significant incidents in the AOR include:

- March 1986: 200 gallons of oil leaked into Pipemakers Canal. Georgia Ports Authority finds leak was from a waste oil-holding tank in the machine shop.
- December 1986: 50,000 gallons of fuel oil is spilled from M/V Amazon Venture. A pumping system failure casued the leak. The Savannah Wildlife Refuge was impacted and sustained damage.

- October 1987: Savannah Sugar Refinery spills over 1,000 gallons of due to equipment malfunction. The spill is quickly contained.
- July 1988: Up to 400 gallons of diesel fuel leak into the river when a work barge sinks.
- December 1989: M/V Africa Star spills approximately 1,000 gallons of oil. The company is charged for the cleanup.
- August 1990: Union Camp takes responsibility for a 500 gallon spill that occurred when a pipe ruptured at the mill.
- November 1990: Savannah Electric and Power Co. has an 8,000 gallon leak from the Port Wentworth power plant.
- December 1992: M/V Baltic Skou is found to have left a sheen on the river as it departs for sea.
- August 1994: Paktank Corp. prevents about 65,000 gallon from spilling into the river. A sheen develops but the spill is confined to the property.
- November 2004: The M/V FORTUNE EPOCH ran aground after losing power during an outbound transit. The vessel sustained substantial hull damage and released 6,000 gallons of Intermediate Fuel Oil 180. Impacted wildlife was recovered as far north as the northern tip of Hilton Head Island and as far south as Ossabaw Island.
- June 2006: An investigation is launched after approximately 2,000 gallons of crude oil seeped into the river from the north bank of Hutchinson Island. Valero L.P. was deemed responsible.
- July 2006: The M/V Vernet is suspected to have spilled an estimated 27.000 gallons of heavy fuel oil. The port is shut down for approximately 10 hours due to response efforts.
- February 2008: M/V CENTAURUS LEADER grounded and breached its hull in the vicinity of two lower fuel tanks. There was no product release but, due to the potential, the National Strike Force was mobilized.
- December 2008: A mystery spill of Sodium Hydroxide occurred in Port Wentworth. Approximately 3,500 gallons of product was released. This was a CERCLA case with EPA mobilization.
- March 2010: The M/V Liberty punctured its hull at Ocean Terminal and released approximately 7,000 gallons of diesel fuel into the Savannah River.
- January 2011: Nustar Asphalt Terminal had a breach in storage tank four, resulting in an approximate discharge of 200 bbls of crude oil into the surrounding enclosed berm, i.e., the area which comprises the EPA regulated secondary containment. The terminal implemented its facility response plan with OSROs and prevented product from entering the river.

9410.1 Most Probable Discharge

Not including small gasoline spills at local marinas and non-point source pollution, the most probable discharge will be a 200 to 1,000 gallon diesel fuel spill from a sunken fishing vessel in the East River in Brunswick or at one of the local seafood distribution docks throughout coastal Georgia. A majority of state and federal pollution response efforts in the coastal zone are a direct result of sunken or dilapidated fishing vessels where the

owners do not have the financial means to salvage their vessels. Once the threat of pollution is eliminated, these boats typically remain either sunk at the pier or on the banks of coastal Georgia waterways. In addition to fishing vessels, the area has seen a recent increase in the number of larger recreational boats and some tugs and construction barges also contribute to this problem. Since 2004, MSU Savannah has conducted federal projects involving the multiple vessels of this description, including the JEAN, OLD BOBBY, TAMMY ROSE, CAPT JAKOB, BIG MACK, ALL EYES ON ME, MONTEY WALKER BARGE, RIPTIDE, MISS ALLI, and MISS IRENE. Depending on the location of the sinking and the amount of fuel discharged, these spills could threaten environmentally sensitive areas, recreational and commercial fishing areas, and public beaches and recreation facilities.

9410.2 Maximum Most Probable Discharge

The maximum most probable discharge is the partial or complete loss of cargo from a tank barge after striking a submerged object or grounding in the Atlantic Intra-coastal Waterway (ICW). In 2003, the Army Corps of Engineers stopped conducting maintenance dredging of the ICW based on the relative decrease in commercial use of the waterway from Port Royal Sound, South Carolina to Cumberland Sound, Georgia. Since then, two tank barges carrying approximately 378,000 gallons of JP4 jet fuel have grounded in the middle of the ICW channel. Although neither of the tank barges suffered serious hull damage, an increasing potential exists for a major discharge as the result of a grounding in portions of the ICW experiencing shoaling. Tank barges make jet fuel deliveries to Marine Corps Air Station Beaufort via the ICW every eight to ten days, making them the most likely source of the maximum probable discharge.

A major discharge on the ICW would cause significant impact to environmentally sensitive areas and could cause a major disruption to commercial and recreational vessel traffic on the waterway. Because some portions of the ICW are remote and not readily accessible by land, there could be significant logistical challenges in responding to a major discharge.

Although the shoaling conditions will change over time, the most probable area for these groundings would be:

Location	Mile Marker (Approx.)	Description
Jekyll Creek	681-685	Entire creek between St. Simon's Sound and Jekyll Sound, worst from the bridge northward
Buttermilk Sound	659	Shoaling
Little Mud River	654-655.5	Entire creek filled with soft mud
Florida Passage	608.5	Shoaling
Hells Gate	601	Entire passage filling in
Skidaway	590.5-591	Shoaling at entrance of Isle of Hope River
Wilmington River	580.5	Channel filled in several places

9410.3 Worst Case Discharge – Vessel

The worst-case scenario for a vessel within the Savannah COTP zone would involve a complete loss of cargo by a tank ship carrying 6,000,000 gallons of No. 6 fuel oil. This discharge would likely be the result of a major mechanical casualty followed by a collision, allission, or grounding on the Savannah River. In reviewing historical records and in speaking with the Savannah Pilot Association's Master Pilot, there has not been a collision involving two deep draft vessels in the Savannah River over at least the last 20 years. The geographic layout of the river makes it very difficult for two vessels to collide in such a way to completely negate either vessel's structural integrity. However, a collision involving a large container ship and a tank vessel, with either vessel sinking in the middle of the channel would be the worst-case scenario.

9410.4 Worst Case Discharge – Facility

The worst-case scenario for a waterfront facility within the Savannah COTP zone would involve a major pipe rupture during No. 6 Fuel Oil transfer operations at Colonial Oil Berth #1. This scenario is also identified in Colonial Oil's Integrated Contingency Plan. In this situation, 2 lines pumping 6,000 barrels per hour for 15 minutes would result in a 3,000 barrel (126,000 gallon) spill, plus an additional 354 barrels worth of line volume, making the total worse case discharge 3,354 barrels.

9420 Possible Scenarios

This section is designed for response personnel to consider various spill scenarios and potential courses of action. The responses described in these scenarios are not intended to be all-inclusive, but serve as a guiding framework for responders. In any spill response, all operations should comply with the National Response Plan and the National Incident Management System.

9420.1 Most Probable Discharge Scenario

9420.1.1 The Event

MSU Savannah receives a phone call from a local fisherman that a 60-foot shrimp boat has sunk at the shrimp docks on the East River in Brunswick. The boat is upright and appears stable, but is 80% submerged. Diesel fuel is slowly bubbling up from the vents of the submerged fuel tanks, with a large sheen extending south toward the Brunswick River. Follow-on calls to the vessel's owner reveals there is 1,000 gallons of diesel fuel on board along with approximately 10 gallons of oil in the bilges.

9420.1.2 Incident Actions/Objectives

Response actions and incident command objectives for any pollution incident will largely be dictated by initial site assessments and on-scene

conditions. This section is not intended to provide specific information on a full-scale response to the given scenario. However, it does provide a framework of general incident objectives and potential actions to consider using typical response objectives outlined in the Coast Guard's Incident Management Handbook.

Manage a coordinated response effort: Ensure immediate notifications are completed to include the National Response Center, Georgia DNR, Coast Guard Sector Charleston and Coast Guard Station Brunswick. Evaluate need to notify Department of Interior and Department of Commerce representatives in accordance with Section 4720 of this plan. Determine if Georgia DNR intends to send a representative to the scene.

Ensure the safety of citizens and response personnel: Once on scene, the Coast Guard representative must confirm that all response personnel, regardless of affiliation, are outfitted in the appropriate personal protective equipment. If necessary, the on-scene personnel could establish a safety perimeter and restrict access to the vessel. There are also the standard safety concerns whenever personnel are working in the marine environment on a potentially unstable platform including physical hazards (slips, trips, and falls), high noise levels, confined spaces, or poor weather conditions.

Control the source of the spill: Depending on water depth and the orientation of the submerged vessel, it may be possible to get access to the fuel tank vents and/or fill pipe at low tide without the use of a diver. If the fuel tanks are structurally sound, plugging the vents and fill pipe could be the only action necessary to control the source of the spill. In situations where the tank vents remain submerged at low tide, it may be necessary to contract a diver to attempt to plug the vents and eliminate the source.

Maximize protection of environmentally sensitive area including wildlife and historic properties: The discharged fuel would impact a majority of the East River's banks when carried by the strong outbound current and would likely extend into the Brunswick River. In reviewing the environmentally sensitive area maps of this plan, a majority of the impacted coast would be saltwater marsh with some impact to exposed and vegetated tidal flats. Andrew's Island, on the western side of the East River, is home to a wide range of birds Historic properties.

Contain and recover spilled material: Depending on contractor response time, it may be necessary to request CG Station Brunswick deploy the pre-staged hard boom at Station Brunswick around the fishing vessel. Once the contractors are on-scene, they would likely place sorbent boom inside of the hard boom to further contain spilled product. The contractor would monitor the effectiveness of the boom configuration and adjust the amount and time-in-water as appropriate. On-scene personnel would also evaluate the likely amount of time the vessel will remained submerged and have the contractor remove all product to eliminate the threat of continued discharge.

Remove oil from impacted areas: In all likelihood, response personnel would not remove oil from difficult-to-reach marsh areas and beaches. The large tidal range and fast currents of the East and Brunswick Rivers would assist in minimizing impacts through natural flushing. Ferrying response personnel to these locations to remove oil would likely cause more damage to these areas than the natural degradation process.

Minimize economic impacts: The spilled diesel fuel in this scenario should not cause a negative impact to the local economy. However, the fishing vessel's submerged location could potentially impede other fishing vessels from getting underway or could keep the seafood company from receiving other vessels. In these situations, the local fishermen and/or the seafood company may work collectively with the sunken vessel's owner to develop an immediate salvage plan. This plan should be put in writing and thoroughly evaluated prior to implementation using the salvage guidelines of 4870 of this plan. The economic concerns of the fishermen and the seafood company should not outweigh the requirement for a safe and systematic salvage operation.

Keep stakeholders informed of response activities: Most stakeholders in this scenario do not have a structured organization through which information can be distributed. Information to stakeholders would be provided as necessary by personnel on-scene. If there is an unexpected request from stakeholders for response updates, the FOSC will create a more structure flow of information.

Keep the public informed of response activities: Historically, there is little to no local media interest in diesel spills of this size. If media interest does develop, information will be disseminated to the public via joint press releases and/or on-camera interviews.

9420.2 Maximum Most Probable Discharge Scenario

9420.2.1 The Event

Coast Guard Station Tybee receives a call via VHF Channel 16 that a tank barge is hard aground in the ICW in the vicinity of Skidaway Narrows. The master believes he struck a submerged object and reports the tank barge has sustained hull damage below the waterline resulting in at least one ruptured tank. He has 378,000 gallons of JP4 fuel en route to Marine Corps Air Station Beaufort.

9420.2.2 Incident Actions/Objectives

Response actions and incident command objectives for any pollution incident will largely be dictated by initial site assessments and on-scene conditions. This section is not intended to provide specific information on a full-scale response to the given scenario. However, it does provide a framework of general incident objectives and potential actions to consider

using typical response objectives outlined in the Coast Guard's Incident Management Handbook.

Manage a coordinated response effort: Working with the responsible party, determine a location for the Incident Command Post and begin establishing an ICS organization. Ensure immediate notifications are completed to include the National Response Center, Georgia DNR, Coast Guard Sector Charleston, Coast Guard Air Station Savannah and Coast Guard Station Tybee. A spill of this size and potential would require Department of Interior and Department of Commerce representative notification in accordance with Section 4720 of this plan.

Ensure the safety of citizens and response personnel: JP4 is a volatile liquid that could pose as a respiration hazard for emergency response personnel. A Safety Officer would be identified to serve as a part of the Command Staff and maintain the Site Safety Plan for response personnel. 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. If necessary, the Captain of the Port could establish a safety zone around the tank barge requiring Captain of the Port permission to enter to protect both citizens and response personnel. A Broadcast Notice to Mariners could be issued to urge mariners to exercise caution when transiting in the vicinity of Skidaway Narrows and to travel at minimum wake speed.

Control the source of the spill: With only one ruptured tank and all watertight bulkheads intact, the total amount of spill would be approximately 60,000 gallons. Shipboard personnel should be able to quickly determine the structural integrity of the remaining tanks.

Maximize protection of environmentally sensitive area including wildlife and historic properties: As per the Savannah Area Response Plan Map and Environmental Sensitivity Index, the primary sensitive area in this scenario is Skidaway Island State Park, a critically sensitive salt marsh and possible home to the wood stork, a threatened species. This area could be protected with 1000 feet of sorbent boom and possibly skimmers. Depending on the path of the fuel, the next priorities would be the Skidaway Institute water intake and the Wormsloe State Historic Site.

Contain and recover spilled material: The high currents in the ICW would make containing the oil at the site extremely difficult and ineffective. Sorbent boom should be used as primary containment around the vessel, with hard boom as an option for secondary containment. The location of this spill would make it nearly impossible to use land-based recovery assets including vacuum trucks. Most recovered JP4 would be a result of on-water recovery using skimmers and sorbent material. In this case, boom would be most effective when used in conjunction with the river's

natural collection points. Depending on their exact location, oil could be recovered at these natural collection points using surface skimmers.

Recover and rehabilitate injured wildlife: In a discharge of this magnitude there could be impacted wildlife that require rehabilitation. Once reports of impacted wildlife are received, the Unified Command should discuss the activation of rehabilitation personnel

Remove Oil from impacted areas: JP4 is a light fuel oil with a high API gravity. Generally, this type of oil is less persistent and may evaporate within 24 hours. However, a spill of this size would still result in a considerable amount of marsh impact. NOAA's Characteristics of Coastal Habitats summarizes the technical rationale behind oil removal from the coastal environment and provides relative environmental impacts for a host of removal techniques including natural recovery, manual cleaning, mechanical recovery, debris removal, sediment reworking, and vegetation cutting. Unified Command should also consult with NOAA's Scientific Support Coordinator and other local environmental experts available prior to executing an oil removal plan. Following a JP4 spill, using natural recovery and tidal flushing may cause the least amount of impact to coastal marshes with only slightly less oil removal than manual or mechanical methods.

Minimize economic impacts : In a spill of this magnitude, the potential exists for a complete waterway closure at least during the initial response phase. Commercial and recreational mariners would be required to exit the ICW at the Ogeechee or Vernon Rivers and could re-enter at the Wilmington River. This new route would delay vessel traffic by a few hours, but would not eliminate commercial and recreational use of the ICW.

Keep stakeholders informed of response activities: Stakeholders not part of the Unified Command would be notified through the same methods as the general public, or on a case-by-case basis via telephone. Waterfront facilities on the Savannah River receive very few vessel arrivals by way of the ICW and would not require regular information updates.

Keep the public informed of response activities: The Unified Command would issue joint press releases and possibly conduct press briefings and/or joint on-camera interviews. Because this scenario takes place in Chatham County, Chatham Emergency Management Agency could arrange the press briefings through their pre-established and regularly used media contacts. Broadcast Notices to Mariners would be used to inform the public of waterway closures and recommend safe routes.

9420.3 Worst Case Scenario - Vessel

9420.3.1 The Event

The Chief of Response receives a call from the Savannah Pilot Association's Master Pilot that an outbound container ship from Garden City Terminal just collided with a tankship inbound to the Colonial Oil facility. The tankship had 6,000,000 gallons of No. 6 fuel oil on board and suffered catastrophic damage. A major portion of the hull was breached and sunk almost instantaneously in the middle of the federal channel. There is already an oil slick spanning from the Talmadge Bridge to River Street. The outbound container ship received some damage but was able to safely moor at Ocean Terminal with tug assistance. There is no indication that the container ship is leaking oil.

9420.3.2 Incident Actions/Objectives

Manage a coordinated response effort: Working with the responsible party, determine a location for the Incident Command Post and begin establishing an ICS organization. Ensure immediate notifications are completed to include the National Response Center, Georgia DNR, Coast Guard Sector Charleston, Coast Guard Air Station Savannah and Coast Guard Station Tybee. Further Coast Guard briefings would occur using the Critical Incident Communications timelines. A spill of this size and potential would require Department of Interior and Department of Commerce representative notification in accordance with Section 4720 of this plan.

Control the source of the spill: The tanker has sustained such extensive damage that the source cannot be secured and the rate of discharge cannot be reduced. There will be a complete cargo discharge of 6,000,000 gallons.

Ensure the safety of citizens and response personnel: A Safety Officer would be identified to serve as a part of the Command Staff and maintain the Site Safety Plan for response personnel. 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. If necessary, the Captain of the Port could establish a safety zone around the tank barge requiring Captain of the Port permission to enter to protect both citizens and response personnel. A Broadcast Notice to Mariners would be issued outlining the safety zone and keeping mariners informed on waterway closures.

Maximize protection of environmentally sensitive area including wildlife and historic properties: In a spill of this magnitude with unpreventable environmental impacts, the Unified Command must establish protection

priority areas for initial response. The Savannah Area Response Plan Map and the Environmental Sensitivity Index should serve as the foundation for establishing these priorities. In this particular scenario, the Area Response Plan Maps indicate the highest priority areas for protective booming are the Ogeechee Canal Access near Ocean Terminal, the Savannah Electric industrial intake, the entrance to the Back River. If the entrance to the Back River is not boomed off quickly enough, the Back River tide gate could be closed and used as a collection point for recovery. Depending on the spread rate and the availability of initial response assets, the second phase of protection should focus on the Back River entrance at Mackay Point and the entrances to the ICW at Fields Cut and Elba Island Cut. Adverse effects of floating No.6 fuel oil are related primarily to coating of wildlife on the water surface, smothering of intertidal organisms, and long-term sediment contamination. No.6 fuel oil is not expected to be as acutely toxic to water column organisms as lighter oils, such as No.2 fuel oil. Direct mortality rates can be high for seabirds, waterfowl, and fur-bearing marine mammals, especially where populations are concentrated in small areas, such as during bird migrations. This scenario would not affect historic properties.

Contain and recover spilled material: No. 6 fuel oil is a dense, viscous oil that usually spreads into thick, dark colored slicks when spilled on water. It is a persistent oil in that only 5-10% is expected to evaporate within the first hours following a discharge. The high currents in the Savannah River would make containing the oil at the site extremely difficult and ineffective. In this case, boom would be most effective when used in conjunction with the river's natural collection points. Depending on their exact location, oil could be recovered at these natural collection points using surface skimmers and/or vacuum trucks. Oil recovery by skimmers and vacuum pumps can be very effective early in a spill of No. 6 fuel oil because the oil is unlikely to disperse into the water column. Before identifying a natural collection point, NOAA's Scientific Support Coordinator and other local environmental experts should be contacted to minimize impact to environmentally sensitive sites.

Recover and rehabilitate injured wildlife: Wildlife rehabilitation experts should be immediately notified and mobilized in accordance with Section 3600 of this plan. Pre-identified rehabilitation facilities should be contacted in preparation for potential use. Initial press conferences and press releases should outline specific procedures for the general public to follow when discovering impacted wildlife to include appropriate protective action and contact phone numbers for reporting.

Remove Oil from impacted areas: Because of its high viscosity, beached No. 6 fuel oil tends to remain on the surface rather than penetrate into marshy sediments. Light accumulations usually form a "bathtub ring" at the high-tide line while heavy accumulations can pool on the beach. Shoreline cleanup can be very effective before the oil weathers. After the oil is subject to the environment for an extended period of time, it becomes stickier and even more viscous. Natural degradation rates for these heavy

oils are very slow, meaning the oil may persist on beaches for months to years. The most important factors determining the impacts of No.6 fuel oil contamination on marshes are the extent of oiling on the vegetation and the degree of sediment contamination from the spill or disturbance from the cleanup. Many plants can survive partial oiling; fewer survive when all or most of the above-ground vegetation is coated with heavy oil. However, unless the substrate is heavily oiled, the roots often survive and the plants can re-grow.

NOAA's Characteristics of Coastal Habitats summarizes the technical rationale behind oil removal from the coastal environment and provides relative environmental impacts for a host of removal techniques including natural recovery, manual cleaning, mechanical recovery, debris removal, sediment reworking, and vegetation cutting. Unified Command should also consult with NOAA's Scientific Support Coordinator and other local environmental experts available prior to executing an oil removal plan.

Minimize economic impacts: A sunken tankship in the middle of navigational channel just down river of the Talmadge Bridge would cause a complete disruption of commercial traffic. The Marine Safety Center's Salvage Emergency Response Team should be notified, and if possible mobilized. Early dissemination of an accurate assessment of the vessel's condition and deployment of appropriate response resources is essential.

Deep draft vessels calling on the following facilities would not be able to transit the Savannah River until the salvage operation is complete: Newport Terminal, Savannah Electric, Atlantic Wood, Savannah Sugar, PCS Phosphate, Garden City Terminal, Vopak, National Gypsum, Southern Bulk, Georgia Kaolin, CITGO, Colonial Oil, and Ocean Terminal. Commercial fishing and recreational marinas would not be significantly impacted. Delayed and diverted shipping traffic during the salvage operation would result in multi-million dollar losses for the Port of Savannah.

Keep stakeholders informed of response activities: Because a majority the Savannah River facilities would be impacted, information would be distributed via Marine Safety Information Bulletins over e-mail and fax. The Captain of the Port would also maintain close communication with stakeholders through the Savannah Maritime Association.

Keep the public informed of response activities: The Unified Command would issue joint press releases and possibly conduct press briefings or joint on-camera interviews. Because this scenario takes place in Chatham County, Chatham Emergency Management Agency could arrange the press briefings through their pre-established and regularly used media contacts. Broadcast Notice to Mariners would also be used to inform the public of waterway closures and recommend safe routes.

9420.4 Worst Case Scenario - Facility

9420.4.1 The Event

MSU Savannah receives a call from the Operations Manager at Colonial oil that they experience a major pipe rupture during No. 6 Fuel Oil transfer operations at Colonial Oil #1. Facility personnel were able to secure the source after approximately 15 minutes. Based on calculations in Colonial Oil's Integrated Contingency Plan, 2 lines pumping 6,0000 barrels per hour for 15 minutes would result in a 3,000 barrel (126,000 gallon) spill, plus an additional 354 barrels worth of line volume, making the total worst case discharge 3,354 barrels.

9420.4.2 Incident Actions/Objectives

Manage a coordinated response effort: Working with the responsible party, determine a location for the Incident Command Post and begin establishing an ICS organization. Ensure immediate notifications are completed to include the National Response Center, Georgia DNR, Coast Guard Sector Charleston, Coast Guard Air Station Savannah and Coast Guard Station Tybee. Further Coast Guard briefings would occur using the Critical Incident Communications timelines. A spill of this size and potential would require Department of Interior and Department of Commerce representative notification in accordance with Section 4720 of this plan.

Control the source of the spill: This Worse Case Discharge is the result of a major pipe rupture. Facility responders were not able to get the spill under control for 15 minutes, resulting in a 3,354 barrel discharge.

Ensure the safety of citizens and response personnel: A Safety Officer would be identified to serve as a part of the Command Staff and maintain the Site Safety Plan for response personnel. 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. If necessary, the Captain of the Port could establish a safety zone around the facility requiring Captain of the Port permission to enter to protect both citizens and response personnel. A Broadcast Notice to Mariners could be issued to urge mariners to exercise caution when transiting in the Savannah River.

Maximize protection of environmentally sensitive area including wildlife and historic properties: In a spill of this magnitude with unpreventable environmental impacts, the Unified Command must establish protection priority areas for initial response. The Savannah Area Response Plan Map and the Environmental Sensitivity Index should serve as the foundation for establishing these priorities. In this particular scenario, the

Area Response Plan Maps indicate the highest priority areas for protective booming are the Ogeechee Canal Access near Ocean Terminal, the Savannah Electric industrial intake, the entrance to the Back River. If the entrance to the Back River is not boomed off quickly enough, the Back River tide gate could be closed and used as a collection point for recovery. Depending on the spread rate and the availability of initial response assets, the second phase of protection should focus on the Back River entrance at Mackay Point and the entrances to the ICW at Fields Cut and Elba Island Cut.

Contain and recover spilled material: No. 6 fuel oil is a dense, viscous oil that usually spreads into thick, dark colored slicks when spilled on water. It is a persistent oil in that only 5-10% is expected to evaporate within the first hours following a discharge. The high currents in the Savannah River would make containing the oil at the site extremely difficult and ineffective. In this case, boom would be most effective when used in conjunction with the river's natural collection points. Depending on their exact location, oil could be recovered at these natural collection points using surface skimmers and/or vacuum trucks. Oil recovery by skimmers and vacuum pumps can be very effective early in a spill of No. 6 fuel oil because the oil is unlikely to disperse into the water column. Before identifying a natural collection point, NOAA's Scientific Support Coordinator and other local environmental experts should be contacted to minimize impact to environmentally sensitive sites.

Recover and rehabilitate injured wildlife: Wildlife rehabilitation experts should be immediately notified and mobilized in accordance with Section 3600 of this plan. Pre-identified rehabilitation facilities should be contacted in preparation for potential use. Initial press conferences and press releases should outline specific procedures for the general public to follow when discovering impacted wildlife to include appropriate protective action and contact phone numbers for reporting.

Remove Oil from impacted areas: Because of its high viscosity, beached No. 6 fuel oil tends to remain on the surface rather than penetrate into marshy sediments. Light accumulations usually form a "bathtub ring" at the high-tide line while heavy accumulations can pool on the beach. Shoreline cleanup can be very effective before the oil weathers. After the oil is subject to the environment for an extended period of time, it becomes stickier and even more viscous. Natural degradation rates for these heavy oils are very slow, meaning the oil may persist on beaches for months to years. The most important factors determining the impacts of No.6 fuel oil contamination on marshes are the extent of oiling on the vegetation and the degree of sediment contamination from the spill or disturbance from the cleanup. Many plants can survive partial oiling; fewer survive when all or most of the above-ground vegetation is coated with heavy oil. However, unless the substrate is heavily oiled, the roots often survive and the plants can re-grow.

NOAA's Characteristics of Coastal Habitats summarizes the technical rationale behind oil removal from the coastal environment and provides relative environmental impacts for a host of removal techniques including natural recovery, manual cleaning, mechanical recovery, debris removal, sediment reworking, and vegetation cutting. Unified Command should also consult with NOAA's Scientific Support Coordinator and other local environmental experts available prior to executing an oil removal plan.

Minimize economic impacts: The Captain of the Port would establish a safety zone around Colonial Oil requiring all vessels to request permission prior to passing through the zone. This would effectively eliminate the possibility of vessel traffic upriver of Colonial Oil. Depending on the extent of the impact, many facilities downriver of Colonial Oil would also be impacted.

Keep stakeholders informed of response activities: Because a majority the Savannah River facilities would be impacted, information could be distributed via Marine Safety Information Bulletins over e-mail and fax. Additionally, the Captain of the Port would maintain close communication with stakeholders via the Savannah Maritime Association.

Keep the public informed of response activities: The Unified Command would issue joint press releases and possibly conduct press briefings or joint on-camera interviews. Because this scenario takes place in Chatham County, Chatham Emergency Management Agency could arrange the press briefings through their pre-established and regularly used media contacts. Broadcast Notice to Mariners would also be used to inform the public of waterway closures and recommend safe routes.

9500 List of Agreements

MOU's can be referenced in section 4650 of this plan.

9600 Conversions

A user-friendly program for converting measurements of all types can be found at http://www.onlineconversion.com/.

9700 List of Response References

9710 Coast Guard Legal Authorities

Clean Water Act (CWA): Created in 1972, this is the principal federal statute protecting navigable waters and adjoining shorelines from pollution. Section 311 addresses pollution from oil discharges and hazardous substance releases. Key Provisions:

- Discharging oil and hazardous material into the waters of the U.S. and adjoining shorelines is PROHIBITED [CWA 311 (b)(3)(4)].

- The President shall direct all removal efforts in the case of a discharge that is a substantial threat to public health and welfare [CWA 311 (c)(2)].
- All efforts by federal, state, and local governments, and each owner and operator shall be in accordance with the National Contingency Plan (NCP) [CWA 311 (c)(3)].
- The President is required to establish regulations, methods, and procedures for removal of oil and hazardous substances as part of the National Response System [CWA 311(j)(1)(A)].
- The President is authorized to issue regulations to prevent discharges of oil from vessels and facilities [CWA 311(j)(1)(C)].
- The President is authorized to establish Area Committees to prepare Area Contingency Plans [CWA 311(j)(4)].

Oil Pollution Act of 1990 (OPA90): Created in response to the EXXON VALDEZ incident, the Oil Pollution Act of 1990 (33 U.S.C. 2701-2761) amended the Clean Water Act and addressed the wide range of problems associated with preventing, responding to, and paying for oil pollution incidents in navigable waters of the United States . It created a comprehensive prevention, response, liability, and compensation regime to deal with vessel- and facility-caused oil pollution to U.S. navigable waters. It also created the Oil Spill Liability Trust Fund. Key Provisions:

- OPA90 greatly increased federal oversight of maritime oil transportation, while providing greater environmental safeguards by:
- Setting new requirements for vessel construction and crew licensing and manning,
- Mandating contingency planning,
- Enhancing federal response capability,
- Broadening enforcement authority,
- Increasing penalties,
- Creating new research and development programs,
- Increasing potential liabilities; and,
- Significantly broadening financial responsibility requirements.

Comprehensive Environmental Response Compensation and Liability Act (CERCLA): CERCLA, also known as the Superfund Act, was enacted by Congress on December 11, 1980. This law created a tax on the chemical and petroleum industries and provided broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Key Provisions:

- Established the federal government's authority to designate certain substances as hazardous to the environment and public health [CERCLA 102].
- Established the responsibilities of a vessel or facility in the event of a discharge [CERCLA 103].

- Established response authorities in the event of a discharge that poses a substantial threat to the environment and public health [CERCLA 104].
- Established the National Contingency Plan as the guideline for response to hazardous substances, pollutants, and contaminants [CERCLA 105].
- Established the federal government's authority to respond beyond the actions of the State to protect public health, welfare, or the environment [CERCLA 106].
- Established liability provisions for responsible parties [CERCLA 107].

The law authorizes two kinds of response actions:

- Short-term removals, where actions may be taken to address releases or threatened releases requiring prompt response.
- Long-term remedial response actions, that permanently and significantly reduce the dangers associated with releases or threats of releases of hazardous substances that are serious, but not immediately life threatening. These actions can be conducted only at sites listed on EPA's National Priorities List (NPL).

CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the NPL.

CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986. More about CERCLA: http://www.epa.gov/superfund/policy/cercla.htm

Superfund Amendment and Reauthorization Act (SARA): Created in 1986, amending CERCLA; it raised the limit on removal costs to $2 million and time on removal actions to 1 year. It also authorized EPA to reimburse local governments for costs incurred in response to hazardous substance incidents and mandated that hazardous waste sites targeted for removal must comply with the Resource Conservation and Recovery Act (RCRA). Key Provisions:

- Established requirements for public participation in Superfund response activities [SARA 117].
- Established the applicability of Superfund laws to the federal government [SARA 121].
- Required the Secretary of Labor to establish safety provisions for employees during hazardous waste operations (e.g., HAZWOPER standards in 29 CFR a910.120) [SARA 126].

Executive Order 12580:

- Delegated the responsibility vested in the President by CERCLA to various agencies

- Established a National Response Team (NRT) for Superfund matters
- Established the Administrator of the EPA as chairman of the NRT and a representative from the Coast Guard as the vice-chairman.
- Delegated authority to Coast Guard OSCs to issue administrative orders for releases and threatened releases involving the coastal zone
- Designates DOD/DOE as OSC for releases originating from DOD/DOE facilities
- Assigns FEMA authority to conduct temporary and permanent evacuations
- Designates the Public Health Service responsibility for investigating complaints of illnesses attributable to hazardous substance releases

Executive Order 12777:

- Amended Executive Order 12580
- Delegated the responsibility vested in the President by CWA/OPA to various agencies
- Specified actions to be followed in the event of an accidental discharge or release of oil or a hazardous substance

Resource Conservation and Recovery Act (RCRA): RCRA is our nation's primary law governing the disposal of solid and hazardous waste. Congress passed RCRA on October 21, 1976 to address the increasing problems the nation faced from our growing volume of municipal and industrial waste. RCRA, which amended the Solid Waste Disposal Act of 1965, set national goals for:

- Protecting human health and the environment from the potential hazards of waste disposal.
- Conserving energy and natural resources.
- Reducing the amount of waste generated.
- Ensuring that wastes are managed in an environmentally-sound manner.

To achieve these goals, RCRA established three distinct, yet interrelated, programs:

- The solid waste program, under RCRA Subtitle D, encourages states to develop comprehensive plans to manage nonhazardous industrial solid waste and municipal solid waste, sets criteria for municipal solid waste landfills and other solid waste disposal facilities, and prohibits the open dumping of solid waste.
- The hazardous waste program, under RCRA Subtitle C, establishes a system for controlling hazardous waste from the time it is generated until its ultimate disposal – in effect, from "cradle to grave".
- The underground storage tank (UST) program, under RCRA Subtitle I, regulates underground storage tanks containing hazardous substances and petroleum products.

More about RCRA: http://www.epa.gov/osw/laws-reg.htm

9720 Coast Guard Directives

A listing of relevant Commandant's Instructions and Manuals can be accessed at: http://www.uscg.mil/directives/.

9730 District Seven Policy Letters

[RESERVED for development by the Commandant of the Coast Guard and the Commander, Seventh Coast Guard District]

9740 Geographic Response Plans

9740.1 Geographical Areas

There are five geographical area types that are routinely encountered during a response around the Georgia coastal areas. The strategies outlined are recommendations and should not be adhered to in a strict manner because the variables involved in the proper mitigation of a spill are different from case to case. The greatest effect on controlling a spill comes from good decision-making of the person(s) in charge. In the event of a worst-case discharge, quick, decisive actions are the key to a successful response.

The five geographical area types in the Georgia COTP zone are:

Marshes, Tidal Flats and Seagrass Beds: These are high sensitivity areas where cleanup is not generally recommended because heavy equipment and laborers may cause more damage than good. Since a complete cleanup is nearly impossible, the best strategy is to protect the area prior to contamination. Considerations on whether a cleanup should be carried out would depend, in part, upon seasonal variations such as migrating bird patterns. The most effective procedure, if indeed a cleanup is carried out, would be skimmers along the waters edge and the deployment of deflection boom in order to shield the area from any recontamination. Tidal fluctuations are a prime concern. Another is the shallow depth of water making access by water more difficult. Strict avoidance of land contact should be made. The area should only be accessed via waterways. Booming or skimming operations would be difficult if not impossible during maximum flood or ebb tide. These areas are home to sea grasses, and numerous fauna, aquatic and fowl. Most often these are the sensitive areas requiring special attention.

Sand Beaches: Cleanup along sandy beach depends on the amount and type of fuel involved. If a sandy shoreline has heavy and extensive fuel coverage the use of heavy industrial equipment such as bulldozers or road graders could be utilized (this would be followed by the replacement of the sediment). In the case of minor ecological damage, a manual cleanup may be performed, if possible, which would eliminate the removal

of sediment and the overall effect on the ecological balance of a particular beach. Cleanup efforts must include effective measures to protect nesting sea turtles and shore birds.

Different types of cleanup methods may involve rock-washing, use of sorbent equipment, harbor boom for corralling a product against land and vacuum trucks to pick up the product.

Given the economic aspects of the tourist trade on the local economy, beach contamination and cleanup is very visible to the public and the press.

Bays and Water Inlets: The most effective weapon to combat an inlet-waterway spill is a quick response. The prompt, proper placement of deflection booming or corralling oil in boom for open water pockets can help reduce the spread of a product. Deflection boom should be used to guide the leading edge of a spill into a natural collection point where the product can be skimmed, vacuumed or absorbed with sorbent equipment.

Offshore Areas: In-areas offshore, the use of dispersant materials may be beneficial depending on on-scene weather, product type, quickness of application after spill, proper application and current patterns. The proper use of dispersants (many miles offshore) can minimize shoreline impact. A combination of unmanageable seas and wind conditions could impede the use of other forms of mitigation such as skimmers, booms or sorbents. A spill out at sea may not be as bad as a near shore spill because the effects of nature affect mitigation process as the product can be broken up or dissipate long before it creates a problem along the coastline. Refer to Annex G for more information regarding to dispersant use.

Islands: Along the West Coast, there are many barrier islands, which are inhabited by various species of wildlife. An oil spill in these areas could have a devastating impact on the ecological balance of a particular habitat. The use of protective booming placed along the shoreline of islands as well as skimmer usage is the most effective means in reducing the effects of a spill.

9750 Environmental and Tactical Maps (ESI and GRP)

For the MSU Savannah AOR, there are two sets of maps produced for reference in oil spill response. These are the Environmental Sensitivity Index Atlas Maps (Environmental) and the Geographic Response Plan Atlas Maps (Tactical). Each atlas covers the same geographic areas, but with different map themes (Environmental vs. Tactical). The maps from each atlas are based upon the same grid index for easy cross-referencing. This approach was chosen to minimize clutter on a single map.

Environmental Maps - The environmental sensitivity index (ESI) maps of the AOR are contained within an atlas titled “The Sensitivity of Coastal

Environments and Wildlife to Spilled Oil Atlas – Georgia – June 1997" and will aid in responding to a spill or hazardous substance release. They provide information on shoreline type, habitats, wildlife, and socio-economic features most sensitive to spilled oil in a map and a biological table on the rear of each map. Included are species threatened or endangered status, months present, activity (nesting/breeding), and relative concentration in the area. Shoreline is mapped at a scale of 1:24 k and classified on a scale of 10 to 1 (with 10 being Most Sensitive and 1 being Least Sensitive to spilled oil). These classifications are based upon a shorelines ecological sensitivity to spilled oil, the relative wave energy for natural cleansing, and the shoreline type's difficulty of cleanup. There is extensive explanation of recommended cleaning activities and means of protection for each shoreline type mapped within the Introduction section of the atlas.

Tactical Maps – A separate tactical or Geographic Response Plan (GRP) atlas has been produced in 2011 for the AOR. The map extents are the same as those of the Environmental Maps so that each map may be viewed side by side showing the same area but with different themes. The GRP maps contain Area Committee and Resource Expert identified sites sensitive to spilled oil and protective booming strategies that depict suggested placement of boom to protect resources within the area. The maps in this atlas contain data sheets on each sensitive site which provide critical first response data for priority and response activities, key contacts, listed resources, and other geographic-specific information. Listed resource trustees should be contacted to participate in establishing protection priorities and response activities. Trustees are equipped with updated information on the status of resources, which may not be depicted on the maps so should thus quickly become part of the response.

Additional Information - The Environmental Sensitivity Index (ESI) maps of Georgia are a planning tool that shall be viewed when determining how to control a spill in Coastal Georgia. A current copy of these maps is maintained by Marine Safety Unit Savannah. Information on ESI maps and ordering information can be obtained through NOAA on the World Wide Web at: http://response.restoration.noaa.gov/resource_resourcetopic.php?RECORD_KEY%28resourcetopics%29=resourcetopic_id&resourcetopic_id(resourcetopics)=37

The Environmental Sensitivity Index (ESI) maps of Georgia are available as an electronic hyper-linked PDF version on the Digital ACP DVD and website at http://ocean.floridamarine.org/acp/savacp/Maps.html

The Geographic Response Plan Atlas maps of Georgia will also be available as a hyper-linked PDF version on the Digital ACP DVD and website at http://ocean.floridamarine.org/acp/savacp/Maps.html

9760 Technical References

Organization	Web Address	Items of Interest
National Response Team (NRT)	www.nrt.org	National Contingency Plan, Regional Response Plans, and

Organization	Web Address	Items of Interest
		National Response Policies
Environmental Protection Agency (EPA)	www.epa.gov	Inland Response Policy
EPA RRT IV	www.epa.gov/region4/	EPA RRT IV Policies on In Situ Burn, Bioremediation, Wildlife Response, and Dispersant Use.
U.S. Fish and Wildlife Service	www.fws.gov/	Emergency consultation policy
National Marine Fisheries Service	http://sero.nmfs.noaa.gov/	ESA & EFH information
National Park Service	www.nps.gov/	List of parks by geographic region
Georgia Department of Natural Resources (GA DNR)	http://www.gaepd.org/	State Response Policies to Oil and Hazardous Materials, State Waste Management Policy
National Pollution Funds Center (NPFC)	http://www.uscg.mil/hq/npfc/	OSLTF and CERCLA Fund Access Information and Expenditures guide Book, and Cost Documentation Information.
CHRIS Manual	http://www.chrismanual.com/	Product Information
Emergency Response Guidebook	http://www.tc.gc.ca/canutec/erg_gmu/erg2000_menu.htm	Product Information
NIOSH Pocket Guide	http://www.cdc.gov/niosh/npg/npg.html	Product Information
Incident Management Handbook	2001 PDF website: http://www.uscg.mil/hq/nsfweb/download/IMH/IMH-2001.pdf or 2006 PDF: Incident Management Handbook	Specific Information relating to responsibilities of incident responders
Oil Response in Fast Currents- Field Guide	http://www.epa.gov/oilspill/pdfs/hansenpaper.pdf	Quickly deploy effective fast-water spill response

9770 Marine Firefighting Checklist

See the "Coastal Georgia Marine Fire Fighting Contingency Plan"

9780 Rapid Salvage Survey Form

See MSU Savannah's "Salvage Response Plan for Transportation Security Incidents", Annex 10200 to the COTP Savannah Area Maritime Security Plan.

9790 Salvage Plan and Information Checklist

See MSU Savannah's "Salvage Response Plan for Transportation Security Incidents", Annex 10200 to the COTP Savannah Area Maritime Security Plan.

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