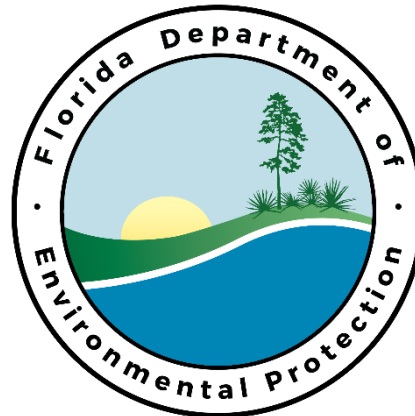


# Northeast and Eastern Central Florida Area Contingency Plan



2023

U.S. Department of  
Homeland Security

United States  
Coast Guard



Seventh Coast Guard District  
U.S. Coast Guard

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16471  
10 Jul 2023

## MEMORANDUM

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Date: 2023.07.21 15:34:42 -0400

To: CG SECTOR Jacksonville

Reply R. J. Lavigne  
Attn of: (305) 415-7138

Subj: APPROVAL OF THE 2023 NORTHEAST AND EASTERN CENTRAL FLORIDA  
AREA CONTINGENCY PLAN (ACP)

Ref: (a) Marine Environmental Response and Preparedness Manual, COMDTINST  
M16000.14A

1. Congratulations to you and your staff! Your subject plan, as updated, has been reviewed by my staff and is determined to be in substantial compliance with reference (a).
2. Please pass along my thanks to your Area Committee (AC) for the effort that went into this update. As you are aware, your ACP will be reviewed by the Coast Guard National Review Panel (CGNRP) in August 2023. The CGNRP convenes annually to assess the adequacy of ACPs from around the country to identify best practices and areas for improvement. You should expect to receive the CGNRP feedback before the end of calendar year 2023. My staff looks forward to assisting in the development of a five-year "improvement plan" that identifies the short to long-term update strategy based on CGNRP recommendations. Continuous improvement, and maintaining the current momentum, will ensure that we are always prepared to effectively respond to oil discharges and hazardous substance releases in the coastal zone.
3. Any questions or concerns regarding Area Contingency Plans should be addressed to Mr. Richard Lavigne at (305) 415-7138 or Richard.J.Lavigne@uscg.mil.

#

U.S. Department of  
Homeland Security

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20 Jul 2023

## MEMORANDUM

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From: J. D. Espino-Young, CAPT  
CG SECTOR Jacksonville

To: Distribution

Subj: PROMULGATION OF THE NORTHEAST AND EASTERN CENTRAL FLORIDA  
AREA CONTINGENCY PLAN (ACP)

1. This memo promulgates the revised Northeast and Eastern Central Florida Area Contingency Plan. This plan is effective immediately and supersedes previous editions of the ACP.
2. The ACP is designed to meet the requirements and intent of the National Oil and Hazardous Substances Pollution Contingency Plan and is aligned with the National Response Framework. It is designed to be used in conjunction with national, regional, and state plans, and provides guidance for a coordinated response by local, state, and federal government agencies as well as nongovernment partners to respond to discharges of oil and hazardous substances.
3. This ACP is electronic, enabling users to rapidly access a wide range of supporting documents that are linked to the ACP. For the ACP to provide maximum support, responders and members of the Area Committee, along with other port partners, must continuously update and revise the ACP based on lessons learned and/or best practices through exercises and actual responses. Response personnel should make themselves familiar with this plan.
4. This ACP highlights the national importance of the Northeast and Eastern Central Florida area, both environmentally and economically, and is the culmination of excellent cooperation and teamwork from the members of the Area Committee.
5. If you have any questions, please contact LT Adam Peterson at (904) 714-7532 or [Adam.R.Peterson@uscg.mil](mailto:Adam.R.Peterson@uscg.mil).

#

Dist: Northeast and Eastern Central Florida Area Committee Members  
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CG LANTAREA (LANT-55)  
CG NSFCC  
CG GST  
COMDT (CG-MER)

### Record of Changes

| Change Number | Change Description | Section Number | Change Date | Name |
|---------------|--------------------|----------------|-------------|------|
| 1             |                    |                |             |      |
| 2             |                    |                |             |      |
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## 1000 Introduction

The Northeast and Central Florida Area Contingency Plan describes the strategy for a coordinated federal, state, tribal, and local response to a discharge or substantial threat of discharge of oil, or a release or substantial threat of release of hazardous substance(s), within the boundaries of the Sector Jacksonville Captain of the Port (COTP) zone.

This Area Contingency Plan (ACP) shall be used as a framework to evaluate shortfalls and weaknesses in the response structure before an incident and as a guide for reviewing Vessel Response Plans (VRPs) and Facility Response Plans (FRPs) required by the [Oil Pollution Act \(OPA\) of 1990, 33 U.S.C § 2701 et seq.](#) VRPs and FRPs should be consistent with this ACP and address, among other things, the economically and environmentally sensitive areas within the geographic area, the response equipment (quantity and type) available within the area (this includes federal, state, and local government and industry owned equipment); response personnel available; equipment and personnel needs compared to those available, and protection strategies. This ACP is written in conjunction with OPA, the National Oil and Hazardous Substances Pollution Contingency Plan ([NCP, 40 C.F.R. Part 300](#)) and the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 ([CERCLA, 42 U.S.C. § 9601 et seq.](#)). As such, when implemented in conjunction with other provisions of the NCP, this ACP should be adequate to remove a worst case discharge under [§ 300.324](#), 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 area.

*\* **Disclaimer:** Please contact Coast Guard Sector Jacksonville Emergency Management to access the directory. All specific contacts applicable to this ACP have been combined into one "all inclusive" contact spreadsheet located in [Annex 2](#).*

## 1100 Purpose

The purpose of this ACP is:

- To provide effective implementation of response actions to protect people, natural resources, and property of the coastal zone covered by this plan from the impacts of an oil discharge, substantial threat of discharge of oil, a release of hazardous substance, or substantial threat of a release of a hazardous substance, including Weapons of Mass Destruction (WMD), from inland and marine sources.
- To promote coordination and strategy for a unified and coordinated federal, state, tribal, local, potential responsible party, response contractor, response cooperative, and community response.
- To provide guidance to all VRP and FRP reviewers and plan holders to ensure consistency with the ACP.
- To provide guidance for responders. Historically, the users of the ACP have been confronted with incidents that were caused by nature (hurricanes, floods, etc.) or from the unintentional actions of individuals (grounding, collision, etc.). In today's world where terrorism is a greater reality, the intentional release of a hazardous substance, oil, biological agent or radiation poses unique challenges to those who respond. Federal and state laws and regulations require oil spills, hazardous substance releases or responses to WMDs be managed with a trained and competent response management organization that

accommodates a unified command structure in recognition of federal, state, tribal or local jurisdiction.

The ACP is designed to ensure that the initial actions taken in response to a hazardous substance release, oil spill, radiological, or biological incident that occurs in the maritime environment are effectively managed from the start and incorporate other agency plans and operating procedures as those agencies arrive on-scene. However, incidents are never identical and once initial actions have been taken, responders will assess the incident and tailor their strategies and tactics to match the reality of the situation. ***As such, notwithstanding any statutory or regulatory requirements, this ACP outlines general response protocols for a notional incident (unknown date, time, location, and variables). This ACP is not intended to be a definitive step-by-step guide on all potential items necessary to mitigate any particular incident.***

## 1200 Document Organization

The ACP provides guidance for the Area Committee, defines authorities and applicability, outlines plan maintenance and exercise requirements, and describes the overarching strategy for a coordinated multi-agency response to an oil discharge or hazardous substance release. Additionally, the ACP contains an overview of the geographic response strategies (GRSs)/geographic response plan (GRPs) and overview of the Fish and Wildlife and Sensitive Environments Plan which encompasses the Environmental Annex information required by the [NCP](#). Finally, the ACP contains Quick Response Cards (QRCs), checklists, and other necessary job aids and documents to assist emergency management preparedness specialists and response personnel; all items are “grab and go” format for ease of use.

## 1300 Authority

ACPs are required by OPA, 33 U.S.C.1321 (j), to address the development of a national planning and response system. Area Committees have been established for each area of the United States that has been designated by the President. The Area Committees are comprised of personnel from federal and state agencies that coordinate response actions with tribal and local governments and with the private sector. Area Committees, under the coordinated direction of the Federal On-Scene Coordinators (FOSC), are responsible for developing ACPs for their respective designated areas. Area Committees are also required to work with the response community to develop procedures to expedite decisions for the use of alternative response measures.

## 1400 National Response System

The National Response System (NRS) is a three-tiered response and preparedness mechanism that supports the predesignated FOSC in coordinating national, regional, and local government agencies, industry, and the responsible party during response operations. The NRS was developed to coordinate all government agencies with the responsibility for environmental protection, in a focused response strategy for the immediate and effective clean-up of an oil discharge or a hazardous substance release.

The NRS is designed to support the FOSC and facilitate responses to a discharge or threat of discharge of oil or a release or threat of release of a hazardous substance. The NRS supports the responsibilities of the FOSC, under the direction of the Clean Water Act ([CWA](#)) as amended by OPA. When appropriate, the NRS is designed to incorporate a “unified command and control support mechanism” (Unified Command) consisting of the FOSC, the state on-scene coordinator (SOSC), and the Responsible Party’s Incident Commander (IC). The UC structure is further

described under Section 6300 of this document. The FOSC plans and coordinates response strategy on scene, using the support of the National Response Team (NRT), Regional Response Team (RRT), Area Committees, and responsible parties, as necessary, to supply trained personnel, equipment, and scientific support to complete an effective response to any oil discharge or hazardous substance release.

## **1500 The National Response Framework**

The National Response Framework ([NRF](#)) is a guide which provides foundational emergency management doctrine for how the nation responds to many types of incidents, including pollution incidents. The NRF is often activated in anticipation of, or following, a storm event (tropical storm or hurricane) or other natural disaster (flooding event, tornados, etc.). The structures, roles, and responsibilities described in the NRF can be partially or fully implemented in the context of a threat or hazard, in anticipation of a significant event, or in response to an incident. Implementation of NRF structure and procedures allows for a scaled response, delivery of specific resources and capabilities, and a level of coordination appropriate to each incident. Pollution response, under the umbrella of the NRF is possible using plans, capabilities, and partnerships forged in accordance with the NCP, combined with the effective use of the ICS.

Other useful natural disaster response resources include the [National Response Team Abandoned Vessel Authorities and Best Practices Guidance](#) and the NRF's [Emergency Support Function \(ESF\) #10 – Oil and Hazardous Materials Response Annex](#). For more information, please refer to the Seventh Coast Guard District ESF-10 guidance located in [Annex E](#) (Tab 4) of the RRT-4 RCP.

## **1501 Nuclear/Radiological Incident Annex to the NRF**

The Nuclear/Radiological Incident Annex ([NRIA](#)) to the NRF describes the policies, situations, concepts of operations, and responsibilities of the federal departments and agencies governing immediate response and short-term recovery activities for releases of radioactive materials. These incidents may occur on federally-owned or –licensed facilities, privately owned property, urban centers, or other areas and may vary in severity from the small to the catastrophic. The incidents may result from inadvertent or deliberate acts. The NRIA applies to incidents where the nature and scope of the incident requires federal response to supplement the state, tribal, and/or local incident response.

## 1600 Contingency Plans

Contingency plans serve to formalize and document activities to be undertaken to plan for incidents and in the event of an incident. The following diagram depicts the relationship of many of the response plans discussed below.

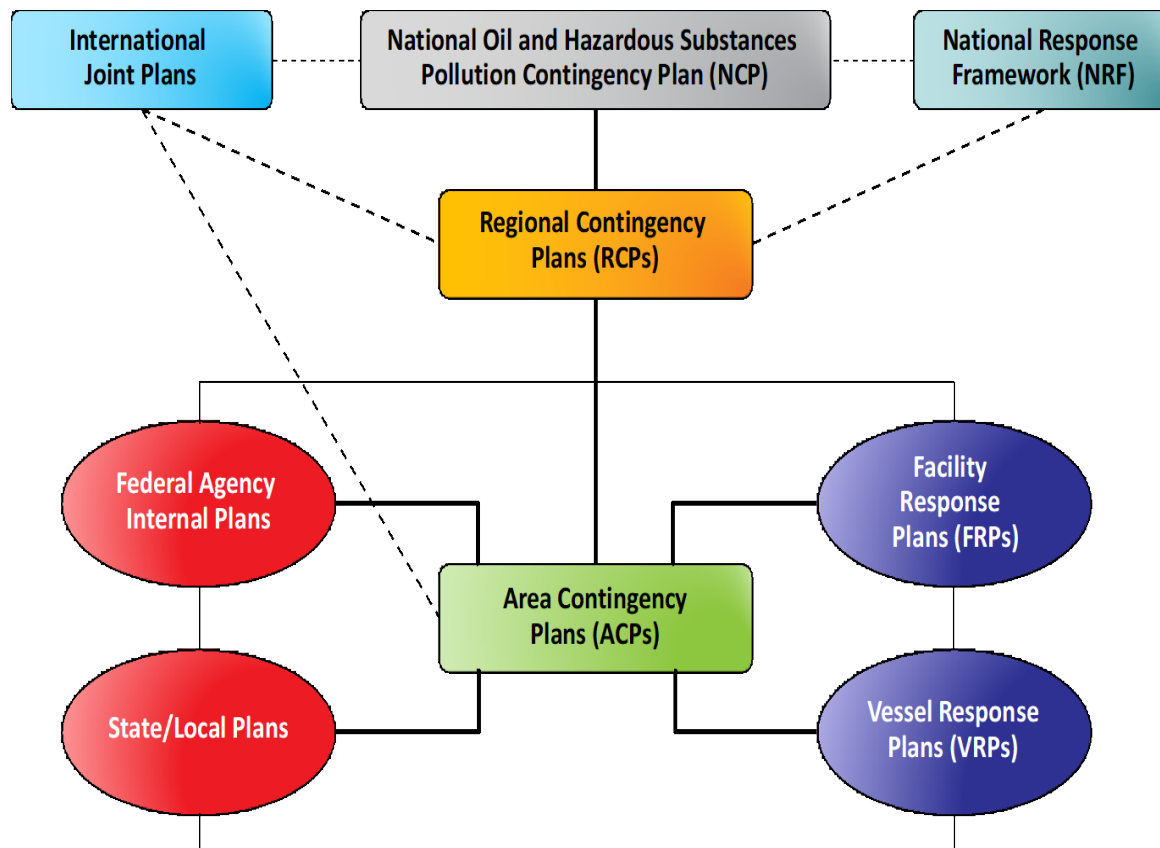


Figure 1: Relationship of Plans

### 1601 Contingency Plans under the NRS

There are three levels of contingency plans under the NRS: The National Contingency Plan (NCP), Regional Contingency Plans (RCP), and Area Contingency Plans (ACPs). The [NCP](#) addresses the national response structure and identifies requirements for regional and area preparedness development. RCPs provide the organizational structure and procedures for preparing for and responding to discharges of oil and releases of hazardous substances, pollutants, or contaminants by Regional Response Team (RRT). ACPs are developed under the leadership of the USCG FOSC, following guidelines within the [NCP](#) and RCP, as applicable. Composed of federal, state, and local governmental representatives, the Area Committee develops an ACP for responses to oil discharges and hazardous substance releases within their geographic area.

### 1602 Local Plans

Local Emergency Planning Committees (LEPCs) are responsible for the development and maintenance of local emergency response plans in accordance with the Emergency Planning and Community Right to Know Act (EPCRA), Sections 301 to 303. LEPC membership includes various representatives from local governmental agencies, emergency responders, environmental

groups, and local industry. These emergency plans include, among other things, the identity and location of hazardous materials, procedures for immediate response to a chemical accident, ways to notify members of the public of actions to take in the event of a discharge or release, names of coordinators at plants, and schedules for testing the plan. The local emergency response plan is reviewed by the State Emergency Response Commission (SERC). RRTs may review these plans and provide assistance if the SERC or LEPC makes such a request. Federal contingency plans provide for coordination with local governments.

#### **1604 Responsible Party Plans**

Facility and tank vessel response and non-tank vessel plan regulations, including plan requirements for the Coastal Zone, are located in [33 C.F.R. 154](#) and [33 C.F.R. 155](#) respectively, [30 C.F.R. 254](#) for Off-shore facilities, and [49 C.F.R. 194](#) for Pipelines. Facility response plan regulations for the inland zone are located in [40 C.F.R. 112](#). Complex facilities are facilities that are regulated by both the USCG and the EPA. Therefore, they would have a facility response plan meeting the requirements of 33 C.F.R. 154 and 40 C.F.R. 112, or an Integrated Contingency Plan (ICP), capturing both federal agencies' requirements in one plan.

## **2000 Northeast and Eastern Central Florida Area Committee**

The Area Committee (AC) is a spill preparedness and planning body made up of federal, state, and local agency, industry, and non-governmental organization representation. The AC, under the direction of the Jacksonville Captain of the Port (COTP), is responsible for developing an ACP. The AC is also responsible for working with state and local officials to plan for joint response efforts, including appropriate procedures for mechanical recovery, dispersant use, shoreline cleanup, protection of sensitive environmental areas, and protection, rescue, and rehabilitation of fisheries and wildlife. The 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 geographical boundaries of this plan are defined in [Section 3000](#) of this document.

#### **2001 Mission Statement:**

The mission of the AC is to ensure the highest state of readiness of the spill response community. The AC will strive to accomplish this by developing a comprehensive and useful ACP, preparing the response community through training and exercises, developing coordination mechanisms to facilitate effective responses, and educating our stakeholders and the public.

The AC will function as an efficient organization for ensuring effective response to environmental threats in our area. The AC will collaborate, sharing information and resources, to produce the best possible plans and creative solutions to problems. The AC will employ best available research and technology in both problem solving and decision-making. The AC will learn from responses and activities, improve processes, and develop as individuals and as an organization.

## **2100 AC Organization**

The AC is comprised of representatives from federal, state, and local governments as *appointed members* and *members at large* from non-governmental agencies such as the maritime industry, wildlife rehabilitation organizations, and academia, as advisors.

#### **2101 Committee Chair and Vice-Chairs**

The Sector Jacksonville COTP, as predesignated Federal On-Scene Coordinator (FOSC), shall Chair the Area Committee (AC). The Florida Department of Environmental Protection, whom is also the State On-Scene Coordinator, will also serve as the Vice-Chair.

### **2102 AC Coordinator**

The AC Coordinator from USCG Sector Jacksonville will coordinate with state agencies to prepare meeting agendas, schedules, and meeting notifications. The USCG will record, draft, and publish meeting minutes and attendance roster and coordinate remote participation access for meeting attendance.

### **2103 Members and Members at Large**

A list of AC members and members at large will be maintained by the AC Coordinator and can be found in [Table 1](#) and [Table 2](#).

### **2104 Subcommittees**

Subcommittees are established to work on functional items pertaining to the AC. They are specifically tasked to complete assigned projects, tasks, and goals that are developed by the ESG. The four functional subcommittees, under which tasks are assigned, are:

- Preparedness
- Response
- Science and Technology
- Training and Exercises

**Note:** Specific subcommittee chair designation letters, subcommittee tasks/priorities and projects will be maintained by the AC Coordinator.

## **2200 AC Meetings**

AC meetings are open meetings. The USCG FOSC Chair shall attend/lead each meeting and provide an opportunity for participation by each regulatory member, each non-regulatory participant, and any public attendees; ensuring adherence to the agenda; maintaining order; and reviewing recommendations submitted to the ESG. In the absence of the FOSC, these duties shall be performed by the Sector Jacksonville Deputy, who serves as the Alternate FOSC.

### **2201 Meeting Frequency**

AC meetings shall be held at least semi-annually.

### **2202 Remote Access Attendance**

The USCG will provide remote access availability to AC members, participants, and presenters who are unable to attend meetings in person to maximize stakeholder participation and communication. Sector Jacksonville has had proven success with virtual meeting facilitation via the Microsoft Teams application.

## **2300 AC Annual Report**

In coordination with the AC Vice-Chairs, Sector Jacksonville shall submit an AC Annual Report emphasizing activities and best practices for the previous calendar year NLT 1 April of the following year to USCG D7 (drm) for review and endorsement. USCG D7 will review and route AC Annual Reports through USCG Atlantic Area to USCG Headquarters Office of Marine Environmental Response Policy (CG-MER) for final approval and compilation of nation-wide lessons learned and best practices.



## **2400 ACP Annual Update, Review, and Approval Process**

The ACP shall be updated annually. The ACP shall be reviewed and approved by the NE and C Eastern FL AC, USCG D7, and the Coast Guard National Review Panel (CGNRP) every five years.

### **2401 Annual ACP Updates**

The NE and E Central FL AC will review the ACP and document any changes or updates in the Record of Changes page. Additionally, and at a minimum, the AC will update the ACP version number and contact information; confirm phone numbers, addresses, links, and notification procedures; and incorporate lessons learned as a result of real-world events and/or exercises. Annual updates will continue to be managed locally between the USCG unit, Vice-Chair(s), and AC and be completed by 1 July.

### **2402 ACP Approval and CGNRP Review**

In coordination with the Chair, Vice-Chair(s), and other members of the AC, USCG D7 formally reviews and approves coastal ACPs every five years. After approval, USCG D7 submits the ACP for national review by the CGNRP. The CGNRP, comprised of CG-MER, USCG Atlantic and Pacific Area, National Strike Force Coordination Center, and District representatives, convene annually to review selected ACPs nation-wide. Nationwide, each coastal ACP is on a 5-year CGNRP review schedule.

Additional CGNRP information and requirements, including specific scheduling and expectations will be coordinated from USCG D8 to USCG field units.

## **2500 Area PREP Exercises**

Per the [National Preparedness for Response Exercise Program \(PREP\) Guidelines](#), which provides the framework for an effective oil spill and hazardous substance response exercise program, the NE and C Eastern FL AC shall hold three annual Incident Management Team (IMT) Tabletop Exercises (TTXs) and one Full-Scale Exercise (FSE) per 4-year period.

### **2501 Exercise Schedule**

USCG D7 (drm) will maintain the Area Exercise schedule and ensure visibility by the NE and C Eastern FL AC and PREP Compliance, Coordination and Consistency Committee (PREP 4C). The NE and C Eastern FL AC will validate the proposed timeframe and identify the industry plan holder who will participate in each PREP exercise. Any schedule change requests shall be routed to USCG D7 (drm).

### **2502 Documentation**

Additional PREP-related exercise requirements, including development of Concept of Exercise (COE), After Action Report (AAR), Remedial Action Issues (RAIs), and Real-World Event (RWE) credit requests will be coordinated from USCG D7 to USCG field units.



| Table 1: Area Committee Members                           |         |   |   |
|---|---------|---|---|
| Below is list of <u>appointed</u> Area Committee Members: |         |   |   |
| 1.  | Federal | United States Coast Guard                                 |   |
|   |         | Environmental Protection Agency (Region 4)                |   |
|   |         | Federal Emergency Management Agency                       |   |
|   |         | National Aeronautics and Space Administration             |   |
|   |         | National Park Service                                     |   |
|   |         | US Army Corps of Engineers (USACE)                        |   |
|   |         | US Navy Region Southeast                                  |   |
|   |         | USCG District 7   |   |
|   |         | USCG Atlantic Strike Team (AST)                           |   |
|   |         | U.S. Army Corps of Engineers (USACE)                      |   |
| 2.  | State   | Florida Department of Environmental Protection (FDEP)     |   |
|   |         | Florida Bureau of Solid and Hazardous Waste               |   |
|   |         | Florida Division of Air Resources Management              |   |
|   |         | Florida Division of Water Resources Management            |   |
|   |         | Florida Environmental Regulation Commission               |   |
|   |         | Florida Fish and Wildlife Conservation Commission (FWC)   |   |
|   |         | Georgia Department of Natural Resources (GDNR)            |   |
| 3.  | Local   | Brevard County Emergency Management                       | Volusia County Emergency Management                     |
|   |         | Jacksonville Fire/Rescue- Emergency Preparedness Division | Volusia County Department of Environmental Management   |
|   |         | Flagler County Emergency Management                       | Northeast Florida Local Emergency Planning Committee    |
|   |         | Nassau County Emergency Management                        | East Central Florida Local Emergency Planning Committee |
|   |         | St. Johns County Emergency Management                     |   |

**Note:** Specific AC designation letters will be maintained by the AC Coordinator

| Table 2: Area Committee Members at Large                          |                              |   |
|---|------------------------------|---|
| Below is a list of Area Committee <i><u>Members at Large:</u></i> |                              |   |
| 1.  | Consulting                   | Professional Marine Consulting Co.                |
|   |                              | Rodney E. Lay & Associates                        |
|   |                              | CDI Marine Company                                |
|   |                              | Witt O'Brien's                                    |
| 2.  | Academia                     | Florida Institute of Oceanography                 |
|   |                              | University of North Florida                       |
|   |                              | Nova Southeastern                                 |
| 3.  | Facility Owners or Operators | Crowley   |
|   |                              | JEA   |
|   |                              | Coastal Tank                                      |
|   |                              | Blanchard Terminals (Marathon)                    |
|   |                              | Tote  |
|   |                              | JAXPORT Talleyrand, Blount Island, & Dame's Point |
|   |                              | Gate Fuel Services                                |
|   |                              | Eagle LNG   |
|   |                              | Barrett Oil                                       |
| 4.  | Maritime                     | St. Johns Bar Pilots                              |
|   |                              | McAllister Towing                                 |
|   |                              | Moran Jacksonville                                |
| 5.  | Co-Op                        | Jacksonville Spillage Control                     |
| 6.  | Wildlife Care Organization   | Audubon Society                                   |
| 7.  | Salvage Companies            | Mobro Marine                                      |
|   |                              | F & A Marine                                      |
|   |                              | Beyel Brothers                                    |
|   |                              | Hal Jones   |
| 8.  | OSROs                        | Cliff Berry                                       |
|   |                              | Moran Environmental Recovery                      |
|   |                              | LCM Corporation                                   |
|   |                              | OMI Environmental Solutions                       |
|   |                              | Miller Environmental                              |

## 3000 Geographic Information

### 3100 ACP Area Covered

The information in this section defines the response boundary (inland zone and coastal zone) between the U.S. Coast Guard and EPA Region 6 based on the [Memorandum of Agreement \(MOA\) dated 14 Apr 2010](#).

#### 3101 Inland Zone Boundary Designation

The U.S. Environmental Protection Agency (EPA) Region 4 provides the predesignated FOSC for pollution response in the Inland Zone. All discharges or releases, or substantial threats of such discharges or releases of oil or hazardous substances originating within the Inland Zone are the responsibility of the EPA. Included are discharges and releases from unknown sources or those classified as “mystery spills.”

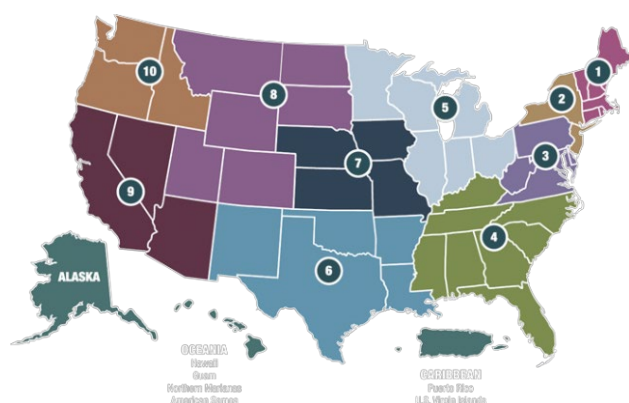


Figure 2: RRT Areas



Figure 3: U.S. Coast Guard Districts

#### 3102 Coastal Zone Boundary

The relevant coastal USCG COTP is the predesignated FOSC for pollution response in the Coastal Zone. All discharges or releases, or substantial threats of such discharges or releases of oil or hazardous substances originating within the Coastal Zone are the responsibility of the USCG FOSC. Included are discharges and releases from unknown sources or those classified as “mystery spills.” Specifically, the Coastal Zone description for the USCG Sector Jacksonville FOSC includes everything coastal of a line:

- Starting at north latitude 30 degrees 50 minutes on the east coast of Georgia due west to I-95; then south on I-95 to US 17 Interchange near Becker, FL; then south along US 17 to Lawton Ave (Jacksonville, FL); then southwest on Lawton Ave to Buffalo Ave; then south on Buffalo Ave to Evergreen Ave; then south on Evergreen Ave to State Hwy 115 / Alt US 1; then east along State Hwy 115 (and on State Hwy 115 / Mathews Bridge crossing the St. Johns River) to University Blvd; then north on University Blvd to Fort Caroline Rd; then east on Fort Caroline Rd (continuing on Fort Caroline Rd at the McCormick Rd intersection) to Mount Pleasant Rd (Jacksonville, FL); then east along Mount Pleasant Rd to Girvin Rd; then south on Girvin Rd to Atlantic Blvd / State Hwy 10; then east on Atlantic Blvd to County Rd 101A / San Pablo Rd; then south on County Rd 101A to the St. Johns County line and continuing south along the St. Johns County line to Palm Valley Rd; then southwest on Palm Valley Rd to US 1; then south along US

1 to I-95 near I-95 mile marker 298; then south along I-95 to US 1 near I-95 mile marker 273; then south along US 1 to the intersection of COTP Jacksonville-COTP Miami boundary at latitude 28 degrees North (south of Melbourne, FL).

- Also included will be the Intracoastal Waterway, St. Johns River to Lake George, Trout River to I-295 bridge, Ribault River to US 23 / New Kings Rd (Jacksonville, FL), Monroe River to Tallulah Ave, Ortega and Cedar Rivers to Blanding Blvd, Doctors Lake to the lake's west shoreline, Julington Creek to US 1, and Black River to US 17. Not included will be tributaries leading to and including Crescent Lake and Lake Ocklawaha.

Any pollution incident taking place in an area outside the boundaries listed above fall under EPA FOSSC jurisdiction.

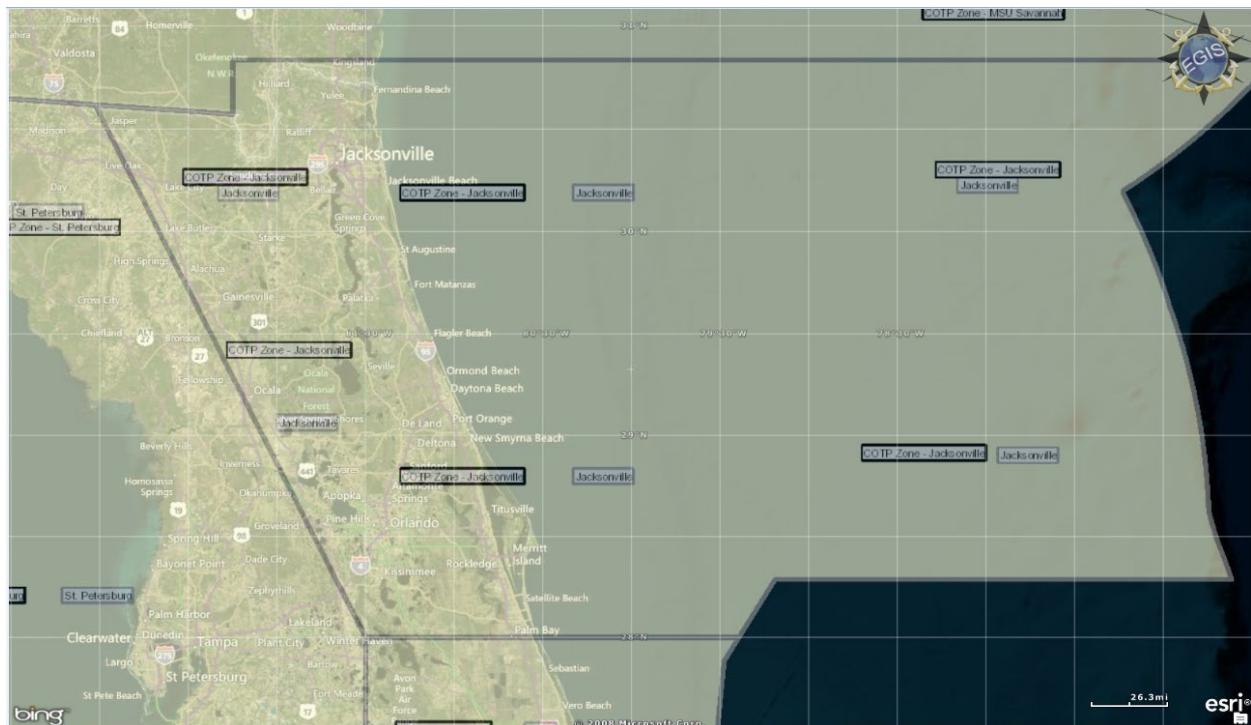


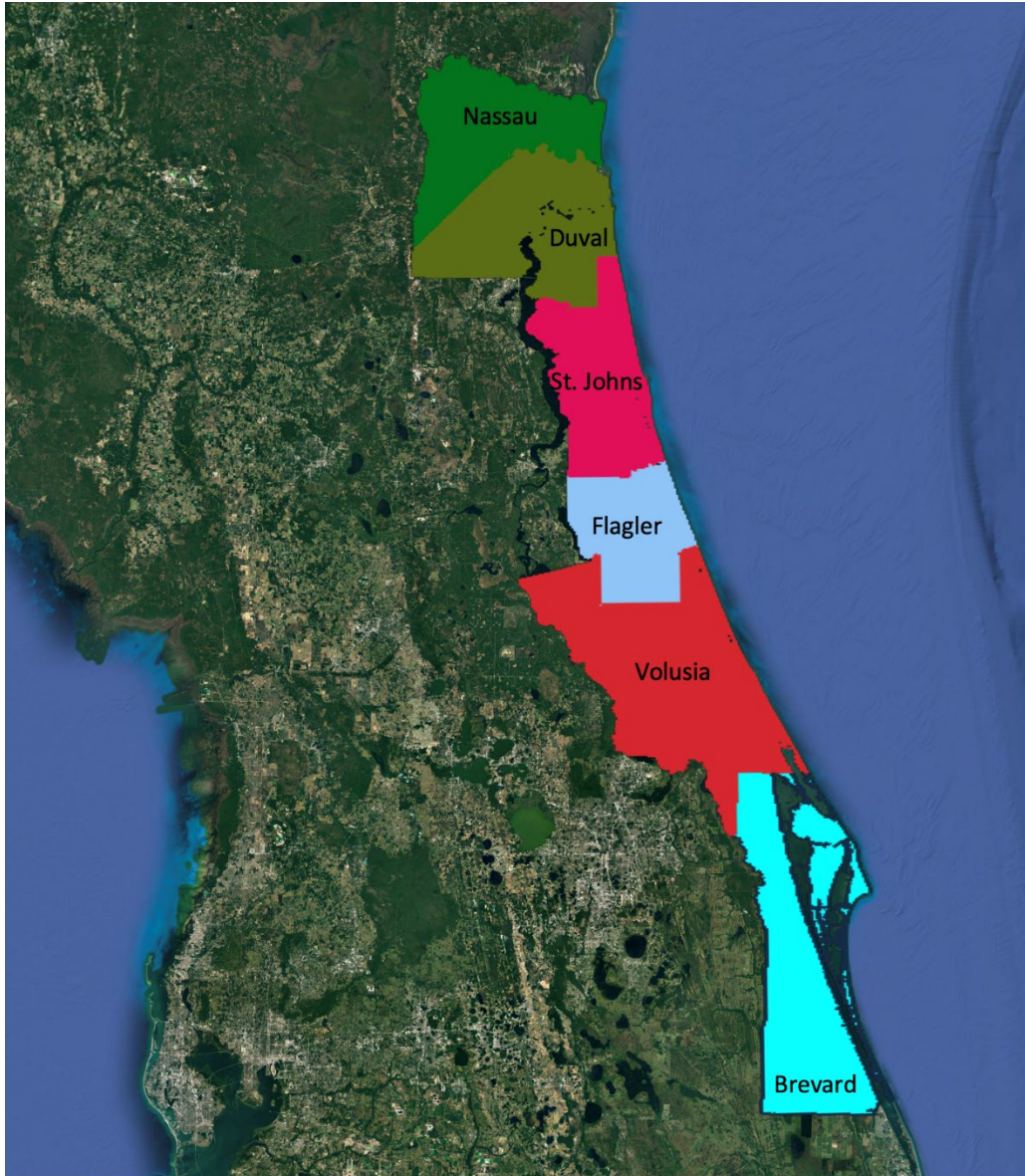
Figure 4: Map of Jacksonville COTP Zone

The Jacksonville COTP Zone, and thus the ACP planning area, is defined by [33 C.F.R. 3.40-15](#). The area of responsibility starts at the outermost extent of the Exclusive Economic Zone (EEZ) at latitude 30°50'00" N, longitude 76°09'54" W, proceeding west to latitude 30°50'00" N, longitude 82°15'00" W; thence south to the intersection of the Florida-Georgia boundary at longitude 82°15'00" W; thence west along the Florida-Georgia boundary to longitude 83°00'00" W; thence southeast to latitude 28°00'00" N, 81°30'00" W; thence east to the outermost extent of the EEZ at latitude 28°00'00" N, longitude 79°23'34" W; thence northeast along the outermost extent of the EEZ to the point of origin.

### 3103 Area Counties

The counties covered in the ACP planning area are as follows:

Figure 5: Area Counties



| Table 3: Area Counties |                |
|------------------------|----------------|
| 1. Nassau              | 2. Clay        |
| 3. Duval               | 4. Putnam      |
| 5. St Johns            | 6. Camden (GA) |
| 7. Flagler             | 8.             |
| 9. Volusia             | 10.            |
| 11. Brevard            | 12.            |



### 3104 Offshore AOR



Figure 6: Offshore Boundary

### 3200 Areas of Special Economic or Environmental Importance

As required by [40 C.F.R. 300.210\(c\)\(3\)\(i\)](#), areas of special economic or environmental importance shall be identified for protection from the impacts of a spill. Considerations include each location's significance, sensitivity to oil, anticipated impacts, and the extent to which potential losses can be recovered/ restored/ compensated. Potential economically sensitive areas include water intakes, high tourism coastal areas, significant port/industrial facilities, marinas, aquaculture sites, and fishing grounds.

### 3201 Areas of Special Economic or Environmental Importance

*Under development in 2022.*

### 3300 Worst Case Discharge Information

As per the [CWA](#), a Worst Case Discharge (WCD) is defined as, in the case of a vessel, a discharge in adverse weather conditions of its entire cargo, and in the case of an offshore facility or onshore facility, the largest foreseeable discharge in adverse weather conditions. The Bureau of Safety and Environmental Enforcement (BSEE) is leading an offshore Gulf of Mexico WCD project. During this multi-year project (2020-2022), Area Committees will select two WCD scenarios associated with oil exploration and production. These scenarios, modelling, and concept of operations will be developed and included in the RRT-4 Regional Contingency Plan and respective ACP.

#### 3301 WCD Table for All Transportation Modes in ACP Planning Area

| Table 4: Worst Case Discharges for ACP Planning Area<br>(all transportation modes) |   |   |                               |                 |
|--|---|---|-------------------------------|-----------------|
| FOSC Sector Jacksonville   |   |   |                               |                 |
| Type   | Owner / Operator<br>Vessel / Facility<br>Name | Location                                    | Amount                        | Product         |
| MTR Facility   | Center Point Terminal                         | Jacksonville, FL                            | 11,362 bbl<br>477,204 gal     | Oil<br>Products |
| MTF Facility   | Blanchard Terminal                            | Jacksonville, FL                            | 9,078 bbl<br>381,276 gal      | Oil<br>Products |
| Vessel   | Long Range Oil Tanker                         | MTR facilities along the St.<br>Johns River | 348,000 bbl<br>14,615,999 gal | Oil<br>Products |
| Rail   | CSX/FL East Coast Rail                        | St. Mary's River or St. John's<br>River     | 12,857 bbl<br>540,000 gal     | Oil<br>Products |

#### 3302 Area Planning and Risk Analysis

Additional risk analysis and area specific worst case scenario planning information for the NE and E Central Florida Area is located in Annex 1a.

### 4000 Government Agency Roles and Responsibilities

Nationally, the U.S. Coast Guard (USCG) has designated its coastal Captains of the Port (COTP) as the predesignated Federal On-Scene Coordinator (FOSC) within the coastal zone. As such, the USCG FOSC is the Chair of the respective Area Committee (AC) and oversees the development, maintenance and implementation of the Area Contingency Plan (ACP) for their COTP zone.

## 4100 Federal Agency Roles and Responsibilities

Refer to the RRT-4 [Regional Contingency Plan Volume 1](#) and the [NRT website](#) for a list of federal agencies and their roles and responsibilities related to ACP planning, preparedness and response.

## 4200 State Agency Roles and Responsibilities

### 4201 Florida Department of Environmental Protection

In the State of Florida, oil spills in the coastal zone are the responsibility of the Florida Department of Environmental Protection (FDEP) and the State Scientific Support Coordinator (SOSC) who works for the Florida Fish and Wildlife Conservation Commission (FFWCC). It is the policy of the State to assist the Federal On-Scene Coordinator in response to pollutant spills in Florida. No State funds shall be expended for the removal of a coastal pollutant until federal funds have been used to the maximum extent possible or until federal authorities have declined to expend federal funds in a cleanup effort. It is the policy of the State to respond immediately to all oil spills, control the source of any oil spill, and to contain any discharge to the maximum extent possible.

Mechanical and other physical control methods shall be the preferred method for removal of oil from the environment with subsequent proper disposal. The option of taking no mitigating actions should be considered when such actions would cause greater environmental damage than the spilled oil alone. The use of oil spill cleanup agents shall be subject to the Secretary of FDEP's best judgment and coordinated with the federal OSC and EPA representative to the RRT.

Whenever it is determined the responsible party for the discharge is taking adequate action to remove and mitigate its effects, the principle thrust of the State is to observe, monitor, and provide advice and counsel, as necessary. The FOSC or FDEP will take steps to access the applicable State or federal fund to ensure adequate cleanup whenever they determine the responsible party for the discharge was unknown, did not act promptly, take proper and appropriate actions to contain, clean up and dispose of the oil or oily debris, or the total cleanup costs are beyond those expected to be borne by the responsible party. In addition, the responsible party must also protect the environment and adhere to safety practices.

The State Watch Office is the State of Florida's emergency notification center. The State Watch Office can contact the appropriate FDEP office and other emergency responders in the event of an emergency.

Within the area of responsibility of this Plan, it is the policy of the Federal On-Scene Coordinator, as well as National policy, that all reports of discharges of oil or hazardous materials be investigated. In the Sector Jacksonville AOR, spill reports will normally be investigated by Sector Jacksonville personnel. However, in more remote areas the FDEP or Florida Fish and Wildlife Conservation Commission (FWC) will often conduct the initial investigation.

Several factors will be considered to determine how an oil discharge will be cleaned up. These factors include, but are not limited to:

1. Type of material (oil), including toxicity and persistence;
2. Amount of material;
3. Location of discharge in relation to environmentally sensitive areas;
4. Hazards to response personnel;



5. Technical Probability of Success;
6. Response time of clean-up contractor.

The OSC shall not relinquish any responsibility, no matter who is executing the actual response, and shall monitor the response as necessary to ensure its adequacy. If a response is not adequate, the OSC shall, to the extent that resources are available, provide advice to responders or assume control of the response. The OSC does not need to extensively investigate an incident to determine the need for a response. If the release poses an obvious threat to public health or welfare, or the environment, the OSC should take appropriate actions as rapidly as circumstances dictate.

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

Whenever it is determined the responsible party for the discharge is taking adequate action to remove and mitigate its effects, the principle thrust of the State is to observe, monitor and provide advice and counsel, as maybe necessary. The FOSC or FDEP will take steps to access the applicable state or federal fund to ensure adequate cleanup whenever they determine the responsible party for the discharge was unknown, did not act promptly, take proper and appropriate actions to contain, cleanup and dispose of the oil or oily debris, or the total cleanup costs are beyond those expected to be borne by the responsible party. In addition the responsible party must also protect the environment and adhere to safety practices.

The State Watch Office is the State of Florida's emergency notification center. The State Watch Office can contact the appropriate FDEP office and other emergency responders in the event of an emergency. The phone number is (850) 815-4001 or 1-800-320-0519.

The [State Emergency Response Commission](#) (SERC) is responsible for implementing the federal Emergency Planning and Community Right-To-Know Act (EPCRA) provisions in Florida. The SERC, along with the LEPCs, work to mitigate the effects of a release or spill of hazardous materials by collecting data on the storage of hazardous chemicals above planning quantities. The Technological Hazards Section at the Florida Division of Emergency Management provides programmatic support for the SERC.

Coordination with this group can be accomplished through the Florida Division of Emergency Management.

## 4300 Local Roles and Responsibilities

### **4301 Local Response**

The focus of local responders is usually directed toward abating immediate public safety threats. The degree of local response will depend upon the training and capabilities of local responders relative to the needs of the specific emergency.

In some cases, the need may be identifying the nature and scope of the hazard. This information is then passed on to state and federal responders who are activated to address the situation with specific expertise and/or capabilities.

Often local agencies take mitigating actions of a defensive nature to contain the incident and protect the public. In many instances, responsible parties or local agencies are capable of an aggressive response and quick abatement of immediate hazards. In these cases, local authorities usually rely on state and federal responders to ensure that cleanup is complete, and remediation is technically sufficient.

A major role of local organizations during all emergency incidents is to provide security for all on-scene forces and equipment. For large incidents, help is often requested through the state emergency management agencies. Activities include establishing local liaison with hospital, emergency services, and police personnel, as well as restricting entrance to hazardous areas to all but essential personnel.

Coordination with the local governmental organizations of parishes, cities, or towns is especially important for traffic control, land access, and disposal of oil or hazardous materials removed during response operations.

Landowners are also encouraged to participate in planning and response. Landowners are a valuable resource due to their local knowledge. The landowner, to the extent practical and based on the FOSC's judgment, may be included in the planning and response activities, under direction of the FOSC.

Landowners who provide access to or are affected by a discharge or release have jurisdiction over their lands and warrant special consideration by the responding agency or Unified Command. In the event an incident poses, or has the potential to pose, an imminent threat to human health or the environment, it is in the best interest of the landowner to provide access to an on-scene coordinator.

### **4302 Local Emergency Planning Committees (LEPCs)**

LEPCs are responsible for the development and maintenance of local emergency response plans in accordance with the Emergency Planning and Community Right to Know Act (EPCRA Sections 301 to 303). LEPC membership includes various representatives from local governmental agencies, emergency responders, environmental groups, and local industry.

The emergency plans developed by these groups must include the identity and location of hazardous materials, procedures for immediate response to a chemical accident, ways to notify members of the public of their actions they must take in the event of a discharge or release, names of coordinators at plants, and schedules for testing the plan.

The local emergency response plan must be reviewed by the State Emergency Response Commission (SERC). The RRTs may review the plans and provide assistance if the SERC or LEPC makes such a request. Federal contingency plans provide for coordination with local governments.

## **5000 Support Available to the FOSC**

Various sources of technical/scientific and administrative support are available to the Federal On-Scene Coordinator (FOSC) either through telephone contact or actual dispatch of teams to the field. Support agencies and groups available to the FOSC include the following.

### **5100 Regional Response Team (RRT-4)**

The functional role of RRTs in each [federal region](#) has two principal components. One component is the standing team whose duties involve communications systems and procedures, planning, coordination, training, evaluation, preparedness, and related matters within each RRT's respective region. The second component of the RRT is an incident-specific team that may be assembled, as determined by the operational requirements of a response to a specific discharge or release. The RRT has responsibility for developing an RCP and for assisting the FOSC when guidance, coordination, or resources are needed to provide an adequate response to an incident. The RRT includes a representative from each state within the federal region, and representatives from 15 federal agencies available to provide assistance or resources during such a response. EPA and the USCG co-chair the RRT, which does not respond directly to the scene, but instead responds to developments and requests from the FOSC in accordance with the ACP. RRT-4 normally holds semiannual meetings in the spring and fall of each year.

### **5200 Natural Resource Trustees**

CERCLA and OPA authorize the United States, individual States, and Indian Tribes to act on behalf of the public as Natural Resource Trustees for natural resources (Natural Resource Trustees or Trustees) under their respective trusteeships (CERCLA §107(f)(1); OPA §1006(c)). OPA also authorizes foreign governments to act as Trustees (OPA §1006 [b][5]). Following a hazardous substance release or oil discharge, Natural Resource Trustees have responsibilities for assessing resulting injury to the environment. Natural Resource Damage Assessment (NRDA) is the process by which trustees collect, compile, and evaluate data to determine the extent of injury to natural resources. The information gathered is used to assess damages, determine the restoration required to compensate for the injured natural resources and lost use of resources, and seek recovery of those damages from the responsible party. NRDA's are typically initiated concurrent with response activities.

Initiation of a NRDA usually involves acquiring data both during and after a spill to document: (1) oil or hazardous substances in water, sediments, soil, and organisms; (2) effects on fish, wildlife, and/or their habitat; (3) exposure pathways; and (4) measures taken to prevent or reduce immediate migration of oil or hazardous substances onto or into a trust resource. To avoid duplication of response activities specified in a NRDA with other response activities, all sampling and field work by Natural Resource Trustees should be coordinated with the lead response agency.

If natural resources are injured by a discharge or release of a mixture of oil and hazardous substances, DOI regulations apply. NOAA regulations apply only in assessing damages that may result from discharges of oil.

Trustees often have information and technical expertise about the biological effects of hazardous substances, as well as locations of sensitive species and habitats, that can assist in characterizing the nature and extent of site-related contamination and impacts. Coordination at the investigation and planning stages provides the Trustees early access to information they need to assess injury to natural resources.

## **5300 Federal Agency Scientific/Technical Support**

### **5301 U. S. Coast Guard (USCG)**

#### **5301.1 The National Strike Force Coordination Center ([NSFCC](#))**

The NSFCC manages the NSF which is authorized as the National Response Unit required under OPA, with responsibility for administering the USCG Strike Teams, maintaining response equipment inventories and logistical networks, and conducting national exercise programs including pollution response exercises. The NSFCC offers the technical assistance and equipment for spill response, assistance in coordinating resources during oil discharge response, Area Contingency Plan (ACP) or Regional Contingency Plan (RCP) review, coordination of spill response resources information, and inspection of Oil Spill Removal Organization (OSRO) response equipment. The Strike Teams provide trained personnel and specialized equipment to assist the FOSC in training for spill response, stabilizing and containing the spill, and monitoring or directing response actions of the responsible parties (RPs) and/or contractors.

##### **5301.1.1 The USCG National Strike Force ([NSF](#))**

The NSF's mission is to provide highly trained, experienced personnel and specialized equipment to the Coast Guard and other federal agencies to facilitate preparedness and response to oil and hazardous substance pollution incidents in order to protect public health and the environment. The NSF's area of responsibility (AOR) covers all Coast Guard Districts and Federal Regions.

##### **5301.1.2 USCG Strike Teams ([Atlantic, Gulf, and Pacific](#))**

The three USCG Strike Teams are available 24 hours a day. If the Strike Team contacted is already committed, another Strike Team will be deployed. Each Strike Team maintains trained personnel and specialized equipment to assist with training in responding to spills, stabilizing and containing spills, and monitoring and/or directing response actions of the RPs and/or contractors. The [Gulf Strike Team](#), based in Mobile, Alabama, provides response coverage to Florida.

##### **5301.1.3 Public Information Assist Team ([PIAT](#))**

[PIAT](#) is an element of the NSFCC staff available to assist the FOSC to meet the demands for public information during a response or exercise. Its use is encouraged any time the FOSC requires outside public affairs support. Requests for PIAT assistance may be made through the NSFCC or National Response Center (NRC). Sector Jacksonville does host a Public Affairs Detachment consisting of a small staff which are solely dedicated to assisting with Public Affairs matters. See the [Spill of National Significance \(SONS\) Public Affairs Reference](#) for more information.

##### **5301.1.4 Incident Management Assistance Team ([IMAT](#))**

The IMAT was developed by the USCG to supply a ready-made team of Incident Command System (ICS) highly trained individuals to assist the local Incident Command (IC) in dealing with

a major incident. The IMAT is located in Norfolk, VA. The team is trained for initial quick response to a regionally or nationally significant event. The team consists of ICS process experts that can quickly set-up and assist in transitioning from the initial emergency phase to a more sustained planning process. The IMAT deploys with a limited amount of equipment to ensure ICS functionality within an Incident Command Post (ICP).

#### **5301.1.5 National Pollution Funds Center ([NPFC](#))**

NPFC is responsible for implementing those portions of OPA Title I delegated to the Secretary of the Department in which the USCG is operating. NPFC is responsible for addressing funding issues arising from actual and potential discharges of oil. Responsibilities of the NPFC include: (1) issuing Certificates of Financial Responsibility ([COFRs](#)) to owners and operators of vessels to pay for costs and damages incurred by their vessels as a result of oil discharges, (2) providing funding to various response organizations for timely abatement and removal actions related to oil discharges, (3) providing equitable compensation to claimants who sustain costs and damages from oil discharges when the RP fails to do so, (4) recovering monies from persons liable for costs and damages resulting from oil discharges to the full extent of liability under the law, and (5) providing funds to initiate Natural Resource Damage Assessment (NRDA) activities.

#### **5301.1.6 USCG District Response Group ([DRG](#))**

DRGs assist the FOSC by providing technical assistance, personnel, and equipment. Each DRG consists of the combined USCG personnel and equipment, including marine firefighting equipment, of each port in the district and a district response advisory team. Specifically, the USCG's Seventh District Response Advisory Team (DRAT) and the Incident Management and Preparedness Advisor (IMPA) provide pollution planning, preparedness, and response policy guidance and assistance to an FOSC and staff on a regular basis.

### **5302 Environmental Protection Agency ([EPA](#))**

#### **5302.1 Environmental Response Team ([ERT](#))**

In the event of a continuing release or discharge, the FOSC has access to EPA's ERT, stationed in Edison, New Jersey; Cincinnati, Ohio; Erlanger, Kentucky; Las Vegas, Nevada; and Research Triangle Park, North Carolina. The ERT provides Scientific Support Coordinators (SSC) with expertise in treatment technology, biology, chemistry, hydrology, geology, and engineering. The ERT also has access to special decontamination equipment and can provide advice on a wide range of issues such as a multimedia sampling and analysis program, on-site safety (including development and implementation plans), cleanup techniques and priorities, water supply decontamination and protection, application of dispersants, environmental assessment, degree of cleanup required, and disposal of contaminated material. The FOSC may designate an SSC as principal advisor on scientific issues who also communicates with the scientific community and assists in requests to state and federal agencies.

#### **5302.2 Chemical, Biological, Radiological, and Nuclear (CBRN) Consequence Management Advisory Division ([CMAD](#))**

The CBRN CMAD, present at five geographic locations, provides 24/7 scientific and technical expertise to the FOSC or response customer for all phases of consequence management. With a focus on operational preparedness, CBRN CMAD facilitates the transition of the latest science and technology to the field response community in order to provide tactical options for screening, sampling, monitoring, decontamination, clearance, waste management, and toxicological/exposure assessment during decontamination of buildings or other structures

following an incident involving releases of radiological, biological, or chemical contaminants. CBRN CMAD maintains critical partnerships with: (1) EPA's National Homeland Security Research Center and the EPA's special teams; (2) other federal partners including the U.S. Department of Homeland Security (DHS), Federal Bureau of Investigation, DOD, and Centers for Disease Control and Prevention (CDC)/Department of Health and Human Services (HHS); and (3) international partners.

### **5302.3 Radiological Emergency Response Team ([RERT](#))**

RERTs have been established by EPA's Office of Radiation Programs (ORP) to provide response and support during incidents or at sites containing radiological hazards. Expertise is available in radiation monitoring, radionuclide analysis, radiation health physics, and risk assessment. RERTs can provide on-site support including mobile monitoring laboratories for field analysis of samples as well as fixed laboratories for radiochemical sampling and analyses. Request for support may be made 24 hours a day via the NRC or directly to the EPA Radiological Response Coordinator in the ORP.

### **5303 National Oceanic and Atmospheric Administration ([NOAA](#))**

NOAA provides scientific support for responses and contingency planning in coastal and marine areas, including assessments of the hazards that may be involved, predictions of movement and dispersion of oil and hazardous substances through trajectory modeling, and information on the sensitivity of coastal environments to oil or hazardous substances. NOAA provides scientific expertise on living marine resources it manages and protects. It also provides information on actual and predicted meteorological, hydrologic, ice, and oceanographic conditions for marine, coastal, and inland waters, as well as, tide and circulation data. The Secretary of the U.S. Department of Commerce (DOC), through NOAA, also acts as trustee for natural resources managed or controlled by DOC, including their supporting ecosystems.

#### **5303.1 Scientific Support Coordinators ([SSC](#))**

The SSC, in accordance with the National Contingency Plan (NCP), will provide the FOSC scientific advice with regard to the best course of action during a spill response. The SSC will help facilitate consensus from the Federal natural resource management agencies and provide spill trajectory analysis data, information on the resources at risk, weather information, tidal and current information, etc. The SSC will be the point of contact for the Scientific Support Team from NOAA's Hazardous Material Response and Assessment Division. The FOSC's Guide to NOAA Scientific Support outlines all of the products and services the NOAA SSC can provide for planning and response activities.

The NOAA SSC can provide training and technical expertise with SCAT. The [Shoreline Assessment Manual](#), updated August 2013 by NOAA/HAZMAT, outlines methods for conducting shoreline assessment after an oil spill.

#### **5303.2 National Weather Service ([NWS](#))**

NWS, a federal organization within NOAA, can provide various types of support to an Incident Command (IC)/Unified Command (UC) operating in the Northeast Florida area through its Jacksonville office, which covers coastal Florida. The IC/UC will be provided with a direct unlisted number to the lead forecaster's desk, through which continuous information on wind speeds, temperatures, and other atmospheric data can be obtained.

### **5304 U.S. Department of the Interior ([DOI](#))**



DOI has jurisdiction over the National Park System, National Wildlife Refuges, fish hatcheries, and public lands. The Regional Environmental Officer ([REO](#)) manages the department's response programs for oil and hazardous substance spills and oversees the department's responsibilities as a trustee for natural resources. The DOI may become involved in spill response once contacted through the REO who is a designated member of RRT-4. The REO for RRT-4 is located in Atlanta, Georgia.

#### **5304.1 U.S. Fish and Wildlife Service ([USFWS](#))**

The Secretary of the Interior acts as trustee for resources managed or protected by DOI Bureaus, including USFWS and Bureau of Reclamation ([USBR](#)). USFWS, an office within DOI, is responsible for the management of migratory birds, federally listed endangered and threatened species, and inter-jurisdictional fishes within NE and E Central FL area. National Wildlife Refuge lands established in/near the ACP planning area include:

- [St. Johns National Wildlife Refuge](#)
- [Merritt Island National Wildlife Refuge](#)
- [Lake Woodruff National Wildlife Refuge](#)

When a spill occurs, the appropriate [USFWS office\(s\)](#) will provide timely advice on measures necessary to protect wildlife from exposure, as well as priority and timing of such measures. Protective measures may include preventing the oil from reaching areas where migratory birds and other wildlife are located or deterring birds or other wildlife from entering areas by using wildlife hazing devices or other methods.

If exposure of birds and other wildlife to oil or hazardous substances cannot be prevented, an immediate decision will be made regarding rescue and rehabilitation of “oiled” birds and other wildlife. Decisions to rescue and rehabilitate “oiled” wildlife must be made in conjunction with other federal and state natural resource management agencies. Wildlife rehabilitators will need federal and state permits to collect, possess, and band migratory birds and threatened/endangered species.

For more information see [Annex G](#) of the RRT-4 RCP.

#### **5304.2 U.S. Geological Survey ([USGS](#))**

USGS maintains expertise in water quality characterization, oil fingerprinting, submerged oil and oil-particle formation, transport and resuspension of oil in fresh waters, riverine two-dimensional (2D) particle transport/hydrodynamic simulations, ecotoxicology, time-of-travel studies for freshwater systems, and geospatial data collection of visible spill plumes applicable to spill response events in freshwater environments. In addition, USGS can provide biological survey assistance for natural resources and contaminants and contribute distribution information about sensitive species (e.g., birds, invertebrates). USGS also provides extensive expertise and information for natural resource damage assessments (NRDAs) (e.g., aerial surveys, abundance estimation, remote sensing, etc.).

#### **5304.3 Bureau of Safety and Environmental Enforcement ([BSEE](#))**

BSEE works to promote safety, protect the environment, and conserve resources offshore through vigorous regulatory oversight and enforcement. BSEE's Offshore Regulatory Program develops standards and regulations to enhance operational safety and environmental protection for the

exploration and development of offshore oil and natural gas on the U.S. Outer Continental Shelf (OCS). BSEE's regional office within the Gulf of Mexico is located in New Orleans, LA.

### **5305 U.S. Department of Health and Human Services ([HHS](#))**

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

Public Health Technical Specialists from the HHS Centers for Disease Control and Prevention ([CDC](#)) and ATSDR can assist with environmental health support. Environmental Health Support Guidance for Florida is located in Annex 5.

### **5305.1 The National Institute for Occupational Safety and Health ([NIOSH](#))**

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

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

See the [NIOSH Pocket Guide](#) for more information.

### **5306 U.S. Department of Agriculture ([USDA](#))**

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

USDA maintains trusteeship of national forest, wilderness areas, and wildlife within USDA-controlled forests, archaeological sites, range and farm lands, fisheries, and lands enrolled in the [Wetlands Reserve Program](#). Additionally, the USDA plays a key role in the closing and re-opening of fisheries before, during, and after clean-up operations.

### **5307 Department of Energy ([DOE](#))**



The Secretary of Energy has trusteeship over natural resources under its jurisdiction, custody, or control. DOE's land-holdings include national research and development laboratories, facilities, and offices.

### **5308 U.S. Department of Transportation ([DOT](#))**

DOT provides response expertise pertaining to transportation of oil or hazardous materials by all modes of transportation. Through the Pipeline and Hazardous Materials Safety Administration ([PHMSA](#)), DOT-PHMSA offers expertise in the requirements for packaging, handling, and transporting regulated hazardous materials.

### **5309 Department of Defense ([DoD](#))**

#### **5309.1 U.S. Army Corps of Engineers ([USACE](#))**

The Secretary of the DoD has trusteeship over the natural resources on all lands owned by DoD or the Army (including lands and facilities managed by the USACE, Navy, Air Force, and Defense Logistics Agency). These lands include military bases and training facilities, research and development facilities, and munitions plants. USACE has trusteeship over natural resources under its jurisdiction, custody, or control. USACE land-holdings include national research and development laboratories, facilities, and offices. Additionally, the USACE provide information on river levels within this ACP planning area.

#### **5309.2 U.S. Navy Supervisor of Salvage ([SUPSALV](#))**

SUPSALV has an extensive salvage/search and recovery equipment inventory, and the requisite knowledge and expertise to support these operations including specialized salvage, firefighting, and petroleum, oil, and lubricants offloading capability even in open sea response incidents. SUPSALV can also provide equipment for training exercises in support of national and regional contingency planning objectives. The FOSC may request assistance directly from SUPSALV. Formal requests are routed through the Chief of Naval Operations.

#### **5309.3 National Guard Civil Support Teams ([CSTs](#))**

CST were created in 1999 to respond to terrorist incidents involving WMD, as well as other disasters and catastrophic events, both natural and man-made. There are 57 CSTs located throughout the United States, with at least one in each state and territory. The mission of a CST is to support civil authorities at a domestic CBRNE (Chemical, Biological, Radiological, Nuclear, and high-yield Explosives) incident site with responsibilities such as identification and assessment of hazards, advising civil authorities, and facilitating the arrival of follow-on military forces during emergencies and incidents.

CSTs normally operate as a State asset, under the command and control of The State Governor, but upon deployment, the unit provides direct support to the IC. CSTs support local emergency responders (Fire, Police, and EMS), as well as State and Federal agencies such as the DOE, FBI, EPA and FEMA.

The Florida National Guard has two Civil Support Teams:

48<sup>th</sup> Civil Support Team – Clearwater, FL

44<sup>th</sup> Civil Support Team – Starke, FL

## 5400 Nongovernmental Organizations, Academia, and Other Technical Support

### 5401 Volunteers

In times of crisis or trouble, many citizens feel compelled to help or lend their assistance and expertise to the response effort. This help can be welcome if the demands of an incident exceed the available resources or if a particular set of skills are in short supply. Volunteers can support response efforts in any number of ways such as conducting beach surveillance, providing logistical support, or assisting in the treatment of impacted wildlife. The decision to employ volunteers will take into account the benefits that might be gained weighed against safety and liability realities. The UC, in the early stages of the event, will make the decision whether volunteers will be employed and in which capacities they can serve. For more details about the use of volunteers, please refer to Annex 6a in Section 11000 of this plan, and the National Response Team's Use of Volunteers Guidelines for Oil Spills and the Volunteer Plan, [Annex F](#) of the RRT-4 RCP.

### 5402 Certified Marine Chemist ([CMC](#))

The United States Coast Guard and the Occupational Safety and Health Administration ([OSHA](#)) require that a certificate issued by a Marine Chemist be obtained before hot work or fire producing operations can be carried out in certain spaces aboard a marine vessel.

In complying with both the U.S. Coast Guard and OSHA regulations, the CMC applies the requirements contained in National Fire Protection Association Standard 306. NFPA 306, Control of Gas Hazards on Vessels, describes conditions that must exist aboard a marine vessel. A survey by the Marine Chemist ensures that these conditions are satisfied. In addition, a CMC is able to perform similar evaluations on other than marine vessels where an unsafe environment exists for workers, or hot work is contemplated on a system that might contain residues of a flammable or combustible product or material. See [National Fire Protection Association \(NFPA\) Certified Marine Chemists](#) for a list of certified Marine Chemists.

## 5500 Federal Agency Legal and Investigative Support

### 5501 U.S. Department of Justice ([DOJ](#))

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

### 5502 Federal Bureau of Investigation ([FBI](#))

The FBI, under the DOJ, is the lead federal agency for responding to threats from weapons of mass destruction (WMD). The Bureau investigates and collects intelligence on WMD-related threats and incidents to prevent attacks and respond to them when they occur. WMD Directorate (WMDD) is part of the FBI's [National Security Branch](#). The WMDD leads the FBI's efforts to mitigate threats from chemical, biological, radiological, nuclear, or explosive weapons. The WMDD provides leadership and expertise to domestic and foreign law enforcement, academia, and industry partners on WMD issues. The FBI approaches these issues through four major areas: preparedness, countermeasures, investigations/operations, and intelligence.

### 5503 U.S. EPA Criminal Investigations Division ([EPA CID](#))

The EPA CID investigates allegations of criminal wrongdoing prohibited by various environmental statutes. Such investigations involve, but are not limited to, the illegal disposal of hazardous waste; the export of hazardous waste without the permission of the receiving country; the illegal discharge of pollutants to a water of the United States; the removal and disposal of regulated asbestos containing materials in a manner inconsistent with the law and regulations; the illegal importation of certain restricted or regulated chemicals into the United States; tampering with a drinking water supply; mail fraud, wire fraud, conspiracy and money laundering relating to environmental criminal activities. CID Special Agents are sworn federal law enforcement officers with statutory authority to conduct investigations, to make arrests for any federal crime, and to execute and serve any warrant.

#### **5504 U.S. Coast Guard Legal**

The Seventh Coast Guard District has a legal staff that is available to provide support to the USCG FOSC. Additionally, and as needed, USCG Atlantic Area and headquarters can provide legal assistance to the USCG FOSC.

#### **5505 U.S. Coast Guard Investigative Service (CGIS)**

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

Unless expressly directed by the Chief of CGIS or higher authority, CGIS will not conduct an environmental crime investigation in a COTP zone without first notifying and, thereafter, coordinating with the COTP. Likewise, the COTP should avoid committing the Coast Guard to participate in criminal investigations, either solely or in coordination with other enforcement agencies, without first consulting the District Commander who will ensure appropriate coordination with CGIS. In the event exigent circumstances require the initiation of a criminal investigation before such notification or consultation can occur, the required communication must occur as soon as practical thereafter.

#### **5506 National Transportation Safety Board ([NTSB](#))**

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

## **6000 Response Protocols**

This segment of the ACP provides information outlined within Subpart D of the NCP, 40 C.F.R. 300.300. Response protocols are guidelines for the response community to ensure success in meeting all legal and statutory requirements before, during, and upon completion of an oil discharge or hazardous substance release incident. The NCP (40 C.F.R. 300.317) lists three broad national response priorities:

- Safety of human life
- Stabilizing the situation
- Use of all necessary containment and removal tactics in a coordinated manner

**Note:** These national priorities do not preclude the consideration of other priorities that may arise on an incident-specific basis. Although removal actions will primarily consist of mechanical means, e.g., boom, skimmers, etc., [Subpart J](#) of the NCP (Use of dispersants and other chemicals) provides additional techniques for consideration to mitigate oil discharges. Please see Section 8000 of this ACP for information on specific techniques and processes preauthorized within this ACP planning area.

## **6100 Initial Reporting, Notifications, and Preliminary Assessment**

When oil is spilled or hazardous substance is released, the responsible party is required to notify the NRC at (800) 424-8802 and the 24-hour State Watch Office at (800) 320-0519. The National Response Center (NRC) is the national communications center for handling activities related to response actions. The NRC acts as the single federal point of contact for all pollution incident reporting. Notice of an oil discharge or release of a hazardous substance in an amount equal to or greater than the harmful or reportable quantity must be made immediately in accordance with the CWA and CERCLA under 33 C.F.R. part 153, Subpart B, and 40 C.F.R. part 302, respectively. Notification shall be made to the NRC Duty Officer, HQ USCG, Washington, D.C. [telephone (800) 424-8802]. All notices of discharges or releases received at the NRC will be relayed immediately to the appropriate predesignated FOSC. Notifying individual state offices does not relieve the responsible party from the requirements to notify the NRC and State Watch Office. Refer to the Initial Reporting Form, Annex 3 and the Contact Spreadsheet, Annex 2.

### **6101 Preliminary Assessment**

The FOSC shall, to the extent practicable, collect pertinent facts about the discharge or release, such as its source and cause; the identification of potentially responsible parties; the nature, amount, and location of discharged or released materials; the probable direction and time of travel of the discharged or released materials; the pathways to human and environmental exposure; the potential impact on human health, welfare, and safety and the environment; the potential impact on natural resources and property that may be affected; priorities for protecting human health and welfare and the environment; and appropriate cost documentation. These efforts shall be coordinated with other appropriate Federal, State, local, and tribal agencies. The FOSC also shall promptly notify the appropriate trustees for natural resources of discharges or releases that are injuring or may injure natural resources under their jurisdiction.

### **6102 Cleanup Assessment Protocol**

When discharged oil contaminates shoreline habitats, responders survey the affected areas to determine the appropriate response. Although general approvals or decision tools for using shoreline cleanup methods can be developed during planning stages, responders' specific cleanup recommendations utilize field data on shoreline habitats, type and degree of shoreline contamination, and spill-specific physical processes. Cleanup endpoints should be established early so that appropriate cleanup methods can be selected to meet the cleanup objectives.

Annex 1, Shoreline Cleanup Methods, provides guidance on the applicability of various clean methods for typical shoreline habitats found in the northeast and eastern central Florida. Additional tools to assist responders in establishing cleanup methodologies, include:

- [Characteristics of Coastal Habitats: Choosing Spill Response Alternatives for oil spills.](#)
- [Characteristics of Response Strategies: A Guide for Spill Response Planning in Marine Environments,](#)
- [American Petroleum Institute \(API\) report on Tidal Inlet Protection Strategies \(TIPS\)](#)  
(Note: File is too large to load on USCG network)

**Note:** These can also be found in Section 12000, Planning and Response Tools.

When conducted, shoreline surveys should be done systematically because they are crucial components of effective decision-making. Also, repeated surveys may be needed to monitor the effectiveness and effects of ongoing treatment methods (changes in shoreline oiling conditions, as well as natural recovery), so that the need for changes in methodology, additional treatment, or constraints can be evaluated.

[NOAA's Shoreline Assessment Manual](#) outlines methods that can be used to plan and conduct shoreline assessment after an oil spill. It also provides considerations that should be incorporated into assessing the effectiveness of the UC's shoreline cleanup decisions. The [Shoreline Assessment Job Aid](#) is a supplement to the manual. It contains visual examples of many of the terms you would use during shoreline assessments. In addition to these tools, the NOAA SSC also remains a valuable resource to help coordinate shoreline cleanup assessments and establish shoreline cleanup protocols.

## 6200 General Hierarchy of Response Priorities

The NCP establishes three priority levels for the dedication of emergency oil spill response resources:

- Protection of human health and safety,
- Protection of environmental resources, and
- Protection of economic resources.

Response protocols are also set in place to ensure the established priorities are met during an incident.

### 6201 Safety

As noted in the priorities outlined in the NCP, the health and safety of the responders and the general public are of primary importance. To ensure that this priority is successfully met each and every time, personnel involved in oil spill response activities must comply with all applicable worker health and safety laws and regulations. The primary federal safety regulations for responders are established by OSHA and can be found in [29 C.F.R. 1910.120](#); these set the safety standard for hazardous waste operations and emergency response (HAZWOPER). Incidents also may pose threats to those communities where the incident occurred, creating significant health safety threats which must be addressed as part of the response. For more details about the establishment of safety protocols for responders and how to safeguard public health during a response, please refer to the Site Safety Plan, Annex 4 and the Environmental Health Support Plan, Annex 5.

### **6202 Priority Identification and Protection Strategies**

Environmental resources at risk are identified in Section 9000, Environmentally and Economically Sensitive Areas, and in Section 10000. [Annex G](#) of the RRT-4 RCP may also be referenced. Additional resources maybe found at the following links:

- [Florida's Wildlife Contingency Plan for Oil Spill Response](#)
- The Natural Resource Trustee Annex, [Annex H](#) of the RRT-4 RCP

### **6203 Risk Assessment for Sensitive Area Prioritization**

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

- Stopping the Source,
- Containment,
- Cleanup,
- Recovery, and
- Protection of Sensitive Areas.

In a pollution event, sensitive area protection prioritization should be determined by three considerations: (1) which sites are at risk (how soon the oil product will get to each sensitive site); (2) the predefined hierarchy of protection priorities; and (3) the time and response resources available to implement a specified protection strategy. Responders should not assume that sensitive locales equidistant from the source of a spill are at equal risk from the oil.

For the purpose of prioritization, “risk” is defined as “the probability of discharged oil reaching the vicinity of a sensitive site of concern.” This means that the urgency to protect key resources is first determined by the likelihood that it will be impacted in the near future and mobilization time for requisite response staff and equipment (can the sites at risk be protected by available resources before oil arrives?). If the sites are too numerous to protect with the response resources available within projected times of impact, then triage of protection follows as the prescribed general hierarchy as identified for a specific area in the GRSs/GRPs.

### **6204 Environmentally Sensitive Areas**

During a response, all of the appropriate environmentally sensitive areas will be referenced and a determination will be made as to which areas will be directly affected, which areas could potentially be affected, and which areas have no threat of being affected. The previously referenced GRSs/GRPs can be used for guidance, taking into account any special response considerations that will need to be addressed. Additionally, when threatened and endangered species, designated critical habitats, or historical/cultural properties may be affected by response actions, consultations with the appropriate agencies must be initiated. Specific guidelines and requirements for environmentally and economically sensitive resources, to include wildlife rescue and recovery, can be found in Section 10000 of this plan.

### **6205 Wildlife Rescue & Recovery**

The protection, rescue, and recovery of impacted wildlife during a response requires close coordination with those individuals and entities which have the expertise, authority, and equipment to safely and successfully execute it. This complex and high visibility operation is conducted by the Wildlife Branch within a Unified Command structure. The Wildlife Response Plan was developed to outline the policy and procedures for Wildlife Branch operations. Additionally, it



lays out the activation criteria and factors to consider when developing wildlife response and recovery actions as well as the organizational infrastructure needed for these operations.

The [Florida's Wildlife Contingency Plan for Oil Spill Response](#) was developed by the USCG, FWC, USFWS, FDEP, and NOAA. This plan is part of the RRT-4 RCP and is also designed to function as a stand-alone document and contains a template to build a spill-specific Wildlife Response Plan.

### **6206 Aligning Natural Resource Damage Assessment (NRDA) with Response**

Under OPA and CERCLA and various state statutes, Responsible Parties (RPs) are liable for damages for injury to, destruction of, loss of, or loss of use of, natural resources from a hazardous substance release or oil discharge as well as damages from the response to the release or discharge (or substantial threat of discharge/release). The measure of damages includes the cost to restore, rehabilitate, replace, or acquire the equivalent of the injured natural resource; the decline in value of resources pending restoration; and the reasonable cost of assessing the damages. Designated federal, state, and tribal natural resource trustees (Natural Resource Trustees) are responsible for assessing damages through the Natural Resource Damage Assessment (NRDA) process.

As described by the U.S. Coast Guard Incident Management Handbook (2014) (IMH), NRDA activities generally do not occur within the structure, processes, and control of the Incident Command System (ICS). However, given that NRDA activities usually overlap with those of the response, a plan for coordination and cooperation between the two efforts is necessary. For details about the necessary communication and coordination methods to be implemented when NRDA and response activities are simultaneously taking place during a spill incident, please refer to the Coordinating Natural Resource Damage Assessment (NRDA) with Response, [Site Profile - RRT IV Plans, Policies and Guidance - NRT](#) of the RRT-4 RCP.

### **6300 National Incident Management System (NIMS)**

The NE and E Central AC will manage spill incidents in accordance with the NIMS version of the Incident Command System (ICS). The [Coast Guard Incident Management Handbook \(IMH\)](#) is designed to assist Coast Guard personnel in the use of the NIMS ICS during response operations and planned events. This handbook outlines specific details related to NIMS ICS, including position job aids, forms, and other information to guide responders during an event. Brief discussion of a few NIMS ICS concepts are included below, and a link to the handbook may be found in Section 11000, Planning and Response Tools.

#### **6301 Unified Command (UC)**

When appropriate, a UC shall be established consisting of, at a minimum, the FOSC, the SOSC, and the RP's Incident Commander (IC). The UC can be established "virtually" as deemed necessary. The UC structure allows for a coordinated response effort, which takes into account the federal, state, local, and RP concerns and interests when implementing the response strategy. A UC establishes a forum for open, frank discussions on problems that must be addressed by the parties with primary responsibility for response operations. **Note:** NIMS ICS also provides for local and/or tribal representation within the UC. As such and at a minimum, consideration should be given to expand the UC to accommodate local and/or tribal interest during a particular response.

### **6301.1 FOSC Decision Authority**

The FOSC has the ultimate authority in a response operation and will only exert this authority, consistent with the [NCP](#), if the other members of the unified command are not present or are unable to reach consensus quickly.

### **6301.2 Responsible Party**

Each responsible party for a vessel or a facility from which oil is discharged, or which poses a substantial threat of a discharge, into or upon the navigable waters, adjoining shorelines, or the Exclusive Economic Zone of the United States, is liable for the removal costs and damages specified in OPA. Any removal activity undertaken by a responsible party must be consistent with the provisions of the [NCP](#), the Regional Contingency Plan ([RCP](#)), this ACP, and the applicable vessel or facility response plan required by OPA. If directed by the UC at any time during removal activities, the responsible party must act accordingly. Specific responsibilities and requirements for the responsible party during a pollution incident can be found in the [NCP](#), [33 C.F.R. 154 Subpart F](#), and [33 C.F.R. 155 Subpart D](#).

### **6301.3 Common Operating Picture (COP)**

The COP provides visual up-to-date response information so the UC can make informed decisions on the effectiveness of response strategies and future operations. The Coast Guard has adopted NOAA's Environmental Response Management Application ([ERMA](#)) as the platform to display a COP during a response. ERMA is a viewer that pulls real-time and static data to display a single interactive map. Generally speaking, RPs will provide their own COP, but ERMA can be used in conjunction with other platforms to make it easy for users to visualize an active environmental situation or long-term case assessment. **Note:** Internet Explorer is not compatible with ERMA; please use Google Chrome or Microsoft Edge.

### **6302 Incident Command Post**

When a UC is established – beyond a “virtual UC” -- to manage a multi-day response, an Incident Command Post (ICP) shall be established as near as practicable to the spill site. All responders (federal, state, tribal, local, and private) should be incorporated into the response organization at the appropriate level. A list of potential pre-identified ICPs can be found in the Contact Spreadsheet, Annex 2.

### **6303 Public Information**

Considering the high level of environmental awareness in many communities, any pollution incident is likely to generate interest from the public and the media. The public's perception of a response's success or failure is often determined early on in the response; this makes the need to provide the public with timely, accurate information critical. For smaller responses these efforts can be managed by a Public Information Officer or appropriate Branch Chief; however, large, more complex events will require the establishment of a Joint Information Center (JIC) to manage information access and flow. For more information, please refer to the [National Response Team's \(NRT\) Joint Information Center](#) guidelines.

## **6400 Oil Spill Containment, Recovery and Cleanup**

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



### **6401 Containment**

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

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

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

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

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

### **6402 Shoreline Protection Options**

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

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

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

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

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

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

Occasionally, dikes and dams have been used across a channel to contain the oil within a portion of marsh in order to prevent widespread contamination of other resources. Dikes and dams are not practical when currents are great, waters are deep, and waves are large. Also, beaches with abundant sand are generally the most suitable for building dikes and dams. Berms can be built above the active beach face to prevent oil contamination of high beach during spring tides. Alternative strategies should be prepared and the necessary supplies and equipment in place should a berm, dike, or dam fail.

### **6403 On-Water Recovery**

#### **6403.1 Open Water**

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

Vessels of Opportunity (VOO), such as fishing vessels, may be used to deploy or tow boom and, depending on the size of the vessel, may be equipped with skimming equipment. VOOs need to have adequate deck space and lifting cranes to carry the necessary equipment.

#### **6403.2 Near-shore/Shallow Water**

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

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

### **6403.3 High Current Environments**

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

To be successful, most containment and skimming systems must encounter oil at speeds of less than one knot. Typically, skimmers are operated in conjunction with containment boom. If oil encounters the boom/skimming system with a perpendicular velocity greater than 0.7 knots, the oil will carry under the boom and be lost. Therefore, the most important consideration for skimming in high currents is to keep the speed of the skimming system below one knot relative to the water's surface.

As a basic example: A skimmer pointed upstream in a 5-knot current would actually be proceeding downstream or backwards at four knots to keep its velocity relative to the water's surface at one knot. Gauging a skimmer's velocity relative to the water's surface can be somewhat difficult. Often the most reliable method is for the skimmer operator to closely monitor the skimming system. They should look for signs of oil entrainment as well as ensuring the integrity of the containment system. As current speeds change, so must the speed of the skimmer. The skimmer monitoring can be aided by using an aerial asset (helicopter, plane, or drone) with an observer. The observer can tell if oil is being lost by the skimmer as well as direct the skimmer to the best skimming location. Boom is often deployed in front of the skimmer forming a V thus directing oil into the skimmer. The practice increases the area being covered by the skimmer. Ideally this V should be as wide as possible. In high currents, as the V width is increased, the speed of the oil encountering the boom perpendicularly is increased.

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

### **6404 Non-floating Oil Recovery and Protection**

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

The recovery of sunken oil has proven to be very difficult and expensive because the oil is usually widely dispersed. Several of the most widely used recovery methods are manual removal, pump and vacuum systems, nets and trawls, dredging, and onshore recovery. Additional information is available in the Unconventional Oil Response Plan, [Annex 11](#). (Currently under development).

### **6405 Shore-side Recovery and Natural Collection Points**

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

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

Oil is a substance that spreads primarily in two dimensions on the water's surface while water moves in three dimensions; oil will spread thin, but it will also accumulate at predictable locales; it will accumulate wherever water has downward currents: such as tide rips along mud flats, and at windward coves. Responders are encouraged to also consider barge staging areas in the vicinity of a response for collection/pocketing of oil.

### **6406 Shoreline Cleanup**

While skimming and recovery operations are being conducted, concurrent cleanup efforts will need to be taken to address the impacts resulting from an oil spill's contact with shorelines, man-made infrastructure, areas of vegetation, vessels, etc. The appropriate cleanup technique required will vary greatly and primarily depend upon the type of oil spilled, the degree of contamination, the sensitivity of the area and its economic or ecological importance and the ability to conduct the cleanup without causing further damage or trauma.

Following an oil spill's impact to a shoreline, an FOSC will need to identify those areas requiring treatment, establish cleanup priorities, and monitor the effectiveness and impact as a cleanup progresses. The information gathered during the surveys described in Section 6102, and decision-making tools provided in Annex 1 can assist the FOSC in selecting the most appropriate cleanup method(s) based on the kind of oil spilled and the type of shoreline habitat impacted. While evaluating cleanup options, an FOSC may determine that the use of a burning agent chemical countermeasure in support of the In-Situ Burn (ISB) technique provides the greatest net environmental benefit. For more information on the policy, procedures and checklists for burning agent use in support of the ISB technique within the Region 4 coastal zone (out to 3 miles offshore) please refer to the RRT-4 In-Situ Burn Policy, [Annex J](#) of the RRT-4 RCP.

For hard surface man-made areas impacted by a spill (sea walls, pier faces, rip rap, vessel hulls, etc.), evaluation of the options for removing the oil require the same care and consideration as naturally occurring areas of the environment. The challenges posed by the cleanup of these areas can be compounded by economic pressures as well as environmental, making the issue of a timely cleanup all the more urgent. In addition to having some of the same techniques available for the cleanup of a shoreline (manual removal, low/high pressure washing, passive use of sorbents, etc.), an FOSC may determine that use of a Surface Washing Agent (SWA) chemical countermeasure may be appropriate. For more information on the policy, procedures and checklists for SWA use within the Region 4 coastal zone please refer to the RRT-4 Surface Washing Agent (SWAs) policy, [Annex J](#) of the RRT-4 RCP.

### **6407 Decontamination**

Decontamination is the process of removing or neutralizing contaminants that have accumulated on personnel and equipment during an oil spill response. Effective decontamination procedures protect responders from having unnecessary contact with oil that contaminates and permeates the

protective clothing, respiratory equipment, tools, vehicles, and other equipment used during the response. It also protects people and the environment by minimizing the transfer of oil into clean areas of the response site and prevents the uncontrolled transportation of contaminants from the site into a community.

A decontamination plan should be developed (as part of the Site Safety Plan) and set up before any personnel or equipment may enter areas where the oil recovery or cleanup is taking place. The decontamination plan should at a minimum:

- Determine the number and layout of decontamination stations;
- Determine the decontamination equipment needed;
- Determine appropriate decontamination methods;
- Establish procedures to prevent contamination of clean areas;
- Establish methods and procedures to minimize responder contact with oil during the removal of personal protective clothing and equipment (PPE), and;
- Establish methods for disposing of clothing and equipment that are not completely decontaminated.

For more information about recommended decontamination procedures and practices please refer to the [Occupational Safety and Health Administration \(OSHA\) Decontamination Site](#).

#### **6408 Disposal**

During the course of any response involving the collection and removal of oil, it becomes necessary to address the proper disposal of those materials which were contaminated by oil. The Resource Conservation and Recovery Act (RCRA), also known as the Solid Waste Disposal Act, addresses this issue. RCRA directs that the generation of hazardous waste is to be reduced or eliminated as expeditiously as possible and that when it is generated, it be treated, stored, or disposed of to minimize the threat to human health and to the environment. In order to ensure the proper disposal of materials contaminated by hydrocarbons in accordance with all regulations (local, state, federal), please refer to the Disposal Plan, [Annex 6b](#).

#### **6409 Terminating Cleanup Operations**

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

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

Cleanup may normally be terminated when the following conditions exist:

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

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

**Note:** Per [40 C.F.R. 300.320\(a\)\(5\)\(b\)](#), removal shall be considered complete when so determined by the FOSC in consultation with the Governor(s) of the affected state(s).

## 6500 Hazardous Substance Response

### 6501 Introduction

This segment of the ACP provides general guidelines for initial response actions necessary to abate, contain, control and remove the released substance and describes some of the unique issues associated with a hazardous substance release. Hazardous substance response is outlined within Subpart E of the NCP, 40 C.F.R. 300.400. Subpart E establishes methods and criteria for determining the appropriate extent of response authorized by CERCLA and CWA Section 311(c). These include:

- When there is a release of a hazardous substance into the environment; or
- When there is a release into the environment of any pollutant or contaminate that may present an imminent and substantial danger to the public of the United States.

The release of hazardous substances is unique compared to an oil spill in that hazardous substances have a greater potential to impact human health. In general, oil spills are of great concern due to their potential to cause long-term damage to the environment. However, oil spills do not routinely pose an immediate threat to human life. On the contrary, hazardous substance releases can pose an immediate danger to humans when released in even the smallest quantities.

The definition of a hazardous substance is: Any substance designated as such by the administrator of the EPA pursuant to the CERCLA (42 U.S.C. Sec. 9601 et seq.), regulated pursuant to Section 311(c) of the federal CWA (33 U.S.C. Sec. 1321 et seq.), or designated by the Florida Department of Environmental Protection.

The definition of harmful quantity is: A quantity of a hazardous substance the release of which is determined to be harmful to the environment or public health or welfare or may reasonably be anticipated to present an imminent and substantial danger to the public health or welfare by the Administrator of the EPA pursuant to federal law and by FL DEP.

The Sector Jacksonville AOR is also home to the dynamic and rapidly changing commercial space industry. A large majority of the domestic rocket launches are conducted at the Cape Canaveral Space Force Station. Almost every rocket and space vehicle uses a host of different hazardous substances for propellant. These fuels are present in large amounts for both launch and re-entry operations. More information on unconventional/hazardous substances responses, specifically with space operations, see Annex 11 (Currently under development).

More information on area specific Hazardous Substance response can be found in [Annex 8](#).

### 6502 Environmental Support to the FOSC

In the event of a Spill of National Significance or pollution incident which poses a threat to public health, local, state, and national health, public officials shall be notified. For more information about environmental support available to the FOSC, please refer to [Annex 5](#).



### **6503 Florida Department of Environmental Protection**

It is the policy of the State to assist the Federal On-Scene Coordinator in response to pollutant spills in Florida. No state funds shall be expended for the removal of a coastal pollutant until federal funds have been used to the maximum extent possible or until federal authorities have declined to expend federal funds in a cleanup efforts. It is the policy of the State to respond immediately to all oil spills, control the source of any oil spill, and to contain any discharge to the maximum extent possible.

Mechanical and other physical control methods shall be the preferred method for removal of oil from the environment with subsequent proper disposal. The option of taking no mitigating actions should be considered when such actions would cause greater environmental damage than the spilled oil alone. The use of oil spill cleanup agents shall be subject to the Secretary of FDEP's best judgment and coordinator with federal OSC and EPA representatives to the RRT.

Whenever it is determined the responsible party for the discharge is taking adequate action to remove and mitigate its effects, the principle thrust of the state is to observe, monitor, and provide advice and counsel, as necessary. The FOSC or FDEOP will take steps to access the applicable state or federal fund to ensure adequate cleanup whenever they determine the responsible party for the discharge was unknown, did not act promptly, take proper and appropriate actions to contain, clean up, and dispose of the oil or oily debris, or the total cleanup cost are beyond those expected to the borne by the responsible party. In addition, the responsible party must also protect the environment and adhere to safety practices.

The [Florida Fish and Wildlife Conservation Commission](#) (FWC) is a state trustee for fish, wildlife, and habitats that may be affected by pollutant spills. Per Florida Statute 379.224 and the memorandum of agreement relating to Fish and Wildlife Research Institute, FWC provides technical support and response for oil spills, ship groundings, major marine species die-offs, hazardous spills, and natural disasters. Per Florida Statute 376.121(8), the FWC shall assist the FDEP in the assessment of damages to wildlife impacted by pollutant discharges.

The [State Watch Office](#) is the state of Florida's emergency notification center. The State Watch Office can contact the appropriate FDEP office and other emergency responders in the event of an emergency.

The [State Emergency Response Commission](#) (SERC) is responsible for implementing the federal Emergency Planning and Community Right-To-Know Act (EPCRA) provisions in Florida. The SERC, along with the LEPCs, work to mitigate the effects of a release or spill of hazardous materials by collecting data on the storage of hazardous chemicals above planning quantities. The Technological Hazards Section at the Florida Division of Emergency Management provides programmatic support for the SERC.

Coordination with this group can be accomplished through the Florida Division of Emergency Management.

**Georgia:**

Under provisions of Article 3, Section 38-3-22, of the Georgia Emergency Management Act of 1981, as amended, the Governor has the authority to activate and implement all or selected response actions of State and local emergency plans and may delegate this authority to the Director of Emergency Management in advance of any emergency or disaster declaration. Camden County is the only county in Georgia that is in the Sector Jacksonville area of responsibility.

It is the policy of the State of Georgia to be prepared within its resources to deal with any emergency or disaster resulting from natural or man-made causes. Emergency functions and services of the State will be maintained in a high state of readiness to protect and save lives, prevent or minimize damage to property, and provide for the benefit of all citizens who are threatened by an emergency, or who become victims of any disaster or catastrophe. Further, it is the policy of the State to provide emergency services assistance to local governments upon request and the determination that local capability is insufficient to cope with the situation or that resources have been expended. These services shall be coordinated to the maximum extent with comparable activities of other local governments, other states, the federal government, and private agencies of every type. The Governor shall determine the level and duration of State commitment of resources at the time of each specific request or disaster situation and prior to any declaration or request for Federal assistance.

Parties responsible for oil spills or hazardous material releases are required to make notification to the Georgia Department of Natural Resources (GDNR). The responsible party is also responsible for cleanup of the spill or release and all associated costs.

## **6600 Funding**

### **6601 Oil Spill Response Funding**

The Oil Spill Liability Trust Fund (OSLTF) is a billion-dollar fund established as a funding source to pay removal costs and damages resulting from oil spills or substantial threats of oil spills to navigable waters of the United States. The OSLTF is used for costs not directly paid by the responsible party (RP). The fund is also used to pay costs to respond to “mystery spills,” for which the source has not been identified. The OSLTF was established by Section 311(k) of the Federal Water Pollution Control Act (FWPCA) and is administered by the U.S. Coast Guard’s National Pollution Funds Center (NPFC). In the event of an oil spill, an FOSC, state, claimant, or trustee can obtain access to these federal funds through the processes outlined in the following sections.

### **6602 HAZMAT Pollution Response Funding**

An MOU between the USCG and Environmental Protection Agency (EPA) authorizes the USCG to access the Hazardous Substance Trust Fund (Superfund) when it undertakes response activities pursuant to the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). A USCG FOSC has the authority to approve the expenditure of these funds to prevent or mitigate immediate and significant harm to human life or health or to the environment from the release or potential release of hazardous substances. The process through which a USCG FOSC accesses these funds is outlined below (FOSC Access to the Federal Funds). The NPFC is responsible for the administration of the USCG’s portion of the Superfund, while the EPA retains overall responsibility for the fund’s general administration.

### **6603 FOSC Access to Federal Funds**

When federal actions are authorized by the Clean Water Act or CERCLA, the OSLTF or the Superfund, respectively, may be accessed to fund them. A USCG FOSC uses the NPFC's Ceiling and Number Assignment Processing System (CANAPS) to establish and manage a Funding Project Number (FPN) for an oil spill or a CERCLA Project Number (CPN) for a HAZMAT incident. These lines of accounting provide the funding necessary to carry out the FOSC's response actions. The NPFC works with the USCG's Finance Center (FINCEN) to create the accounting line and directly coordinates with the FOSC to ensure that the funds are utilized and accounted for appropriately. For specific guidance regarding the administration of a FPN or a CPN, refer to the "Procedures for Accessing the Funds" as well as the "CANAPS User Guide" in the [NPFC User Reference Guide](#).

### **6604 Funding Authorizations for Other Agencies**

Federal, state, local, and tribal governments assisting the FOSC during a response may receive reimbursable funding through a Pollution Removal Funding Authorization (PRFA). The NPFC can be consulted regarding PRFAs, but authorization to establish and use this funding source is provided by the FOSC. The decision to use another agency to help in the response must be documented in writing (to include what is required and why it is needed) and should be agreed to and signed by both the RP and FOSC. After the PRFA has been approved by the FOSC, the other agency is required to follow the same cost documentation procedures used by the FOSC. If additional or an increase in funding is required, the request must be made to the FOSC. For more information about PRFAs please refer to [NPFC User Reference Guide](#).

### **6605 State Access to the OSLTF for Immediate Removal or Prevention Costs**

OPA allows state Governors to request payment of up to \$250,000 from the OSLTF for removal costs required for the immediate removal of a discharge of oil, or prevention of a substantial threat of a discharge of oil. Requests are made directly to the FOSC who will determine eligibility. If a state anticipates the need to access the OSLTF, they must submit a request which shall include the person's name, title, address, telephone number, and the capacity in which they are employed. FOSCs will provide initial coordination of the request and subsequent coordination and oversight. For more information about a state's access to the OSLTF please refer to [Technical Operating Procedures for State Access to the OSLTF](#).

### **6606 Trustee Access to the OSLTF**

OPA provides access to the OSLTF by Trustees for the purpose of conducting a Natural Resource Damage Assessment (NRDA). Executive Order 12777 introduced the concept of a Federal Lead Administrative Trustee (FLAT) in an effort to provide a focal point for addressing natural resource issues associated with a specific incident. The NPFC will only accept requests for initiation of a NRDA from, and normally work directly with, the designated FLAT. For purposes of requests for initial funding for a NRDA, State and Tribal Trustees must work through a FLAT. When a request for a NRDA has been made, the NPFC Natural Resource Damage Claims Division will then assign a claims manager to coordinate the approval process. Together, the NPFC Natural Resource Damage Claims Manager and the FLAT will execute a request and authorization for obligation of funds through an Inter- Agency Agreement (IAA). For more information about the process of initiating a Natural Resource Damage Assessment (NRDA) and for the regulations and procedures for making a natural resource damage (NRD) claim please refer to [NPFC Natural Resource Damage Claims](#).

### **6607 Local and Tribal Government Access to the Superfund**

Local and federally recognized tribal governments may request reimbursement of cost to carry out temporary measures to protect human health and the environment without a contract or cooperative agreement. All costs for which local governments are seeking reimbursement must be consistent with the NCP and Federal cost principles outlined by the Office of Management and Budget. Reimbursements are limited to \$25,000 per hazardous substance response. In addition, reimbursement must not supplement local government funds normally provided for emergency response. States are not eligible for reimbursement from the Superfund and no state may request reimbursement on behalf of political subdivisions within the state.

The EPA will make all decisions regarding recovery of expenditures from the Superfund. All agencies expending Superfund money must submit an itemized account of all funds expended in accordance with provisions of contracts, Interagency Agreements (IAA), or Cooperative Agreements with EPA. These agreements must be in place prior to the expenditure of funds. For more information on the Local Government Reimbursement (LGR) program please refer to [EPA Local Government Reimbursement Program](#).

### **6608 Military Interdepartmental Purchase Request**

When an FOSC makes the determination that a DoD asset or DoD resources are necessary to conduct a response (i.e., SUPSALV), a Military Interdepartmental Purchase Request (MIPR), vice a PRFA, must be established. For more information about establishing a MIFR please refer to [NPFC Technical Operating Procedures - Chap 5 \(MIPR\)](#).

## **6700 Documentation and Cost Recovery**

### **6701 National Contingency Plan (NCP) Documentation Requirements**

Maintaining a thorough and complete record of response actions and expenditures is a critical element to any successful response. Keeping a thorough record aids in the recovery of costs and can be used to generate best management practices and lessons learned as well as support the restoration of natural resource injuries. The NCP outlines broad documentation and cost recovery requirements and can be found in [40 C.F.R. 300.315](#). During significant and protracted pollution responses, the FOSC is encouraged to mobilize one of the USCG's Type 1 Documentation Unit Leaders to oversee all facets of incident-related documentation. An ICS Form 207 with Type 1 Documentation Unit Leaders is provided in [Annex 2a](#).

### **6702 Cost Documentation Procedures**

Costs generated against the fund during a response will be paid by the NPFC through the line of accounting established by the FPN or CPN. Upon completion of the response, the NPFC will seek to recover those costs from the RP. Only through careful documentation of those costs and expenditures is cost recovery possible; this makes maintaining a detailed cost documentation process a critical part of any response. For specific information on cost documentation requirements and cost recovery procedures, please refer to the [NPFC Technical Operating Procedures for Incident and Cost Documentation](#).

### **6703 NPFC User Reference Guide**

The NPFC User Reference Guide is designed to serve as a reference tool during an oil discharge or hazardous substance release when the Federal On-Scene Coordinator (FOSC) is providing oversight or conducting response operations under the NCP. This guide includes all relevant Federal regulations, technical operating procedures (TOPs), forms and sample letters, and other

documentation designed to make funding of recovery operations and the recovery of Federal expenditures as efficient and easy as possible. This guide is available to all interested parties and can be found at: [NPFC User Reference Guide](#).

## 6800 Oil Spill Claims

### 6801 Claims to the OSLTF

Claimants (individuals, corporations, and government entities) can submit claims for uncompensated removal costs or certain damages caused by an oil spill (as listed below) to the OSLTF, administrated by the NPFC, if the Responsible Party for the discharge does not satisfy their claim. The NPFC adjudicates claims and pays those with merit.

The Responsible Party can submit claims to the NPFC provided that:

- The total of all response costs and damage claims exceeds the Responsible Party's statutory limit of liability; or
- The spill was solely caused by a third party, an Act of God, or an Act of War.

The categories of uncompensated losses covered by the OSLTF are:

- Removal costs,
- Real or personal property damages,
- Loss of profits or earning capacity,
- Loss of subsistence,
- Loss of government revenues,
- Cost of increases public services, and
- Damages to natural resources.

Generally, claims for all costs and damages resulting from an oil pollution incident must be presented first to the Responsible Party or its guarantor. For more information about the claims process, please refer to the [NPFC Claimant Guide](#).

#### 6801.1 NOAA Damage Assessment Procedures

NOAA published a final rule to guide Trustees in assessing damages to natural resources from discharges of oil. The rule provides a blueprint that enables Natural Resource Trustees to focus on significant environmental injuries, to plan and implement efficient and effective restoration of the injured natural resources and services, and to encourage public and responsible party involvement in the restoration process.

Under the rule, the NRDA process is divided into three phases:

- Pre-assessment: The trustees evaluate injury and determine whether they have the authority to pursue restoration and if it is appropriate to do so;
- Restoration Planning: The trustees evaluate and quantify potential injuries and use that information to determine the appropriate type and scale of restoration actions; and
- Restoration Implementation: The trustees and/or responsible parties implement restoration, including monitoring and corrective actions.

This process is designed to rapidly restore injured natural resources and services to the condition that would have existed had the spill not occurred and to compensate the public for the losses



experienced from the date of the spill until the affected natural resources and services have been recovered. For more information about this process please refer to [NOAA NRDA Process](#).

## 7000 Response Resources

The Oil Pollution Act of 1990 (OPA) amended the Federal Water Pollution Control Act (FWPCA) to require the preparation and submission of response plans by the owners or operators of certain oil-handling facilities and for certain oil-carrying tank and non-tank vessels (referred to here as plan holders). These plan holders are required to submit response plans which identify and ensure either by contract or other approved means (i.e., Letter of Intent), the availability of response resources (i.e., personnel and equipment) necessary to remove a worst case discharge (WCD), including a discharge resulting from fire or explosion, and to mitigate or prevent a substantial threat of such a discharge. Additional response resources for marine firefighting and salvage are identified in Annex 9 (Currently under development) .

## 7100 Oil Spill Removal Organizations (OSROs) and Equipment

### 7101 OSRO Classification Program

The U.S. Coast Guard created the voluntary OSRO classification program so that plan holders could simply list OSROs in their response plans rather than providing an extensive, detailed list of response resources. If an OSRO is *classified* by the U.S. Coast Guard, it means their capacity has been determined to be equal to, or greater than, the response capability necessary to ensure plan holder compliance with the statutory requirements. A more in-depth discussion of the classification program can be found here: [USCG OSRO Guidelines](#).

### 7102 Response Resource Inventory (RRI) database

As part of maintaining their classification, OSROs must provide detailed lists of their response resources to the Response Resource Inventory (RRI) database. The National Strike Force Coordination Center (NSFCC) administers this database, along with the OSRO classification program. The RRI database is the backbone of the classification program and its capabilities are two-fold: a classification element and an inventory function. The classification element of the RRI database complements the Facility Response Plan and Vessel Response Plan development and review processes by systematically classifying OSROs' response capabilities to meet the plan holders' response capability requirements. An OSRO's classification levels (Maximum Most Probable Discharge and Worst Case Discharge Tiers 1, 2 & 3) are based on its ability to meet time delivery requirements for containment boom, temporary storage capacity and skimmer capacity. Once entered into the system by the OSRO, the RRI database translates the information into an estimated daily recovery capacity (EDRC) that determines an OSRO's level of classification for each of the six various operating areas (Rivers/Canals, Great Lakes, Inland, Nearshore, Offshore, and Open Ocean) in a particular COTP zone.

The inventory function of the RRI database makes a great deal of information available to response and contingency planning personnel; it not only outlines the locations and amount of "core equipment" (boom, skimmers, temporary storage), but includes other important support equipment including vessels, dispersant application platforms, aerial oil tracking capabilities and personnel. In order to access the inventory functions of the RRI database, administrator login privileges are required. These privileges are issued by the NSFCC and are limited to members of the U.S. Coast Guard and those OSRO members designated by their company to maintain the equipment



inventory. To make a request for administrative login privileges, contact the NSFCC at: [Contact NSFCC for RRI Administrative Access](#).

### **7103 Classified OSRO listings for the Sector Jacksonville COTP Zone**

The NSFCC maintains a portion of the RRI database that allows all interested parties (no administrative access required) open access to reports about a company's Mechanical, Dispersant, Marine Fighting and Salvage and Non-Floating Oil classifications. This site also provides a point of contact report (listed by name/company number) for all the OSROs in the United States. The mechanical classification reports can be viewed by company name, by USCG District, or by COTP zone and outline which operating environments the classification has been granted (Rivers/Canals, Nearshore, Open Ocean, Inland, etc.) and for which volume of discharge. To see which OSROs are classified within the Sector Jacksonville COTP zone, please refer to: [RRI Classification and POC Reports site](#).

### **7104 Basic Ordering Agreements (BOAs)**

The U.S. Coast Guard's Director of Operations Logistics (DOL), Office of Procurement and Contracting (DOL-9) Contingency and Emergency Support Division (DOL-92) maintains a list of pre-established emergency response contracts known as BOAs. These contracts are established with OSROs around the country and are available for use at any time by a USCG Federal On-Scene Coordinator (FOSC). DOL-92 negotiates the terms and rates of these contracts ahead of time, enabling an OSRO to be quickly hired to provide pollution response services when the FOSC needs to conduct oil removal or hazardous substance response operations under the National Contingency Plan. While an FOSC always has the option to exercise a BOA contract, this does not preclude the hiring or contracting of a non-BOA pollution response service provider should the FOSC deem it necessary. DOL-92 contracting officers are available 24/7 to support the FOSC.

### **7105 Oil Spill Response Cooperatives and Consortiums**

There are numerous industry-funded major oil spill response cooperatives and consortiums in the United States today. Unlike a classified OSRO which is hired by a single plan holder to ensure compliance with statutory requirements, these organizations are formed to provide pollution response services to companies from the oil and gas industry which elect to become members and pay for the coverage or service. Each consortium or cooperative makes the decision about the type and quantity of equipment they offer to their member clients. This equipment is often highly specialized and tailored to serve a specific sector of the oil and gas industry (exploration and production, or transportation, for example) and allow them to meet worst case discharge planning standards. Some examples of cooperatives and consortiums that operate in the Atlantic Ocean include the following:

- [Jacksonville Spillage Control](#)
- [Oil Spill Response Limited](#)
- [Wild Well Control](#)

## 8000 Alternative Response Technologies

### 8100 Chemical Countermeasures

While mechanical recovery (e.g., booms, skimmers, etc.) will typically be the most widely used response option, there are several other tools available to mitigate oil spills. The NCP directs that Regional Response Teams (RRTs) and Area Committees address, as part of their planning activities, the desirability of using certain alternative response technologies when removing or controlling oil discharges. RRT-4 has developed several policy documents to address the approval and use of these chemical countermeasures. [Annex J](#) contains more information on the use of Dispersants, In-Situ Burning, Shoreline Cleaners, Solidifiers, and Ballast Water Treatment

#### 8101 Dispersants

Dispersants are chemical agents (similar to soaps and detergents) that help break up an oil slick into very small droplets, sending them from the surface down into the water column. These agents are typically sprayed onto discharged oil by specially outfitted boats or aircraft. While dispersants don't remove the spilled material, they do allow the smaller dispersed particles of oil to be more easily biodegraded by the water's naturally occurring microbes. The application of this chemical countermeasure can be a critical element in preventing significant oiling of sensitive habitats during an oil spill response. Before a dispersant can be used, it must first be listed on the NCP Product Schedule (see Section 8104 of this document). Within RRT-4, the use of dispersants within the offshore environment has been preauthorized.

In some instances, oil discharges do not originate from sources on the surface, but rather from oil exploration, production, and/or transmission facilities located hundreds, and often thousands, of feet below them. These discharges can result from any number of casualties including loss of well control or loss of a pipeline's integrity. In cases such as these, dispersants can be injected directly into the flow at the oil discharge's source using the technique known as subsea dispersant injection (SSDI). By reducing oil droplet size at the source, SSDI reduces the amount of oil reaching the sea surface. This in turn, lowers the potential for oil to impact wildlife on the surface or to impact environmentally sensitive areas on the shore.

**Note:** Preauthorization extends only to the aerial and surface spray application of dispersants; SSDI is not preauthorized.

For the most up-to-date policy, procedures, and checklists when conducting a surface dispersant application operation in the offshore environment of the RRT-4 coastal zone (seaward starting from the ten-meter isobath or three nautical miles offshore, whichever is farthest) please refer to RRT-4 Dispersant Pre-Approval Guidelines and Checklist. For the most up-to-date policy, procedures, and checklists when conducting an operation in the nearshore environment of the RRT-4 coastal zone (seaward starting at the shoreline, but shoreward of the ten-meter isobath or three nautical miles offshore, whichever is farthest from shore – i.e., shoreward from the area of preauthorization) please refer to RRT-4 Nearshore Dispersant Guidelines and Checklists (Expedited Approval Process).

#### 8102 Burning Agents (In-Situ Burn)

The word “in-situ” is the Latin term for “in-place.” An In-Situ Burn (ISB) refers to the initiation of a controlled burn of discharged oil as a means to mitigate the oil's harmful impacts. The fuels

to feed an ISB are provided by the vapors from the spilled oil and, for those spills with impacts inshore or on land, any other organic materials with which the oil may have come into contact. Often the source of ignition is insufficient to light the oil and start the burn; in these instances, FOSCs may decide to use burning agents to help start the burn. Burning agents are defined by the NCP as “...*those additives that, through chemical or physical means, improve the combustibility of the materials to which they are applied.*” Burning agents are not required to be included on the NCP Product Schedule. In RRT-4, burning agent use has been preauthorized within the offshore environment; the terms and conditions of this preauthorization may be found by using the above link to Annex J. Burning agent use has not preauthorized within the inshore/nearshore environment.

For the most up-to-date policy, procedures and checklists when conducting an in-situ burn operation in the Offshore Environment of the RRT-4 coastal zone (seaward starting three nautical miles offshore) please refer to RRT-4 In-Situ Burn Policy for the Offshore Environment of the RRT-4 RCP. For the most up-to-date policy, procedures and checklists when conducting an operation in the Inshore/Nearshore portion of the RRT-4 coastal zone (out to three nautical miles offshore) please refer to RRT-4 In-Situ Burn Policy, located within Annex J of the RRT-4 RCP.

### **8103 Surface Washing Agents (SWAs)**

SWAs are chemicals that are used to enhance oil removal from hard surfaces. They generally contain a mixture of a non-polar solvent and a surfactant. The solvent dissolves into the highly viscous or weathered oil to create a less viscous and somewhat uniform liquid oil or oily mixture. The surfactant reduces the interfacial tension between the liquid oil and the surface the oil has adhered to. Depending on environmental conditions and the combination of solvents and surfactants, the removed oil will either float or disperse. The latter may have a negative environmental impact, making SWAs with the “*lift and float*” characteristics generally preferable.

SWAs cannot be used unless they are listed on the NCP Product Schedule (see Section 8104 of this document). SWA use is preauthorized by RRT-4 for “*lift and float*” products only for locations pre-identified within the Area Contingency Plan. For the most up-to-date policy, procedures and checklists when using SWAs within the RRT-4 coastal zone please refer to RRT-4 Surface Washing Agents (SWAs) Policy, Annex J of the RRT-4 RCP.

### **8104 NCP Product Schedule**

Subpart J of the NCP directs the EPA to prepare a schedule of spill mitigating devices and substances that may be used to remove or control oil discharges; this is known as the NCP Product Schedule. The NCP Product Schedule lists the following types of products authorized for use on oil discharges: Dispersants, Surface Washing Agents, Surface Collecting Agents, Bioremediation Agents, and Miscellaneous Oil Spill Control Agents.

**Note:** Before any chemical countermeasure may be used, the FOSC must first seek RRT-4 approval through the consultation and concurrence process or have its use preauthorized. The only exception to this is when the FOSC uses the provision listed in [40 C.F.R. § 300.910\(d\)](#).

Per 40 C.F.R § 300.920(e), the listing of a product on the Product Schedule does not mean that EPA approves, recommends, licenses, certifies, or authorizes the use of the product on an oil discharge. The listing means only that data have been submitted to EPA as required by 40 C.F.R

§ 300.915. For the most current listing of approved substances for use, please refer to the [NCP Product Schedule](#).

## 8200 Monitoring and Evaluation of Alternative Response Technologies

### 8201 Special Monitoring of Applied Response Technologies (SMART)

The Special Monitoring of Applied Response Technologies (SMART) protocols are a set of cooperatively designed monitoring standards utilized when conducting In-Situ Burn or Dispersant operations. SMART establishes a monitoring system for the rapid collection and reporting of real-time, scientifically-based information, in order to assist the Unified Command (UC) with decision-making during In-Situ Burn or Dispersant operations. SMART recommends monitoring methods, equipment, personnel training, and command and control procedures that strike a balance between the operational demand for rapid response and the UC's need for feedback from the field.

### 8202 Dispersant Monitoring

When making a dispersant application, the UC needs to know whether the operation is effectively dispersing the oil or not. The SMART dispersant protocols are designed to provide the UC with real-time feedback on the efficacy of the dispersant application and consist of three different levels (or tiers) of monitoring. It should be noted that the SMART dispersant protocols may be useful for evaluating the dilution and transport of the dispersed oil, but they do not monitor the fate, effects, or impacts of the dispersed oil.

The three tiers of monitoring are Tier I, Tier II and Tier III:

- **Tier I** consists of visual observation by an observer to provide a general, qualitative assessment of a dispersant's effectiveness. Visual monitoring may also be enhanced by advanced sensing instruments such as infrared thermal imaging or other like devices. However, sometimes a dispersant's effectiveness is difficult to determine by visual observations alone.
- **Tier II** protocols employ a monitoring team to confirm the visual observations by taking water samples and running them through a fluorometric instrument while on-scene.
- **Tier III** follows Tier II procedures, but also collects information on the transport and dispersion of the oil in the water column. This level of monitoring can help to verify that the dispersed oil is diluting toward background levels. Tier III is simply an expanded monitoring role and may include monitoring at multiple depths, the use of a portable water laboratory, and/or additional water sampling. It also can be moved to a sensitive resource (such as near a coral reef system) as either a protection strategy or to monitor for evidence of exposure.

### 8203 In-Situ Burn (ISB) Monitoring

Air monitoring is an important component of any ISB operation. These measurements allow the FOSC to continuously evaluate air quality data, ensuring that human health and safety are safeguarded in real-time. Typical by-products from an in-situ burn include carbon dioxide, water vapor, soot (particulate matter), and other gaseous compounds. Of these, the soot, being comprised of very fine, carbon-based materials, is responsible for a smoke plume's dark/black appearance and pose the greatest inhalation hazard.

The SMART protocols for air monitoring are used when there is a concern that the public or response personnel may be exposed to the hazardous components of the burning oil's smoke. These monitoring operations are conducted by one or more teams, depending upon the size of the operation. Each monitoring team uses a real-time particulate monitor capable of detecting the small particulates emitted by the ISB (ten microns in diameter or smaller), a global positioning system, and other equipment required for collecting and documenting the data. Each monitoring instrument provides an instantaneous particulate concentration as well as the time-weighted average over the duration of the data collection. The readings are displayed on the instrument's screen and stored in its data logger. In addition, the SMART protocols direct that particulate concentrations be logged manually every few minutes by the monitoring team in a recorder data log.

Monitoring teams are deployed at designated areas of concern to determine ambient concentrations of particulates before the burn starts. During the burn, if the team's instruments detect high particulate concentrations or if the time weighted averages approach exceed pre-established levels, the information is passed to technical specialists within the UC for further review and possible action (i.e., personnel evacuation, termination of burn, etc.).

To review the complete set of SMART protocols for ISB and Dispersant operations, please refer to [Special Monitoring of Alternative Response Technologies \(SMART\)](#).

#### **8204 Alternative Response Tool Evaluation System (ARTES)**

While actively mitigating the effects of an oil discharge or, when engaging in the preparedness effort to do so, the FOSC has any number of mechanical or chemical countermeasures' use to consider. These responses or planning efforts can often generate interest within a local community, region, or even the nation. As this interest grows, members of the general public, companies or sectors of industry can feel compelled to approach the FOSC to offer their non-conventional service or idea to help the response or preparedness effort. In these instances, the FOSC may be requested to consider using a non-conventional alternative countermeasure (a method, device, or product that hasn't been or isn't typically used for spill response). To assess whether a proposed countermeasure could be a useful response tool, it's necessary to collect and quickly evaluate information about it.

To assist an FOSC in evaluating the efficacy of a non-conventional alternative countermeasure, a process known as the Alternative Response Tool Evaluation System (ARTES) was developed. The ARTES is designed to evaluate potential response tools on their technical merits against established, consistent criteria either during an actual incident or during pre-spill planning. Using a series of forms which examine a proposed response tool and document its properties, a designated team can rapidly evaluate it and provide feedback to the FOSC with a documented recommendation regarding its use.

Under the ARTES framework, when it has been determined that it would be appropriate for a product to be evaluated, a vendor or supplier will complete and submit the [Proposal Worksheet \(PWS\)](#); this form is designed to capture data about the product and once filled in, is provided to a review team for analysis and evaluation.

Once the vendor has filled out and submitted the PWS, it will then be reviewed by either one of two review teams depending upon whether the request for evaluation was being made during an actual spill response, or during a period of pre-spill planning. The Response Tool Subcommittee (RTS) will conduct the review during a pre-spill planning effort, and the Alternative Response Tool Team (ARTT) does so during an actual incident. To document their review and evaluation of the product and the PWS, the review team will complete a [Data Evaluation Worksheet \(DEW\)](#).

Once the evaluation has been completed and documented on the DEW, the review team then will formulate their recommendation and document it on the [Summary Evaluation Worksheet \(SEW\)](#). The SEW captures the team's recommendation of whether or not the proposed response tool should be used, and is provided to the FOSC as well as to the initiator of the evaluation request (vendor).

It should be noted that that the FOSC need not wait for the ARTES recommendation when deciding whether or not to use a response tool. The ARTES is designed to help assist in the decision-making process but does not limit or prevent an FOSC from using a product they deem necessary.

**Note:** Completion of the ARTES evaluation does not mean that a product is pre-approved, recommended, licensed, certified, or authorized for use during an incident.

## 9000 Environmentally and Economically Sensitive Areas

### 9100 Priority Protection Areas

Area Committees (ACs) are directed by OPA and the NCP to identify environmentally, socio-economic, and otherwise sensitive areas within their defined ACP planning area. These areas are often referred to as **priority protection areas**. ACs have broad latitude to develop specific criteria for identification. Response plans required by federal law or regulation associated oil exploration, production, transport, or storage, e.g., Oil Spill Response Plans, Vessel Response Plans, and Facility Response Plans must ensure maximum protection of Area Committee identified priority protection areas.

### 9200 Geographic Response Strategies (GRSs)/Plans (GRPs)

Once priority protection areas are identified and adopted, ACs have the flexibility to provide information that may be useful to ensure appropriate strategies are implemented during any oil removal operation. One methodology is often referred to as geographic response strategies (GRSs) or geographic response plans (GRPs).

Although GRSs/GRPs are developed and available for use during the planning and response phases, the IC/UC and OSROs must remain flexible and utilize on-scene initiative and their experience and competence in determining actual pollution mitigation “tactics” for a particular incident. GRSs/GRPs are developed using neutral weather conditions and mean-average tidal data and assume an incident response location. The scenarios for a pollution incident are nearly limitless; every spill is different and there are no absolutes. As a result, GRS/GRP locations should be reviewed and considered, but with the understanding that incident-specific mitigation tactics will likely be developed and executed on-scene. Factors such as current and projected winds, water currents/flows, tidal cycles, equipment limitations, bottom conditions, seasonal implications, exact incident location, potential hazards, and the type of oil can have a significant effect on any



proposed strategy and should be carefully considered. **If applicable, modifications to any preplanned strategies should be expected.**

**To access existing GRS/GRPs, please use the link below:**

[Oil Spill Planning and Emergency Response](#)

## **10000 Fish and Wildlife and Sensitive Environments Plan (FWSEP)**

### **10100 Purpose**

The National Contingency Plan (NCP) directs that Area Committees (ACs) incorporate an annex into their Area Contingency Plans (ACPs) which contains a Fish and Wildlife and Sensitive Environments Plan (FWSEP). The contents of this plan are designed to facilitate the coordinated and effective protection of fish and wildlife resources, their habitats, and other environmentally sensitive areas found within an AC's planning area.

### **10200 Scope**

In order to meet the provisions and requirements outlined by the NCP, this Fish and Wildlife and Sensitive Environments Plan will:

- Enable the identification and prioritization of resources at risk within the NE and E Central Florida planning area and outline the notification and consultation procedures with those resources' trustees and managers;
- Provide a mechanism during a spill which allows responders to establish protection priorities of resources at risk, evaluate and prioritize removal actions and/or countermeasure use, determine any environmental effects those removal actions and/or countermeasures may cause and identify ways to minimize them;
- Provide monitoring plans to evaluate response effectiveness in protecting the environment;
- Identify the guidance, capabilities, resources, and agency representatives needed to coordinate the protection, rescue, and rehabilitation of fish and wildlife;
- Identify the guidance, capabilities, resources, and agency representatives needed to protect historic sites and sensitive environments; and
- Evaluate its interface with Non-Federal Response Plans on issues affecting fish and wildlife, their habitat, and sensitive environments.

For more information, please refer to the Region 4 RCP Annexes:

- [Annex G](#): Sensitive Environmental and Economic Areas
- [Annex H](#): Natural Resource Trustees
- [Annex I](#): RCP/ACP Federal Permits Summary Table

## **10300 Environmental Consultation Requirements**

There are three environmental consultation categories:

- **Pre-spill consultation:** This is required for an Action Agency (USCG within the coastal zone) to engage the Services (USFWS and NMFS) on the potential affects for **all** potential response actions that may be implemented during the emergency response.
- **Emergency consultation:** Whenever an FOSC makes a determination that federal response actions may affect ESA-listed (threatened or endangered) species and/or designated Critical Habitat or may adversely affect EFH, the action agency (USCG within the coastal zone) shall initiate emergency consultation protocols as appropriate. The FOSC initiates this emergency consultation as soon as practicable, via email to the Services, after the response is initiated.
- **Post-response consultation:** For actions not covered by a pre-spill consultation that are used, or are considered for use during an emergency response, the FOSC must follow ESA and/or EFH emergency response procedures and complete ESA and/or EFH consultations in collaboration with the Services once the emergency phase of the response has ended.

Additionally, the following appendices are also applicable to Endangered Species Act (ESA), Essential Fish Habitat (EFH), and National Historic Preservation Act (NHPA) mandates:

- State Historic Preservation Office (SHPO) Notification, Coordination and Consultation (Federal/State of Florida Guidance), [Annex 7](#).
  - The Wildlife Response Plan, [Site Profile - RRT IV Plans, Policies and Guidance - NRT](#) of the RRT-4 RCP.
  - The all-inclusive FWSEP/WRP Contact Spreadsheet, see [Annex G](#) and [Annex H](#) of the RRT-4 RCP.
  - Endangered Species Act (ESA) and Essential Fish Habitat (EFH) Form (for emergency consultations, pre-spill consultations and post-response procedures), [Site Profile - RRT IV Plans, Policies and Guidance - NRT](#) of the RRT-4 RCP.
- All-inclusive Listed Species Spreadsheet, [Site Profile - RRT IV Plans, Policies and Guidance - NRT](#) of the RRT-4 RCP.

## 11000 Northeast and Eastern Central ACP Annexes

### 11100 Introduction

The ACP Annexes, contain Quick Response Cards (QRCs), checklists, and other necessary job aids and documents to assist emergency management preparedness specialists and response personnel; all items are “grab and go” for ease of use. In addition to this brief overview, the accompanying table provides a centralized list for the annexes to support personnel in planning for or responding to an oil discharge or hazardous substance release within the ACP planning area. To maximize efficiency, all annexes are hyperlinked and incorporated by reference into this ACP.

### 11200 Purpose

Incidents involving oil and hazardous substances require planning and response personnel to mobilize resources and develop objectives, strategies, and tactics to mitigate the impact to the community and environment.

To be successful in the mitigation of oil discharges and hazardous substance releases a thorough risk analysis of the AOR must take place well in advance of an incident. Additionally, site safety,

public health and safety concerns, certain response protocols, and specific guidance for specialized responses should be identified and tailored to the area in which incidents will occur.

## 11300 Scope

In the accompanying table, you will find annexes developed and maintained by the NE and E Central AC. This list can expand or contract as necessary to meet the needs of local planners and responders.

Each annex in the table is hyperlinked to Sector Jacksonville Homeport site where they are housed. If you encounter trouble using the links provided, it is recommended that you right click on the link, edit hyperlink and copy and paste the Uniform Resource Locator (URL) into your browser to access the website.

The following table contains the List of Annexes for the ACP:

| Table 5: List of Annexes |   |
|--------------------------|---|
| Annex                    | Title   |
| <a href="#">Annex 1</a>  | Risk Analysis: Shoreline Cleanup Methods                        |
| <a href="#">Annex 1a</a> | Risk Analysis: Area Planning Scenarios                          |
| <a href="#">Annex 1b</a> | Risk Analysis: Places of Refuge Policy                          |
| <a href="#">Annex 2</a>  | Contact Spreadsheet   |
| <a href="#">Annex 2a</a> | Contacts: USCG Documentation POCs (DOCL ICS Form 207)           |
| <a href="#">Annex 3</a>  | Initial Reporting Form  |
| <a href="#">Annex 4</a>  | Site Safety Plan  |
| <a href="#">Annex 5</a>  | Public Health and Safety: Environmental Health Support Guidance |
| <a href="#">Annex 6</a>  | Response Protocols: 96 Hour Checklist                           |
| <a href="#">Annex 6a</a> | Response Protocols: Volunteers                                  |
| <a href="#">Annex 6b</a> | Response Protocols: Disposal                                    |
| <a href="#">Annex 7</a>  | Consultations:  |
| <a href="#">Annex 8</a>  | Hazardous Substance Response                                    |
| <a href="#">Annex 9</a>  | Marine Fire Fighting and Salvage (Currently in development)     |
| <a href="#">Annex 10</a> | Natural Disaster Response Plan                                  |
| <a href="#">Annex 11</a> | Unconventional Oil Response (Currently in development)          |

## 12000 Planning and Response Tools

### 12100 Introduction

Planning and Response Tools, contains Quick Response Cards (QRCs), checklists, and other necessary job aids and documents to assist emergency management preparedness specialists and response personnel; all items are “grab and go” for ease of use. In addition to this brief overview, the accompanying spreadsheet provides a central repository for numerous tools to support personnel in planning for or responding to an oil discharge or hazardous substance release within the ACP planning area. To maximize efficiency, all tools are hyperlinked and incorporated by reference into this ACP.

### 12200 Purpose

Incidents involving oil and hazardous substances require planning and response personnel to mobilize resources and develop objectives, strategies, and tactics to mitigate the impact to the community and environment. Planning and response operations involve many tools, which will inform decision makers on the next course of action. The magnitude of the incident, environmental conditions, and discharge/release status are just a few of the factors one must consider before selecting the appropriate combination of tools to use.

Additionally, to be successful in the mitigation of oil discharges and hazardous substance releases, emergency preparedness and planning activities must take place well in advance of an incident. There are many tools for responders including training opportunities, lessons learned from previous incidents and exercises, and education on relevant policy and procedures.

## 12300 Scope

In the accompanying spreadsheet, you will find some of the tools and other resources available to assist emergency planners and responders in their development of preparedness initiatives, response objectives, strategies, and tactics. This list, while extensive, is not all inclusive.

Beside the name of each tool (*hyperlinked as appropriate*) on the spreadsheet, you will find a brief description, purpose, and requirements for use of the tool. Some tools [*denoted with an asterisk (\*)*] will require a username, password, and periodic log-in for continuous use. If you encounter trouble using the links provided, it is recommended that you right click on the link, edit hyperlink and copy and paste the Uniform Resource Locator (URL) into your browser to access the website. The following is a link to the [Planning and Response Tools Excel Spreadsheet](#) which is housed on the RRT-4 website.

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# Northeast and Eastern Central Florida Area Contingency Plan

## Risk Analysis: Area Planning Scenarios

### Annex 1a

June 2022

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## Record of Changes

| Change Number | Change Description | Section Number | Change Date | Name |
|---------------|--------------------|----------------|-------------|------|
| 1             |                    |                |             |      |
| 2             |                    |                |             |      |
| 3             |                    |                |             |      |
| 4             |                    |                |             |      |
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## 1000 Introduction

This annex has been developed by the Federal On-Scene Coordinator (FOSC), in consultation with the Northeast and Eastern Central Area Committee, and is based on an assessment of all potential sources of discharges in this area meeting the provisions of 40 CFR Part 300.210(c) of the National Contingency Plan. At a minimum, this will address the following area planning elements:

- Oil spill discharge and hazardous substance release history;
- A risk assessment of potential sources of discharges within the area;
- A realistic assessment of the nature and size of possible threats and resources at risk;
- Planning scenarios that provide for a Worst Case Discharge (WCD), a Maximum Most Probable Discharge (MMPD), and an Average Most Probable Discharge (AMPD) from a vessel, offshore facility (outer continental shelf activity and near shore production fields), or onshore facility (fixed and mobile) in the area, as applicable.

## 2000 Scenario Development

As required by the Oil Pollution Act of 1990, a most probable discharge, a maximum most probable discharge, and a worst case discharge are presented in this annex of the Northeast and Eastern Central Florida Contingency Plan. In addition, The Coast Guard requires an offshore WCD scenario be included in area contingency plans where offshore continental shelf activity is present. The below definitions can be found in 33 CFR Parts 154 and 155, and 40 CFR Part 300.5, as appropriate.

### 2100 Average Most Probable Discharge

The Coast Guard has determined Average Most Probable Discharge as the lesser of 50 barrels or 1% of a Worst Case Discharge for an offshore or onshore facility/pipeline/marine terminal, or the lesser of 50 barrels or 1% of cargo from a Tank Vessel during cargo transfer operations. This value was adopted for consistency with Federal Vessel and Facility Contingency Plans.

### 2200 Maximum Most Probable Discharge

The Coast Guard has defined Maximum Most Probable Discharge as the lesser of 1,200 barrels or 10% of the volume of a Worst Case Discharge for an offshore facility or onshore facility/pipeline/marine terminal; 2,500 barrels of oil for a vessel with an oil cargo capacity equal to or greater than 25,000 barrels; or 10% of the vessel's oil cargo capacity for vessels with a capacity less than 25,000 barrels for Tank Vessels. These values were adopted for consistency with Federal Vessel and Facility Contingency Plans.

### 2300 Worst Case Discharge

As defined by section 311(a) (24) of the Clean Water Act, the definition of a Worst Case Discharge in the case of a vessel is a discharge in adverse weather conditions of its entire cargo, and in the case of an offshore facility or onshore facility/pipeline/marine facility, the

largest foreseeable discharge in adverse weather conditions. This definition has been adopted for consistency with Federal Vessel and Facility Contingency Plans.

### 3000 Discharge and Release History

The table on the next page provides an account of WCDs that occurred in the area, including substantial oil spills or hazardous substance releases which caused elements of this plan to be implemented.

### 3100 Record of Worst Case Discharges

| Date | Incident                               | Source* | Product  | Amount      |
|------|--|---------|----------|-------------|
| 1970 | Container Ship/Tank barge Collision    | V       | Fuel Oil | 50,000 Gal  |
| 1972 | Fire/Sinking of M/V Olympic Warrior    | V       | Crude    | 40,000 Gal  |
| 1984 | Charter Oil Underground Pipeline Spill | P       | Crude    | 15,000 Gal  |
| 1987 | Stranding of M/V FERNPASSAT on jetties | V       | Crude    | 100,000 Gal |
| 1987 | Valve failure while bunkering          | V       | Crude    | 10,000 Gal  |
| 1988 | Tug Sinking                            | V       | Crude    | 40,000 Gal  |
| 1993 | Overfilled tank on T/S PRIME TRADER    | V       | Crude    | 30,000 Gal  |

**\*V = Vessel, \*\*OSF = Offshore Facility, ONF = Onshore Facility P = Pipeline**

\*\*Means any structure, group of structures, equipment, or device (other than a vessel) which is used for one or more of the following purposes: Exploring for, drilling for, producing, storing, handling, transferring, processing, or transporting oil. The term excludes deep-water ports and their associated pipelines defined by the Deepwater Port Act of 1974, but include other pipelines used for one or more of these purposes. A mobile offshore drilling unit (MODU) is classified as a facility when engaged in drilling or downhole operation.

## 4000 Risk Assessment

The possibility exists for a WCD to occur anywhere in the Jacksonville COTP Zone given the moderate volume of deep-draft vessels (tank and non-tank vessels), the prevalence of oil and gas transportation, the rapidly growing commercial space operations, and the increasing demand for alternative fuels such as liquefied natural gas. In addition, the unpredictable and sudden severe weather during transitional seasons, strong sporadic summer thunderstorms, as well as hurricanes pose a significant threat to the area.

### 4100 Possible Sources of WCD

The port complexes of Jacksonville, Fernandina, and Port Canaveral are three of the most dynamic ports in the region. The Port of Fernandina serves as a gateway for several submarines that are homeported in Naval Submarine Base Kings Bay. JAXPORT is the second largest automobile port by volume in the country. Port Canaveral is home to many commercial space operators such as SpaceX, and is the largest cruises ship port in the nation by passenger volume. Both Jacksonville and Port Canaveral possess fuel terminals and pipelines that provide millions of gallons of oil and fuel to over half of the state's population, including lines that directly service Orlando International Airport. In the Jacksonville FOSC Zone, there are numerous scenarios that may cause a WCD: groundings, collisions, equipment failure, natural disaster, and oil terminal incidents.

### 4101 Onshore Facilities/Pipelines/Marine Terminals

The Jacksonville FOSC Zone is home to over 35 fixed facilities, including 5 major refineries, and 13 Mobile Onshore Facilities transferring oil and/or hazardous materials in bulk. Onshore fixed oil storage facilities present the greatest potential volume oil spill. A possible WCD scenario is multiple tank failures at an onshore facility during hurricane conditions.

### 4102 Vessel Traffic

The Jacksonville FOSC zone is strategically located in the Southeastern region of the United States. Conveniently located near the crossroads of the nation's rail and highway network the ports of Jacksonville and Fernandina serve as the gateway to Florida. Naval Station Mayport, which is home to the US Navy's Fourth Fleet, is located at the mouth of the St. Johns River. The Navy also has a secure facility in Port Canaveral in which ballistic and guided missile submarines can conduct unassisted mooring evolutions. Blount Island Marine Corps Support Facility is also located in the Port of Jacksonville, which allows Jacksonville to be labeled as on the nation's Commercial Strategic Seaports. Sector Jacksonville does not have a Vessel Traffic Center.

### 4200 Spill Activity Statistics

The USCG MISLE database and Sector Jacksonville unit records were analyzed for the Jacksonville FOSC Zone. Three years of spill incident data suggests that the majority of spills come from vessels that are operating inshore. The data further suggests that the most frequent product reported spilled in the navigable waters is oil, petroleum-based.

### 4300 Vulnerability Analysis

The following infrastructure and natural resources could be vulnerable from the effects of a major oil spill in the area:

- Water intakes (drinking, cooling, or other)
- Businesses
- Residential areas
- Wetlands and other sensitive environments
- Fish and Wildlife
- Endangered flora and fauna
- Recreational areas
- Marine transportation system
- Utilities
- Unique habitats or historical sites
- The Geographic Response Strategies detail tactics used to protect, recover, and mitigate the effects of a WCD.

### 4400 Planning Assumptions

The following assumptions are made for the WCD planning scenarios:

The ability to respond to a WCD may be beyond the ability of the Northeast and Eastern Central Florida Area Committee, the Local Community, and local spill response resources. A Unified Command will be established as soon as possible. Responders will be adequately trained in oil/hazardous substance response and will operate within the level of their training, expertise, and capabilities as described in 29 CFR Part 1910.120. The applicable Facility and/or Vessel Response Plan will be implemented. A WCD scenario will draw strong media and governmental interest.

### 4500 Meteorological Conditions

#### Seasonal Climatology & Weather Regimes

The southeast Atlantic coast of the United States is predominantly influenced by a maritime subtropical air mass, but periodic polar continental air masses will overspread the waters during the cool season.

The local cool season typically develops in October and persists through May and is characterized by weekly synoptically driven storm systems moving west to east across the continental United States bringing local cold front passages and potential squall lines. Trailing the cold front passage, northerly gales can develop. Areas of low pressure can form along frontal zones and track across the local area from the Gulf of Mexico as high pressure strengthens north of the region. The flow between these systems can bring an extended period of onshore flow, and create a local “Nor’Easter” weather pattern that brings Small Craft to Gale conditions, and very rarely, Storm Conditions, to the local Atlantic waters. In addition to rough maritime conditions from Nor’Easters, high water levels can bring an extended period of tidal flooding.

The local warm season typically develops in May or early June and persists through September. This season is characterized by daily sea breezes which result in thunderstorms. A semi-permanent area of high pressure over the western Atlantic in the warm season influences the daily sea breeze regime. If the ridge center is northeast of the local waters, prevailing ESE winds will bring a stronger east coast sea breeze and focus the best chances of afternoon



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thunderstorms well inland. If the center of the ridge is southeast of the local area, a stronger west coast sea breeze is expected which will bring the higher afternoon thunderstorm potential to the local Atlantic coast. The prevailing wind flow around the center of this Bermuda High/Ridge or Azores High/Ridge also influences the track of Atlantic tropical cyclones.

### **Tropical Cyclones (Tropical Depressions, Tropical Storms & Hurricanes)**

Tropical cyclones impact the southeast U.S. Atlantic waters from both the Atlantic and Gulf of Mexico. Hurricane season officially occurs between June 1st and November 30th, but tropical cyclones have formed outside of this time frame. During the early summer months, tropical cyclone activity typically originates in the Gulf of Mexico and Caribbean Sea where tropical waters warm quickly. During the later summer and early fall months, tropical cyclone activity increases in the Atlantic as the waters warm within the entire basin, and these Atlantic storms pose a local landfall threat. Some of the strongest tropical cyclones have impacted the local Atlantic coast in October, which is also a time period of annual high astronomical tides, which when combined elevate total water level flood potential for the local Atlantic coast.

### **4600 Planning Scenarios (Oil Spill)**

Given the applicable conditions described above, the WCD, MMPD, and AMPD volumes from all potential sources is calculated and listed in the table below. The MMPD and the AMPD scenario volume is calculated based on a fixed number established for an offshore facility, an onshore facility/pipeline/marine terminal, or a percentage of the WCD rate from each potential source. For tank and non-tank vessels, the MMPD and the AMPD scenario volume is calculated based on a fixed number, a percentage of the cargo capacity, or the cargo transfer rate.

Therefore, the MMPD and the AMPD spill volumes from an offshore facility or onshore facility/pipeline/marine terminal is calculated as:

1,200 barrels or 10% of the WCD volume when calculating the MMPD.

50 barrels of 1% of the WCD volume when calculating the AMPD.

The MMPD and the AMPD spill volume from a tank/non-tank vessel is calculated as:

2500 barrels with a cargo capacity greater than or equal to 25,000 barrels, or 10% of the cargo capacity when calculating the MMPD.

The lesser of 50 barrels or 1% of cargo from the vessel during cargo transfer operations when calculating the AMPD.

### **5000 Average Most Probable Discharge**

The average most probable discharge of oil in the Sector Jacksonville Area of Responsibility is a mystery sheen resulting from a diesel fuel spill of 10-20 gallons. These spills probably originate from fishing vessels based on their location. They may be fuel directly entering the water or fuel entering the bilges then being pumped overboard. By the time these spills are reported, the sheen is general too thin to be sampled. Clean up of these spills is almost never possible.

The average probable discharge of oil in the Sector Jacksonville Area of Responsibility for which a cleanup occurs is a diesel fuel spill of 10-100 gallons at Naval Station Mayport. Due to the immediate availability of response equipment and trained personnel, a substantial amount of material is usually recovered. When this size spill occurs from a commercial or recreational vessel, the response often requires the Sector to initiate cleanup.

#### **Average Most Probable Discharge**

At 0500 a fishing vessel discharges its bilges prior to getting underway at the Mayport area. At 0545 a report is received

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of approximately 10 gallons of black oil trapped around Mayport Ferry Landing. Upon notification, the Sector Command Duty Officer sends out the duty pollution responders. FWC is notified and is requested to conduct a waterside search for the source. Pollution investigators determine no action is being conducted to contain or clean the oil spill. The OOD requests permission from Captain of the Port to hire a cleanup contractor once it is determined that a recoverable quantity of the oil exists.

The cleanup contractor's crew arrives with boom and sorbent material. The boom is deployed in a few minutes to contain the oil slick. Then sorbent pads are used to absorb the contained oil. The pads are collected into plastic trash bags and double bagged for disposal when they become oil soaked. All oiled boats, docks, and equipment are thoroughly decontaminated. Pollution investigators determine when it becomes infeasible to recover more oil environment. A slight sheen will remain.

### 5100 Maximum Most Probable Discharge Scenario

At 0100 on a Sunday morning an inbound car carrier bound for Blount Island starts to enter the St. Johns River at the Mayport jetty. Just as the vessel starts to enter the jetty a steering casualty occurs setting the vessel hard aground on the north jetty at the entrance to the channel. The tide is one hour from reaching maximum flood and the winds are from the NE at 30 knots with gusts up to 45 knots. As the vessel grounds two of its fuel tanks containing heavy oil are ruptured, releasing heavy fuel oil into the St. Johns River/Atlantic Ocean. The pilot contact Coast Guard Sector Jacksonville immediately after the grounding.

The Sector Command Duty Officer was notified at 0115. The initial information passed by the pilot was that the vessel was grounded on the jetty and that oil is in the water. The CDO completed all required notifications by 0125.

It will take about one and a half hours to get a small boat on scene to evaluate the situation. FWC may not have a boat or personnel immediately available to respond. The Sector duty officer should consider the following initial actions:

1. Request that Sector Jacksonville dispatch a small boat to provide timely evaluation of the situation.
2. Inform the Seventh Coast Guard District command center of the casualty. Secure a Federal Project Number from the duty pollution responder. Request an overflight be arranged via the Seventh Coast Guard District command center. Request Coast Guard ships assist the local fire department to battle the vessel fire if necessary.
3. Have the pollution responder/FOSCR contact a BOA oil spill contractor and alert them of the need for response.
4. Contact the Pilots station to determine the name of the ship and the ship's agent.
5. Contact ships agent.

The grounding resulted in the release of 2,000 barrels of heavy oil from the ship's fuel tanks. The initial report received at 0155 from the Sector Jacksonville small boat, is that the vessel is being held against the jetty by the winds and that large quantities of oil are in the St. Johns River. Reports to Sector JAX from the vessel state damage survey is being conducted by crew but is not complete. Two tugs are on the way to assist the vessel.

The following decisions will have to be made at this time:

1. Where should the COTP order the ship taken when it is removed from the jetty
2. Where to deploy the initial barrier booms to reduce the spreading of the oil.
3. Where to set up the command post for the response. Ensure State and vessel representative are notified of the location.
4. How many additional oil spill cleanup contractors will be needed to handle the cleanup
5. Will additional resources be necessary, Strike Team, cleanup monitors, boat crews, etc.

By 0200, pollution investigators report that oil is washing up on the beach south of the jetty. They are unable to

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determine the quantity of oil in the water due to the darkness.

At 0300 the two assist tugs are on scene, the ship reports two fuel tanks have been holed, no further damage discovered. COTP orders the vessel moved to anchorage three miles offshore and south of the jetty.

At 0500 the vessel is anchored. During the transit another 500 barrels of heavy fuel oil has escaped and the tanks are no longer losing oil. The vessel is stable and in no fear of sinking. Pollution investigators report oil washing ashore along the beach for a distance of 3 miles south of the jetty. The oil in the St. Johns River is going out with the tide after having left heavy deposits of oil as far inland as the Mayport ferry landing and approximately 50,000 gallons of oil in the Mayport Naval basin.

### Response Strategy and Equipment:

The initial response strategy is to ensure all sources of oil have been identified and action taken to secure the flow into the water. The oil entering the naval station basin is to be kept in the basin as much as possible to facilitate cleanup. The oil in the river should be diverted toward the natural collection points and collected as quickly as possible. The oil heading towards the beach along the Atlantic Ocean cannot be stopped. The Northeast winds will drive this oil south along the beach for approximately five miles. Activation of heavy equipment to move the oiled sand farther up the beach will be necessary. Beach cleanup efforts will have to be coordinated with natural resource trustees to minimize the cleanup impact on the environment. The estimated amount of equipment necessary to contain the spill and to collect the oil is as follows:

1. Boom (18") to keep the oil confined to the Mayport Basin and to divert to cleanup points along the St. Johns River = 10,000 feet.
2. Boom (24") to boom off vessel until repairs can be made = 4,000 feet.
3. Enough skimmers to collect approximately 50,000 gallons of oil trapped in Mayport Basin in two days = 5 skimmers.
4. Inland barges to store/transport the recovered product = 1.
5. Coast Guard small boats to enforce COTP order to close down St. Johns River and Intracoastal Waterway during event = 2.

### Personnel:

Coast Guard Personnel needed to conduct this exercise over a ten day period would include at a minimum:

1. 08 = Pollution investigators/cleanup monitors
  2. 08 = OSC representative qualified personnel
  3. 04 = Coxswains
  4. 04 = Qualified small boat crew
  5. 06 = Personnel to man command post
  6. 08 = Personnel to man incident command system staff
  7. 06 = Support Personnel
- 40 = Total personnel needed

### Response:

Primary response to the event would be by all personnel at Sector JAX. This would be enough to provide two boat crews, two land based pollution investigation teams, two casualty investigators and personnel to man the communications center and start contacting additional resources needed to assist. Initial assessment of the casualty and enforcement of the COTP order to close the St. Johns River would have to come from Sector Jacksonville. Additional personnel qualified to conduct pollution investigations and monitor cleanup operations would have to be accessed through Seventh Coast Guard District DRAT. Support in the way of Coast Guard resources to conduct overflights would have to be provided by Seventh Coast Guard District operations.

Response time for Sector JAX to be fully manned and operational with personnel on scene may take as long as 1.5 to 2 hours during a night event. Initial response to have the Sector Command Center manned and personnel enroute to

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the scene would take up to 45 minutes. Support personnel from the Gulf Strike Team historically take 2-3 hours to arrive without equipment. Reservists are locally available but funding to provide them for significant events in the past has not been forthcoming. Expect as many as 20 to volunteer their services part time at no cost until event is under control. TAD personnel from other Seventh Coast Guard District units could be available within 24 hours.

Contractor furnished equipment could take up to 4 hours to stage at Jetty Park. Additional resources outside the Jacksonville area would take a minimum of four hours to arrive after they were called.

### **Cleanup:**

The equipment listed is the minimum necessary to conduct an initial cleanup of product working 24 hours a day for 10 days. This represents approximately 50% of the amount spilled. The rest of the product will have been lost due to evaporation (very little), dispersed into the water column or lost into the wetlands and sand of the beach. The oil that enters the wetlands area presents the biggest problem for cleanup. Whether the wetlands should be entered to conduct cleaning operations or if/when to employ water washing or whether to just boom the area with sorbent boom and let the tidal action wash the oil out, this decision will have to be made by the damage assessment team. Also the type of equipment used to clean the beach will have to be determined early on. This part of the cleanup could take weeks. A determination will have to be made as to when the cleanup is complete. The COTP will be guided by the SSC in making his decision on when to secure from the federal funded response.

## **5200 Worst Case Discharge**

The Worst Case Discharge scenario (Offshore Platform) includes lessons learned from the Deepwater Horizon Incident that occurred in the Gulf of Mexico. It assumes a worst-case discharge of 75,000 barrels per day lasting at least 30 days. The scenario involves a blow out of a deep water offshore exploratory drilling rig in the vicinity of the Gulf Stream in the Southern Straits of Florida that has the potential to affect Sector Jacksonville's Captain of the Port (COTP) zone.

### **Scenario:**

At 0400 on a Sunday morning, the deep water drilling vessel, Deepwater Poseidon, an ultra-deepwater dynamically positioned, semi-submersible offshore oil drilling rig, exploded in the Florida Straits for unknown reasons in adverse weather conditions. The offshore rig is fully engulfed in flames and is dead in the water. The fire has spread to an area around the rig on the waters' surface. The crew is abandoning the rig. The free flowing crude oil is burning at the surface in 4 to 6 foot seas. The vessel Master was only able to issue a "mayday" via Channel 16 immediately after the explosion.

The Sector Jacksonville Command Duty Officer and Prevention Duty Officer are notified of the event at 0500 that an offshore drilling rig suddenly exploded 50 NM south of Key West, FL and positioned in the Florida Gulf Stream current which adjoins the southeast United States from Key West, FL to Cape Hatteras, NC. The rig is fully engulfed and free flowing crude oil is discharging into the Florida Straits. None of the crewmembers are severely injured.

### **Assumptions:**

In this situation, 75,000bbls of crude oil will be the projected quantity per day at the drill site. Duration will be 30 days causing the east coast of Florida to be affected. Weathering and maximum impact varies for Sector Jacksonville. Calculations are based upon the following:  $75,000 \text{ bbls/day} \times 30 \text{ days} \times 0.50$  (weathering due to increased distance from wellhead)  $\times .25$  (maximum share) = 281,250 bbls WCD.

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### Response Actions:

Initial response by Sector Jacksonville personnel to crude oil on the beach and other environmentally sensitive areas (ESAs) may include the following although not in any particular order:

1. Implement the Incident Command System.
2. Contact the Responsible Party and coordinate an appropriate response.
3. Make proper notifications (open fund if need be).
4. Discuss funding options.
5. Request a fixed wing aircraft for overflight(s) from Seventh Coast Guard District Command Center.
6. Officially send Request for Forces (RFF) to D7.
7. Ensure Northeast and Eastern Central Florida Area Contingency Plan (ACP) is used at the Incident Command Post (ICP).
8. Request NOAA Scientific Support Coordinator (SSC) to provide a trajectory model to identify impact to Florida coastline.
9. Request Florida Fish and Wildlife Conservation Commission (FWC) to support the affected wildlife (i.e. turtles, manatees).

The following decisions should be considered:

1. Additional resources that are needed (MSRC, NRC, Gulf Strike Team, etc.).
2. Obtain an oil spill trajectory from NOAA to determine when and where the spill is expected to hit the shoreline; determine where to deploy the initial barrier booms to reduce the spreading of the oil.
3. Identify location to set up the ICP for the response in accordance with the ACP; ensure state and vessel representatives are notified of the location.
4. Ensure Responsible Party provided sufficient number of oil spill cleanup contractors required to maintain the cleanup.
5. FOSC to consider the use of dispersants and in-situ burning.
6. Identify sensitive areas that are at risk. The greatest risk is the potential for damage to the sea-grass ecosystems, mangroves, and coastal vegetation found in the area. Secondary importance is the loss of public use (and subsequent revenue) of the numerous beaches and parks. The ESAs are mapped out in detail in the Geographic Response Plan (GRP) maps contained in the ACP.

### Response Strategies, Equipment and Personnel:

A spill of this magnitude located in the environmentally sensitive areas will involve government agencies at all levels and create intense public interest. This incident potentially meets the criteria as a Spill of National Significance (SONS); the OSC should request that designation and activation of the SONS organizational structure. Initially, the Incident Command System/Unified Command will be established however, as the response progresses, the SONS organizational structure will likely be implemented. The most critical administrative task is getting the representatives from the many government agencies on line so there is a minimum delay in implementing the initial response strategy. With the large number of involved agencies, each with their own responsibilities, without proper coordination every issue has the potential to become a point of conflict. The most critical operational task is the rapid procurement of fire boom or dispersant equipment if in-situ burning or dispersants is to be effectively employed.

The primary response to the event would be the initial use of all Sector Jacksonville personnel. This would be enough to provide one cutter and two small boats plus boat crews, two land-based pollution investigation teams, two casualty investigators and personnel to man the Operations Center and start contacting additional resources needed to assist. Personnel qualified to conduct pollution investigations and monitor cleanup operations would have to be accessed through Seventh Coast Guard District DRAT. Support in the

way of Coast Guard resources to conduct overflights would have to be provided by Seventh Coast Guard District Command Center. The response time for the Sector to be fully manned and operational at the Incident Command Post could take as long as 2 hours. Support personnel from the Gulf Strike Team historically take 4 to 6 hours to arrive without equipment. Reservists are locally available but funding to provide them for significant events in the past has not been forthcoming. TAD personnel from other Seventh Coast Guard District units could be available within 24 hours.

The initial response strategy is to conduct skimming operations offshore and capture as much of the oil offshore as possible (weather permits). Conducting offshore skimming as a collection strategy will limit the spread of oil into the St. Johns River, Intracoastal Waterway, Matanzas, St. Augustine, Port Canaveral, Ponce De Leon, and Sebastian inlets as much as possible. Any additional available boom would be used to protect the face of the marshes and other ESAs away from the initial impact.

The response strategies used will be drawn from the NOAA SSC's recommendations and shoreline response strategies listed in NOAA's Shoreline Countermeasures Manual for Tropical Coastal Environments. Response strategies by location of the spill are described below:

1. **Offshore:** The offshore response strategy is to remove as much oil as possible by using in-situ burning, dispersants and open water skimming. Containment, Countermeasures and Cleanup Skimming vessels would be deployed, including: Gulf Strike Team VOSS (Vessel of Opportunity Skimming System) and Open Water Oil Containment and Recovery System (OWOCRS), Clean Gulf Associates twelve OSRVs (Oil Spill Response Vessels) and FRUs (Fast Response Units) and the CGA 200 HOSS (High Volume Open Seas Skimmer) barge, the U.S. Navy's SUPSALV for their skimmers and offshore oil boom. The three OWOCRS form the National Strike Force (NSF) located in Mobile, AL, could also provide support. Tank barges would also be required to pump recovered oil into if offshore recovery were attempted. Storage capacity in tank barges would be necessary for storage, separation and transportation of recovered oil.
2. **Nearshore:** Very little nearshore boom will be deployed initially. The limited amount of boom available will either be used offshore or in the inlets and marshes if necessary. As the response progresses, sensitive shorelines will be protected as resources become available.
3. **Shoreline:** The majority of all boom deployed will be in an effort to prevent the oil from reaching the beaches. The boom used must be suitable for very shallow water preferably Synthetic sorbents (i.e., pads, sweeps, and booms). This operation will be very labor intensive and will require constant monitoring of the placements. Vehicles would also be required. The number and type of vehicles would depend largely on the areas and severity of shoreline impact. 4x4 Trucks would be needed to mobilize the required small boats and personnel transport vehicles such as buses or vans would be necessary to mobilize response and clean up personnel.

### **Sorbent Use/Reuse:**

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



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

### **Equipment:**

The estimated amount of equipment necessary to contain the spill and to collect the oil is as follows:

1. 200K feet of Boom to protect creeks, inlets and other waterways.
2. Enough skimmers to collect oil trapped in creeks, inlets and other waterways.
3. Inland barges to store/transport the recovered product (10).
4. Coast Guard small boats to enforce COTP order to close down St. Johns River and Intracoastal Waterway during incident (6).

### **Personnel:**

The personnel that are needed to conduct this event over a 3 to 6 month period would include at a minimum:

1. Incident Command System: At full development will require about 55 Coast Guard officers and senior enlisted personnel in supervisory positions as well as 14 State agency representatives, 7 NOAA representatives, 2 Fish and Wildlife representatives, 5 local agency representatives and 4 responsible party representatives. An estimated 36 junior Coast Guard personnel would fill miscellaneous command support functions and 24 Coast Guard personnel to man boat crews.
2. Field Operations: Requires a minimum of 55 Coast Guard enlisted personnel for field teams. The field personnel required from other agencies is estimated at 75.
3. Contractor personnel: Difficult to estimate because of the variable manpower requirements for different response strategies; including boom deployment and tending, skimmer operations, shoreline cleanup, and logistical support, personnel levels expected to reach 1000 within the first week and stabilize at up to about 5000 within 3 weeks depending on the extent of shoreline impacts.

### **Miscellaneous Personnel:**

Wildlife rescue efforts can be expected to draw over 300 volunteers.

### **Hazard Assessment:**

Utilize MSDS information regarding toxicity, etc. of crude oil. This information should be used to assist in the development of the site safety plan.

### **Vulnerability Analysis:**

The Eastern Central portion of Sector Jacksonville AOR (Brevard County) is the most environmentally sensitive area for this type of event. This area possesses mangroves, sea grass, recreational fishery, bird rookeries, marine mammals, shellfish, turtles, and aquatic preserves.

### **Risk Assessment:**

Oil discharged into the gulfstream would be pushed north by wind action and eastward by the offshore parallel currents. Oil impacting the shoreline is inevitable.

### **Seasonal Considerations:**

This scenario can occur during all times of the year. The most severe weather threat is experienced from June through November, the traditional hurricane season, but on average, the winds and seas are strongest during the late fall and winter months of October through March. Sea turtles nest from March through October with the greatest risk from May through September.

### **Vessel Traffic Considerations:**

The Cape Canaveral area is a major maritime traffic route, especially for cruise ships that are home ported there and transits the area. In the event of a catastrophic pollution incident, cruise ships and mariners should be notified of the potential threat and traffic routing modifications should be considered to minimize the potential hazards and limit exposure to contaminating additional vessels with pollution.

### **Response:**

Primary response to the event would be all hands on deck at Sector Jacksonville. This would be enough to provide two boat crews, two land-based pollution investigation teams, two casualty investigators and personnel to man the SCC and start contacting additional resources needed to assist. Initial assessment of the casualty and enforcement of the COTP order to close the St. Johns River would come from Sector Jacksonville. Personnel qualified to conduct pollution investigations and monitor cleanup operations would have to be accessed through Seventh Coast Guard District DRAT. Resource support (i.e. Gulf Strike Team, Reservists and NPFC) will be provided by Seventh Coast Guard District via Request for Forces (RFF).

### **Cleanup and Disposal:**

The cleanup stage of the operation will involve offshore skimming operations and cleaning the many miles of docks, wildlife, marshes, sea walls, and beaches that may become impacted. This part of the operation is expected to last month's depending on the extent of shoreline impact. When offshore skimming is complete, shoreline clean ups and operations will consist mainly of cleaning the beaches and man-made shore structures (docks, sea walls, etc.) using sorbents, portable skimmers, and pressure washers. Significant impacts will occur to mangrove-lined shorelines if oiled.

The Shoreline Cleanup and Assessment Teams (SCAT), the NOAA SSC and DEP will provide recommendations to the FOSC on the best approach to clean/protect these sensitive resources. This part of the cleanup could take many months and will require hundreds of thousands of feet of sorbent boom and materials. Numerous waste storage areas will be established to store solid and liquid product. In addition, barges and OSRV's will need to be off-loaded to continue response operations. Options include local incineration of solid oily waste at designated staging areas and/or transporting the material over the road to a Waste Plant, and/or specific hazmat landfill outside the region.

Disposal options will be evaluated by the Disposal Group Supervisor of the Planning Section and coordinated with the Florida DEP representative and IAW federal, state and local laws. Cleanup operations will normally be secured after a joint survey has been conducted by the FOSC, natural resource trustees and state and local agencies. The decision will be based on overflight information, the feasibility of continuing oil removal operations offshore, the daily recovery rate of operating skimmers and the amount of oil remaining on the impacted shorelines. At some point in the operation, the removal actions will cause more damage to the environment than the oil presents.

### **5300 Worst Case Discharge (Offshore Platform)**

**Note: There are no offshore platforms operating within the Sector Jacksonville AOR. However, it would be prudent to list the information for the numerous offshore facilities operating within the D8 Sector FOOSC Zones, as a spill from this area could have local impacts via the Gulf Stream.**

The Worst Case Discharge scenario (Offshore Platform) includes lessons learned from the Deepwater Horizon Incident that occurred in the Gulf of Mexico in 2010. It assumes a worst-case discharge of 75,000 barrels per day lasting at least 30 days. The scenario involves a blow out of a deep water offshore exploratory drilling rig in the vicinity of the Gulf Stream in the Southern Straits of Florida that has been the potential to affect Sector Jacksonville's Captain of the Port zone.

#### **Scenario:**

At 0400 on a Sunday morning, the deep water drilling vessel, Deepwater Poseidon, an ultra-deepwater dynamically positioned, semi-submersible offshore oil drilling rig, exploded in the Florida Straits for unknown reasons in adverse weather conditions. The offshore rig is fully engulfed in flames and is dead in the water. The fire has spread to an area around the rig on the waters' surface. The crew is abandoning the rig. The free flowing crude oil is burning at the surface in 4 to 6 foot seas. The vessel Master was only able to issue a "mayday" via Channel 16 immediately after the explosion.

The Sector Jacksonville Command Duty Officer and Prevention Duty Officer are notified of the event at 0500 that an offshore drilling rig suddenly exploded 50 NM south of Key West, FL and positioned in the Florida Gulf Stream current which adjoins the southeast United States from Key West, FL to Cape Hatteras, NC. The rig is fully engulfed and free flowing crude oil is discharging into the Florida Straits. None of the crewmembers are severely injured.

#### **Assumptions:**

In this situation, 75,000bbls of crude oil will be the projected quantity per day at the drill site. Duration will be 30 days causing the east coast of Florida to be affected. Weathering and maximum impact varies for Sector Jacksonville. Calculations are based upon the following: 75,000 bbls/day x 30 days x 0.50 (weathering due to increased distance from wellhead) x .25 (maximum share) = 281,250 bbls WCD.

#### **Response Actions:**

Initial response by Sector Jacksonville personnel to crude oil on the beach and other environmentally sensitive areas (ESAs) may include the following although not in any particular order:

1. Implement the Incident Command System.
2. Contact the Responsible Party and coordinate an appropriate response.
3. Make proper notifications (open fund if need be).
4. Discuss funding options.
5. Request a fixed wing aircraft for overflight(s) from Seventh Coast Guard District Command Center.

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6. Officially send Request for Forces (RFF) to D7.
7. Ensure Northeast and Eastern Central Florida Area Contingency Plan (ACP) is used at the Incident Command Post (ICP).
8. Request NOAA Scientific Support Coordinator (SSC) to provide a trajectory model to identify impact to Florida coastline.
9. Request Florida Fish and Wildlife Conservation Commission (FWC) to support the affected wildlife (i.e. turtles, manatees).

The following decisions should be considered:

1. Additional resources that are needed (MSRC, NRC, Gulf Strike Team, etc.).
2. Obtain an oil spill trajectory from NOAA to determine when and where the spill is expected to hit the shoreline; determine where to deploy the initial barrier booms to reduce the spreading of the oil.
3. Identify location to set up the ICP for the response in accordance with the ACP; ensure state and vessel representatives are notified of the location.
4. Ensure Responsible Party provided sufficient number of oil spill cleanup contractors required to maintain the cleanup.
5. FOOSC to consider the use of dispersants and in-situ burning.
6. Identify sensitive areas that are at risk. The greatest risk is the potential for damage to the sea-grass ecosystems, mangroves, and coastal vegetation found in the area. Secondary importance is the loss of public use (and subsequent revenue) of the numerous beaches and parks. The ESAs are mapped out in detail in the Geographic Response Plan (GRP) maps contained in the ACP.

### **Response Strategies, Equipment and Personnel:**

A spill of this magnitude located in the environmentally sensitive areas will involve government agencies at all levels and create intense public interest. This incident potentially meets the criteria as a Spill of National Significance (SONS); the OSC should request that designation and activation of the SONS organizational structure. Initially, the Incident Command System/Unified Command will be established however, as the response progresses, the SONS organizational structure will likely be implemented. The most critical administrative task is getting the representatives from the many government agencies on line so there is a minimum delay in implementing the initial response strategy. With the large number of involved agencies, each with their own responsibilities, without proper coordination every issue has the potential to become a point of conflict. The most critical operational task is the rapid procurement of fire boom or dispersant equipment if in-situ burning or dispersants is to be effectively employed.

The primary response to the event would be the initial use of all Sector Jacksonville personnel. This would be enough to provide one cutter and two small boats plus boat crews, two land-based pollution investigation teams, two casualty investigators and personnel to man the Operations Center and start contacting additional resources needed to assist. Personnel qualified to conduct pollution investigations and monitor cleanup operations would have to be accessed through Seventh Coast Guard District DRAT. Support in the way of Coast Guard resources to conduct overflights would have to be provided by Seventh Coast Guard District Command Center. The response time for the Sector to be fully manned and operational at the Incident Command Post could take as long as 2 hours. Support personnel from the Gulf Strike Team historically take 4 to 6 hours to arrive without equipment. Reservists are locally available but funding to provide them

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for significant events in the past has not been forthcoming. TAD personnel from other Seventh Coast Guard District units could be available within 24 hours.

The initial response strategy is to conduct skimming operations offshore and capture as much of the oil offshore as possible (weather permits). Conducting offshore skimming as a collection strategy will limit the spread of oil into the St. Johns River, Intracoastal Waterway, Matanzas, St. Augustine, Port Canaveral, Ponce De Leon, and Sebastian inlets as much as possible. Any additional available boom would be used to protect the face of the marshes and other ESAs away from the initial impact.

The response strategies used will be drawn from the NOAA SSC's recommendations and shoreline response strategies listed in NOAA's Shoreline Countermeasures Manual for Tropical Coastal Environments. Response strategies by location of the spill are described below:

1. **Offshore:** The offshore response strategy is to remove as much oil as possible by using in-situ burning, dispersants and open water skimming. Containment, Countermeasures and Cleanup Skimming vessels would be deployed, including: Gulf Strike Team VOSS (Vessel of Opportunity Skimming System) and Open Water Oil Containment and Recovery System (OWOCRS), Clean Gulf Associates twelve OSRVs (Oil Spill Response Vessels) and FRUs (Fast Response Units) and the CGA 200 HOSS (High Volume Open Seas Skimmer) barge, the U.S. Navy's SUPSALV for their skimmers and offshore oil boom. The three OWOCRS form the National Strike Force (NSF) located in Mobile, AL, could also provide support. Tank barges would also be required to pump recovered oil into if offshore recovery were attempted. Storage capacity in tank barges would be necessary for storage, separation and transportation of recovered oil.

2. **Nearshore:** Very little nearshore boom will be deployed initially. The limited amount of boom available will either be used offshore or in the inlets and marshes if necessary. As the response progresses, sensitive shorelines will be protected as resources become available.

3. **Shoreline:** The majority of all boom deployed will be in an effort to prevent the oil from reaching the beaches. The boom used must be suitable for very shallow water preferably Synthetic sorbents (i.e., pads, sweeps, and booms). This operation will be very labor intensive and will require constant monitoring of the placements. Vehicles would also be required. The number and type of vehicles would depend largely on the areas and severity of shoreline impact. 4x4 Trucks would be needed to mobilize the required small boats and personnel transport vehicles such as buses or vans would be necessary to mobilize response and clean up personnel.

### **Sorbent Use/Reuse:**

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

Some sorbents are designed to be reusable (i.e., mechanized rope-mop skimmers) or can be recycled onsite with inexpensive gear (e.g., appropriate barrel-mounted wringers). Sorbent

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manufacturer's instructions should be followed regarding the limits of effective reuse for their individual products. It is also possible to replace sorbent sweeps and booms with recyclable boom and other appropriate gear in circumstances where floating oil can be efficiently recovered without generating oiled sorbents. For example, in good-access, low energy shoreline areas (harbors, bays, inlets), it may be possible to use containment-boom and recover the trapped oil with vacuum trucks instead of contaminating large volumes of sorbent.

### **Equipment:**

The estimated amount of equipment necessary to contain the spill and to collect the oil is as follows:

1. 200K feet of Boom to protect creeks, inlets and other waterways.
2. Enough skimmers to collect oil trapped in creeks, inlets and other waterways.
3. Inland barges to store/transport the recovered product (10).
4. Coast Guard small boats to enforce COTP order to close down St. Johns River and Intracoastal Waterway during incident (6).

### **Personnel:**

The personnel that are needed to conduct this event over a 3 to 6 month period would include at a minimum:

1. Incident Command System: At full development will require about 55 Coast Guard officers and senior enlisted personnel in supervisory positions as well as 14 State agency representatives, 7 NOAA representatives, 2 Fish and Wildlife representatives, 5 local agency representatives and 4 responsible party representatives. An estimated 36 junior Coast Guard personnel would fill miscellaneous command support functions and 24 Coast Guard personnel to man boat crews.
2. Field Operations: Requires a minimum of 55 Coast Guard enlisted personnel for field teams. The field personnel required from other agencies is estimated at 75.
3. Contractor personnel: Difficult to estimate because of the variable manpower requirements for different response strategies; including boom deployment and tending, skimmer operations, shoreline cleanup, and logistical support, personnel levels expected to reach 1000 within the first week and stabilize at up to about 5000 within 3 weeks depending on the extent of shoreline impacts.

### **Miscellaneous Personnel:**

Wildlife rescue efforts can be expected to draw over 300 volunteers.

### **Hazard Assessment:**

Utilize MSDS information regarding toxicity, etc. of crude oil. This information should be used to assist in the development of the site safety plan.

### **Vulnerability Analysis:**

The Eastern Central portion of Sector Jacksonville AOR (Brevard County) is the most environmentally sensitive area for this type of event. This area possesses mangroves, sea grass, recreational fishery, bird rookeries, marine mammals, shellfish, turtles, and aquatic preserves.

### **Risk Assessment:**

Oil discharged into the gulfstream would be pushed north by wind action and eastward by the offshore parallel currents. Oil impacting the shoreline is inevitable.



### **Seasonal Considerations:**

This scenario can occur during all times of the year. The most severe weather threat is experienced from June through November, the traditional hurricane season, but on average, the winds and seas are strongest during the late fall and winter months of October through March. Sea turtles nest from March through October with the greatest risk from May through September.

### **Vessel Traffic Considerations:**

The Cape Canaveral area is a major maritime traffic route, especially for cruise ships that are home ported there and transits the area. In the event of a catastrophic pollution incident, cruise ships and mariners should be notified of the potential threat and traffic routing modifications should be considered to minimize the potential hazards and limit exposure to contaminating additional vessels with pollution.

### **Response:**

Primary response to the event would be all hands on deck at Sector Jacksonville. This would be enough to provide two boat crews, two land-based pollution investigation teams, two casualty investigators and personnel to man the SCC and start contacting additional resources needed to assist. Initial assessment of the casualty and enforcement of the COTP order to close the St. Johns River would come from Sector Jacksonville. Personnel qualified to conduct pollution investigations and monitor cleanup operations would have to be accessed through Seventh Coast Guard District DRAT. Resource support (i.e. Gulf Strike Team, Reservists and NPFC) will be provided by Seventh Coast Guard District via Request for Forces (RFF).

### **Cleanup and Disposal:**

The cleanup stage of the operation will involve offshore skimming operations and cleaning the many miles of docks, wildlife, marshes, sea walls, and beaches that may become impacted. This part of the operation is expected to last month's depending on the extent of shoreline impact. When offshore skimming is complete, shoreline clean ups and operations will consist mainly of cleaning the beaches and man-made shore structures (docks, sea walls, etc.) using sorbents, portable skimmers, and pressure washers. Significant impacts will occur to mangrove-lined shorelines if oiled.

The Shoreline Cleanup and Assessment Teams (SCAT), the NOAA SSC and DEP will provide recommendations to the FOSC on the best approach to clean/protect these sensitive resources. This part of the cleanup could take many months and will require hundreds of thousands of feet of sorbent boom and materials. Numerous waste storage areas will be established to store solid and liquid product. In addition, barges and OSRV's will need to be off-loaded to continue response operations. Options include local incineration of solid oily waste at designated staging areas and/or transporting the material over the road to a Waste Plant, and/or specific hazmat landfill outside the region.

Disposal options will be evaluated by the Disposal Group Supervisor of the Planning Section and coordinated with the Florida DEP representative and IAW federal, state and local laws. Cleanup operations will normally be secured after a joint survey has been conducted by the FOSC, natural resource trustees and state and local agencies. The decision will be based on overflight information, the feasibility of continuing oil removal operations offshore, the daily recovery rate

of operating skimmers and the amount of oil remaining on the impacted shorelines. At some point in the operation, the removal actions will cause more damage to the environment than the oil presents.

### 5400 In-Situ Burning

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

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

The USCG, EPA, DOI, DOC, and the coastal states of RRT IV have adopted in-situ burning as an approved tool to remove spilled or discharged oil from ocean and coastal waters within the jurisdiction of RRT IV. The [RRT IV In-Situ Burn Plan](#) contains additional information.

### 5500 Source Control/Subsea Containment

The first source control response in a subsurface well blowout would be to activate the blowout preventers and close the well. Wild Well Control and Marine Well Containment Company (MWCC) would be notified in the event of a blowout. The first step is to determine if the blowout well can be capped and secured by bull-heading or circulating down existing tubulars. A pre-emptive relief well planning team would immediately be formed. The relief well team would locate and secure the appropriate rig(s) to conduct relief well operations, if needed. If the well cannot be capped, the relief well(s) operations would start as soon as possible. If the well can be capped but not secured, then using a snubbing or coil tubing unit for a circulating kill, drilling a relief well, or starting both operations simultaneously may be the next response options. Subsea containment resources would be mobilized in the event of an uncontrolled well blowout. Subsea containment incorporates simultaneous operations to cap or contain the flow of oil within the well, contain the oil outside of the well and collect at surface facilities or vessels and chemically disperse the oil at the well head. Refer to the Control and Containment status board for resources and response times.

## 5600 Nearshore and Shoreline Protection

If the spill went unabated, shoreline impact would depend upon existing environmental conditions. Nearshore response may include the deployment of shoreline boom on beach areas, or protection and sorbent boom on vegetated areas. Strategies would be based upon surveillance and real time trajectories provided by Shell contractors that depict areas of potential impact given actual sea and weather conditions. Strategies from the area committee, The Response Group and UC would be consulted to ensure that environmental and special resources would be correctly identified and prioritized to ensure optimal protection. The Response Group shoreline response guides depict the protection response modes applicable for oil spill clean-up operations. Each response mode is schematically represented to show optimum deployment and operation of the equipment in areas of environmental concern. Supervisory personnel have the option to modify the deployment and operation of equipment allowing a more effective response to site-specific circumstances.

### 5601 Mechanical Cleanup Methods

Near shore mechanical recovery resources will be deployed to contain and collect oil prior to reaching the shoreline, minimizing the amount of oil that may impact the shoreline. In areas of shallow water, it may be possible to collect or corral the oil with ocean boom and take it to deeper water or low-current areas that have better skimmer access and higher recovery rates. Sorbent boom and snare boom may be utilized to recovery light sheens and more viscous oils.

Sorbent boom is designed primarily to absorb oil, although it can act as a protective measure against thin oil sheens under very quiet water conditions. Snare boom (pom-poms tied onto a line) is effective as a sorbent of more viscous oils under higher wave and current conditions. When used with conventional booms, sorbents can be placed outside of the boom to pick up escaping oil, or inside the boom to absorb contained oil.

### 5602 Shoreline Protection

The Response Group shoreline response guides depict the protection response modes applicable for oil spill clean-up operations. Each response mode is schematically represented to show optimum deployment and operation of the equipment in areas of environmental concern. Supervisory personnel have the option to modify the deployment and operation of equipment allowing a more effective response to site-specific circumstances. Booming strategies will be implemented to exclude oil from impacting priority resources, and may be diverted to collection areas for recovery. The following are various types of boom that may be deployed to protect the shoreline:

- **Near Shore Boom:** When oil threatens impact shoreline or marshes, this medium size boom (~18") can be deployed to deflect or contain oil, or prevent impact to sensitive areas.
- **Bottom-seal Boom:** This boom is designed for deployment in very shallow water here traditional boom may foul on the bottom during low water levels. This boom's special features allow it to conform to the substrate, so that it can continue to act as a barrier to oil during changing tides or lower water levels. Bottom seal boom uses ballast tubes that are filled with water and actually lay on the bottom to provide a seal against oil passage.

Shallow water boom is effective in higher-current areas because the shallow skirt minimizes the drag in the current.

- **Inland Boom:** Inland boom is the smallest conventional boom and is designed for deployment in very shallow water; as the draft is only 6-12 inches. It is normally deployed in more protected waters where there is little to no wave action.

### 5603 Wildlife Support

Compliance with the Migratory Bird Treaty Act, Marine Mammal Protection Act, U.S. Endangered Species Act, and State of Florida Wildlife Regulations is addressed in [Florida's Wildlife Contingency Plan for Oil Spill Response](#). This plan is developed and maintained by the Florida Fish and Wildlife Conservation Commission (FWC).

### 5700 Additional Support for a blowout lasting 120 days:

- Ocean Barge to transport recovered oil from offshore skimming systems and temporary storage barges to onshore disposal sites (identified in Area Contingency Plans and approved by the State)
- Additional OSRO personnel to relieve equipment operators
- Vessels for supporting offshore operations
- Field safety personnel
- Continued surveillance and monitoring of oil movement
- Helicopter, video cameras
- Infrared (night time spill tracking) capabilities
- Logistics needed to support equipment:
  - Parts, trailers, and mechanics to maintain skimmers and boom
  - Staging areas
  - Fueling facilities
  - Decontamination stations
  - Dispersant stockpile transported from Houston to Houma
  - Communications equipment and technicians
- Logistics needed to support responder personnel:
  - Food
  - Berthing
  - Additional clothing/PPE/safety supplies
  - Decontamination stations
  - Medical aid stations
  - Safety personnel

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# Northeast and Eastern Central Florida Area Contingency Plan

## Risk Analysis: Places of Refuge Policy

# Annex 1b

## June 2022

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## Northeast and Eastern Central Florida Area Contingency Plan

### Record of Changes

| Change Number | Change Description | Section Number | Change Date | Name |
|---------------|--------------------|----------------|-------------|------|
| 1             |                    |                |             |      |
| 2             |                    |                |             |      |
| 3             |                    |                |             |      |
| 4             |                    |                |             |      |
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### 1000 Introduction

A ship in need of assistance may require a temporary place of refuge with adequate water depth for lightering or repairs in order to protect the marine environment. Ships may need to be brought into a harbor, anchored, or moored in protected waters, or temporarily beached in order to safely make repairs and stop the loss of oil or other hazardous substances. Disabled ships need to be repaired in order to resume safe navigation and prevent a shipwreck resulting in the loss of fuel and/or cargo. If leaking ships are not repaired, spilled oil and hazardous substances may affect the public health, environmental resources, and shorelines.

There is no single place of refuge for all ships and all situations. Decisions relating to Places of Refuge encompass a wide range of security, environmental, social, economic, and operational issues that vary according to each situation, including the environmental sensitivity and protected status of the areas within or adjacent to a potential place of refuge. The initial decision to permit a ship to seek a place of refuge, as well as the decisions and actions implementing that decision, are based upon an assessment of the risk factors involved and the exercise of sound judgment and discretion.

Places of Refuge are sites that could be used for a disabled or damaged ship needing shelter for repairs. While information on potential sites may be pre-inventoried, this does not imply that any of these sites will be the location of choice in a future event. Selection of a place of refuge by the U.S. Coast Guard Captain of the Port in consultation with other Federal agencies, State, Tribal, and Local governments, and other stakeholders will always be made on a case-by-case basis. If time allows the Captain of the Port will activate a Unified Command under the Incident Command System (ICS) to address a request for a place of refuge.

When a Place of Refuge incident occurs that is likely to involve more than one Area Contingency Plan, existing cross-jurisdictional protocols will be activated.

This section incorporates a decision-making process for Masters to use when requesting a place of refuge. The guidelines in this section incorporate the Guidelines on Places of Refuge for Ships in need of Assistance adopted by the International Maritime Organization (IMO), and assume use of ICS to manage the incident.

When safety of life is involved, existing search and rescue conventions and protocols should be used. When a ship is in need of assistance but safety of life is not involved, these guidelines should be followed to evaluate whether a ship should remain in the same position, continue on its voyage, be brought into a place of refuge, taken out to sea, or intentionally scuttled in deep water.

### 1100 Purpose

The purpose of this annex is to provide a decision-making process for response to requests for Places of Refuge; and to apply existing procedures for coordinated trans-boundary and trans-jurisdictional decision-making when necessary in responding to a request for the same.

### 1200 Definitions

*Ship in need of assistance* means a ship in a situation, apart from one requiring rescue of persons on board, which could lead to loss of the vessel or an environmental or navigational hazard.

A *ship* is defined as any vessel (self-propelled or non self-propelled) that can be used for the commercial carriage of cargo or passengers, as well as non-commercial applications, including but not limited to freight ships, tank ships, deck barges, tank barges, and large yachts.

*Place of refuge* means a place where a ship in need of assistance can take action to stabilize its condition, reduce the hazards to navigation, and to protect human life and the environment. Places of Refuge can be man-made harbors, port, natural embayments, or offshore waters.

*MAS* means a Maritime Assistance Service, as defined in the International Maritime Organization's resolution. PLEASE NOTE: In the US and Canada, the United States Coast Guard and the Canadian Coast Guard respectively are the agencies responsible for receiving reports and serving as the point of contact for the shipmaster while notifying reports and serving as the point of contact for the shipmaster while notifying other agencies in the event of an incident.

*Guidelines* mean each of the decision-making guidelines and matter set forth above and below. Notwithstanding any such word as "may," "should," "will," "must," or "shall:" these guidelines are intended solely as factors that may be considered during the execution and implementation of any such decisions.

*Force Majeure* is a doctrine of international law, which confers limited legal immunity upon vessels which are forced to seek refuge or repairs within the jurisdiction of another nation due to uncontrollable external forces or conditions. This limited immunity prohibits coastal state enforcement of its laws, which were breached due to the vessel's entry under force majeure.

### 1300 Jurisdiction

Under 33 CFR Part 6.04, the U.S. Coast Guard Captain of the Port (COTP) has authority to order ships into and out of ports, harbors, and embayment in order to protect the public, the environment and maritime commerce. The COTP is the designated Federal On-Scene Coordinator (FOSC) for the U.S. coastal zone as per the National Contingency Plan (NCP), 40 CFR part 300. There may be some maritime homeland security situation where the COTP, acting as the Federal Maritime Security Coordinator (FMSC), may have access to Sensitive Security Information (SSI) and/or classified information (not readily shareable with other stakeholders) that may impact the final disposition of a vessel requesting "Force Majeure" or permitting a vessel to seek a place of refuge or approval of a salvage plan. These circumstances are dealt with on a case-by-case basis and information shared with other agencies is on a "need to know" basis.

The State of Florida has the authority to represent and protect State interests for incidents within State waters. The State has jurisdiction over state-owned shoreline and in near-shore waters out to three miles.

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Local governments or port authorities may have authority over near-shore waters including ports and harbors. If so, a local government or port representative may serve as a Local On-Scene Coordinator per this plan.

Natural Resource agencies have authority to manage their lands, marine areas, wildlife, habitat, and natural resources as mandated in their laws and regulations. Natural Resource agencies fill position in ICS and provide resource information to the UC. In addition, Natural Resource agencies are member of the Region IV Regional Response Team (RRT).

Tribal governments may own land and have fishing rights in marine areas that could be impacted by a ship seeking a place of refuge. If so, a tribal government representative(s) may fill position in ICS or may serve as a Local On-Scene Coordinator per this plan.

The Master of the ship has control of the ship and is responsible for requesting a place of refuge from the COTP. The Master provides details on the status of the ship and justification for needing a place of refuge in accordance with the IMO Guidelines on Places of Refuge.

### 1400 Management Structure to Address Places of Refuge

If time allows, the COTP should consult with appropriate federal, state, and local stakeholders via the RRT or other appropriate mechanism to address a request for a place of refuge. A Unified Command (UC) may be activated as required. The UC should provide an opportunity for consultation with resource agencies, tribal governments, local authorities, and other stakeholders as appropriate. Technical specialists, such as marine engineers, maritime pilots, vessel inspectors/surveyors, or salvors may be activated to assist in managing the incident. The UC should utilize the checklists provided in this manual, based on pre-identified information whenever available, to determine the risk associated with the request. Once identified, an analysis should be performed balancing the public and environmental risks with the risks to the ship and the ship/cargo owner in order to decide is and where to move a ship in need of assistance.

If there is not time to activate a UC or the RRT, the COTP should make the decision whether to grant or deny the request for a place of refuge. To the extent possible, the COTP should use the checklists provided in this annex, and reference pre-identified potential Places of Refuge to select an appropriate site. Following the decision, the COTP should immediately notify appropriate stakeholders.

This annex provides a template for pre-identified information to support the decision making checklists below, consistent with section 3.5-3.6 of the IMO Guidelines on Places of Refuge for Ships in Need of Assistance.

### 2000 Decision Making Process

The COTP, in consultation with the UC and if available the RRT, should perform an objective analysis of the advantages and disadvantages of allowing or not allowing a ship in need of assistance to proceed to a place of refuge. This analysis should identify the potential environmental, social, economic, and security impacts at the site. The COTP will consider these multiple factors to determine the appropriate course of action to prevent and mitigate the short- and long-term impacts to public health and the environment, local commerce, the ship and the ship/cargo owners.

The COTP should evaluate consequences to the vessel and the environment:

- If the ship remains in the same position;
- If the ship continues on its voyage;
- If the ship reached a place of refuge;
- If the ship is taken out to sea; or
- If the ship is intentionally scuttled in deep water.

The decision-making process should evaluate each of these options using the following steps to determine if a ship in need of assistance should be granted a place of refuge. These steps are not in prioritized order, but should be addressed as part of a total assessment for each of the five options above.

### 2100 Step 1

The Master of the vessel, or his/her representative (the operating company and/or salvor), should request a place of refuge from the appropriate COTP. The Master should provide as much information as possible, including:

- The status of the ship. Crew, passengers, and weather;
- Medical issues, deaths, or needs of assistance and the specific assistance required;
- Intended actions and potential consequences if the request for a Place of Refuge is denied;
- If the ship is flooding, whether the pumping system is operable and is keeping up with the flooding rate;
- Status of vessel steering, propulsion, and firefighting capability;
- The steps already taken to mitigate the problem, and results;
- What needs or requirements will the ship have once in a place of refuge; and
- Status of notifications completed by Master: i.e. owners/operators/agents/Qualified Individuals/Class Society, etc.

### 2200 Step 2

When time allows, the COTP should consult with appropriate agencies via the RRT to address the issue, and activate a UC when the situation dictates. If there is not time to consult with partner agencies, the COTP should grant or deny the request for a place of refuge, and inform the State, other concerned agencies, and appropriate stakeholders at the earliest time to determine if any protective measures are required.

## 2300 Step 3

In either case, the COTP or UC should:

- Require the vessel Master, owner/operator, or agent; Qualified Individual etc. to contract with a salvor and oil spill response organization (OSRO), or other specialized contractor if this has not already been done;
- As the situation dictates, establish a command post and prepare to initiate a response;
- If the vessel is drifting, determine its trajectory to shore and potential impact sites;
- Notify the Federal Bureau of Investigation (FBI) Intelligence Coordination Center or the DHS Homeland Security Operations Center if there are any security concerns;
- When appropriate and if time allows, dispatch an inspection team with expertise appropriate to the situation to board the ship and evaluate conditions, depending on risk, sea conditions, security risk, nature of distress etc;
- Confer with the USCG MSC Ship Salvage Group, the vessel owners or naval architects;

In addition, the following factors will be evaluated to determine if the ship in need of assistance should remain in the same position, continue on its voyage, be taken out to sea, intentionally scuttled, or be directed to a place of refuge.

### **Human Health & Safety**

☐ Safety and Health condition of those on board as well as risk to public safety

### **Environment**

☐ The environmental consequences of staying put, continuing on its voyage, being taken out to sea, being intentionally scuttled in deep water, or going to a place of refuge (reference Step 5 below)

### **Ship Status & Risk Factors**

- ☐ The type and size of the ship
- ☐ The status/seaworthiness of the ship, in particular buoyancy, stability, structural integrity, availability of propulsion and power generation, docking ability, progressive deterioration, etc.
- ☐ Types, quantities, hazards, and condition of petroleum products, hazardous substances, and/or other cargo onboard
- ☐ The impending threat to the ship or need for a pilot
- ☐ Weather conditions and forecasts
- ☐ The Master's ability to navigate the ship or need for a pilot
- ☐ Distance and estimated time to reach a place of refuge
- ☐ Vessel traffic in the area where the ship is currently located
- ☐ Mitigation measures already taken
- ☐ Determine crew status, health, staffing levels, etc.

### **Response & Salvage Resources**

- ☐ Availability or rescue tugs/tow vessels of sufficient size and power to aid the ship in distress
- ☐ Salvage and spill response resources on-scene with the ship and available during transit
- ☐ Vessel traffic in the potential destination area

## Northeast and Eastern Central Florida Area Contingency Plan

- ☐ Access to a pier or dock with repair facilities
- ☐ Whether salvage and lightering can safely be performed at each alternative location

### **Other Command Management Factors**

- ☐ Provisions of financial security and insurance by the ship owner/operator
- ☐ Agreement by the Master and owner/operator of the ship to the proposals of the COTP/UC
- ☐ Public expectations and media outreach
- ☐ Capability of Master to detain crew on board until cleared by Customs and Border Protection and the USCG

## **2400 Step 4**

If the COTP/UC determines that the risks are generally acceptable to direct a ship into a place of refuge, the following factors should be further evaluated to determine a specific place.

### **Human Health & Safety**

- ☐ Assessment of human factors, including crew fatigue and overall health
- ☐ Safety of persons at or near the place of refuge with regard to risks of explosion, fire, and pollution
- ☐ Security concerns associated with a port or harbor area
- ☐ Available emergency response capabilities and evacuation routes and facilities
- ☐ Available fire-fighting and police capabilities

### **Environment**

- ☐ Potential environmental and cultural impacts of pollution (reference Step 5 below) or the response to a pollution incident
- ☐ Existing resource protection strategies and availability or response resources to implement the strategies
- ☐ Status of potential Place of Refuge (protection status, commercial area, near population centers)

### **Port or Anchorage Area Criteria**

- ☐ The type and size of the ship in relation to the size of the place of refuge
- ☐ Adequate water depth to accommodate the ship
- ☐ Navigational approach, including vessel traffic and associated risks
- ☐ Pilotage requirements
- ☐ Tides and currents
- ☐ Seasonal conditions
- ☐ Anchoring ground or suitable docking facilities
- ☐ Availability of repair facilities such as dry docks, workshops, and cranes
- ☐ Military operations in vicinity
- ☐ Availability of cargo transfer and storage facilities
- ☐ Land/Air access
- ☐ Weather and sea state including prevailing winds
- ☐ Requirements from port authorities, area landowners/managers
- ☐ Are the proposed activities specifically prohibited and/or are there permitting or notification requirements that need to be followed



## Northeast and Eastern Central Florida Area Contingency Plan

### **Beaching Site Criteria**

- ☐ Depth of water, not covering vessel deck
- ☐ The type of shore bottom
- ☐ Navigational approach and pilotage requirements
- ☐ Seasonal conditions
- ☐ The openness of the site to ocean waves/currents
- ☐ Land and/or air access
- ☐ Prevailing wind patterns and forecasts
- ☐ Tidal range
- ☐ Vessel stability and structure for beaching

### **Economic Factors**

- ☐ Potential economic impacts of pollution
- ☐ Potential disruptions to other port operations or marine commerce
- ☐ Potential impacts on local fisheries, commercial fisheries, and/or natural resources exposed on the transit route
- ☐ Economic impact of the decision on the ship owner/operator and the cargo owner
- ☐ Economic impact related to loss of natural resources, area quality and recreational use

### **Response, Salvage, Firefighting, and Repair Resources**

- ☐ Available salvage and spill response resources
- ☐ Available firefighting resources
- ☐ Availability or appropriate and compatible lightering equipment and receiving vessels
- ☐ Availability of product storage (e.g., tank barge, shore-side storage tank, other ships)
- ☐ Availability of skilled labor and trained personnel
- ☐ Access to repair equipment and facilities
- ☐ Salvage and response vessel access to the Place of Refuge

### **Other Command Management Factors**

- ☐ Liability, insurance, and compensation issues and limits
- ☐ Requirements of jurisdictional authorities for financial responsibility and bonding
- ☐ Required notifications such as maritime pilots, Immigration, Customs, and security
- ☐ Transitional or trans-jurisdictional coordination agreements/plans, if applicable
- ☐ Public expectations and media outreach

### 2500 Step 5

To protect environmental, historic, and cultural resources, the COTP/UC should determine the presence of and proximity to the following for any Place of Refuge location:

- ☐ Resources at risk such as threatened or endangered species, seasonal breeding locations, or designated critical habitat
- ☐ Essential fish habitat
- ☐ Maricultural/aquaculture facilities
- ☐ Other priority sensitive areas, including cultural and historic properties
- ☐ Other resources, lands and/or waters with special designations
- ☐ Offshore fisheries
- ☐ Near shore fisheries
- ☐ Subsistence use patterns and treaties
- ☐ Recreation/tourism information
- ☐ Spill trajectories

### 2600 Step 6

After the final analysis has been completed and a decision made, the COTP or UC through a formal document (such as a Decision Memo), should ensure that other authorities and stakeholders are appropriately informed.

### 3000 Area List of Potential Stakeholders

The Area Committee should ensure that current contact information is available through the committee members for the categories listed below:

- Federal On-Scene Coordinator
- State On-Scene Coordinator
- Federal Natural Resource Trustees
- State Natural Resource Trustees
- Federally-Recognized Tribes or First Nations
- Land Owners/Land Managers in addition to trustees identified above
  - Local (e.g., parish/municipal) governments
  - Potentially impacted facility owners
  - Port Authorities
- Other Stakeholders or Agencies
  - Regional Citizen Advisory Councils or other appropriate public interest groups
  - Harbor Safety Committees
  - Selected commercial operator (e.g., fish hatcheries, agriculture sires)
  - Immigration, Customs, the Federal Bureau of Investigation, the Department of Homeland Security, and the Federal Emergency Management Agency
  - Maritime pilot groups serving the area
  - Center of Disease Control/State and Local Health Departments

## 4000 Template for Responding to Requests for Places of Refuge

Ideally, the Area Committee should gather information on all potential Places of Refuge within the boundaries of the given area.

This annex provides a template for the collection of general information on the planning as well as specific information on sites such as docks and piers, anchorages and moorings, and possible beaching sites. The checklists in this template support the decision-making checklist in the Places of Refuge Manual by providing for the advance collection of information and are therefore crucial to expediting decision-making.

While information on possible sites may be pre-inventoried, this does not imply that any of these sites will be the location of choice in a future event. Selection of a place of refuge by the COTP in consultation with other agencies and stakeholders will always be made on a case-by-case basis.

A workgroup may be established to pre-identify information on coastal port or places that will give the COTP valuable information on a decision to choose a Place of Refuge in an emergency situation. The workgroup may include representatives from the USCG, the State, Local and Natural Resource Agencies, and marine pilots associations. In addition, native tribes and other interested and knowledgeable stakeholders should be invited to participate.

### 4100 General Information

- [ ] Casualty risk associated with the routine vessel traffic routes in the planning area
- [ ] Availability of rescue tugs/tow vessels of sufficient size and power to aid in the vessel in distress and predicted arrival times
- [ ] Salvage, lightering, firefighting, and spill response resources available to this jurisdiction, including delivery times
- [ ] Transnational or trans-jurisdictional coordination agreements/plans, if applicable
- [ ] Shorelines likely to be impacted either during transits to a place of refuge or if refuge is denied:
- [ ] Shoreline names and locations as appropriate
- [ ] Shoreline types and generally acceptable cleaning methods
- [ ] Description of sensitive resources/areas along the coastlines likely to be impacted, including fisheries, aquaculture sites, cultural and historic sites, Threatened and Endangered species, subsistence use, recreation/tourism, or specially designated lands or waters
- [ ] Existing resource protection strategies
- [ ] General wind/wave/current information and source for real-time tide/wind/wave/current information
- [ ] Seasonal conditions
- [ ] Potential risks to populations along the coasts with regard to explosion, fire and pollution; availability of evacuation routes
- [ ] General information on coastal vessel traffic patterns
- [ ] Other pertinent information

### 4200 Choosing a Place of Refuge

## 4201 Docks and Piers

For each site determine:

- ☐ Site number (to correspond to map/chart showing location)
- ☐ Site name
- ☐ Site location
- ☐ Water depth at mean low tide
- ☐ Beach/shoreline types and generally
- ☐ Bottom types
- ☐ General wind/wave/current information
- ☐ Openness of the site to ocean waves/currents
- ☐ Source for real-time tide/wind/wave/current information
- ☐ Seasonal conditions
- ☐ Standard navigational approach, including vessel traffic patterns and associate risks
- ☐ Pilotage requirements
- ☐ Nearby port operations and potential impacts
- ☐ Brief description of port facilities
- ☐ Brief description of repair facilities/capabilities/skilled labor
- ☐ Availability or cargo transfer and storage facilities
- ☐ Land and/or air access
- ☐ Risk to persons at or near the location with regard to explosion, fire, and pollution; availability or evacuation routes
- ☐ Description of sensitive resources/areas at the site and along potential access routes to that site, including fisheries, aquaculture sites, cultural and historic sites, Threatened and Endangered species, subsistence use, recreation/tourism, or specially designated lands or waters
- ☐ Existing resource protection strategies
- ☐ Availability of salvage, spill response, and emergency response resource including police and firefighting
- ☐ Security measures in place
- ☐ Requirements for permission from area landowners/managers
- ☐ Financial assurance requirements of port authorities
- ☐ Liability and compensation issues and limits
- ☐ Required notification such as Immigration or Customs
- ☐ Identification of Stakeholders including 24/7 contact information
- ☐ Other pertinent information

## 4202 Anchorage and Moorings

For each site determine:

- ☐ Site number (to correspond to map/chart showing location)
- ☐ Site name
- ☐ Site location (descriptive and lat/long coordinates)
- ☐ Water depths at mean low tide
- ☐ Beach/shoreline types and generally accepted cleaning methods
- ☐ Bottom types
- ☐ General wind/wave/current information
- ☐ Openness of the site to ocean waves/currents

## Northeast and Eastern Central Florida Area Contingency Plan

- [ ] Source for real-time tide/wind/wave/current information
- [ ] Seasonal conditions
- [ ] Standard navigational approach, including vessel traffic and associated risks
- [ ] Pilotage requirements
- [ ] Nearby port operations, if any, and potential impacts
- [ ] Brief description of the facilities (if any)
- [ ] Availability of cargo transfer and storage vessels
- [ ] Land and/or air access
- [ ] Risks to persons at or near the location with regard to explosion, fire, and pollution; availability of evacuation routes
- [ ] Description of sensitive resources/area at the site and along potential access routes to that site, including fisheries, aquaculture sites, cultural and historic sites, Threatened and Endangered species, subsistence use, recreation/tourism, or specially designated lands or waters
- [ ] Existing resource protection strategies
- [ ] Availability of salvage, spill response, and emergency response resource, including police and firefighting, and their potential access to the site
- [ ] Security measures in place
- [ ] Requirements for permission from area landowners/managers, is applicable
- [ ] Financial accordance requirements of local port authorities, is applicable
- [ ] Liability and compensation issues and limits
- [ ] Required notifications such as Immigration or Customs
- [ ] Identification of stakeholders including 24/7 contact information
- [ ] Other pertinent information

### 4203 Beaching Sites

For each site determine:

- [ ] Site number (to correspond to map/chart showing location)
- [ ] Site name
- [ ] Site location (descriptive and lat/long coordinates)
- [ ] Water depths at mean low tide
- [ ] Beach/shoreline types and generally accepted cleaning methods
- [ ] Bottom types
- [ ] General wind/wave/current information
- [ ] Openness of the site to ocean waves/currents
- [ ] Source for real-time tide/wind/wave/current information
- [ ] Seasonal conditions
- [ ] Standard navigational approach, including vessel traffic and associated risks
- [ ] Pilotage requirements
- [ ] Nearby port operations, if any, and potential impacts
- [ ] Brief description of the facilities (if any)
- [ ] Availability of cargo transfer and storage vessels
- [ ] Land and/or air access
- [ ] Risks to persons at or near the location with regard to explosion, fire, and pollution; availability of evacuation routes

## **Northeast and Eastern Central Florida Area Contingency Plan**

- [ ] Description of sensitive resources/area at the site and along potential access routes to that site, including fisheries, aquaculture sites, cultural and historic sites, Threatened and Endangered species, subsistence use, recreation/tourism, or specially designated lands or waters
- [ ] Existing resource protection strategies
- [ ] Availability of salvage, spill response, and emergency response resource, including police and firefighting, and their potential access to the site
- [ ] Security measures in place
- [ ] Requirements for permission from area landowners/managers, is applicable
- [ ] Financial accordance requirements of local port authorities, is applicable
- [ ] Liability and compensation issues and limits
- [ ] Required notifications such as Immigration or Customs
- [ ] Identification of stakeholders including 24/7 contact information
- [ ] Other pertinent information

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# Northeast and Eastern Central Area Contingency Plan

## Contact Spreadsheet

### Annex 2 June 2022

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## Northeast and Eastern Central Florida Area Contingency Plan

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## **1000 Contact Spreadsheet Introduction**

The Contact Spreadsheet serves as a comprehensive collection of contact information for those federal, state, and local agencies, as well as tribal authorities, which may have jurisdiction or regulatory authority over a pollution event, or that which can provide support/expertise to a response effort. In addition, contact information for Non-Government Organizations, firefighting experts, salvage equipment providers, oil pollution response cooperatives, oil pollution response equipment providers, and members of academia who focus on issues relevant to pollution response have been included.

## **1100 Purpose**

This list is not intended to be complete and will require routine maintenance and refreshing as personnel in certain positions transfer and as companies, agencies and organizations change.

The following is the link to [Annex 2: Contact Spreadsheet](#).

Note: Please request any contact information via Coast Guard Sector Jacksonville Emergency Management.

# Area Committee Directory

LAST UPDATED: 6/20/2022

| LAST NAME | FIRST NAME | ADDRESS | CELL PHONE | WORK PHONE | AGENCY                                       | EMAIL |
|-----------|------------|---------|------------|------------|--|-------|
| Murtagh   | Sarah      |         |            |            | Navy Region SE                               |       |
| Baxter    | John       |         |            |            | Navy Region SE                               |       |
| Craighead | Tom        |         |            |            | Moran Towing of Jacksonville                 |       |
| Vaughn    | Nick       |         |            |            | Navy Region SE                               |       |
| Chancy    | Allison    |         |            |            | FL DEP (Eastern Central)                     |       |
| Rougier   | Cleveland  |         |            |            | MSRC   |       |
| Cole      | Kajani     |         |            |            | Florida DEP                                  |       |
| Anestor   | Nelson     |         |            |            | NAVSTA Mayport EOC                           |       |
| Williams  | Calvin     |         |            |            | NAVSTA Mayport EOC                           |       |
| Kincart   | Robert     |         |            |            | ACT Environmental                            |       |
| Kincart   | Jeff       |         |            |            | ACT Environmental                            |       |
| Eastman   | Scott      |         |            |            | Flordia DEP                                  |       |
| Luensmann | Diane      |         |            |            | Canaveral Port Authority                     |       |
| Giammanco | Joseph     |         |            |            | St. Johns County<br>Emergency Management     |       |
| Lamir     | Stephen    |         |            |            | Moran Environmental<br>Recovery/Jacksonville |       |
| Wilson    | Kelly      |         |            |            | St. Johns County<br>Emergency Management     |       |
| Alonso    | Bryan      |         |            |            | Resolve Marine                               |       |
| Kennedy   | Gracie     |         |            |            | Flordia DEP                                  |       |
| Urdzik    | Kevin      |         |            |            | Marathon Petroleum<br>Company                |       |

| LAST NAME     | FIRST NAME | ADDRESS | CELL PHONE | WORK PHONE | AGENCY                                     | EMAIL |
|---------------|------------|---------|------------|------------|--|-------|
| Miller        | Darrell    |         |            |            | CCSFS Emergency Management                 |       |
| Desantis      | Jason      |         |            |            | National Response Corporation/OSRO         |       |
| Davis         | Joshua     |         |            |            | Vane Line Bunkering Inc                    |       |
| Killian       | Candace    |         |            |            | GTM NERR                                   |       |
| Manara        | Darlene    |         |            |            | Canaveral Port Authority                   |       |
| Cechowski     | Michelle   |         |            |            | East Cental Florida Planning Council/Local |       |
| Gainey        | Helen      |         |            |            | City of Jacksonville Environmental Progam  |       |
| Musser        | Robert     |         |            |            | Canaveral Port Authority (Environmental)   |       |
| Mueller       | Martin     |         |            |            | Gallagher Marine Systems, LLC              |       |
| Spoerl        | Tim        |         |            |            | MSRC - Atlantic Region                     |       |
| Howell        | Barbara    |         |            |            | Florida DEP                                |       |
| Roberts       | Jim        |         |            |            | Florida Division of Emergency Management   |       |
| Cordero       | Scott      |         |            |            | National Weather Service                   |       |
| Sandrik       | Al         |         |            |            | National Weather Service                   |       |
| Eliadis       | Chris      |         |            |            | Brevard County Emergency Management        |       |
| Coles         | Debbie     |         |            |            | Brevard County Emergency Management        |       |
| Ebanks        | DeeAnn     |         |            |            | T&T Salvage, LLC                           |       |
| Garcia-Malone | Rebecca    |         |            |            | T&T Salvage, LLC                           |       |
| Scott         | John       |         |            |            | Brevard County Emergency Management        |       |
| Nolen         | Tyler      |         |            |            | NorthEast Flordia Regional Council         |       |

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# Northeast and Eastern Central Florida Area Contingency Plan

Contacts: USCG Documentation POCs  
(DOCL ICS Form 207)

## Annex 2a

June 2022

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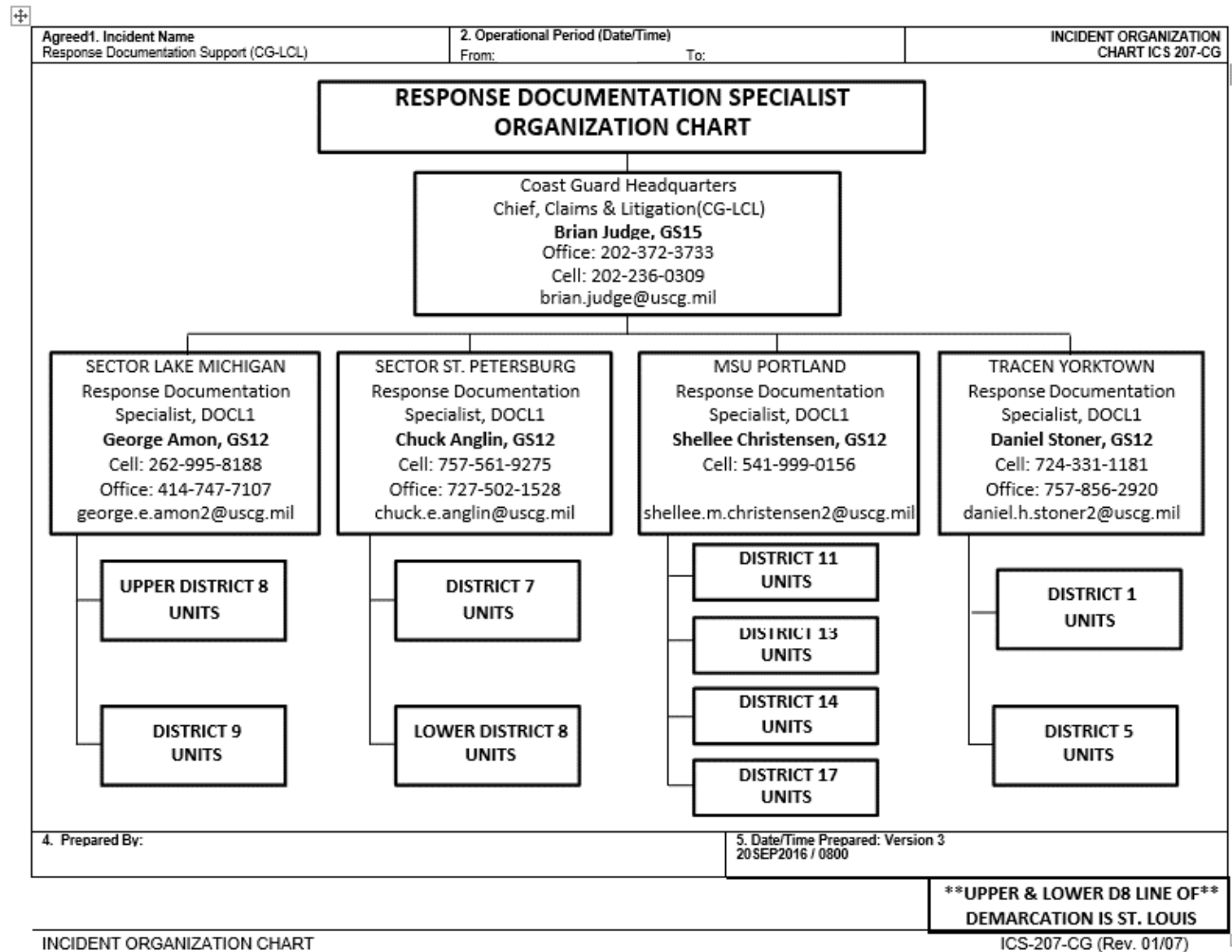


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## 1000 Type 1 Documentation Unit Leader Support by District



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# Northeast and Eastern Central Florida Area Contingency Plan

## Initial Reporting Form

### Annex 3 June 2022

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## 1000 Initial Reporting Form

**Date/Time of Notification:** \_\_\_\_\_ **PPE:** \_\_\_\_\_

**Reporters Name:** \_\_\_\_\_ **Address:** \_\_\_\_\_

**Phone No:** \_\_\_\_\_ **City:** \_\_\_\_\_

**Company:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip Code:** \_\_\_\_\_

**Title:** \_\_\_\_\_ **River Mile:** \_\_\_\_\_

**Latitude:** \_\_\_\_\_ **Longitude:** \_\_\_\_\_

**Incident Location:** \_\_\_\_\_

\_\_\_\_\_

**Incident Description:** \_\_\_\_\_

\_\_\_\_\_

**Source and/or Cause:** \_\_\_\_\_

\_\_\_\_\_

**Special Considerations:** \_\_\_\_\_

\_\_\_\_\_

**Vessel Name and Number:** \_\_\_\_\_

**Facility Name:** \_\_\_\_\_

**Date of Incident:** \_\_\_\_\_ **Time of Incident:** \_\_\_\_\_

**Material Discharged:** \_\_\_\_\_ **Quantity:** \_\_\_\_\_

**Is the material in the water?** \_\_\_\_\_ (Y/N) **Is the Source Secured:** \_\_\_\_\_ (Y/N)

**Incident Commander:** \_\_\_\_\_

**Incident Command Post Location:** \_\_\_\_\_

**Environmental Conditions:** \_\_\_\_\_

**Directions:** \_\_\_\_\_

\_\_\_\_\_

**Actions taken to Correct, Control or Mitigate Incident:** \_\_\_\_\_

\_\_\_\_\_

**Number of Injuries:** \_\_\_\_\_ **Number of Fatalities:** \_\_\_\_\_

**Were there evacuations?** \_\_\_\_\_ (Y/N) **Number of Evacuated:** \_\_\_\_\_

**Areas Affected:** \_\_\_\_\_

**Responsible Party Intentions:** \_\_\_\_\_

\_\_\_\_\_

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# Northeast and Eastern Central Florida Area Contingency Plan

## Site Safety Plan

# Annex 4

## June 2022

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### 1000 Introduction

This annex was developed to provide Federal and State health and safety guidance for oil/hazardous substance incidents within the boundaries of the Northeast and Eastern Central Florida Area Committee's area of responsibility.

### 1100 Purpose

The purpose of health and safety efforts conducted during an environmental emergency are to ensure the protection of the responders, clean-up crews and the public from the possible hazards. The guidance contained in this policy document is intended to assist Safety Officers to establish, manage, and operate a safe spill response to the reported incident.

### 2000 Health and Safety

#### 2100 Federal Health and Safety Guidance

Federal and state government employees, private industry employees, and other contract personnel involved in oil spill response activities must comply with all applicable worker health and safety laws and regulations. The Occupational Safety and Health (OSH) Act was enacted December 29, 1970 and granted authority to the Secretary of Labor to promulgate, modify, and revoke safety and health standards. The primary federal regulations for hazardous waste operations and emergency response are found in 29 CFR Part 1910.120. This regulation specifies the safety and health requirements for employees involved in clean-up operations at uncontrolled hazardous waste sites being cleaned up under government mandate and in certain hazardous waste treatment, storage, and disposal operations conducted under the Resource Conservation and Recovery Act of 1976 (RCRA). The regulations apply to both emergency response and post-emergency response clean-up of hazardous substance spills. The definition of hazardous substance used in these regulations is much broader than CERCLA, encompassing all materials listed in 49 CFR Part 172. Thus, most oils and oil spill responses are covered by these regulations. Response policies shall be consistent with federal regulations.

The Occupational Safety and Health Administration (OSHA) classifies an area impacted by oil as an uncontrolled hazardous waste site. The role of the site safety and health supervisor is to assess the site, determine the safety and health hazards present, and determine if Federal OSHA regulations apply. If an OSHA field compliance officer is on scene, he/she should be consulted to determine the applicability of OSHA regulations. Disputes should be referred to the Department of Labor representative of the RRT.

One key provision of the OSH Act provided 50/50 funding to those states that developed their own state program, which is at least as effective as the federal program in providing safe and healthful employment.

### 2200 Florida State Health and Safety Guidance

Federal regulations specify minimum training levels for responders to hazardous substance incidents. OSHA enforces the requirements for federal and private workers. State and local employees must follow the same regulations.

### 3000 Safety Officer Advance Planning

The incident Safety Officer (SOFR) will need personnel and equipment very quickly in the event of an incident. It would be beneficial to have preset lists of resources, equipment, personal protective equipment (PPE), and personnel for a large incident that could be tailored for smaller incidents. This will allow the SOFR to get a request into the Logistics Section quickly while the SOFR begins to tackle the chaotic issues at the beginning of an incident. A go-kit with information resources preprinted (or on an accessible storage device) and safety and detection equipment would increase the response effectiveness of the SOFR. A good Site Safety and Health plan (see below) form that the SOFR is familiar with will be a good guide/checklist to cover the safety issues of an incident and quickly develop the site safety plan. Pre-planning is critical to allow the SOFR to respond quickly to the needs of the personnel responding to an incident.

### 3100 Site Safety and Health Plans

The following plans can be used as a general guide to facilitate rapid development of site safety and health plans during spill response. They are NON-MANDATORY guidelines intended to support appropriate site-specific planning. They were developed for response personnel involved in EMERGENCY and/or POST-EMERGENCY operations and may not provide sufficient detail for long-term remedial sites.

A generic site safety and health plan is provided for oil/hazardous substance responses along with a PROPOSED ASTM STANDARD Site Safety and Health Plan for oil spill response. Both documents provide a set of attachments that should be used as needed. The generic and proposed ASTM standard site safety plans are not intended to satisfy all requirements for written procedures. A site-specific site safety and health plan must be backed up by other documents that add more detailed information, which may not be needed in the field (i.e., a site safety and health program, a respiratory protection program, or a medical monitoring program).

### 3200 ICS Compatible Site Safety and Health Plan

The Site Safety and Health Plan, ICS Form 208, is designed for use during ICS responses. It is intended to meet the requirements of the Hazardous Waste Operations and Emergency Response regulation (29 CFR Part 1910.120). The plan avoids the duplication found between many other site safety plans and certain ICS forms. It is also in a format familiar to users of ICS. Although primarily designed for oil and hazardous substance incidents, the plan can be used from all hazard situations. The most up-to-date ICS compatible Site Safety and Health Plan, ICS Form 208 can be found at the USCG Homeport internet site <http://homeport.uscg.mil/mycg/portal/ep/home.do>, click on library, click on Incident Command System and click on [Coast Guard ICS Forms \(Individual\)](#).

### 3300 Development

The ICS compatible Site Safety and Health Plan was initiated at USCG Headquarters, Office of Response in 1998. Several Coast Guard personnel were involved in the development and review of the plan. The plan was then reviewed and refined by industry representatives.

### 4000 Emergency Safety and Response Plan (SSP-A)

The Emergency Safety and Response Plan provides the SOFR and ICS personnel a plan for safe guarding personnel during the initial emergency phase of the response. It is only used during the emergency phase of the response, which is defined as a situation involving an uncontrolled release/discharge. It is also intended to meet the requirements of the Hazardous Waste Operations and Emergency Response (HAZWOPER) regulation, 29 CFR Part 1910.120.

### 4100 Preparation

The SOFR or his/her designated staff starts the Emergency Site Safety and Response Plan. They initially address the hazards common to all operations involved in the response (initial site characterization). Outside support organizations must be contacted to ensure the plan is consistent with other plans (local, state, other federal plans). Form SSP-G need not be completed if this form is used. When the operation proceeds into the post-emergency phase (site stabilized and clean-up operations begun) forms SSP-B and SSP-G should be used. For large incidents, the Emergency Site Safety and Response Plan complements the Incident Action Plan. For smaller incidents, the Emergency Site Safety and Response Plan complements ICS Form 201.

### 4200 Distribution

The Emergency Safety and Response Plan is completed by the SOFR and forwarded to the Planning Section Chief. Copies are made and attached to the Assignment List(s), ICS Form 204. The Operations Section Chief, Directors, Supervisors, or Leaders get a copy of the plan. They must ensure it is available on site for all personnel to review. The SOFR is responsible for ensuring that the Emergency Site Safety and Response Plan properly addresses the hazards of the operation. The SOFR accomplishes this through on-site enforcement and feedback to the operational units.

## Northeast and Eastern Central Florida Area Contingency Plan

### 4300 SSP-A Instructions

| #  | Title                         | Instructions   |
|----|-------------------------------|--|
| 1  | Incident Name                 | Print the name assigned to the incident.   |
| 2  | Date/Time Prepared            | Enter date (month, day, year) prepared.  |
| 3  | Operational Period            | Enter the time interval for which the assignment applies.  |
| 4  | Attachments                   | Enter attachments. Safety Data Sheets are mandatory under 1910.120. Safe Work Practices may also be attached.  |
| 5  | Organization                  | List the personnel responsible for these positions. IC and SOFR are mandatory.   |
| 6  | Physical Hazards & Protection | Check off the physical hazards at the site. Identify the major tasks involved in the response (skimming, lightering, overpacking, etc.). Check off the controls that would be used to safeguard workers from the physical hazards for each major task.   |
| 7  | Chemicals                     | List the chemicals involved in the response. Chemicals may be listed numerically. Check off hazards, potential health effects, pathway of dispersion, and exposure route to the chemical. Numbers corresponding to the chemical may be entered into the check blocks to differentiate. Check off PPE to be used. Identify the type of PPE selected (i.e., gloves: butyl rubber). |
| 8  | Instruments                   | Indicate the instruments used for monitoring. List the action levels adjacent to the instruments used. Identify the chemicals being monitored. List the physical parameters of the chemicals. Use a separate form for additional chemicals monitored.  |
| 9  | Decontamination               | Check off the decontamination steps to be used. Numbers may be entered to indicate the preferred sequence. Identify any intervening steps necessary on the form or in a separate attachment.   |
| 10 | Site Maps                     | Draw a rough site map. Ensure all the information listed is identified on the map.   |
| 11 | Potential Emergencies         | Identify any potential emergencies that may occur. If none, so state. Check off the appropriate alarms that may be used. Identify emergency prevention and evacuation procedures in the space provided or on a separate attached sheet.  |
| 12 | Communications                | Indicate type of site communications (phone, radio). Indicate phone numbers for frequencies for the command, tactical, and entry functions.  |
| 13 | Site Security                 | Identify the personnel assigned. Identify security procedures in the space provided or on a separate attached sheet. Identify the equipment needed to support security operations.   |
| 14 | Emergency Medical             | Identify the personnel assigned. Identify emergency medical procedures in the space provided or on a separate attached sheet. Identify equipment needed to support security operations.  |
| 15 | Prepared by:                  | Enter the name and position of the person completing the worksheet.  |
| 16 | Date/time briefed             | Enter the date/time document was briefed to the appropriate workers and by whom.   |

### 5000 Site Safety Plan (SSP-B)

The Site Safety Plan provides the SOFR and ICS personnel a plan for safeguarding personnel during the post-emergency phase of an incident. The post-emergency phase is when the situation is stabilized and cleanup operations have begun. SSP-B is intended to meet the requirements of the HAZWOPER regulation, 29 CFR Part 1910.120.

### 5100 Preparation

The SOFR or his/her designated staff starts the Site Safety Plan. They initially address the hazards common to all operations involved in the response (initial site characterization). The plan is reproduced and, as a minimum, sent to ICS Group/Division Supervisors. They amend it according to unique job or on-scene hazards with support from the SOFR and/or his/her staff (detailed site characterization). The plan is continuously updated to address changing conditions. During the first hours of the response, where most response functions are in the emergency phase, the SOFR may choose to use the Emergency Safety and Response Plan (SSP-A) in place of the Site Safety Plan. For large incidents, the SSP-B compliments the Incident Action Plan. For smaller incidents, the SSP-B compliments ICS Form 201. The SOFR is encouraged to use the HAZWOPER Compliance Checklist (Form SSP-K) to ensure the Incident Action Plan and the 201 address the requirements and all other pertinent ICS forms (203, 205, 206, etc.) are completed.

### 5200 Distribution

The initial Site Safety Plan completed by the SOFR is forwarded to the Planning Section Chief. Copies are made and attached to the Assignments List(s), ICS Form 104. The Operations Section Chief, Directors, Supervisors, or Leaders get a copy and make on-site amendments specific to their operation. They ensure it is available on-site for all personnel to review. The SOFR provides personnel from his/her staff to assist in the detailed site characterization. The SOFR is responsible for ensuring the Site Safety Plan for each assignment properly addresses hazards of that assignment. The SOFR shall ensure completion of the Worker Acknowledgement Form (SSP-I). The SOFR accomplishes this through on site enforcement and feedback to operational units.



## **5300 SSP-B Instructions**

| #  | Title                                       | Instructions   |
|----|---|--|
| 1  | Incident Name                               | Print the name assigned to the incident.   |
| 2  | Date/time Prepared                          | Enter date (month, day, year) prepared.  |
| 3  | Operational Period                          | Enter the time interval for which the assignment applies.  |
| 4  | Safety Officer                              | Enter the name of the Safety Officer and means of contact.   |
| 5  | Group/Division Sup<br>Strike Team/TF Leader | The Supervisor/leader who receives this form will enter their name here.   |
| 6  | Location & size of site                     | Enter the geographical location of the site and the approximate square area.   |
| 7  | Site Accessibility                          | Check the block(s) if the site is accessible by land, water, air, etc.   |
| 8  | For Emergency Contact                       | Enter the name and way to contact the individual who handles emergencies.  |
| 9  | Attachments                                 | Enter attachments. Safety Data Sheets are mandatory under 1910.120. Safe Work Practices may also be attached.  |
| 10 | Job/Task Activity                           | Enter Job/Task & Activities, list hazards, list potential injury and health effects, check exposure routes and identify controls. If more detail is needed for controls, provided attachments. |
| 11 | Prepared by                                 | Enter the name and position of the person completing the worksheet.  |
| 12 | Briefed on _____ by                         | Enter the date/time the document was briefed to the appropriate workers and by whom.   |

## **6000 Site Map for Site Safety Plan (SSP-C)**

The Site Map for the Site Safety Plan is required by 29 CFR Part 1910.120. It provides, in one place, a visual description of the site, which can help ICS personnel locate hazards, identify evacuation routes, and places of refuge.

### **6100 Preparation**

The Site Map for the Site Safety Plan can be completed by the SOFR, his/her staff, or by ICS personnel (Group Supervisors, Task Force/Strike Team Leaders) working at a site with unique and specific hazards. One or several maps may be developed, depending on the size of the incident and the uniqueness of the hazards. The key is to ensure that the workers using the map(s) can clearly identify the work zones, locations, of hazards, evacuation routes and places of refuge.

### **6200 Distribution**

This form must be located with the Site Safety Plan (SSP-B). It therefore follows the same distribution route.

## **6300 SSP-C Instructions**

| <b>#</b> | <b>Title</b>            | <b>Instructions</b>  |
|----------|-------------------------|--|
| 1        | Incident Name           | Print the name assigned to the incident.   |
| 2        | Date/Time prepared      | Enter date (month, day, year) prepared.  |
| 3        | Operational Period      | Enter the time interval for which the assignments applies.                           |
| 4        | Safety Officer          | Enter Safety Officer name and means of contact.                                      |
| 5        | Supervisor/Leader       | The Supervisor/Leader who receives this form will enter their name here.             |
| 6        | Location & size of site | Enter the geographical location of the site and the approximate square area.         |
| 7        | Site Accessibility      | Check the block(s) if the site is accessible by land, water, air, etc.               |
| 8        | For Emergency Contact   | Enter the name and way to contact the individual who handles emergencies.            |
| 9        | Include                 | Ensure the map includes the listed items provided in this block.                     |
| 10       | Prepared by             | Enter the name and position of the person completing the worksheet.                  |
| 11       | Briefed on _____ by     | Enter the date/time the document was briefed to the appropriate workers and by whom. |

## **7000 Emergency Response Plan (ICS Form 208D)**

The Emergency Response Plan provides information on measures to be taken in the event of an emergency. It is used in conjunction with the Site Safety Plan (Form SSP-B). It is required by 29 CFR Part 1910.120.

### **7100 Preparation**

The SOFR, his/her staff member if the Site Supervisor/Leader prepares the Emergency Response Plan. A copy of the Medical Plan (ICS Form 206) shall always be attached to this form.

### **7200 Distribution**

This form must be located with the Site Safety Plan (SSP-B). It therefore follows the same distribution.

## **7300 ICS Form 208D Instructions**

| <b>#</b> | <b>Title</b>                            | <b>Instructions</b>  |
|----------|---|--|
| 1        | Incident Name                           | Print the name assigned to the incident.   |
| 2        | Date/Time Prepared                      | Enter date (month, day, year) prepared.  |
| 3        | Operational Period                      | Enter the time interval for which the assignment applies.  |
| 4        | Safety Officer                          | Enter the name of the Safety Officer and means of contact.   |
| 5        | Supervisors/Leader                      | The Supervisor/Leader who receives this form will enter their name here.                                     |
| 6        | Location & size of site                 | Enter the geographical location of the site and the approximate square area.                                 |
| 7        | Emergency Contact                       | Enter the name and way to contact the individual who handles emergencies.                                    |
| 8        | Attachments                             | Enter attachments. ICS Form 206 must be included.  |
| 9        | Emergency Alarm                         | Enter a description of the sound of the emergency alarm and its location.                                    |
| 10       | Backup Alarm                            | Enter a description of the sound of the emergency alarm and its location.                                    |
| 11       | Emergency Hand Signals                  | Enter the emergency hand signals to be used.   |
| 12       | Emergency Personal Protective Equipment | Enter the emergency PPE that may be needed in the event of an emergency.                                     |
| 13       | Emergency Notification Procedures       | Enter the procedures for notifying the appropriate personnel and organizations in the event of an emergency. |
| 14       | Places of Refuge                        | Enter by name the place of refuge personnel can go to in the event of an emergency.                          |
| 15       | Emergency Decon & Evacuation Steps      | Enter emergency decontamination steps and evacuation procedures.   |
| 16       | Site Security Measures                  | Enter site security measures needed for emergencies.   |
| 17       | Prepared by                             | Enter the name and position of the person completing the worksheet.  |
| 18       | Briefed on _____ by                     | Enter the date/time the document was briefed to the appropriate workers and by whom.                         |

## **8000 Daily Air Monitoring Log (SSP-E)**

The Daily Air Monitoring Log provides documentation of air monitoring conducted during an incident. The log is supplement to the Site Safety Plan (SSP-B). It is only required when performing air monitoring operations. The information used from the log can help update the Site Safety Plan.

## **8100 Preparation**

Persons conducting monitoring complete the Daily Air Monitoring Log. Normally these are air-monitoring units under the Site Safety Officer. If there is a decision not to monitor during a spill, the reasons must be available on site, readily available and briefed to all impacted ICS personnel.

## **8200 SSP-E Instructions**

| #  | Title                   | Instructions  |
|----|-------------------------|---|
| 1  | Incident Name           | Print the name assigned to the incident.  |
| 2  | Date/Time Prepared      | Enter date (month, day, year) prepared.   |
| 3  | Operational Period      | Enter the time interval for which the assignment applies.   |
| 4  | Safety Officer          | Enter the name of the Safety Officer and means of contact.  |
| 5  | Location & size of site | Enter the geographical location of the site and the approximate square area.  |
| 6  | Hazards of concern      | Enter the hazards being monitored.  |
| 7  | Action Levels           | Enter the hazards being monitored.  |
| 8  | Weather                 | Enter weather information. Ensure units of measure are listed. Include wind direction and wind speed.   |
| 9  | Air Monitoring Data     | Enter the instruments type and number, persons monitoring, results with appropriate units, location of reading, date and time of reading, interferences and comments. Detection limits of the instruments used should be captured in 9.g, interferences and comments. |
| 10 | Safety Officer Review   | The Safety Officer must review and sign the form.   |

## **9000 Personal Protective Equipment (SSP-F)**

The Personal Protective Equipment (PPE) Form is a list of PPE to be used in operations. The listing of PPE is required by 29 CFR Part 1910.120.

### **9100 Preparation**

The PPE form is completed by the SOFR, or his/her staff. PPE common to all ICS Operations personnel is addressed first. Jobs with unique PPE requirements (i.e. fall protection) are addressed next. When the form is delivered on site, the ICS Director, Supervisor, or Leader may amend the list to ensure personnel are adequately protected from job hazards. It must be completed prior to the onset of any operation, unless addressed elsewhere by Standard Operating Procedures.

### **9200 Distribution**

This form must be located with the Site Safety Plan (SSP-B). It therefore follows the same distribution.

## **9300 SSP-F Instructions**

| #  | Title                       | Instructions  |
|----|-----------------------------|---|
| 1  | Incident Name               | Print the name assigned to the incident   |
| 2  | Date/Time Prepared          | Enter date (month, day, year) prepared  |
| 3  | Operational Period          | Enter the time interval for which the assignment applies  |
| 4  | Safety Officer              | Enter the name of the Safety Officer and means of contact   |
| 5  | Supervisor/Leader           | The Supervisor/Leader who receives this form will enter their name here   |
| 6  | Location & size of site     | Enter the geographical location of the site and the approximate square area   |
| 7  | Hazard(s) Addressed         | Enter the hazards that need to be safeguarded against   |
| 8  | For emergencies Contact     | Enter the name and way to contact the individual who handles emergencies  |
| 9  | Equipment                   | List the equipment needed to address the hazards. If pre-designed Safe Work Practices are used, indicate here and attach form                                 |
| 10 | References consulted        | List the references used in making the selection of PPE   |
| 11 | Inspection procedures       | Enter the procedures for inspecting PPE prior to donning. If pre-designed Safe Work Practices are used, indicate here and attach to form                      |
| 12 | Donning Procedures          | Enter the procedures for putting on the PPE. If pre-designed Safe Work Practices are used, indicate here and attach to form                                   |
| 13 | Doffing Procedures          | Enter the information for removing the PPE. Of pre-designed Safe Work Practices are used, indicate here and attach to form                                    |
| 14 | Limitations and Precautions | List the limitations and precautions when using PPE. Include the maximum time using PPE. Heat Stress concerns, psychomotor skill detracting and other factors |
| 15 | Prepared by                 | Enter the name as position of the person completing the worksheet   |
| 16 | Briefed on _____ by         | Enter the date/time the document was briefed to the appropriate workers and by whom   |

## **10000 Decontamination Form (SSP-G)**

The Decontamination Form provides information on how workers can avoid contamination and how to get decontaminated. It is a supplemental form to the Site Safety Plan.

### **10100 Preparation**

The Decontamination Form can be completed by the SOFR, and member of his/her staff, or by the Group/Division Supervisor, Task Force/Strike Team Leader on the site.

## **10200 Distribution**

This form must be located with the Site Safety Plan (SSP-B). It therefore follows the same distribution.

## **10300 SSP-G Instructions**

| #  | Title                             | Instructions   |
|----|-----------------------------------|--|
| 1  | Incident Name                     | Print the name assigned to the incident  |
| 2  | Date/Time Prepared                | Enter date (month, day, year) prepared   |
| 3  | Operational Period                | Enter the time interval for which the assignment applies   |
| 4  | Safety Officer                    | Enter the Safety Officer name and contact info   |
| 5  | Supervisor/Leader                 | The Supervisor/Leader who receives this form will enter their name here  |
| 6  | Location & size of site           | Enter the geographical location of the site and the approximate square area  |
| 7  | For emergencies Contact           | Enter the name and way to contact the individual who handles emergencies   |
| 8  | Hazard(s) Addressed               | Enter the hazards that need to be safeguarded against  |
| 9  | Equipment                         | List the equipment needed to address the hazards. If pre-designed Safe Work Practices are used, indicate here and attach form          |
| 10 | References consulted              | List the references used in selecting PPE  |
| 11 | Contamination Avoidance Practices | Enter procedures for personnel to avoid contamination. If pre-designed Safe Work Practices are used, indicate there and attach to form |
| 12 | Decon Diagram                     | Draw a diagram for the decontamination operation. If pre-designed Safe Work Practices are used, indicate here and attach to form       |
| 13 | Decon Steps                       | List the decontamination steps   |
| 14 | Prepared by                       | Enter the name and position of the person completing the worksheet   |
| 15 | Briefed on ____ by                | Enter the date/time the document was briefed to the appropriate workers and by whom  |

## **11000 Site Safety Enforcement Log (SSP-H)**

The Site Safety Plan Enforcement Log is used to help enforce safety during an incident.

### **11100 Preparation**

The SOFR and/or his/her staff complete the Site Safety Plan Enforcement Log. The log is completed as Safety personnel are on scene reviewing the site. It should be completed at a minimum once per day, depending on the size of the incident. Enough should be completed to ensure that site safety is being adequately enforced.

## **11200 Distribution**

The Site Safety Enforcement Log, when completed, is delivered to the SOFR. The SOFR can use the form to amend the Site Safety Plan (SSP-A or B).

## **11300 SSP-H Instructions**

| #  | Title                          | Instructions  |
|----|--------------------------------|---|
| 1  | Incident Name                  | Print the name assigned to the incident   |
| 2  | Date/Time Prepared             | Enter date (month, day, year) prepared  |
| 3  | Operational Period             | Enter the time interval for which the assignment applies                            |
| 4  | Safety Officer                 | Enter Safety Officer name and contact info  |
| 5  | Supervisor/Leader              | The Supervisor/Leader who receives this form will enter their name here             |
| 6  | Emergencies Contact            | Enter name and way to contact the individual who handles emergencies                |
| 7  | Attachment                     | List any attached supporting documentation  |
| 8  | Job/Task Activity              | Enter only those Job Task/activated for which a deficiency is noted                 |
| 8a | Hazards                        | Enter the hazards not being sufficiently addressed                                  |
| 8b | Deficiency                     | Enter the deficiency  |
| 8c | Action Taken                   | Enter corrective action taken to address deficiency                                 |
| 8d | Safety Plan Amended?           | Enter whether the onsite safety plan was amended                                    |
| 8e | Signature of Supervisor/Leader | Ensure the Supervisor/Leader signs the form to acknowledge the deficiency           |
| 9  | Prepared by                    | Enter the name and position of the person completing the worksheet                  |
| 10 | Briefed on ____ by             | Enter the date/time the document was briefed to the appropriate workers and by whom |

## **12000 Worker Acknowledgement Form (SSP-I)**

The Worker Acknowledgement form is used to document workers who have received safety briefings.

### **12100 Preparation**

Those personnel responsible for conduction safety briefings complete this form initially. Once the briefings are completed, workers who were briefed print their name, sign, date, and indicate the time of the briefing.

### **12200 Distribution**

This form is returned to the SOFR or designated representative at the end of each operational period.

## **12300 SSP-I Instructions**

| <b>#</b> | <b>Title</b>     | <b>Instructions</b>   |
|----------|------------------|---|
| 1        | Incident Name    | Print the name assigned to the incident   |
| 2        | Site Location    | Indicate the location where the briefings are held  |
| 3        | Attachment       | Indicate any attachments used as part of the briefings  |
| 4        | Type of briefing | Check the block next to the type of briefing  |
| 5        | Presented by     | Enter the name of the person conducting the briefing  |
| 6        | Date             | Enter the date of the briefing  |
| 7        | Time             | Enter the time of the briefing  |
| 8        | Worker Name      | Workers receiving the briefing print their name, sign, date, and enter the time they acknowledge the briefing |

## **13000 Emergency Safety and Response Plan Compliance Checklist (SSP-J)**

The purpose of the Emergency Safety and Response Plan 1910.120 Compliance Checklist is to ensure that incident response operations are in compliance with 29 CFR Part 1910.120, HAZWOPER. It also identifies how from SSP-J can be used to satisfy the HAZWOPER requirements. This checklist is an optional form.

### **13100 Preparation**

The Emergency Safety and Response Compliance Checklist is completed by the SOFR or his/her staff as frequent as necessary whenever the SOFR wants to ensure regulatory compliance. It is best used in conjunction with the Site Safety Plan Enforcement Log (SSP-H). The Site Safety Plan Forms (A-G) best meet some of the requirements. The Incident Action Plan is suited to address other requirements, and the SOFR should ensure the IAP addresses them. Other requirements are performance based and are best evaluated on scene by the SOFR or his/her staff.

### **13200 Distribution**

The SOFR should maintain the Emergency Safety and Response Plan 1910.120 Compliance Checklist.



## **13300 SSP-J Instructions**

| <b>#</b> | <b>Title</b>       | <b>Instructions</b>  |
|----------|--------------------|--|
| 1        | Incident Name      | Print the name assigned to the incident  |
| 2        | Date/Time prepared | Enter date (month, day, year) prepared   |
| 3        | Operational Period | Enter the time interval for which the assignment applies   |
| 4        | Supervisor/Leader  | The Supervisor/Leader who receives this form will enter their name here  |
| 5        | Location of site   | Enter site location  |
| 6        | Cites              | These are the regulatory cites within 1910.120. The major headings are highlighted in bold. Informational cites or cites that are duplicative are not included |
| 7        | Requirements       | This lists the requirements in a question format. Some require documentation or action   |
| 8        | ICS Form           | List this requirements covered in SSP-A  |
| 9        | Check Block        | Enter the check if the site satisfies the requirement  |
| 10       | Comments           | This provides additional information on the requirement. The user may also enter comments  |
| 11       | Prepared by        | Enter the name and position of the person completing the worksheet   |

## **14000 HAZWOPER 1910.120 Compliance Checklist (SSP-K)**

The purpose of the HAZWOPER 1910.120 Compliance Checklist is to ensure that incident response operations are in compliance with 29 CFR Part 1910.120, HAZWOPER. It also identified how other ICS forms can be used to satisfy the HAZWOPER requirements. This is an optional form.

### **14100 Preparation**

The HAZWOPER 1910.120 Compliance Checklist is completed by the SOFR or his/her staff as frequently as necessary whenever the SOFR wants to ensure regulatory compliance. It is best used in conjunction with the Site Safety Plan Enforcement Log (SSP\_H). The Site Safety Plan Forms (A-G) best meet some of the requirements. The Incident Action Plan is suited to address other requirements, and the SOFR should ensure the IAP addresses them. Other requirements are performance based and are best evaluated on scene by the SOFR or his/her staff.

### **14200 Distribution**

The HAZWOPER 1910.120 Compliance Checklist should be maintained by the SOFR.

## 14300 SSP-K Instructions

| #  | Title              | Instructions  |
|----|--------------------|---|
| 1  | Incident Name      | Print the name assigned to the incident   |
| 2  | Date/Time prepared | Enter date (month, day, year) prepared  |
| 3  | Operational Period | Enter the time interval for which the assignment applies  |
| 4  | Supervisor/Leader  | The Supervisor/Leader who receives this form will enter their name here   |
| 5  | Location of site   | Enter site location   |
| 6  | Cites              | These are the regulatory cites within 1910.120. The major headings are highlighted in bold. Informational cites or cites that are duplicative are not included                |
| 7  | Requirements       | This lists the requirements in a question format. Some require documentation or some form of action.  |
| 8  | ICS Form           | List those ICS Forms that cover the requirement. <b>IAP designations mean it should be covered in the IAP, it does not guarantee it is covered. The SOFR must ensure this</b> |
| 9  | Check Block        | Enter the check if the site satisfies the requirement   |
| 10 | Comments           | This provides additional information on the requirement. The user may also enter comments   |
| 11 | Prepared by        | Enter the name and position of the person completing the worksheet  |

## 15000 HAZWOPER 1910.120 Drum Compliance Checklist (SSP-L)

The purpose of the HAZWOPER 1910.120 Drum Compliance Checklist is to ensure that incident response operations are in compliance with 29 CFR Part 1910.120, HAWOPER whenever drums are encountered during an incident. This is an optional form.

### 15100 Preparation

The HAZWOPER 1910.120 Drum Compliance Checklist is completed by the SOFR of his/her staff as frequently as necessary whenever the SOFR wants to ensure regulatory compliance. It is best used in conjunction with the Site Safety Plan Enforcement Log (SSP-H). This Site Safety Plan Forms (A-G) best meet some of the requirements. Other requirements are performance based and are best evaluated on scene by the SOFR or his/her staff.

### 15200 Distribution

The HAZWOPER 1910.120 Drum Compliance Checklist should be maintained by the SOFR.

## **15300 SSP-L Instructions**

| <b>#</b> | <b>Title</b>                | <b>Instructions</b>  |
|----------|-----------------------------|--|
| 1        | Incident Name               | Print the name assigned to the incident  |
| 2        | Date/Time prepared          | Enter date (month, day, year) prepared   |
| 3        | Operational Period          | Enter the time interval for which the assignment applies   |
| 4        | Safety Officer              | Name of the SOFR and contact info  |
| 5        | Supervisor/Leader           | The Supervisor/Leader who receives this form will enter their name here  |
| 6        | Location & Size of the site | Enter the geographical location of the site and the approximate square area  |
| 7        | Emergencies Contact         | Enter the name and way to contact the individual who handles emergencies   |
| 8        | Note                        | <u>Tanks and vaults</u> should also be treated in the same manner as described in the checklist (1910.120(j)(9))   |
| 9        | Cites                       | These are the regulatory cites within 1910.120. The major headings are highlighted in bold. Informational cites or cites that are duplicative are not included |
| 10       | Requirements                | This lists the requirements in a question format. Some require documentation or some form of action  |
| 11       | Check Block                 | Enter the check if the site satisfies the requirement  |
| 12       | Comments                    | This provides additional information on the requirement. The user may also enter comments  |
| 13       | Prepared by                 | Enter the name and position of the person completing the worksheet   |

## **16000 Site Safety Plan Attachments (SSP-ATTACH #)**

The Site Safety Plan attachments provide ready-made safe work practices for the SOFR and ICS Personnel. They are optional documents designed to assist the SOFR in communicating and enforcing control of safety hazards. They were derived from the U.S. Coast Guard's National Strike Force's Guide for Developing Oil Spill Site Safety Plans (NSFCCINST N16465.2).

### **16100 Preparation**

The SSP-Attachments require little to no preparation. Some of them have blank sections (due to information changing) that are required to be filled in by the SOFR or his/her staff. The SOFR is encouraged to use the format presented by the attachments for developing his/her own additional safe work practices.

### **16200 Distribution**

These forms must be located with the Site Safety Plan (SSP-A/B); therefore, following the same distribution.

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# Northeast and Eastern Central Florida Area Contingency Plan

## Public Health and Safety: Environmental Health Support Guidance

### Annex 5 June 2022

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## Northeastern and Eastern Central Area Contingency Plan

### Record of Changes

| Change Number | Change Description | Section Number | Change Date | Name |
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### 1000 Introduction

When a disaster event occurs within the environment, to include a significant oil discharge, chemical/hazardous substance release, explosion or fire that impacts the health of the community or has the potential to impact the health of the community from contaminants, it is critical that Unified Command identify and incorporate the local health authority within the command structure.

In most States, the public health authority is the State Health Department or its designee. Unique to coastal Regional Response Team 4, Florida is identified as a “home rule” state, meaning, the local health authority is the lead during a response event. The local health authority has the ability to invite the State Health Authority and/or Federal Health Agencies for support. As such, it’s important to identify the “local health authority” that’s responsible for providing environmental health support to the impacted citizens in their tribal community, parish, county, or city. As previously mentioned, each State has a designated “State Health Authority” that can also play a vital role in environmental health support to its citizens. In order to involve the State Health Authority in an incident in a “home rule” state, the local health authority *must* request assistance from the State Health Authority. This invitation to include the State Health Authority may or may not occur depending on the size and scope of the incident.

During the initial emergency phase of a pollution incident, the Federal On-Scene Coordinator (FOSC) or designated representative should contact the [Poison Control Center at 800-222-1222](tel:800-222-1222) to discuss/receive initial environmental health support. The FOSC should provide the Poison Control Center (PCC) with any information related to the event (hazard information, product spilled, quantity spilled, Safety Data Sheet, certificate of analysis, impacted media, location of event, occupational impacts, community impacts). When the PCC is actively engaged, they can produce a Situation Report on calls received and guidance to the community to include hospitals, the media, clinicians and health authorities. The Centers for Disease Control and Prevention (CDC) recognizes the Poison Control Centers as a public health authority. **Note:** 911 call centers transfer any environmental health calls directly to the Poison Control Center.

Please see below links to local and state health authorities for FL.

- **Link to local health authorities for Florida :** [Florida County Health Departments](#)
- **State health authority for Florida:** <http://www.floridahealth.gov/>

The Centers for Disease Control and Prevention (CDC) and the Agency for Toxic Substances and Disease Registry (ATSDR) headquarters are in Atlanta, GA. The two Centers within the CDC that would be most closely involved in oil pollution events would be the National Center for Environmental Health (NCEH) and the National Institute for Occupational Safety and Health (NIOSH). NIOSH may also become involved in an incident at the request of the Occupational Safety and Health Administration (OSHA).

## Northeastern and Eastern Central Area Contingency Plan

The ATSDR has Regional Offices located within each of the 10 EPA Regional Offices. Staffing consists of a Regional Director and several Regional Representatives. The ATSDR is the lead federal health agency for chemical spills. The ATSDR can provide consultation to the FOSC (EPA/U.S. Coast Guard) on-site, by phone or through email. Because the ATSDR has relationships with the State Health Departments, they can support inclusion within Unified Command. The ATSDR can provide technical review of data and coordination and collaboration with both the State health agencies and local health authority. The ATSDR can also directly collaborate with the Poison Control Centers.

Both CDC and ATSDR can coordinate with other federal health agencies mentioned in the National Contingency Plan (40 CFR 300.175) as necessary. Both agencies can provide environmental health support to the FOSC during an emergency response incident to include:

- 1) Technical assistance in the environmental health and toxicology areas of the response and recovery phase of the incident
- 2) Analysis/evaluation of the human health implications of environmental data
- 3) Public Health Messaging
- 4) Coordination with Poison Control Centers
- 5) Coordination with State, Local, Territorial, and Tribal (SLTT) public health authorities
- 6) Information for healthcare providers on the substances involved
- 7) Assistance with response worker health and safety issues
- 8) In person press conference support

### 2000 Notifications

- **Primary / Initial: Poison Control Center at 800-222-1222**
- Florida Department of Environmental Protection: 850-245-2010 (904-256-1700 – Jacksonville)
- Florida State Watch Office 1-800-320-0519 / 850-815-4001

### 3000 Federal support under the NCP

The CDC Emergency Operations Center is staffed 24/7 and can be reached at:

770-488-7100 or Email: [eocreport@cdc.gov](mailto:eocreport@cdc.gov)

- Primary agency for oil (CDC/NCEH)
- Primary agency for hazardous substances (ATSDR)

Ask the CDC Watch Stander to connect you with the ATSDR or NCEH Duty Officer.

Although environmental health support can be provided remotely, the USCG FOSC has the option to request on site CDC and/or ATSDR presence. This request is formalized via a Pollution Removal Funding Authorization (PRFA). This option was most recently executed during the Bayport Channel Collision incident in Sector Houston-Galveston in May 2019. The primary CDC team role included inviting the local health authority, State Health Authority, review of environmental data, public messaging, and collaboration with the Poison Control Center.



## 4000 State Specific Notes

### 4100 Florida

The Florida Department of Health Services (FDHS) has a central office in Tallahassee, FL. During the initial emergency phase of a pollution incident, the FOSC or designated representative should notify the State Watch Office at 1-800-320-0519 / 850-644-4636. The State Watch Office will then notify all appropriate health services.

The Florida Department of Environmental Protection (FL DEP) is the states lead for air, water, and soil impacts. FL DEP Office of Emergency Response (FL DEP OER) would coordinate with various program sections within FL DEP. Florida Department of Health (FL DOH) has the state lead for indoor air quality monitoring and will look at the health standards as related to the response.

The Hazardous Assessment and Response Team (HART) is a FL DEP OER team typically deployed after a storm passes. HART looks at abandoned containers, sunken vessels, and conduct facility inspections. At times, members of the EPA and USCG inspection and assessment teams have been part of the HART. ESF 10 sends various missions to the HART. The Survey 123 app was used to collect information in the field.

Contact information: Contact the Florida State Watch Office 24/7 at 1-800-320-0519 850-815-4001

- [Florida Health Departments Contact Information](#)
- [Florida Health Department of Environmental Protection Emergency Contact Information](#)

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# Northeast and Eastern Central Florida Area Contingency Plan

## Response Protocols: 96 Hour Checklist

### Annex 6 June 2022

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## Northeast and Eastern Central Area Contingency Plan

### Record of Changes

| Change Number | Change Description | Section Number | Change Date | Name |
|---------------|--------------------|----------------|-------------|------|
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## 1000 Response Protocols: 96 Hour Checklist Introduction

During the early moments of any incident, making sure that critical actions are taken is necessary to ensure a successful response. The impact of a missed notification, or failure to share key information or to mobilize a particular resource can set back, or seriously delay the most well organized response effort; in the extreme, these omissions can result in a loss of the public's confidence, a serious injury or worse.

### 1100 Purpose

The Response Protocols: 96 Hour Checklist is a spreadsheet designed to serve as a prompt for responders to execute important actions by outlining key incident response milestones and actions in a logical, chronological way. This checklist-style document lists these milestones and actions by the hour they should be completed into the response, along with the Incident Command System (ICS) Section or position that are responsible for completing them. There is also a block provided to capture the time the action was completed/milestone met, allowing for an easy at-a-glance way to monitor the progress of the response. In addition, the 96 Hour Plan provides links to the National Response Center (NRC) report templates, which guide reporting sources through the critical information needed when reporting an oil discharge or hazardous substance release.

The following is a link to Response Protocols: [96 Hour Checklist, Annex 6](#).

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# Northeast and Eastern Central Florida Area Contingency Plan

## Response Protocols: Volunteers

### Annex 6a June 2022

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## Northeast and Eastern Central Florida Area Contingency Plan

### Record of Changes

| Change Number | Change Description | Section Number | Change Date | Name |
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# Northeast and Eastern Central Florida Area Contingency Plan

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### 1000 Introduction

The demands of an incident may exceed the resources of government organizations. Volunteers can support response efforts in many ways, but the use of volunteers during an oil spill response is not automatic. Volunteer use requires deliberate planning and an organized effort to ensure that the use of volunteers benefits the response effort and is done so safely and within existing authorities.

This annex provides access to the National Response Team (NRT) Use of Volunteers Guidelines for Oil Spills which outlines in detail how the FOSC may use the services of volunteers during a response. The use of volunteers must be in accordance with statutory authorities and other applicable laws. The Incident Command/Unified Command should make the volunteer use decision on a case-by-case basis, weighing the interests of the local volunteer community and benefits of volunteer efforts against health and safety concerns, resources needed for volunteer supervision and training, liability concerns, and other relevant issues. The NRT Use of Volunteers Guidelines for Oil Spills was developed in response to incident lessons learned and contains information, examples, and tools to help with everything from coordination and outreach, to organization and oversight, and also includes tips on avoiding some of the potential issues associated with utilizing a volunteer workforce. Though this document is comprehensive in nature, it is a guidance document and was not designed to preclude any existing laws or agency-specific policies. For these resources and guidance please refer to the [National Response Team \(NRT\) Use of Volunteers Guidelines for Oil Spills](#).

This annex also includes locally developed tools, a volunteer assignment guide as well as other volunteer coordination resource listings

### 1100 Use of Volunteers during a Pollution Incident

The following is a pre-established list of how volunteers may be utilized during an incident; the UC may however need to perform a risk-benefit analysis in order to determine if properly trained volunteers may be used for tasks not specified on this list. At a minimum, all volunteers are required to attend a 2-hour Workplace Health and Safety Training and Site Safety Training, prior to conducting any work. In addition to the various possible volunteer assignments listed are include requisite skill sets and training requirements associated with each of the positions.

#### 1101 Accounts Specialist

##### Responsibilities:

- Maintains files and accounts of expenses attributable to the volunteer effort
- Communicates with Finance Section to determine accounting needs and system to be used

##### Skills Required:

- Must be detail oriented; experienced with 10-key data entry and be familiar with common computer software accounting and spreadsheet systems

##### Training Required:

- 2-Hour Workplace Health and Safety Training, Site Safety

## **Northeast and Eastern Central Florida Area Contingency Plan**

### **1102 Administrative Coordinator/Office Manager**

#### Responsibilities:

- Oversees office administration activities
- Supervises work of file and data specialists
- Oversees development, maintenance and accuracy of computer and paper files of volunteer records
- Procures and distributes reports and provides updates to the VUL as required

#### Skills Required:

- Good working knowledge of computer work processing and spreadsheet software, as well as excellent organizational, supervisory, and communication skills.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### **1103 Command Center Administrative Specialist**

#### Responsibilities:

- Provides backup and supplemental skills for IC/UC Command Center staff.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### **1104 Communications Specialist**

#### Responsibilities:

- Established and maintains the volunteer communication plan
- Tests and sustains communication equipment and bulletin board
- Compiles updates of volunteer needs

#### Skills Required:

- Public communications background with knowledge of local communications and systems preferred.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### **1105 Computer Operator**

#### Responsibilities:

- Enter personnel information into established computer database

#### Skills Required:

- Familiarity with computer use.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### **1106 Crowd Control/Site Security**

#### Responsibilities:

- Work in cooperation with law enforcement officers to set up police barricades as long as the work does not involve physical contact with onlookers
- Oversee access points to ensure only authorized persons enter and habitat is protected

## **Northeast and Eastern Central Florida Area Contingency Plan**

- Boat operators direct other vessels away from contaminated areas while allowing work vessels in. (Boat operators will not be allowed in the hot zone.)
- Boat operators transport assessment teams or cleanup crews in areas outside the hot zone
- Direct volunteers to appropriate information sites

### **Skills Required:**

- Experience in oil and storm-spotting and law enforcement preferred. Experience in boat operations if applicable. Must be able to lift 35 lbs.

### **Training Required:**

- 2-Hour Workplace Health and Safety, Site Safety.

## **1107 Data Entry Specialist**

### **Responsibilities:**

- Enters information into established computer databases(s)

### **Skills Required:**

- Familiarity with computer use. Particular software may be taught on the job if necessary.

### **Training Required:**

- 2-Hour Workplace Health and Safety, Site Safety.

## **1108 Documentation Unit Worker**

### **Responsibilities:**

- Maintains accurate, up-to-date volunteer related files
- Maintains and store documentation which includes reports, training, communication logs, injury claims, situation status reports, and documentation from the following Volunteer Unit entities: Interviewer, Liaison Chief, Medical Unit Worker, Orientation and Training Coordinator, Photographer, PIO, Safety Officer Assistant, Scheduler/Time Card Assistant.
- Ensures each section is maintaining and providing appropriate documents (including volunteer signatures)
- Receives, complies, and organizes all volunteer-related paperwork and training
- Stores files for legal, analytical, and historical purposes.
- Provides duplication and copying services for all other sections

### **Skills Required:**

- Excellent organizational, filing, copying; and communication skills. Must be detail oriented.

### **Training Required:**

- 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS700.

## **1109 Driver**

### **Responsibilities:**

- Provides ground transportation services as needed; may transport people using a sedan or van
- May transport wildlife and wildlife food to various facilities or sites by truck

## **Northeast and Eastern Central Florida Area Contingency Plan**

- Loads and unloads coolers used to transport animal food
- Picks up food from suppliers and delivers to facilities
- Keeps vehicle bed clean (if applicable)
- Required to have current driver's license, clean driving record, and proof of insurance

### **Training Required:**

- Site Safety, 4-Hour HAZWOPER Awareness Level

## **1110 Equipment Repair Technician**

### **Responsibilities:**

- Maintains and repairs vehicles and response equipment after decontamination

### **Skills Required:**

- A background in mechanics as applicable. Must be able to lift 35 lbs.

### **Training Required:**

- Site Safety, 4-Hour HAZWOPER Awareness Level.

## **1111 File Clerk/Office Assistant**

### **Responsibilities:**

- Performs general office tasks
- Files documents in office as appropriate
- Prepares outgoing memos and mail
- Sends and receives faxes
- Makes photocopies

### **Skills Required:**

- Telephone skills, word processing, and development of graphic presentations. Computer spreadsheet/database experience is desirable but not required.

### **Training Required:**

- 2-Hour Workplace Health and Safety, Site Safety.

## **1112 First Aid Responder**

### **Responsibilities:**

- Provides emergency first aid for volunteers and other responders

### **Skills Required:**

- Current First Aid Certification.

### **Training Required:**

- 2-Hour Workplace Health and Safety (If the Volunteer will be acting as a First Aid Responder in the Warm or Hot Zone shall be trained 24-Hour HAZWOPER) Site Safety.

## **Northeast and Eastern Central Florida Area Contingency Plan**

### **1113 Food Unit Worker**

#### Responsibilities:

- Supplies food and water for responders (outside the hot zone) and volunteers, including those in remote locations
- Sets up and breaks down refreshment stations for responders outside the hot zone

#### Skills Required:

- Experience in the food industry/catering preferred. Current State Food Handler's Permit required. Must be able to lift 35 lbs. All driving responsibilities require current driver's license, clean driving record, and proof of insurance (if personal vehicle is used).

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### **1114 Housing/Lodging Assistant**

#### Responsibilities:

- Works with the Facilities Unit of the Logistics Section to identify housing for volunteers; receives housing requests
- Procures and distributes housing materials (sleeping bags, blankets, tents), if necessary
- Makes housing assignments and maintains expense records related to housing.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### **1115 Information Management Assistant**

#### Responsibilities:

- Coordinates and insures adequate information technology is provided for volunteer management
- Oversees operation of phone bank
- Matches volunteers to volunteer agencies in conjunction with the interviewer and Scheduler/Time Card Assistant
- Works with the Communications Specialist and File Clerk/ Office Assistant
- Ensures the utilization of data entry procedures to expedite information-sharing

#### Skills Required:

- Knowledge of information management technologies. Familiarity with computers, job-related applications, and phone skills.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

## Northeast and Eastern Central Florida Area Contingency Plan

### 1116 Interpreter

#### Responsibilities:

- Interprets/translates within the Volunteer Unit as needed
- May assist the UC

#### Skills Required:

- Credentials from an organization such as the American Consortium of Certified Interpreters preferred, but not necessary. Ability to speak, read, and write applicable languages preferred.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### 1117 Interviewer

#### Responsibilities:

- Works with the Volunteer Unit, processing volunteers who arrive in the area or persons referred to the Volunteer Unit by a local agency
- Establishes rapport with prospective volunteers to appropriate tasks or jobs based on their experience and current volunteer job needs in the response effort

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### 1118 Liaison Chief

#### Responsibilities:

- Serves as a contact point between the Volunteer Officer, Volunteer Coordinator, or Volunteer Unit Leader and agencies in need of volunteers
- Distributes Volunteer Request Forms to entities that may request volunteers
- Relays requests for volunteers to the Volunteer Officer, Volunteer Coordinator, or Volunteer Unit Leader
- Works with the Interviewer to determine volunteer placement, the Orientation and Training Coordinator to ensure applicable training, and the Scheduler/Time Card Assistant to determine volunteer availability
- Provides copies of Volunteer Request Forms to the Documentation Unit Worker

#### Skills Required:

- Must be detail-oriented with good communication skills and possess a strong command of the English language.

#### Training Requirements:

- 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS 700.

### 1119 Medical Unit Worker

#### Responsibilities:

- Works with the Safety Officer Assistant and the Medical Unit Leader in the Logistic Section
- Responsible for developing the Volunteer Medical Plan, procedures for managing medical emergencies, providing medical aid when necessary, and assisting Finance/Administration with processing injury-related claims

## **Northeast and Eastern Central Florida Area Contingency Plan**

- Work as a First Aid Responder dispatcher
- Transports sick or injured personnel
- Provides copies of all signed volunteer injury-related documentation to the Documentation Unit Worker

### **Skills Required:**

- Current First Aid and CPR Certification. Must be able to lift 35 lbs. Certified Emergency Medical Services Technicians preferred. Automated external defibrillator training preferred. All driving responsibilities require current driver's license, clean driving record, and proof of insurance (if personal vehicle is used). Experience in hospital administration or a related field preferred.

### **Training Required:**

- 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS700.

## **1120 Orientation and Training Coordinator**

### **Responsibilities:**

- Upon receipt of volunteer placement information from the Interviewer, ensures all training requirements are fulfilled
- Receives signed Volunteer Waiver and Release of Liability Forms
- Coordinated training and orientation sessions with the help of the Training Assistant
- Ensures all Health and Safety requirements are met
- Provides copies of all signed training documentation and Release of Liability Forms to the Documentation Unit Worker.

### **Skills Required:**

- Knowledge of applicable laws, regulations, and training requirements. A working knowledge of the Volunteer Plan (can be trained on-site). Must be detail-oriented with good communication skills and possess a strong command of the English language.

### **Training Requirements:**

- 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS700.

## **1121 Personnel Support**

### **Responsibilities:**

- Provides messages and other general coordination support activities for responders and volunteers such as doing laundry

### **Training Required:**

- 2-Hour Workplace Health and Safety Site Safety.

## **1122 Photographer**

### **Responsibilities:**

- Provides photographic coverage of the incident for data collection, historic documentation, and future training purposes

### **Skills Required:**

- Experience with still photography and/or handheld video photography is required. Experience with photographing wildlife, preferably in documentary and fast action settings is desirable.

## **Northeast and Eastern Central Florida Area Contingency Plan**

### Equipment Required:

- Personal photographic equipment.

### Training Required:

- 24-Hour HAZWOPER, Site Safety.

## **1123 Public Information Assistant**

### Responsibilities:

- Formulates and releases information of volunteer activities to the PIO
- Prepares volunteer press releases as needed
- Ensures all press releases are approved through the UC and the PIO before being released to the public
- Organizes materials for use in media briefings/ press releases
- Provides all press releases to Documentation Unit Worker

### Skills Required:

- Experience in communications, journalism, or public relations with project leader responsibility preferred. Strong written and oral presentation skills.

### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS700.

## **1124 Pre-Impact Beach Cleanup/Surveillance**

### Responsibilities:

- Conducts pre-impact shoreline debris removal (removes non-oiled debris and trash prior to oiling)
- Patrols outside the known hot zone for potential strikes
- Reports stranded or free-floating oil to the Safety Officer Assistant and leave the area immediately. (Volunteers are not allowed in the hot zone)
- Works as a field observer, including beach conditions and weather surveillance
- Relays information concerning oiled wildlife and hazing effectiveness to wildlife services

### Skills Required:

- Must be able to lift 35 lbs. Experience in oil and storm-spotting preferred.

### Training Required:

- Site Safety, 4-Hour HAZWOPER Awareness Level.

## **1125 Receptionist**

### Responsibilities:

- Greets personnel arriving at ICP and directs them through the processing stages

### Training Required:

- 2-Hour Health and Safety, Site Safety

## **1126 Runner/Courier**

### Responsibilities:

- Shuttles messages and materials among incident locations, such as between the ICP to other spill response sites



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### Skills Required:

- Must possess a valid driver's license, clean driving record, and proof of insurance.

### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

## **1127 Safety Officer Assistant**

### Responsibilities:

- Works with the Medical Unit Worker(s) and Safety Officer
- Assists in developing Site Safety Plans
- Ensures proper PPE distribution through the Supply Assistant
- Ensures volunteer adhesion to both the Medical Plan and the Site Safety Plans
- Ensures Volunteer Emergency Action Plans are completed and readily available
- Ensures volunteers know how to report injuries
- Documents volunteer injuries
- Addresses safety concerns.
- Provides copies of volunteer signed documentation to the Documentation Unit Leader

### Skills Required:

- Familiarity with the Medical Plan, Emergency Action Plans, and Site Safety Plans. Excellent writing and organizational skills. Current first aid and CPR certification preferred. Experience in a safety-related field desirable.

### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS700.

## **1128 Scheduler/Time Card Assistant**

### Responsibilities:

- Assures maintenance of sign-in and sign-out records for volunteers and responders
- Ensures that all volunteers and responders on site are properly cleared and trained (and are not exceeding scheduled hours, in accordance with the UC guidance)
- Develops and monitors scheduling to ensure that sufficient volunteers are on hand at all times, according to the needs of the sites, facilities and staff

### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety

## **1129 Supply Assistant**

### Responsibilities:

- Assists with identification of logistical requirements with issue and control of personal equipment and supplies to volunteers and potentially responders.

### Skills Required:

- Experience in ordering, issuing, and stocking, accounting for, maintenance, and recovery of equipment and supplies from user personnel.

### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

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### 1130 Technical Support Specialist

This position is opened only upon request from the Scientific Support Coordinator (SSC) or Environmental Unit Leader.

#### Responsibilities:

- Supports the SSC
- Identifies environmentally sensitive areas, species of concern, and pertinent cultural/historical resources
- Provides GIS/mapping and computer support, weather forecasts, and current and tide data to help determine spill trajectory, fate, and impacts

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS700. Additional training is task-specific and to be determined by the SSC

### 1131 Traffic Monitor

#### Responsibilities:

- Oversees site access points to ensure only authorized persons enter, ensures habitat protection.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### 1132 Training Assistant

#### Responsibilities:

- Coordinates required trainings, arranges for class presentations by trainers, oversees audiovisual equipment and programming, schedules volunteer training sessions.

#### Skills Required:

- Excellent organizational and communications skills.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### 1133 Transportation Assistant

#### Responsibilities:

- Works with the Transportation Unit of the Logistics Section to determine volunteer transportation needs including frequency, routing, and type of transportation (car, van, truck, commercial shuttle, bus)
- Determines volunteer drop-off and pick-up schedules for multiple sites; coordinates and verifies appropriate volunteer driver authorizations
- Monitors vehicle condition and maintenance among vehicles assigned to volunteer use, in accordance with the guidance of the UC and maintains appropriate vehicle use records

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### **1134 Volunteer Supervisor**

Responsibilities:

- Monitors volunteers to ensure they are following health and safety practices.

Training Required:

- 2-Hour Workplace Health and Safety, Site Safety, additional trainings may apply depending on volunteer supervisory assignment. At a minimum the Volunteer Supervisor must be trained at or above the level of the volunteer workforce being supervised.

### **1135 Wildlife Notification**

Responsibilities:

- See Pre-Impact Beach Cleanup/Surveillance
- As part of beach control activity, notify wildlife services, USFWS and LWLF of injured wildlife and hazing effectiveness (Volunteers are not allowed to handle or transport wildlife without proper certification.)
- Urges public to avoid areas and wildlife that are affected as untrained people can cause further damage to the environment and stress on wildlife.

Skills Required:

- Experience with wildlife and background in the natural sciences preferred.

Training Requirements:

- Site Safety, 4-Hour HAZWOPER Awareness Level.

### **1136 Wildlife Recovery and Rehabilitation**

Wildlife recovery and rehabilitation organizations generally manage their own database of trained volunteers that operate outside the scope of this plan. Therefore, volunteers in this area are only utilized if wildlife services exhaust resources. Approval from the USFWS and LDWF and the lead wildlife response organization is needed before volunteers are assigned any position in wildlife recovery, rehabilitation, or release. Volunteers **are not** allowed to handle or transport wildlife without proper certification. The RRT-4 RCP addresses all relevant Wildlife Response Plan protocols.

### **1137 Wildlife Rehabilitation Facility Maintenance Specialist**

Responsibilities:

- May include carpentry, air conditioning, plumbing, welding, and electrical support to the wildlife rehabilitation facility as requested
- Involves pool/cage construction and maintenance. Volunteers are not allowed to handle or transport wildlife without proper certification

Skills Required:

- Skills applicable to maintenance task. Must be able to lift 35 lbs.

Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### **1138 Wildlife Rehabilitation Facility Support Specialist**

Responsibilities:

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- Cleans animal pens and holding areas
- Moves and cleans equipment as needed
- Prepares food and feeds wildlife. Volunteers are not allowed to handle or transport wildlife.
- Washes vehicles, washes and folds towels used for drying animals, and cleans and disinfects carrying cages and other animal capture and transport equipment following decontamination.
- Follows established protocols

### Skills Required:

- Experience with wildlife and background in the natural sciences preferred. Custodial experience preferred. Must be able to lift 35 lbs.

### Training Required:

- Site Safety, 4-Hour HAZWOPER Awareness Level

## 2000 Volunteer Management and Coordination Resources

The following tools and contacts are intended to help solicit, recruit, assign and manage a cadre of volunteers during a pollution response incident. Additional resources, tools and job aids can be found in the [National Response Team \(NRT\) Use of Volunteers Guidelines for Oil Spills](#).

## 2100 Volunteer Memorandum of Understanding (MOU)

This MOU between the USCG, EPA and the Corporation for National and Community Service (CNCS) outlining the responsibilities of each agency in developing and supporting a volunteer management program following an oil or hazardous substance pollution incident. For further details, please refer to the [USCG-EPA-CNCS MOU](#).

## 2200 State of Florida Volunteer Coordinators

### **Volunteer Florida**

3800 Esplanade Way  
Suite 180  
Tallahassee, FL 32311  
Phone: (850) 414-7400

Contact: Tommy Cleversy, Emergency  
Management Coordinator  
Email: [tommy@volunteerflorida.org](mailto:tommy@volunteerflorida.org)

### **Florida Fish and Wildlife Conservation Commission**

Contact: Northeast Region Volunteer Coordinator  
Phone: (352) 732-1225  
Email: [volunteer@myfwc.com](mailto:volunteer@myfwc.com)  
Website: [FWC Volunteer](#)

## 2300 Volunteer Solicitation Press Release

This sample press release should be revised to accommodate the specific details of an incident and should specifically outline the skill sets needed from a volunteer workforce. As an incident and the status of volunteer utilization changes, the Volunteer Officer, Volunteer Coordinator, or the Volunteer Unit Leader should prepare additional press releases and present them to the UC and the PIO or JIC Manager for approval for editing and distribution to the media.

(City Name) –In response to the approximate \_\_\_\_\_ -gallon oil spill in/at \_\_\_\_\_, the Unified Command has activated the Volunteer Hotline #: 800-XXX-XXXX. Hotline staff will record the caller's name, telephone number, availability, and applicable skills or training. The caller will be informed if or when volunteers will be utilized for spill response and briefed on other event-specific information as needed.

Federal, State, and local governments have determined what tasks are appropriate for volunteer effort, have identified and pre-trained an existing group of volunteers statewide, and have developed a system to activate those volunteers. The system will be activated if the Unified Command at the spill decides that volunteers are needed for the response effort. At that time a volunteer operations center will be established. If additional volunteers are needed, the hotline listing will be publicized through the news media.

The public is advised to stay away from the spill site, as their presence can hamper clean-up efforts and increase danger factors. Oil is a hazardous material, and to work in or near the oil, one is required to complete 8 to 40 hours of training in Hazardous Waste Operations and Emergency Response (HAZWOPER). Additionally, for the safety of both the public and animals, only trained wildlife specialists should attempt to handle oiled wildlife.

The public can help at this by reporting any oiled animals to the Oiled Wildlife Hotline #: 800-XXX-XXXX (not the volunteer hotline #). Trained professional entities that focus on individual oiled animals and their survival after an oil spill will be notified. Modern technology, properly equipped facilities, and new rehabilitation protocols standardize care throughout the State, increasing wildlife survival rates. Wild animals' survival rates increase with a decrease of human contact.

Please call the Volunteer Hotline number for frequent updates.

Note: All press releases must be approved by the Unified Command/PIO before statements are released to the media/public.

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### 2400 Volunteer Request Form

Date/Time: \_\_\_\_\_

Requesting Organization/ Agency/Unit: \_\_\_\_\_

Name of Contact: \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

#### VOLUNTEER NEEDS

Total Number of Volunteers Needed: \_\_\_\_\_

Job Title/Description: \_\_\_\_\_

| Duties | Experience/ Skills | Training Provided? |
|--------|--------------------|--------------------|
|        |                    |                    |
|        |                    |                    |
|        |                    |                    |
|        |                    |                    |
|        |                    |                    |
|        |                    |                    |

Equipment/Special Clothing Needs: \_\_\_\_\_

Description of Training to be Provided: \_\_\_\_\_

Job Location: \_\_\_\_\_

Date/ Time Volunteers Needed: \_\_\_\_\_

Please Check if Available: Restrooms \_\_\_\_\_ Parking \_\_\_\_\_

Safety Equipment \_\_\_\_\_ Telephone \_\_\_\_\_

Transportation to Work Site \_\_\_\_\_

Volunteer(s) should report to the following person for additional training/instruction:

Name: \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Location: \_\_\_\_\_

For Office Use Only

Follow up date & time: \_\_\_\_\_

Follow up action: \_\_\_\_\_

Position(s) filled? \_\_\_\_\_

Volunteer Name(s): \_\_\_\_\_

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### 2500 Volunteer Registration Form

If this document is retained and filed by a federal agency, do NOT file by name or other personally identifiable information of the volunteer. Doing so may be a violation of the Privacy Act, 5 U.S.C. 552a.

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Phone (day): \_\_\_\_\_ (eve.) \_\_\_\_\_ (fax): \_\_\_\_\_

E-mail: \_\_\_\_\_

Address: \_\_\_\_\_

Age (must be over 18): \_\_\_\_\_

Present employer: \_\_\_\_\_ Occupation: \_\_\_\_\_

Availability: \_\_\_\_\_

Do you have a current Driver's License? \_\_\_\_\_

Are you affiliated with any response organization/volunteer group? If so, which? \_\_\_\_\_

Are you in good health and not pregnant? \_\_\_\_\_

Do you suffer from any heart or respiratory condition? \_\_\_\_\_

Are you able to lift 35 lbs? \_\_\_\_\_

Health Insurance Provider/Contact information: \_\_\_\_\_

Do you speak any language other than English? \_\_\_\_\_

Are you certified in any of the following? \_\_\_\_\_ Certification Type/Agency\* Exp. Date

Bird Rescue/Rehab.: \_\_\_\_\_

Hazmat/HAZWOPER: \_\_\_\_\_

First Aid/CPR: \_\_\_\_\_

Coast Guard licenses: \_\_\_\_\_

ICS Training: \_\_\_\_\_

Other training/experience: \_\_\_\_\_

Oil spill experience: \_\_\_\_\_

Placement Preference

Wildlife Rehabilitation Center: \_\_\_\_\_

Pre-impact Beach Cleanup/Surveillance: \_\_\_\_\_

Administrative/Clerical \_\_\_\_\_ Basic Needs/Logistics \_\_\_\_\_

Technical \_\_\_\_\_ Mechanical \_\_\_\_\_ Public Relations \_\_\_\_\_

Other: \_\_\_\_\_

Geographic area preference: \_\_\_\_\_

Emergency Contact Name: \_\_\_\_\_

Phone (day and eve.) \_\_\_\_\_

Address: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Printed Name: \_\_\_\_\_





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# Northeast and Eastern Central Florida Area Contingency Plan

## Response Protocols: Disposal

### Annex 6b

June 2022

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## Northeast and Eastern Central Florida Area Contingency Plan

### Record of Changes

| Change Number | Change Description | Section Number | Change Date | Name |
|---------------|--------------------|----------------|-------------|------|
| 1             |                    |                |             |      |
| 2             |                    |                |             |      |
| 3             |                    |                |             |      |
| 4             |                    |                |             |      |
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## 1000 Introduction

### 1100 Purpose

The purpose of this policy is to provide guidance for making a waste determination for proper disposal of materials (i.e. sorbents, solidifiers, etc.) and debris (i.e., Personal Protective Equipment (PPE), rags, soil, etc.) contaminated by hydrocarbons. This guidance describes the chronology of activities necessary for decision making for coordinating proper disposal of materials contaminated by hydrocarbons in accordance with all local, state and federal regulations.

It should be noted that waste determinations are made by the generator of the waste such that the generator may: 1) manage the waste appropriately and legally (in accordance with all local, state and federal regulations); and 2) provide valid proof (i.e., analytical and/or SDS) to the disposal facility regarding the matrix/constituents of the waste generated such that the disposal facility may make a determination as to whether they will accept the waste in compliance with their operating permit(s).

### 1200 Definitions

**Discharge or hazardous waste discharge:** The accidental or intentional spilling, leaking, pumping, pouring, emitting, emptying, or dumping of hazardous waste into or on any land or water.

**Disposal:** The discharge, deposit, injection, dumping, spilling, leaking, or placing of any solid waste or hazardous waste into or on any land or water so that such solid waste or hazardous waste or any constituent thereof may enter the environment or be emitted into the air or discharged into any waters, including ground waters.

**Disposal facility:** A facility or part of a facility at which hazardous waste is intentionally placed into or on any land or water, and at which waste will remain after closure. The term disposal facility does not include a corrective action management unit into which remediation wastes are placed.

**Hazardous Waste:** See 40 CFR 261.3

**Incinerator:** Any enclosed device that:

- Uses controlled flame combustion and neither meets the criteria for classification as a boiler, sludge dryer, or carbon regeneration unit.
- Meets the definition of infrared incinerator or plasma arc incinerator.

**Industrial Solid Waste:** solid waste generated by a manufacturing, industrial, or mining process, or that is contaminated by solid waste generated by such a process.

**Landfill:** A disposal facility or part of a facility where hazardous waste is placed in or on land and which is not a pile, a land treatment facility, a surface impoundment, an underground injection well, a salt dome formation, a salt bed formation, an underground mine, a cave, or a corrective action management unit.

**Oil:** Oil of any kind or in any form, including, but not limited to: fats, oils, or greases of animal, fish, or marine mammal origin; vegetable oils, including oils from seeds, nuts, fruits, or kernels; and, other oils and greases, including petroleum, fuel oil, sludge, synthetic oils, mineral oils, oil refuse, or oil mixed with wastes other than dredged spoil.

**Petroleum oil:** Petroleum in any form, including but not limited to crude oil, fuel oil, mineral oil, sludge, oil refuse, and refined products.

**Solid Waste:** See 40 CFR 261.2

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**Solidifier:** Product composed of dry high molecular weight polymers that have a porous matrix and large oleophilic surface area which form a physical bond with oil.

**Sorbent:** An insoluble material or mixture of materials used to recover liquids through the mechanisms of absorption or adsorption, or both.

**Organic Compounds:** Include, but are not limited to: peat moss; straw; cellulose fibers; cork; corn cobs; chicken, duck or other bird feathers, etc.

**Mineral Compounds:** Include, but are not limited to: volcanic ash, perlite, vermiculite, zeolite, etc.

**Synthetics Products:** Include, but are not limited to: polypropylene, polyethylene, polyurethane, polyester, etc.

**Type I Facility:** a facility used for disposing of industrial solid wastes (e.g., a landfill, surface impoundment, or land farm). (LAC 33:VII.115)

### 2000 Waste Determination for Disposal Coordination

The Generator and/or Responsible Party (RP) are responsible for the characterization and classification of the waste stream. In addition, it is up to the discretion and acceptance criteria (i.e. state issued permit & operating procedures) of the disposal facility with respect to waste disposal. In determining a waste stream's classification, a generator may use *process knowledge* and/or *analytical testing* by approved EPA methods (i.e. SW-846).

Process knowledge is applying knowledge of the hazardous characteristics of the waste in light of the materials or processes used. For example, a safety data sheet (SDS) may indicate that a material used in a process contains no hazardous constituents or exhibits no hazardous characteristic. The waste may be determined non-hazardous if the process itself contributes no hazardous constituents and does not result in the waste exhibiting a hazardous characteristic.

Analytical testing is information about a waste provided from laboratory analysis. Waste classification must be properly documented in a written and/or electronically stored format that is reasonably accessible and easily reproducible. The first step in classifying your waste is referred to as "making a *hazardous waste determination*."

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The waste determination will determine how and where (e.g., landfill, incinerator, etc.) the waste will be properly disposed. A hazardous waste determination is made based on the following questions:

- Is the waste a “solid waste?” Does it meet the regulatory definition of a “solid waste” in accordance with 40 CFR §261?
- Is the waste a listed hazardous waste in accordance with 40 CFR §261?
- Does the waste exhibit any of four (4) characteristics: ignitability, corrosiveness, reactivity, or toxicity?
- Is the waste toxic?
- Is it a mixture?

If a hazardous waste and a non-hazardous waste are mixed, the resulting mixture may inherit the hazardous classification. Mixing in any amount of a listed waste will cause the mixture to be considered hazardous. Mixing in a characteristic waste will cause the mixture to become hazardous only if the mixture itself exhibits the characteristic.

### 2100 Listed Hazardous Waste Determination

The EPA lists some 400 hazardous wastes. Descriptions of listed waste are found in 40 CFR Part 261, Subpart D, Sections 261.31–33. These wastes are often referred to as follows:

- “F” listed waste (waste from nonspecific sources, Section 261.31)
  - The first five F listed categories, F001-F005, cover a range of solvents used in a variety of applications.
- “K” listed waste (wastes from specific sources, Section 261.32)
- “P” listed waste (unused acutely hazardous off-specification materials as well as container residues and spill residues of these materials, Section 261.33)
  - There are about 239 different “acutely toxic” substances listed under about 135 different waste codes.
- “U” listed waste (unused toxic hazardous off-specification materials as well as container residues and spill residues of these materials, Section 261.33).
  - There are about 472 distinct materials listed under about 247 different waste codes.

### 2101 Characteristic Hazardous Waste Determination.

Wastes may be hazardous if they display any of four characteristics: ignitability, corrosiveness, reactivity, or toxicity.

**Ignitability (D001)** Wastes that are hazardous because they may ignite include the following:

- Liquid wastes (other than those aqueous waste containing less than 24 percent alcohol by volume) that have a flash point less than 60°C (140°F). (The test method is the Pensky-Martens closed cup tester, using the test method specified in ASTM Standard D-93-79 or D-93-80, or a Setaflash closed cup tester, using the test method specified in ASTM Standard D-3278-78.)
- Non-liquid wastes that, under standard temperature and pressure, are capable of causing fire through friction, absorption of moisture, or spontaneous chemical changes and, when ignited, burn so vigorously and persistently that they create a hazard.
- Wastes that meet the definition of an ignitable compressed gas (see 49 CFR Section 173.300).
- Wastes that meet the definition of an oxidizer (see 49 CFR Section 173.151).
- Corrosiveness (D002) Wastes that are hazardous because they are corrosive include the following:
- Aqueous wastes with a pH of 2 units or below or of 12.5 units or above;

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- A liquid wastes that corrode steel at a rate greater than 6.35 mm (0.250 inches) per year.
- Reactivity (D003) A waste is considered reactive if it meets any of the following conditions:
- It is capable of detonation or explosive decomposition or reaction at standard temperature and pressure,
- If subjected to a strong ignition source, or if heated under confinement.
- When mixed with water, it is potentially explosive, reacts violently, or generates toxic gases or vapors.
- If a cyanide or sulfide-bearing waste is exposed to pH conditions between 2 and 12.5, it can generate enough toxic gases, vapors, or fumes to present a danger to human health or the environment.
- If a waste generates 250 ppm or more of reactive cyanides or 500 ppm or more of reactive sulfides, it is considered a reactive waste. (It should be noted that these levels of reactive compounds are just guidance. Each waste must be evaluated for reactivity on a case-by-case basis).
- It is normally unstable and readily undergoes violent change without detonating.
- It is a forbidden explosive (as defined in 49 CFR 173.51, or a Class A explosive as defined in 49 CFR 173.53).
- It is a Class B explosive (see 49 CFR Section 173.88).

Toxicity (D004-D043) A waste is toxic if the toxicity characteristic leaching procedure (TCLP) shows that a representative sample from the waste contains one or more constituents at or above the levels listed in Table 1. The TCLP is described in EPA Method 1311 (SW-846).

For certain wastes, you can test for total constituent content and apply the "Rule of Twenty" (apply the 20-fold dilution factor inherent in the TCLP method) to determine whether a sample has to be tested using the TCLP method. The TCLP test method is generally more expensive than the test required determining Total constituent concentrations. A TCLP test is not required if total analysis demonstrates that contaminants are not present or are present in such low concentrations they could not possibly exceed the toxicity regulatory limits. The assumption in the "Rule of Twenty" is that all of the contaminant of concern is dissolved in the extraction fluid, which is then analyzed. Since this calculation assumes a 100% extraction efficiency of the TCLP, it represents a conservative assumption that the waste is not TC hazardous. Therefore, if the analytical total concentration of a constituent in a solid is "x," and "x" divided by 20 is still less than the regulatory TCLP concentration, then the solid can be assumed not to fail the TCLP test and not to exhibit the hazardous characteristic of toxicity. Note that this "rule" will not work for any waste that has greater than or equal to 0.5% liquids. This calculation can only be used for materials that are in a solid form since liquids themselves (i.e., wastes containing less than 0.5% dry solid material) are defined as the TCLP extract; hence, the 20-fold dilution factor calculation is not relevant. Therefore, this procedure is acceptable for soils and other wastes in a dry, solid form.

For the purpose of this guidance document, analytical testing should be utilized for disposal coordination with respect to spent materials impacted with hydrocarbons. Please note that it is up to the discretion of the disposal facility to accept the waste based on information provided regarding the waste. Once waste materials have been properly recovered, a representative sample of the waste should be obtained for analytical testing by an accredited environmental laboratory. Material Safety Data Sheets (MSDS) for the material released may be utilized for waste disposal profiling if the disposal facility allows, however, sampling provides a better representation of the waste stream.

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### 2101.1 Analytical Testing.

Analytical testing should be conducted as follows:

#### Diesel fuel:

- Total Petroleum Hydrocarbons (TPH)
- Total Lead (Pb). Note that TCLP Pb may be required for acceptance by the landfill. See "Rule of Twenty" reference above.
- Benzene, Toluene, Ethylbenzene, Xylene (BTEX)

#### Unleaded fuel:

- Total Petroleum Hydrocarbons (TPH)
- Total Lead (Pb). Note that TCLP Pb may be required for acceptance by the landfill. See "Rule of Twenty" reference above.
- Benzene, Toluene, Ethylbenzene, Xylene (BTEX)

#### Used Oil:

- Total Petroleum Hydrocarbons (TPH)
- Total RCRA Metals
- Benzene, Toluene, Ethylbenzene, Xylene (BTEX)
- TOX

#### Virgin Oil impacted:

- Total Petroleum Hydrocarbons (TPH)
- Total Lead (Pb). Note that TCLP Pb may be required for acceptance by the landfill. See "Rule of Twenty" reference above.
- Benzene, Toluene, Ethylbenzene, Xylene (BTEX)

#### Crude Oil impacted:

- Total Petroleum Hydrocarbons (TPH)
  - Total Lead (Pb). Note that TCLP Pb may be required for acceptance by the landfill. See "Rule of Twenty" reference above.
- Benzene, Toluene, Ethylbenzene, Xylene (BTEX)

Once analytical results have been reported and the waste determination made, a waste profile will be required to be completed and submitted to the designated disposal facility. The waste profile is specific to each disposal facility. Therefore, contact the disposal facility to obtain a copy of their waste profile form. Analytical documentation and/or SDSs will be required to be submitted with the waste profile before review and approval by the disposal facility. Please note that independent waste disposal facilities (i.e. landfills, incinerators, etc.) have different acceptance criteria for wastes as prescribed in their permits.

For the sake of reference, the below is a list of Maximum Allowable Levels which differentiate between hazardous constituent and non-hazardous constituents. If analytical methods determine that the analyzed levels are at or above these listed levels, then the waste is considered hazardous and will maintain the waste code associated with the waste.



Table 1 Toxicity Characteristic Leaching Procedure (TCLP) Max Allowable Levels

| PARAMETER      | WASTE CODE | MAX. ALLOWABLE |               | ANALYTICAL METHODS      |
|----------------|------------|----------------|---------------|-------------------------|
|                |            | LEVELS         |               |                         |
|                |            | TCLP (mg/L)    | TOTAL (mg/kg) |                         |
| TCLP METALS    |            |                |               |                         |
| Arsenic        | D004       | <5.0           | 100           | SW-846-1311/SW-846-6010 |
| Barium         | D005       | <100.00        | 2000          | SW-846-1311/SW-846-6010 |
| Cadmium        | D006       | <1.0           | 20            | SW-846-1311/SW-846-6010 |
| Chromium       | D007       | <5.0           | 100           | SW-846-1311/SW-846-6010 |
| Lead           | D008       | <5.0           | 100           | SW-846-1311/SW-846-6010 |
| Mercury        | D009       | <0.2           | 4             | SW-846-1311/SW-846-7470 |
| Selenium       | D010       | <1.0           | 20            | SW-846-1311/SW-846-7740 |
| Silver         | D011       | <5.0           | 100           | SW-846-1311/SW-846-6010 |
| TCLP VOLATILES |            |                |               |                         |

| PARAMETER            | WASTE CODE | MAX. ALLOWABLE |               | ANALYTICAL METHODS      |
|----------------------|------------|----------------|---------------|-------------------------|
|                      |            | LEVELS         |               |                         |
|                      |            | TCLP (mg/L)    | TOTAL (mg/kg) |                         |
| Benzene              | D018       | <0.5           | 10            | SW-846-1311/SW-846-8260 |
| Carbon Tetrachloride | D019       | <0.5           | 10            | SW-846-1311/SW-846-8260 |
| Chlorobenzene        | D021       | <100.0         | 2000          | SW-846-1311/SW-846-8260 |
| Chloroform           | D022       | <6.0           | 120           | SW-846-1311/SW-846-8260 |
| 1,2-Dichloroethane   | D028       | <0.5           | 10            | SW-846-1311/SW-846-8260 |
| 1,1-Dichloroethylene | D029       | <0.7           | 14            | SW-846-1311/SW-846-8260 |
| Methyl Ethyl Ketone  | D035       | <200.0         | 4000          | SW-846-1311/SW-846-8260 |
| Tetrachloroethylene  | D039       | <0.7           | 14            | SW-846-1311/SW-846-8260 |
| Trichloroethylene    | D040       | <0.5           | 10            | SW-846-1311/SW-846-8260 |
| Vinyl Chloride       | D043       | <0.2           | 4             | SW-846-1311/SW-846-8260 |

| PARAMETER                            | WASTE CODE | MAX. ALLOWABLE |               | ANALYTICAL METHODS      |
|--------------------------------------|------------|----------------|---------------|-------------------------|
|                                      |            | LEVELS         |               |                         |
|                                      |            | TCLP (mg/L)    | TOTAL (mg/kg) |                         |
| TCLP SEMI-VOLATILES (Base Neutrals)  |            |                |               |                         |
| 1,4 Dichlorobenzene                  | D027       | <7.5           | 150           | SW-846-1311/SW-846-8270 |
| Hexachlorobenzene                    | D032       | <0.13          | 2.6           | SW-846-1311/SW-846-8270 |
| Hexachlorobutadiene                  | D033       | <0.5           | 10            | SW-846-1311/SW-846-8270 |
| Hexachloroethane                     | D034       | <3.0           | 60            | SW-846-1311/SW-846-8270 |
| Nitrobenzene                         | D036       | <2.0           | 40            | SW-846-1311/SW-846-8270 |
| Pyridine                             | D038       | <5.0           | 100           | SW-846-1311/SW-846-8270 |
| 2,4-Dinitrotoluene                   | D030       | <0.13          | 2.6           | SW-846-1311/SW-846-8270 |
| TCLP SEMI-VOLATILES (Acid Compounds) |            |                |               |                         |

| PARAMETER             | WASTE CODE | MAX. ALLOWABLE |               | ANALYTICAL METHODS      |
|-----------------------|------------|----------------|---------------|-------------------------|
|                       |            | LEVELS         |               |                         |
|                       |            | TCLP (mg/L)    | TOTAL (mg/kg) |                         |
| o-Cresol              | D023       | <200.0         | 4000          | SW-846-1311/SW-846-8270 |
| m-Cresol              | D024       | <200.0         | 4000          | SW-846-1311/SW-846-8270 |
| p-Cresol              | D025       | <200.0         | 4000          | SW-846-1311/SW-846-8270 |
| Cresol, Total         | D026       | <200.0         | 4000          | SW-846-1311/SW-846-8270 |
| Pentachlorophenol     | D037       | <100.0         | 2000          | SW-846-1311/SW-846-8270 |
| 2,4,5-Trichlorophenol | D041       | <400.0         | 8000          | SW-846-1311/SW-846-8270 |
| 2,4,6-Trichlorophenol | D042       | <2.0           | 40            | SW-846-1311/SW-846-8270 |
| TCLP HERBICIDES       |            |                |               |                         |
| 2,4-D                 | D016       | <10.0          | 200           | SW-846-1311/SW-846-8080 |

| PARAMETER         | WASTE CODE | MAX. ALLOWABLE |               | ANALYTICAL METHODS      |
|-------------------|------------|----------------|---------------|-------------------------|
|                   |            | LEVELS         |               |                         |
|                   |            | TCLP (mg/L)    | TOTAL (mg/kg) |                         |
| 2,4,5-TP (Silvex) | D017       | <1.0           | 20            | SW-846-1311/SW-846-8080 |
| TCLP PESTICIDES   |            |                |               |                         |
| Chlorodane        | D020       | <0.03          | 0.6           | SW-846-1311/SW-846-8080 |
| Endrin            | D012       | <0.02          | 0.4           | SW-846-1311/SW-846-8080 |
| Heptachlor        | D031       | <0.008         | 0.16          | SW-846-1311/SW-846-8080 |
| Lindane           | D013       | <0.4           | 8             | SW-846-1311/SW-846-8080 |
| Methoxychlor      | D014       | <10.0          | 200           | SW-846-1311/SW-846-8080 |
| Toxaphene         | D015       | <0.5           | 10            | SW-846-1311/SW-846/8080 |
| GENERAL           |            |                |               |                         |
| pH                | D002       | ≤ 2.0 ≥ 12.5   |               | SW-846-9045             |

| PARAMETER                   | WASTE CODE | MAX. ALLOWABLE  |               | ANALYTICAL METHODS   |
|-----------------------------|------------|---|---------------|--|
|                             |            | LEVELS  |               |  |
|                             |            | TCLP (mg/L)   | TOTAL (mg/kg) |  |
| Ignitability (Liquids Only) | D001       | >140.0 F (60 C)   |               | SW-846-C7  |
| Free Liquids                |            | NO FREE LIQUIDS<br>allowed at Landfills (must<br>pass Paint Filter) |               | SW-846-9095  |
| PCB's                       |            | <50 mg/kg or ppm  |               | SW-846-8080  |
| TPH                         |            | Varies by Disposal facility<br>and/or disposal application          |               | SW-846-8015,<br>EPA 418.1 API-(GC/FID),<br>ASTM-D3987-85/SW-846-9070 |

## 3000 U.S. EPA Exploration and Production (E&P) Waste Exemption

In 1988, the EPA issued a regulatory determination stating that control of E&P wastes under RCRA Subtitle C regulations is not warranted. E&P wastes have hence remained exempt from Subtitle C regulations. The RCRA Subtitle C exemption, however, did not preclude these wastes from control under state regulations, under the less stringent RCRA Subtitle D solid waste regulations, or under other federal regulations. In addition, although they are relieved from regulation as hazardous wastes, the exemption does not mean these wastes could not present a hazard to human health and the environment if improperly managed.

With respect to crude oil, primary field operations include activities occurring at or near the wellhead and before the point where the oil is transferred from an individual field facility or a centrally located facility to a carrier for transport to a refinery or a refiner. With respect to natural gas, primary field operations are those activities occurring at or near the wellhead or at the gas plant, but before the point where the gas is transferred from an individual field facility, a centrally located facility, or a gas plant to a carrier for transport to market. Examples of carriers include trucks, interstate pipelines, and some intrastate pipelines.

Primary field operations include exploration, development, and the primary, secondary, and tertiary production of oil or gas. Crude oil processing, such as water separation, de-emulsifying, degassing, and storage at tank batteries associated with a specific well or wells, are examples of primary field operations. Furthermore, because natural gas often requires processing to remove water and other impurities prior to entering the sales line, gas plants are considered to be part of production operations regardless of their location with respect to the wellhead.

The exempt status of an E&P waste depends on how the material was used or generated as waste, not necessarily whether the material is hazardous or toxic. It is important to remember that *all* E&P wastes require proper management to ensure protection of human health and the environment.

Mixing exempt and non-exempt wastes creates additional considerations. Determining whether a mixture is an exempt or non-exempt waste requires an understanding of the nature of the wastes prior to mixing and, in some instances, might require a cycle analysis of the mixture. Whenever possible, avoid mixing non-exempt wastes with exempt wastes. If the non-exempt waste is a listed or characteristic hazardous waste, the resulting mixture might become a non-exempt waste and require management under RCRA Subtitle C regulation. Furthermore, mixing a characteristic hazardous waste with a non-hazardous or exempt waste for the purpose of rendering the hazardous waste non-hazardous or less hazardous might be considered a treatment process subject to appropriate RCRA Subtitle C hazardous waste regulation and permitting requirements.

In a policy letter dated September 25, 1997, EPA clarified that a mixture is exempt if it contains exempt oil and gas exploration and production (E&P) waste mixed with non-hazardous, non-exempt waste. Mixing exempt E&P waste with non-exempt characteristic hazardous waste, however, for the purpose of rendering the mixture non-hazardous or less hazardous, could be considered hazardous waste treatment or impermissible dilution.

Exempt and non-exempt E&P Waste is listed herein. Please consult with state regulations for state-specific waste exemptions.

### 3100 Exempt E&P Waste

- Produced water
- Drilling fluids
- Drill cuttings
- Rig wash
- Drilling fluids and cuttings from offshore operations disposed of onshore
- Geothermal production fluids
- Hydrogen sulfide abatement wastes from geothermal energy production
- Well completion, treatment, and stimulation fluids
- Basic sediment, water, and other tank bottoms from storage facilities that hold product and exempt waste
- Accumulated materials such as hydrocarbons, solids, sands, and emulsion from production separators, fluid treating vessels, and production impoundments
- Pit sludge and contaminated bottoms from storage or disposal of exempt wastes
- Gas plant dehydration wastes, including glycol-based compounds, glycol filters, and filter media, backwash, and molecular sieves
- Work over wastes
- Cooling tower blow-down
- Gas plant sweetening wastes for sulfur removal, including amines, amine filters, amine filter media, backwash, precipitated amine sludge, iron sponge, and hydrogen sulfide scrubber liquid and sludge
- Spent filters, filter media, and backwash (assuming the filter itself is not hazardous and the residue in it is from an exempt waste stream)
- Pipe scale, hydrocarbon solids, hydrates, and other deposits removed from piping and equipment prior to transportation
- Produced sand
- Packing fluids
- Hydrocarbon-bearing soil
- Pigging wastes from gathering lines
- Wastes from subsurface gas storage and retrieval, except for the non-exempt wastes listed herein
- Constituents removed from produced water before it is injected or otherwise disposed of
- Liquid hydrocarbons removed from the production stream but not from oil refining



### 3200 Non-Exempt E&P Waste

- Unused fracturing fluids or acids
- Gas plant cooling tower cleaning wastes
- Painting wastes
- Waste solvents
- Oil and gas service company wastes such as empty drums, drum rinsate, sandblast media, painting wastes, spent solvents, spilled chemicals, and waste acids
- Vacuum truck and drum rinsate from trucks and drums transporting or containing non-exempt waste
- Refinery wastes
- Liquid and solid wastes generated by crude oil and tank bottom re-claimers
- Used equipment lubricating oils
- Waste compressor oil, filters, and blow-down
- Used hydraulic fluids
- Waste in transportation pipeline related pits
- Caustic or acid cleaners
- Boiler cleaning wastes
- Boiler refractory bricks
- Boiler scrubber fluids, sludge, and ash
- Incinerator ash
- Laboratory wastes
- Sanitary wastes
- Pesticide wastes
- Radioactive tracer wastes
- Drums, insulation, and miscellaneous solids

Although non-E&P wastes generated from crude oil and tank bottom reclamation operations (e.g., waste equipment cleaning solvent) are non-exempt, residuals derived from exempt wastes (e.g., produced water separated from tank bottoms) are exempt. For a further discussion, see the Federal Register notice, Clarification of the Regulatory Determination for Waste from the Exploration, Development, and Production of Crude Oil, Natural Gas and Geothermal Energy, March 22, 1993, Federal Register Volume 58, Pages 15284 to 15287.

### 4000 Florida Waste Management

Used oil recyclers can process recovered oil and oil/water mixtures into reusable products. Used oil transporters must be certified by FDEP in accordance with 17-710.600 FAC. Used oil recycle facilities must be registered with FDEP and approved to use the general permit for used oil recycling. For specific requirements, see Chapter 17-710, Florida Administration Code. Additional information on used oil recyclers can be obtained at:

<http://www.dep.state.fl.us>

#### Waste-to-Energy Incinerators

Waste-to-Energy (WTE) Incinerators produce energy from the incineration of municipal solid wastes. Depending on the nature of the material to be disposed of, WTE facilities may be a

viable option for disposal of oil debris and/or soils. WTE facilities must have an air permit and a power plant site certification from FDEP. For specific requirements, see Florida Statute 376, Part II and Chapters 17-710 and 17-210, Florida Administrative Code.

Soil Thermal Treatment Facilities (STFFS's) use heat to remove petroleum contaminants from soil, resulting in clean soil for various uses. STFF's are an option for petroleum contaminated provided that the soils are not classified as a hazardous waste as defined in 40 C FR 261. STFF's must have an FDEP air permit and be approved to use the general permit for soil thermal treatment. For specific requirements, see Chapters 17-775 and 17-210, Florida Administrative Code.

Land filling of soil and debris which is non-hazardous and non-saturated in a lined Class I landfill in a acceptable disposal option. Landfills must be permitted by the FDEP. Decisions regarding acceptance of wastes are at the discretion of the landfill operator. Laboratory analysis of waste maybe required prior to acceptance. For specific requirements, see Chapter 17-701, Florida Administrative Code. 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 photodegradation.

### 4100 Florida Solid Waste Management

Florida's Department of Environmental Protection (FDEP) is responsible for determining the eligibility of facilities to use general permits for soil thermal treatment and used oil recycling. FDEP also issues permits for landfilling, 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 FDEP Waste Management Division regulates the handling, storage, and testing of petroleum contaminated soil, solid waste, and hazardous waste. Oil spill wastes maybe disposed of at permitted facilities (federal, state and local) authorized by the EPA and FDEP. 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 (813) 470-5700 in Tampa, FL.

The following is a list of permits/licenses, etc. that the FOSC should be aware of and their specific regulatory references found in Code of Federal Regulations and Florida Annotated Code (FAC). Debris from the Oil Spill shall be managed in accordance with the LDEQ Comprehensive Plan for Disaster Clean-up and Debris Management ("the DMP") (revised September 29, 2010 or current version). Specifically, portions of Section 9, "Final Disposal Options," address oil contaminated debris and hazardous waste.

- Used Oil Transporter – 17-710.500 FAC
- Used Oil Certification – 17-710.600 FAC
- Used Oil Facility Registration – 17-710.500 FAC
- General Permit for Used Oil – 17-710.800 FAC

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- Used Oil Recycling Facility Registration – 17-710.500 FAC
- Air Permits for Soil Thermal Treatment Facilities – 17-210.300 FAC
- General Permit for Soil Thermal Treatment – 17-775.300 FAC
- Air Permit for waste to Energy Incinerators – 17-210.300 FAC
- Permit to Operate an Industrial Wastewater Treatment Facility – 17-660 FAC
- Permit to Operate Solid Waste Transfer Station – 17-701.801 FAC
- Permit to Operate Class I Landfill – 17-701 FAC
- Permit to Operate Hazardous Waste Facility – 17-730.240 FAC
- Hazardous Waste Transporter EPA ID# – 40 CFR 263.11
- Hazardous Waste Generator EPA ID# – 40 CFR 262.12
- Hazardous Waste Treatment, Storage, and Disposal Facility EPA ID# – 17-730-171 FAC
- Hazardous Waste Transfer Facility EPA ID# - 40 CFR 264.11
- Certificate of Insurance for Hazardous Waste Transporters – 17-730-170 FAC

The Responsible Party (RP) shall develop oil spill specific plans necessary to characterize and manage the wastes generated pursuant to applicable Federal, State, and local requirements. These plans may include waste sampling and analysis plans, waste management plans, site safety plans, SPCC, etc.

The RP will develop a strategy to facilitate the reclamation or recycling of as much materials/oil as practical prior to sending the material for disposal. These strategies may include but not be limited to the following:

- Recovery of oil prior to disposal;
- Reuse/recycling of containment boom;
- Recycling of municipal solid waste such as paper, aluminum, plastics, etc.

The RP will also develop Best Management Plan(s) (BMP) and/or Standard Operation Procedures (SOP) which will include waste/material management procedures for the collection, staging, transportation, and final disposal/recycling of the waste/materials.

## 4200 Florida Type 1 and Type 2 Solid Waste Landfills

The below links provide guidance for solid waste landfills within the State of Florida:

- [Solid Waste Guidance Memos & Documents | Florida Department of Environmental Protection](#)
- [Residential & Business Waste Services in Florida | WM.com](#)

## 4300 Florida Commercial E&P Waste Facilities

The below links provide guidance for Commercial E&P Waste Facilities within the State of Florida:

- [Hazardous Waste Management | Florida Department of Environmental Protection](#)
- [Hazardous Waste Facility List | Florida Department of Environmental Protection](#)

## 4400 Florida Commercial Hazardous Waste Treatment, Storage & Disposal Facilities (TSDF)

The below links provide guidance on Commercial Hazardous Waste TSDF within the State of Florida:

- [Hazardous Waste Compliance and Enforcement | Florida Department of Environmental Protection](#)
- [Hazardous Waste Facility List | Florida Department of Environmental Protection](#)

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# Northeast and Eastern Central Florida Area Contingency Plan

## Consultations: Florida SHPO

# Annex 7

## June 2022

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## Northeast and Eastern Central Florida Area Contingency Plan

### Record of Changes

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## 1000 Introduction

### 1100 Purpose

This Annex outlines the relationship between the Florida Division of Historical Resources (FDHR) [Division of Historical Resources - Florida Department of State](#) and the U.S. Coast Guard (USCG) as it relates to notification, coordination and consultation under the National Historic Preservation Act, Section 106.

### 1200 Background

The National Historic Preservation Act, Section 106, among other requirements, requires that “Federal agencies take into account the effects of their undertakings on historic properties and to provide the Advisory Council on Historic Preservation (ACHP) with a reasonable opportunity to comment.” Additionally, it requires that the Federal agency involved “consult on the Section 106 process with State Historic Preservation Offices (SHPO)” (36 CFR 800).

Under state law, the Florida Department of Environmental Protection (FL DEP) is the state lead agency for oil spills in coastal waters, is responsible for coordinating responses with federal authorities and must serve as a single point of **communication and coordination** of response actions.

Within Florida, the USCG Federal On-Scene Coordinators (FOSC) within the coastal zone, are required to ensure timely notification to the SHPO. The required notification, and follow-on coordination and/or consultation, applies to any USCG approved **response actions** involving oil discharge or hazardous substance mitigation activities within the coastal zone.

## 2000 Action

In the event of an oil spill that itself, or its associated response actions, may reasonably impact cultural resources within the State of Florida, and which involve response actions being overseen by the FL DEP and the USCG federal partners, the FL DEP’s SOSC or their representative, will be responsible for **initiating contact** with the FDHR, conveying the location of the impacted/potential impacted area, and the types and locations of associated response actions. The Bureau of Archaeological Research and the Bureau of Historic Preservation within the Division of Historical Resources are responsible for preserving and promoting Florida’s historical, archeological and folk culture resources. The Bureau of Archeological Research is entrusted with the maintenance, preservation and protection of over 12,000 years of Florida heritage. Archaeological and historical resources on state-owned and state-controlled lands, including the sovereignty of submerged lands, are the direct responsibility of the Bureau. In this initial contact, the USCG FOSC, or their representative, will inform the SHPO of the location of the actual spill and/or potential actions associated with the response. The SHPO will make the determination whether these actions threaten any cultural resource and whether there is a necessity for formal consultation.

If the SHPO determines that no known cultural resources exist, or there is minimal risk, the SHPO will provide their determination in the form of an email back to the FOSC, or their representative.



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This documentation will be provided to the Environmental Unit, if established, and filed within the incident-specific documentation. Additionally, as the federal action agency within the coastal zone, the USCG FOSC, or designated representative, must ensure that all SHPO determinations are filed within the unit-specific administrative record. This SHPO determination may describe conditions, locations, or actions, which if realized, may result in the necessity for formal consultation with the FDHR along with any guidance regarding unknown resources.

If the SHPO determines that the described activities may potentially, or in fact will impact any cultural resources, the SHPO will immediately notify the Federal On-Scene Coordinator (FOSC) or designated representative so the USCG can initiate formal consultation per (36 CFR 800). The FDHR will be included/updated on **the consultation process but the consultation MUST be federally undertaken between the FOSC and the SHPO**. The FDHR will provide assistance to the SHPO in a support role and should be included on all correspondence between the SHPO and FOSC. As mentioned earlier, the USCG FOSC, or designated representative, must ensure that all relevant consultation documents are filed within the unit-specific administrative record.

### 3000 SHPO Interactions

#### 3100 Example 1

A designated USCG FOSC representative contacted the FL SHPO representative to inform of a spill and potential response actions, which involved booming activities along the Matanzas River near St. Augustine. Due to the possibility of response actions affecting unknown historic properties, the FOSC representative initiated contact with the SHPO, as is standard practice.

The SHPO responded to the FOSC representative via email after reviewing all documentation with a simple email stating that “This area does not have any recorded archeological sites so there is no concern for booming.” The USCG FOSC representative filed this information within the unit-specific administrative record. No further coordination was necessary with the SHPO.

#### 3200 Example 2

A designated USCG FOSC representative contacted the FL SHPO representative to inform of an oil spill associated **mitigation operations related to a sunken vessel removal in the Halifax River near the Tomoka State Park**. Upon review of information and materials conveyed by the USCG FOSC, the SHPO determined that an archaeological site was known to be in the area and might be impacted by the response actions.

The USCG, as the lead federal agency, continued to work with the FL SHPO on implementing appropriate best management practices to minimize effects. Upon completion, the USCG FOSC, or designated representative, ensured that all Section 106 consultation documents are filed within the unit-specific administrative record.

## Northeast and Eastern Central Florida Area Contingency Plan

| Table 1 Contact Info                     |                        |  |  |               |
|--|------------------------|--|--|---------------|
| Agency                                   | Name                   | Title  | Email  | 24-hr         |
| Florida Division of Historical Resources | Dr. Timothy A. Parsons | State Historic Preservation Officers         | <a href="mailto:Timpothy.parson@dos.myflorida.com">Timpothy.parson@dos.myflorida.com</a> | 850-245-6300  |
| Bureau of Archaeological Research        | Kelly Chase            | Supervisor of Federal & State Compliance     | <a href="mailto:Kelly.Chase@dos.myflorida.com">Kelly.Chase@dos.myflorida.com</a>         | 850-245-63333 |
| Florida State Watch Office (24/7)        |                        |  |  | 800-320-0519  |
| USCG Seventh District                    | Forest Willis          | Incident Management and Preparedness Advisor | <a href="mailto:Forest.A.Willis@uscg.mil">Forest.A.Willis@uscg.mil</a>                   | 305-498-2526  |

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# Northeast and Eastern Central Florida Area Contingency Plan

## Hazardous Substance Response

# Annex 8

## June 2022

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## Northeast and Eastern Central Florida Area Contingency Plan

### Record of Changes

| Change Number | Change Description | Section Number | Change Date | Name |
|---------------|--------------------|----------------|-------------|------|
| 1             |                    |                |             |      |
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### 1000 Introduction

While the basic Incident Command System/Unified Command (ICS/UC) is unchanged whether the response is to an oil discharge or hazardous substance release, including a Weapons of Mass Destruction (WMD) incident, there are a number of factors that are unique to hazardous substance releases. The purpose of this annex is to provide Northeast and Eastern Central Florida Area Contingency users with information specific to responses to hazardous substance releases, including WMD incidents.

Many Northeast and Eastern Central Florida Area Committee member agencies have specific responsibilities during and following a hazardous substance incident, including a WMD or other terrorist act (chemical, biological, or radiological). The Northeast and Eastern Central Florida Area Contingency Plan is a good general guide for interagency coordination and resources during a response to any type of oil or hazardous substance incident.

### 1100 Scope

This annex will focus on hazardous substance incidents with the following characteristics:

- Multi-agency and/or multi-jurisdictional response,
- Exceeds localized (town/city/parish/state) response capacity,
- Response exceeds one operational period,
- Release or imminent release of hazardous substances, and
- Response phase of the incident, through stabilization.

### 1200 Definition of Hazardous Substances

Before the process of planning for a hazardous substance incident response can begin, there has to be a clear understanding of the types of materials that are to be covered under this annex. The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended by the Superfund Amendment and Reauthorization Act (SARA) of 1986 defines hazardous substances as “hazardous waste” under the Resource Conservation and Recovery Act (RCRA), as well as hazardous substances regulated under the Clean Air Act, Clean Water Act, and the Toxic Substance Control Act. In addition, any element, compound, mixture, solution, or substance may also be specifically designated as a “hazardous substance” under CERCLA. This definition includes numerous hazardous chemicals as well as chemical warfare agents and radionuclides. CERCLA hazardous substances and associated Reportable Quantities (RQs) are listed in 40 CFR Part 302.4. CERCLA also applies to “pollutants or contaminants” that may present an imminent or substantial danger to public health or welfare. An imminent or substantial danger to public health or welfare is caused when the pollutant or contaminant will or may reasonably be anticipated to cause illness, death, or deformation in any organism. Most biological warfare agents have been determined to be pollutants or contaminants under CERCLA.

Petroleum products are specifically excluded from CERCLA and are not considered to be “hazardous substances” under Federal statute. State environmental statutes may, however, consider these materials hazardous substances. This annex does not specifically deal with issues related to response to petroleum products.

### 1300 Authorities

#### 1301 Federal

Federal authorities for response to hazardous substance, pollutant, or contaminant; including biological, chemical, and radiological warfare agent releases are outlined in CERCLA (42 U.S.C. 9604) and the NCP, 40 CFR Part 300. FOSCs are the federal officials predesignated by EPA and the USCG to coordinate response activities. The FOSC directs response efforts and coordinate all other response efforts at the scene of a release. As the state and local responder's gateway to the resources of the National Response System, it is the FOSC's responsibility to provide access to resources and technical assistance that may not be otherwise available to a community.

Similar to oil spills, federal response authorities are shared by the EPA and the USCG, with the EPA maintaining jurisdiction of hazardous substance releases in the inland zone and the USCG in the coastal zone. The EPA also has the lead for longer-term hazardous substance and pollutant or contaminant cleanups in the coastal zone. Responsibility for radiological responses are more complex and are dependent on the source of the release. Roles and responsibilities are outlined in the Nuclear/Radiological Annex to the National Response Framework.

#### 1302 Florida State

The State Watch Office is the State of Florida's emergency notification center. The State Watch Office can contact the appropriate Florida DEP office and other emergency responders in the event of an emergency. The phone number is (850) 815-4001 or 1-800-320-0519.

The [State Emergency Response Commission](#) (SERC) is responsible for implementing the federal Emergency Planning and Community Right-To-Know Act (EPCRA) provisions in Florida. The SERC, along with the LEPCs, work to mitigate the effects of a release or spill of hazardous materials by collecting data on the storage of hazardous chemicals above planning quantities. The Technological Hazards Section at the Florida Division of Emergency Management provides programmatic support for the SERC.

- FDEP maintains and staffs emergency depots, including the establishment and training of a volunteer corps;
- Maintain the SEOP;
- Assist and provide guidance (when requested) for the development and maintenance of local and inter jurisdictional disaster plans;
- Maintain a roster of trained personnel, skilled in disaster prevention, preparedness, response, and recovery;
- Provide direct emergency support to local communities in declared emergencies including spills; and
- Provide emergency notification and conference call capability with local Parish Emergency Operations Centers.

## **2000 Command**

The complexity and jurisdictional characteristics of the incident will determine the level of involvement of Federal, state, local, and tribal agencies, the Responsible Party, and other responders. It is expected that the UC participants will be determined based on each incident. The table below outlines the State and Federal lead agency for specific incident types. Please note that this chart only shows the agency with primary authority, it does not reflect the fact that multiple agencies typically coordinate on each incident.

|                | <b>Oil</b> | <b>HazMat</b> | <b>Biological</b> | <b>Radiological</b>       | <b>Disaster</b>                 |
|----------------|------------|---------------|-------------------|---------------------------|---------------------------------|
| <b>Florida</b> | FL DEP     | FL DEP        | FL DOH/FL DEP     | FL DOH                    | FL Div. of Emergency Management |
| <b>Federal</b> | EPA/USCG   | EPA/USCG/DoD  | EPA/USCG          | EPA/USCG/DOE/DoD/NRC/NASA | FEMA                            |

The USCG has developed an All-Hazards Incident Management Handbook which provides some guidance as to organizational set-up and roles/responsibilities for hazardous substances as well as mass-casualty incidents. These are found in Chapter 15 (Multiagency Coordination under the NRF), Chapter 19 (Mass Casualty/Mass Rescue), Chapter 20 (Oil Spill), and Chapter 21 (Hazardous Substance) of the [USCG Incident Management Handbook \(IMH\)](#).

## **2100 Hazardous Substance Incident/Unified Command Objectives**

Primary Unified Command objectives:

- Identify the hazards;
- Isolate the hazard area, and secure the source;
- Protect the safety of the public and responders;
- Mitigate impact(s) to the environment;
- Remove contamination; and
- Activate response plans.

Other possible Unified Command objectives:

- Assess the threat of release;
- Environmental monitoring;
- Sample and forensic evidence collection/analysis.

## **2200 Criminal Incident Management**

At the onset of a response it is often unclear whether the cause of a release was accidental or criminal. Local responders will likely be the first to arrive on scene to assess the situation and possibly take initial response measures to contain or stop the release.



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In instances where criminal activity is suspected, coordination is required between law enforcement, who view the incident as a crime scene, and other first responders who view the incident as a hazardous substance release or a disaster site. Although protection of life remains paramount, the protection and processing of the crime scene is imperative so perpetrators can be identified and apprehended. These dynamic objectives will be accounted for by forming a Unified Command with the applicable law enforcement agencies.

Since 9/11/01, much attention has been given to terrorist incidents. A nuclear, biological, or chemical WMD type terrorist incident is inherently a hazardous substance release with a criminal investigation component. As such, it should be responded to under the National Response Framework (NRF). The Terrorism Incident Law Enforcement and Investigation Annex to the NRF also provides guidance on response to criminal incidents with significant impacts. A terrorist incident will always be treated as a federal crime scene, thus giving the Federal Bureau of Investigation (FBI) and local/state law enforcement agencies the initial lead in each response. Be aware that the FBI can activate federal resources to assist in the response activities.

The UC responding to an incident where terrorism is involved must be acutely aware of the unique nature of the Federal Government's response mechanisms for these types of incidents. HSPD-5 gave DHS the lead federal role for coordinating federal support to a state and local response; however, nothing in the NRF changes legal authorities or responsibilities outlined in other federal, state, or local laws and regulations. The UC may find themselves working with DHS, FBI, FEMA, or a number of other federal agencies under the NRF.

If a responder suspects terrorism, the FBI and local/state law enforcement must be notified as soon as possible. Given available evidence, statements, scenario, and intelligence; the FBI/Law Enforcement agencies will make the determination on whether the incident is credible. The FOSC may be approached by the law enforcement agencies to assist in obtaining initial investigative samples to confirm their "credible threat" determination if local sampling resources are not identified or available.

The FOSC should share all available and applicable information with the law enforcement agencies to assist them in making these determinations.

## 2300 Notification Requirements

### 2301 Federal

Releases of CERCLA hazardous substances, in quantities equal to or greater than their reportable quantity (RQ), are subject to reporting to the National Response Center under CERCLA, 40 CFR Part 300.125(c). Such releases are also subject to state and local reporting under Section 304 of SARA Title III (Emergency Planning and Community Right to Know Act (EPCRA)). CERCLA hazardous substances, and their RQs, are listed in 40 CFR Part 302.4. CERCLA and EPCRA RQs may also be found in the EPA's "List of Lists" at [EPA NEPIS](#). Radionuclides listed under CERCLA are provided in a separate list, with RQs in Curies.

While there are no statutory reporting requirements for releases of pollutants or contaminants for terrorist-related threats; the National Response Center will accept all reports of potential terrorist

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incidents and pass the report along to the appropriate agencies. All emergencies should also be immediately reported to 911 to activate local law enforcement and response resources.

### 2302 Florida State

The Florida Department of Health Services (FDHS) has a central office in Tallahassee, FL. During the initial emergency phase of a pollution incident, the FOSC or designated representative should notify the State Watch Office at 1-800-320-0519 / 850-644-4636. The State Watch Office will then notify all appropriate health services.

The Florida Department of Environmental Protection is the states lead for air, water, and soil impacts. Florida Department of Health has the state lead for indoor air quality monitoring and will look at the health standards as related to the response.

The Hazardous Assessment and Response Team (HART) is a Florida Department of Environmental Protection (Office of Emergency Response) team typically deployed after a storm passes. HART looks at abandoned containers, sunken vessels, and conduct facility inspections. At times, members of the EPA and USCG inspection and assessment teams have been part of the HART. ESF 10 sends various missions to the HART. The Survey 123 app was used to collect information in the field.

### 2303 Public Information

For the most update public information management strategies, best practices and job aids, follow the protocols and procedures outlined in the [National Response Team \(NRT\) Joint Information Center \(JIC\) Model](#).

### 2304 Health and Safety

Follow requirements of 29 CFR Part 1910.120. For hazardous substance specific information please see Section 7000 of this annex for reference materials to learn where you can find information specific to health and safety during hazardous substance incidents.

### 2305 Liaison

The following is a list of potential stakeholders who may be involved in addition to the agencies who are typically involved in an oil spill.

- Local/State hazmat and health departments;
- Local/State Emergency Management Agencies;
- Bomb squads or DoD Explosive Ordinance Detachments;
- Department of Health and Human Services (HHS), Centers for Disease Control and Prevention (CDC), or Agency for Toxic Substances and Disease Registry (ATSDR);
- Nuclear Regulatory Commission (NRC) or DOE;
- Department of Agriculture (USDA);
- National Guard Civil Support Teams;
- Private Sector Clean-up Companies;
- Laboratories/Transportable Laboratories; and/or
- Other stakeholders identified in this plan or other local plans.

## **3000 Operations**

Operational activities for hazardous substance, pollutant, or contaminant releases are dependent upon the manner in which they are released (i.e., explosion, train derailment, fire, etc.) and the environment (air, water, soil) and/or structures impacted by the release. However, operational activities can be grouped into the following general steps:

- Determine threat to human health and the environment;
- Notification;
- Evacuate/shelter-in-place;
- Communicate the hazard warning to others;
- Removal of victims to safe area;
- Observe signs and symptoms of casualties;
- Determine extent of contamination;
- Establishment of exclusion, contamination reduction, and support zones;
- Control access to the area;
- Determine the contaminant/hazards involved;
- Control/stop further releases;
- Initiate decontamination procedures for response personnel/equipment;
- Sample water/soil/air/product;
- Contain material already released; and
- Implement countermeasures.

## **3100 Sampling Assistance and Resources**

The following agencies can provide onsite sampling followed by laboratory analysis of hazardous substances. For each entity, we have identified their capabilities with these abbreviations: Toxic Industrial Chemicals (TIC), Chemical or Biological Warfare Agents (WMD), and Radiation (RAD).

| <b>Entity</b>                          | <b>Location</b>  | <b>Phone Number</b>                                    | <b>Capabilities</b> |
|--|------------------|--|---------------------|
| <b>Federal</b>                         |                  |  |                     |
| US EPA- Region 4                       | Atlanta, GA      | (800) 241-1754   | TIC, WMD, RAD       |
| CG Gulf Strike Team                    | Mobile, AL       | (251) 441-6601   | TIC, WMD, RAD       |
| FBI Hazardous Materials Response Unit  | Washington, D.C. | (202) 324-3000   | TIC, WMD, RAD       |
| <b>Florida State</b>                   |                  |  |                     |
| National Guard 44nd Civil Support Team | Starke, FL       | (904)682-2401<br><b>(904)913-4043</b><br><b>(24hr)</b> | TIC, WMD, RAD       |

For a complete listing, see the following link to the: [Hazardous Materials Response Special Teams Capabilities and Contact Handbook](#).

## 3200 Laboratory Assistance and Resources

The following laboratory resources and networks can be used to identify appropriate sampling techniques, analytical methods, and available laboratories for the analysis of samples from various matrices:

| Laboratory Source  | Description  | Contact/Info   |
|--|--|--|
| <b>Centers for Disease Control and Prevention</b>                      | Laboratory Response Network (LRN)<br>- A collaborative effort of federal, state, military, and private labs to aid in response efforts of a TIC, WMD, or RAD event.                      | 800-232-4636<br><a href="http://www.bt.cdc.gov/lrn">http://www.bt.cdc.gov/lrn</a>  |
| <b>EPA Environment Response Laboratory Network (ERLN)</b>              | A network of agency, State environmental, commercial and other Federal laboratories who will provide integrated, rapid analysis using standardized diagnostic protocols, and procedures. | <a href="https://www.epa.gov/emergency-response/environmental-response-laboratory-network">https://www.epa.gov/emergency-response/environmental-response-laboratory-network</a>  |
| <b>EPA Laboratory Compendium</b>                                       | Network of EPA national labs, state public health, and private labs to aid in a water security event, in addition to TIC, WMD, and RAD events.   | 703-818-4200<br><a href="https://www.epa.gov/emergency-response/erln-lab-compendium-fact-sheet">https://www.epa.gov/emergency-response/erln-lab-compendium-fact-sheet</a>  |
| <b>Association of Public Health Laboratories (APHL)</b>                | State Public Health Laboratories-Emergency Contact Directory.  | <a href="http://www.aphl.org/AboutAPHL/contactus/Pages/default.aspx">http://www.aphl.org/AboutAPHL/contactus/Pages/default.aspx</a>  |
| <b>National Environmental Laboratory Accreditation Program (NELAP)</b> | Current listing of accredited environmental labs and their primary accreditation body, in addition to types of sample media the labs can analyze.  | <a href="http://www.nelac-institute.org/accred-labs.php">http://www.nelac-institute.org/accred-labs.php</a><br><a href="http://www.nelac-institute.org/content/NELAP/accred-bodies.php">http://www.nelac-institute.org/content/NELAP/accred-bodies.php</a> |
| <b>National Environmental Method Index (NEMI)</b>                      | Search all chemical, biological, microbial, toxicity, and physical methods in NEMI.  | <a href="https://www.nemi.gov/home/">https://www.nemi.gov/home/</a>  |
| <b>EPA Method Collection</b>   | Standard Analytical Methods (SAMs) for environmental measurement and regional EPA laboratory contact information.  | <a href="http://www.epa.gov/fem/methcollectns.hrm">http://www.epa.gov/fem/methcollectns.hrm</a>  |

### 4000 Planning

#### 4100 Coordination with other Hazardous Materials Planning

Planning for hazardous substance response happens at a number of levels throughout the Northeast and Eastern Central Area Committee's area of responsibility. As a result of the SARA Title III requirements, State Emergency Response Commissions (SERCs), Local Emergency Planning Committees (LEPCs), and Tribal Emergency Response Commissions (TERCs) were formed. Within Florida, absent a formal TERC, the senior tribal representative is responsible for implementation of all SARA Title III provisions. The purpose of these groups is to develop local emergency response plans, participate in exercises to ensure preparedness at the local level, and arrange for training for local responders. In addition, local departments of emergency management (or similar groups) may assist with these functions as well as notification of hazardous substance incidents. The federal government provides very limited funding to SERCs, LEPCs, and TERCs through the Hazardous Materials Emergency Preparedness grant program. The level of SERC, TERC, and LEPC activity varies widely from across the region. The emergency management positions vary and may be a Department of Emergency Management, Emergency Services, Civil Defense, or Disaster Services.

The Northeast and Eastern Central Area Contingency Plan serves as the primary response planning document for the federal and state response agencies in the Area Committee's boundaries.

#### 4200 Natural Resource Trustees

The following list outlines the Trustees for natural resources designated in Subpart G of the NCP, and provides a brief description of the resources that may be potentially impacted as a result of an oil spill or hazardous material release. Natural resources include land, fish, wildlife, biota, water, ground water, drinking water supplies, and other such resources. This list is provided for informational purposes and is not intended to be all-inclusive.

##### 4201 Federal Trustees

###### 4201.1 Department of the Interior

Through the Bureau of Indian Affairs, Bureau of Land Management, Bureau of Reclamation, Fish and Wildlife Service, National Park Service, Bureau of Ocean Energy Management, Bureau of Safety and Environmental Enforcement, this department are the trustees for:

- Migratory birds and certain anadromous fish, endangered species, and marine mammals and their supporting ecosystems;
- Federally owned minerals;
- Federally managed water resources;
- Natural and cultural resources located on, over, or under land administered by DOI through its component bureaus;
- National Parks, National Wildlife Refuges, National Landscape Conservation Areas, etc; and
- Those natural resources for which an Indian tribe would otherwise act as trustee in those cases where the United States acts on behalf of the Indian tribe.

### **4201.2 Department of Commerce**

Through the National Oceanic and Atmospheric Administration, this department are trustees for:

- Marine fishery resources and certain anadromous fish, endangered species, and marine mammals and their supporting ecosystem;
- National Marine Sanctuaries; and
- National Estuarine Reserves.

### **4201.3 Department of Agriculture**

Through the U.S. Forest Service, this department is the trustee for any natural and cultural resources located on, over, or under land administered by USFS.

### **4201.4 Department of Defense**

The DoD is the trustee for any natural and cultural resources located on, over, and under land administered by the DoD.

### **4201.5 Department of Energy**

The DOE is the trustee for any natural and cultural resources located on, over, and under land administered by the DOE.

### **4202 State Trustees**

The State Watch Office is the State of Florida's emergency notification center. The State Watch Office can contact the appropriate FDEP office and other emergency responders in the event of an emergency. The phone number is (850) 815-4001 or 1-800-320-0519.

### **4203 Tribal Trustees**

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

## **4300 Air Plume Modeling**

The National Response Framework designated the Interagency Modeling and Atmospheric Assessment Center (IMAAC) as the single Federal source of airborne hazards predictions during incidents that involve multiple federal agencies. IMAAC is responsible for producing and disseminating predictions of the effects from hazardous chemical, biological, and radiological releases. IMAAC is not intended to replace or supplant dispersion modeling capabilities that Federal agencies currently have in place to meet agency-specific mission requirements. Rather, it provides interagency coordination to use the most appropriate model for a particular incident and for delivery of a single Federal prediction to all responders. An IMAAC fact sheet can be downloaded here: <https://narac.llnl.gov/>.

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Emergency IMAAC assistance can be requested through IMAAC Operations at 925-424-6465 or through the DHS National Operations Center at 202-282-8101.

The CAMEO Suite of applications (CAMEO - Computer-Aided Management of Emergency Operations, ALOHA - Aerial Locations of Hazardous Atmospheres, and MARPLOT - Mapping Application for Response, Planning, and Local Operational Tasks) is designed to allow the user to plan for and respond to hazardous substance incidents.

The CAMEO Chemical Database has identification information and response recommendations for thousands of chemicals commonly transported in the United States. CAMEO also includes blank database templates that state and local organizations can enter information for facilities that store hazardous substances. The CAMEO software suite can be downloaded for free from: <https://www.epa.gov/cameo>.

ALOHA can predict the movement of hazardous substances in the atmosphere and display this on a digital map via MARPLOT. ALOHA has almost a thousand chemicals in its database. MARPLOT uses electronic maps created by the Bureau of Census that cover the entire country and can be downloaded for free as part of the CAMEO software suite mentioned above. Local HazMat Teams are often proficient with ALOHA modeling.

### 4400 Transition to Long-Term Cleanup

At some point after the peak of the initial response phase, the nature of site activities may evolve into a long-term clean-up/remedial phase. Depending upon the scope of activities and the ability of the local responders, post-initial response and mitigation phase efforts may necessitate mobilization of additional resources. Also, it is possible that additional federal and/or state agency representatives may need to be involved with the long-term phase to ensure that regulatory mandates are followed. It is critical that the initial responders debrief the incoming clean-up staff prior to demobilizing. Standard long-term/remedial clean-up actions are:

- Evaluate clean-up/decontamination options;
- Implement cleanup alternatives; and
- Long-term monitoring or remediation of impacted area, if necessary.

### 4500 Disposal

A number of different hazardous wastes may be generated as a result of an incident. The Responsible Party or lead agency must address proper disposal of the wastes in accordance with the Resource Conservation and Recovery Act (RCRA), the NCP, and the Northeast and Eastern Central Florida Area Contingency Plan, state, and local regulations. See Annex 14 (Disposal) of this plan for Florida State Disposal Guidelines. Options for disposal of material connected to the emergency response action will be addressed by the State with support by the federal agencies for those agents, substances, or radioactive materials that need special care.



### **4501 Biological Waste (WMD)**

The need to dispose of material contaminated with biological agents is rare, and therefore standard protocols do not exist. Often it is possible to neutralize the biological agent, after which the material may be treated as non-hazardous garbage. The appropriate disposal method for biological waste will be dependent on the specific situation, and will be influenced by politics. It will require consultation between local, state, and federal partners as well as agreement from the disposal site operator.

## **5000 Logistics**

### **5100 Emergency Response Teams**

Information regarding Hazardous Materials Response Teams available to the FOSC can be found in Section 5000 (Support Available to the FOSC) of Volume 1 of this plan.

### **5200 Contractor Support**

There are a number of contractors in Florida with expertise in responding to hazardous substance releases. It is essential that any contractor retained have the appropriate training to meet the OSHA 29 CFR Part 1910.120 health and safety requirements and be capable of responding in the appropriate level of protection.

## **6000 Finance/Administration**

There are a number of federal and state funding sources that may be accessed to pay for costs incurred at an incident. These sources are set up as funding mechanisms in the event that the responsible party is unable/unwilling to provide funding of response actions. Access to these funding sources is possible through the federal or state agency that is responsible for administering the fund.

Under CERCLA, the Hazardous Substance Response Trust Fund (Superfund) was established to pay for cleanup of releases of hazardous substances and uncontrolled hazardous waste sites. The EPA manages and administers this fund. In order for a response/clean-up to be initiated using the Superfund, there must be a release or the threat of release of a CERCLA hazardous substance, pollutant, or contaminant. The release must cause a threat to public health or welfare or the environment based on the criteria outlined in the NCP, 40 CFR Part 300.415(b)(2). Pollutants or contaminants must meet a higher threshold of posing an “imminent and substantial endangerment” to human health or the environment. The FOSC makes these determinations.

The NCP 40 CFR Part 300.415(b)(2) criteria for accessing the Superfund:

- Actual or potential exposure to nearby human populations, animals, or the food chain from hazardous substances or pollutants or contaminants;
- Actual or potential contamination of drinking water supplies or sensitive ecosystems;
- Hazardous substance or pollutants or contaminants in drums, barrels, tanks, or other bulk storage containers, that may pose a threat of a release;



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- High levels of hazardous substances or pollutants or contaminants in soils largely at or near the surface, that may migrate;
- Weather conditions that may cause hazardous substances or pollutants or contaminants to or be released;
- Threat of fire or explosion;
- The availability of other appropriate federal or state response mechanisms to respond to the release; and
- Other situations or factors that may pose threats to public health or welfare of the United States or the environment.

### 6100 Local Government Reimbursement

Local authorities (county, parish, city, municipality, township, or tribe) may apply for reimbursement of costs incurred in response to an incident through the EPA, which administers the Superfund. States are specifically excluded from seeking reimbursement from the Superfund. Local governments are eligible for reimbursement up to \$25,000 per incident for costs such as overtime charges, response contractors, equipment purchased for the response, and replacement of damaged equipment. The EPA may accept only one request for reimbursement for each hazardous substance release incident. EPA cannot reimburse for costs previously budgeted for by the local government. More information for the Local Government Reimbursement (LGR) program may be obtained by calling EPA's LGR Helpline at: (800)431-9209 or visiting the following link:

<https://www.epa.gov/emergency-response/local-governments-reimbursement-program>

### 6200 Cost Documentation

All entities and agencies should document the full range of costs in responding to an incident. It may not be clear at the onset of an incident how costs might be recovered; it is important that records are accurate and complete.

Upon completion of all site activities and/or completion of each phase of an incident, the FOSC may be responsible for submitting letters and/or reports to other agencies. Also, those responders and agencies that accessed fund sources must provide written documentation and information to support the cost incurred. Costs must be fully and accurately documented throughout a response. Cost documentation should provide the source and circumstance of the release, the identity of the Responsible Parties, the response actions taken, accurate accounting of federal, state, or private party costs incurred for response actions, impacts, and potential impacts to the public health and welfare and the environment.

## 7000 Additional Reference Materials

| Information Source          | Description   | Web Link  |
|-----------------------------|---|---|
| Code of Federal Regulations | 29 CFR - Labor  | Titles can be found online at the following web address:<br><a href="https://www.gpo.gov/fdsys/browse/collectionCfr.action?collectionCode=CFR">https://www.gpo.gov/fdsys/browse/collectionCfr.action?collectionCode=CFR</a> |
|                             | 33 CFR - Navigation and Navigable Waters  |   |
|                             | 40 CFR - Protection of the Environment  |   |
|                             | 40 CFR 300 - NCP  |   |
|                             | 49 CFR - Transportation   |   |
| Safety                      | NIOSH Manual of Analytical Methods  | <a href="http://www.cdc.gov/niosh/docs/2003-154">http://www.cdc.gov/niosh/docs/2003-154</a>   |
|                             | OSHA Guidance Manual for Hazardous Waste Site Activities  | <a href="http://www.osha.gov/Publications/complinks/OSHG-HazWaste/4agency.html">http://www.osha.gov/Publications/complinks/OSHG-HazWaste/4agency.html</a>   |
|                             | Agency for Toxic Substances & Disease Registry (ATSDR), Medical Management Guidelines for Acute Chemical Exposures: includes information on physical properties, symptoms of exposure, standards and guidelines, personal protection, decontamination, and care for first responders, pre-hospital, and hospital providers. | <a href="http://www.atsdr.cdc.gov/MMG/index.asp">http://www.atsdr.cdc.gov/MMG/index.asp</a>   |
| Chemical Properties         | Centers for Disease Control and Prevention (CDC) Chemical Specific Information  | <a href="http://emergency.cdc.gov/agent/agentlistchem.asp">http://emergency.cdc.gov/agent/agentlistchem.asp</a>   |
|                             | ATSDR Chemical Specific 2-Page Info Sheet   | <a href="http://www.atsdr.cdc.gov/toxfaqs/index.asp">http://www.atsdr.cdc.gov/toxfaqs/index.asp</a>   |
|                             | NIOSH Pocket Guide to Chemical Hazards  | <a href="http://www.cdc.gov/niosh/npg/">http://www.cdc.gov/niosh/npg/</a>   |
|                             | ACGIH TLVs and BEIs   | <a href="http://www.acgih.org/tlv-bei-guidelines/policies-procedures-presentations/overview">http://www.acgih.org/tlv-bei-guidelines/policies-procedures-presentations/overview</a>   |
|                             |   |   |

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### First Responder References

|   |   |
|---|---|
| The Merck Index   | <a href="https://www.rsc.org/merck-index?e=1">https://www.rsc.org/merck-index?e=1</a>   |
|   |   |
| EPA OCS Blue Book- A collection of field related resources              | <a href="http://www.epaossc.org/_bluebook/bluebook.asp">http://www.epaossc.org/_bluebook/bluebook.asp</a>                             |
|   |   |
| CSX Transportation Emergency Response to Railroad Incidents             | <a href="http://csxhazmat.kor-tx.com/">http://csxhazmat.kor-tx.com/</a>   |
| DOT Emergency Response Guidebook  | <a href="http://www.phmsa.dot.gov/hazmat/library/erg">http://www.phmsa.dot.gov/hazmat/library/erg</a>                                 |
| (Note: This is generally updated every 4 years).                        |   |
| ATSDR - HazMat Emergency Preparedness Training and Tools for Responders | <a href="http://www.atsdr.cdc.gov/hazmat-emergency-preparedness.html">http://www.atsdr.cdc.gov/hazmat-emergency-preparedness.html</a> |

### Military References

|   |   |
|---|---|
| USAMRIID Medical Management of Chemical Casualties Handbook | <a href="http://www.usamriid.army.mil/education/instruct.htm">http://www.usamriid.army.mil/education/instruct.htm</a> |
| USAMRIID Medical Management of Biological Casualties        |   |
| Textbook of Military Medicine (TMM)                         |   |
| Defense against Toxin Weapons Manual                        |   |

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# Northeast and Eastern Central Florida Area Contingency Plan

## Marine Fire Fighting

# Annex 9

## May 2023

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## **Record of Changes**

| <b>Change Number</b> | <b>Change Description</b> | <b>Section Number</b> | <b>Change Date</b> | <b>Name</b> |
|----------------------|---------------------------|-----------------------|--------------------|-------------|
| 1                    | Promulgated               |                       | 08MAY23            | DRC         |
| 2                    |                           |                       |                    |             |
| 3                    |                           |                       |                    |             |
| 4                    |                           |                       |                    |             |
| 5                    |                           |                       |                    |             |
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## 1000 Introduction

### 1100 Purpose

This plan provides a planning and coordination framework for marine firefighting response activities needed to protect public health and safety, ensure a coordinated approach to all marine firefighting activities, and facilitate the recovery of the United States (U.S.) Marine Transportation System (MTS) following a Transportation Security Incident or Marine Casualty.

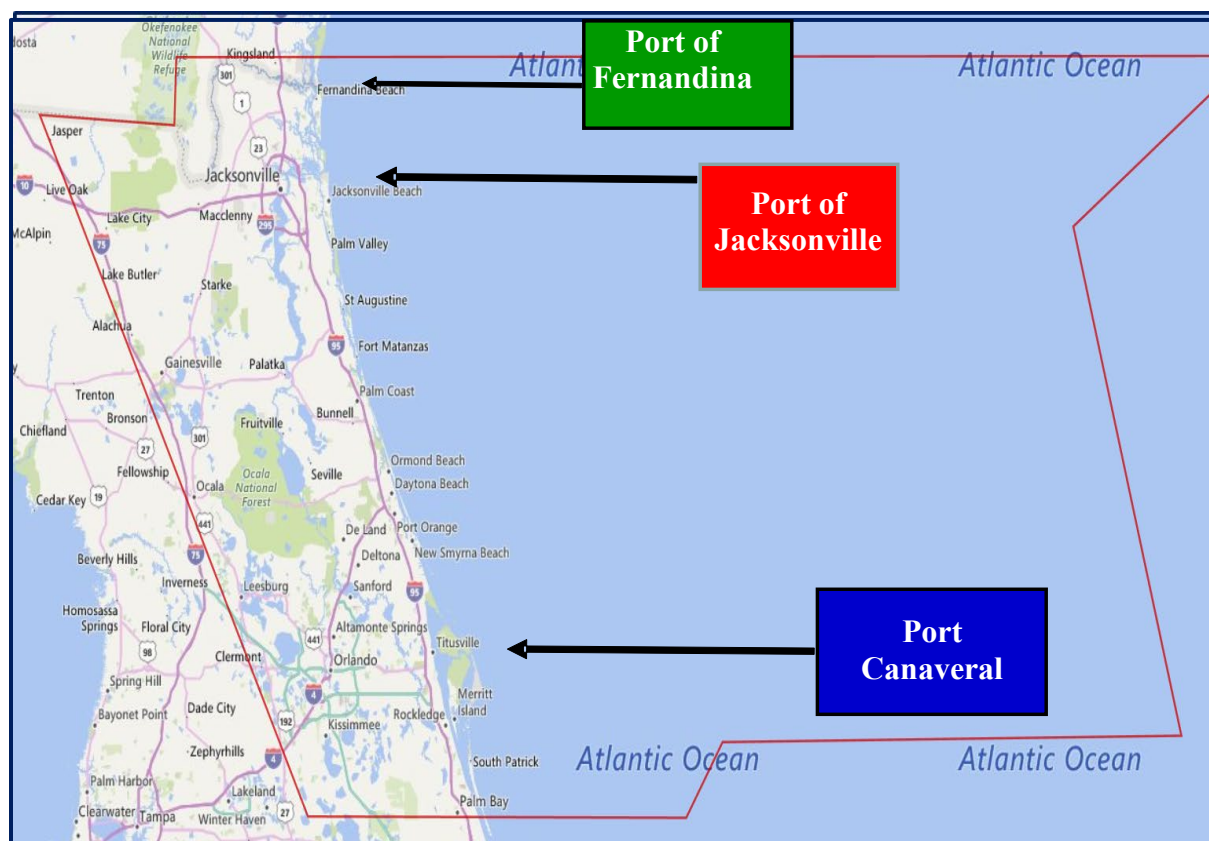
This plan identifies and relies upon existing authorities, procedures, policies, funding mechanisms, sources of technical expertise, and marine firefighting resources for incident management of a large-scale marine firefighting response operation. This plan does not create new policy or change existing USCG marine firefighting policy, nor does it in any way substitute for the laws, regulations, and funding mechanisms that apply in any given situation.

This plan consolidates policies, responsibilities, and procedures for effective coordination of Federal, State, and local responders and should be used in conjunction with existing state, local, and commercial contingency, and resource mobilization plans. This plan is not intended to supersede any existing mutual aid agreements. Incident scenarios are provided only to present possible courses of action during incident response and are not designed to limit an Incident Commander (IC) or UC setting its own specific objectives to address the unique challenges of an incident.

### 1101 Area of Responsibility

COTP Zone Jacksonville (Figure 1): Corresponds with the limits as quoted below from the Code of Federal Regulations, Title 33, Section 3.35-20. “The boundary of the Jacksonville Marine Inspection Zone and Captain of the Port Zone starts at the Georgia coast at 30° 50.0' North latitude; thence proceeds west to 30° 50.0' North latitude, 082° 15.0' West longitude; thence south to the intersection of the Florida-Georgia boundary at 082° 15.0' West longitude; thence westerly along the Florida-Georgia boundary to 083° 00.0' West longitude; thence southeasterly to 28° 00.0' North latitude 081° 30.0' West longitude; thence east to the sea at 28° 00.0' North latitude. The offshore boundary is bounded by a line that starts at the coast at 30° 50.0' North latitude; thence proceeds easterly to the outermost extent of the Exclusive Economic Zone (EEZ); thence southerly along the outermost extent of the EEZ to 28° 00.0' North latitude; thence westerly along 28° 00.0' North latitude to the coast.”

## Northeast and Eastern Central Florida Area Contingency Plan



### 1102 Counties

This plan covers areas in the following coastal counties: Nassau, Duval, St Johns, Flagler, Volusia, and Brevard.

### 1103 COTP Zone Overview and Deepwater Ports

There are three deep-water ports within the COTP Jacksonville Zone that this plan addresses. These ports are:

- Port of Fernandina
- Port of Jacksonville, and
- Port Canaveral

The port area descriptions below provide a general overview of cargo types, priorities, and vessels that rely on a functional marine transportation system. Although referencing Economic Impact Studies for key labor, revenue and commodity statistics, it is strongly recommended that any user of the MTSRP ensure that the most current economic measurements are available when providing for media or senior leadership reporting.

**1103.1 Port of Fernandina:** Primarily serving the export market, a large percentage of commodity movements thru the Port of Fernandina are directed towards destinations in Ecuador, Columbia, Dominican Republic, Bermuda, Panama, Venezuela, Jamaica, and Brazil. Exports comprise nearly 98% of all cargo movements through the port. Forest products and metal exports

constitute the largest export commodities for the port making up over 80% of the total cargo moved. The port supports more than 50 direct jobs and hundreds of indirect jobs, handling more than 290k tons of cargo in 2018. The Port of Fernandina has two container cranes and four supporting mobile cranes for additional lift capacity. The port is accessed by a 36' Mean Low Water (MLW) channel with a 950' turning basin and 1,200 linear feet of pier space at the rail-served multi-modal terminal.

**1103.2 Port of Jacksonville:** According to a 2019 study, over 9,000 people are employed directly in port-dependent positions, jobs directly relying on the port. There are more than 22,000 jobs directly, indirectly, or induced by the port cargo operations in the port. The 2019 study concluded \$31.1 billion of total economic value was related to the maritime cargo and vessel activity at the public and private terminals. There are 3 major cargo facilities, 1 passenger terminal, and 1 LNG terminal, and several bulk aggregate and petroleum storage terminals along the 17-mile section of the St. Johns River from the Atlantic Ocean to Talleyrand Docks and Terminal in downtown Jacksonville. There are several DOD facilities with a direct maritime nexus including Naval Station Mayport, U.S. Marine Corps Blount Island, the U.S. Navy Fuel Depot, and the commercial facilities of Jaxport which serve as a commercial departure point for military outload operations.

**1103.3 Port Canaveral:** According to a 2018 Economic Impact Study commissioned by the Canaveral Port Authority, Port Canaveral contributes nearly \$2 billion in direct industry output to the Central Florida regional economy. The cruise industry alone brought in 2.1 million embarking multi-day passengers in 2018. Port Canaveral is homeport to the Disney Cruise vessels along with Royal Caribbean, Carnival Cruise Lines, an expanding commercial space and space tourism hub, and has an expanding U.S. Naval presence. With the expansion of SEAPORT CANAVERAL, fuel imports have nearly doubled from 2009 levels. This petroleum terminal is rapidly becoming a vital fuel supply link for East Central and Northeast Florida and is anticipated to become a main fuel-supply link to the Orlando International Airport.

Smaller port areas including **Daytona**, **St. Augustine**, and **Ponce Inlet**, while having access to the Atlantic Ocean, are not deepwater ports and are predominately recreational use. These ports have limited commercial traffic and are not included in the AOR port descriptions.

## 1200 Scope

The Marine Firefighting Annex to the Area Contingency Plan does not provide detailed operational guidance on every potential marine firefighting response operation that may occur. Factors such as vessel type, vessel location, cargo, regulatory requirements, resources available, and fuel/cargo amounts all have a significant impact on a coordinated, effective marine firefighting response.

**This plan does not address recreational fires, marina fires, or smaller-scale marine firefighting events that do not present a significant threat to public health, safety and welfare or potential of a disruption of the MTS.**

## Northeast and Eastern Central Florida Area Contingency Plan

Using basic scenarios to establish context for the marine firefighting scope, this plan will provide limited tactical guidance, recommended objectives, concepts for the response organization, and potential marine firefighting strategies that fall into four general categories:

1. Commercial vessel fire while moored at a port terminal. Responsible Party known and meets requirement of 33 CFR Part 155 Subpart I.
2. Commercial vessel fire while underway entering the port. Responsible Party known and meets requirement of 33 CFR Part 155 Subpart I.
3. Commercial vessel fire offshore or while at offshore anchorage area. Responsible Party known and meets requirement of 33 CFR Part 155 Subpart I.
4. Commercial vessel fire while underway. Responsible Party known and does NOT meet requirements of 33 CFR Part 155 Subpart I.

## 1201 Scenario 1 Commercial Vessel Fire Moored at Commercial Facility:

*The M/V ANYVESSEL, a 700' RoRo vessel loading used vehicles for transport to Africa experienced a vehicle fire on Deck 7 that did not trigger any alarm and was not identified for up to 20 minutes. After initial discovery, the standard vessel firefighting protocols were activated including [initial notification](#) to the local fire department using the 9-1-1 system.*

*The initial firefighting efforts by the crew were unsuccessful and fixed fire systems activated in response to the fire were also unsuccessful. The crew was forced to withdraw from the vessel as the fire spread to multiple decks and exceeded the firefighting capability of the crew and vessel systems.*

*The local fire department, including marine fire boats, responded, established an initial Incident Command organization and assumed control as Incident Commander. An initial size-up was conducted and the support of the local CG Captain of the Port determined to be necessary to support waterside security and provide vessel subject matter expertise. Upon receiving notification, the CG Captain of the Port deployed 2 smallboats from the CG Station to establish a Safety Zone and deployed representatives from the Prevention Department for vessel-specific support to the Incident Commander and the Incident Management Division to assess potential pollution response requirements.*

**Based on the vessel size, type, and fuel capacity the provisions of the Vessel Response Plan Geographic Specific Annex for Marine Firefighting and Salvage were determined to be applicable to this incident.**

*While the Incident Commander was leading emergency response activities on-scene, a Unified Command was established at a safe location on the terminal with the local fire department, USCG Captain of the Port, FL Department of Env Protection, facility representatives, and the Responsible Party (currently vessel Master and Ch. Engineer) with the following initial marine firefighting objectives considered:*

- *Ensure the safety of the vessel crew, first responders, and preserve public.*
- *Determine any risk to any adjacent vessels or operations at the terminal.*
- *Contain the fire to the extent possible without spreading to upper or lower decks or adjacent vessels / operations.*
- *Maintain hull integrity with the use of high-volume water systems cooling the hull from waterside and pierside.*
- *Coordinate a complete inventory of all vehicles and vehicle types, fuel onboard the vessel and tank locations.*
- *Assessment of the status of the existing vessel systems (electrical, propulsion.)*
- *Coordinate with US CBP and vessel agent for foreign crew-management.*
- *Initiate a complete structural assessment to include essential engineering calculations. Draft readings fore/aft will be essential to all engineering and stability calculations. Coordinate assessment data with CG SERT.*
- *Initiate contact and coordination with the vessel's identified marine firefighting service provider and integrate resources when arrived.*

## Northeast and Eastern Central Florida Area Contingency Plan

- *Initiate initial environmental protection strategies based on the cargo type and location of the vessel in accordance with the Area Contingency Plan.*
- *Initiate assessment of the impact of a burning/anchored vessel on the Marine Transportation System in accordance with the Marine Transportation System Recovery Plan.*
- *Initiate the requirement to develop an incident-specific salvage plan for COTP review and approval in accordance with the Salvage Response Plan.*

*During the initial Unified Command meeting, clear lines of effort were established to be further refined with the development of the first Unified Command Incident Action Plan. These lines of effort include:*

- *The Fire and Rescue agency will lead all marine firefighting efforts shoreside and waterside and provide emergency medical support for first responders. Additional waterside marine firefighting assets have been requested / directed to the site to include local commercial tugs and DoD assets with fire suppression equipment and capabilities.*
- *A pre-determined staging area for arriving equipment and personnel applicable to this marine firefighting zone was identified and a Staging Manager assigned.*
- *The Coast Guard will provide the Fire and Rescue response organization with naval engineering subject-matter expertise on the vessel systems, design structure, engineering calculations, in addition to providing waterside security and environmental protection leadership. The Coast Guard will open/access the Oil Spill Liability Trust Fund to provide funding for firefighting support efforts directly related to the prevention of discharge of oil into the navigable waters of the U.S. to include funding authorizations for municipal fire, commercial towing vessels, and DoD assets as necessary.*
- *The responsible party will formally activate their pre-determined marine firefighting contractor and salvage contractor to meet the planning standards established by 33 CFR Part 155 Subpart I. The USCG and Fire Rescue agencies have agreed to integrate the service-provider resources to develop a unified Incident Action Plan to coordinate all initial and future response actions on site at the established Incident Command Post. Refer to [Section 3300](#) for Initial Incident Command and Unified Command organization concepts for this scenario.*

Marine Firefighting Plan content essential to this scenario:

1. [Initial Notification](#)
2. [List of Objectives](#)
3. [Vessel Types and Strategies](#)
4. [Marine Firefighting Zone Information](#)
5. [Unified Command Organization](#)
6. [Owner/Operator Requirements](#)
7. [Marine Firefighting Support Service Timeline](#)
8. [SERT Emergency Response Checklist](#)



## 1202 Scenario 2 Commercial Vessel Fire Underway

*The M/V BULKCARRIER was inbound to the port with sand/rock/aggregate transiting through the port entrance jetties when a fire was reported in the engine room. Initial response actions were taken by the vessel crew in accordance with the vessel procedures/fire plan using both manual and automated fire systems.*

*The Chief Engineer and First Mate reported that a high-pressure fuel line was compromised and determined to be the cause of the fire. The engineers and firefighting crews are unable to secure the source of the fuel and the fire is near an out-of-control status. The Master and Bar Pilot determined that the continued navigation of the vessel to the destination terminal is no longer a safe strategy and, for the safety of the crew and vessel, the decision was made to anchor/ground the vessel in a pre-determined port location in accordance with the Sector Marine Firefighting Plan.*

**Based on the vessel size, type, and fuel capacity,, the provisions of the Vessel Response Plan Geographic Specific Annex for Marine Firefighting and Salvage were determined to be applicable to this incident.**

*The vessel safely anchored in one of the port's pre-determined marine firefighting locations. All fixed firefighting systems to the engine compartment were activated. The vessel's firefighting crews were unable to actively fight the fire in the engine space due to safety considerations. Under the Master's direction all non-essential crews are preparing to use the lifeboats for evacuation. The local fire department marine unit with primary responsibility in this zone is on-scene, acting as initial Incident Commander, and is deploying cooling water to the hull in specific areas as directed by the vessel's Master.*

*A Unified Command was established at one of the pre-determined sites with the local fire department, USCG Captain of the Port, FL Department of Env Protection, and the Responsible Party (currently the vessels' commercial firefighting service provider via telephone) with the initial marine firefighting objectives established:*

- *Ensure the safety of the vessel crew and first responders and preserve public.*
- *Contain the fire to the extent possible without spreading to upper or lower decks.*
- *Initiate assessment of the impact of a burning/anchored vessel on the Marine Transportation System in accordance with the Marine Transportation System Recovery Plan.*
- *Maintain hull integrity with the use of high-volume water systems cooling the hull from waterside.*
- *Coordinate with US CBP and vessel agent for evacuated foreign crew-management.*
- *Coordinate a complete inventory of all fuel/petroleum onboard the vessel and tank locations.*
- *Conduct complete assessment of the status of the existing vessel systems (electrical, propulsion).*
- *Initiate a complete structural assessment and engineering calculations. Draft readings fore/aft will be essential to all engineering and stability calculations. Coordinate assessment data with CG SERT.*



## Northeast and Eastern Central Florida Area Contingency Plan

- *Initiate contact and coordination with the vessel's pre-identified and contracted marine firefighting service provider and plan to integrate resources upon arrival.*
- *Initiate initial environmental protection strategies based on the cargo type and location of the vessel in accordance with the Area Contingency Plan.*
- *Initiate the requirement to develop an incident-specific salvage plan for COTP review and approval in accordance with the Salvage Response Plan.*
- *Develop options to consider movement of the burning vessel to an alternative location if necessary.*

*During the initial Unified Command meeting, clear lines of effort were established to be further refined with the development of the Incident Action Plan. These lines of effort include:*

- *The Fire and Rescue agency will lead all marine firefighting efforts waterside and provide emergency medical support for first responders. Additional waterside marine firefighting assets have been requested / directed to the site to include local commercial tugs and DoD assets with fire suppression equipment/capabilities.*
- *The Coast Guard will provide the Fire and Rescue response organization with naval engineering subject-matter expertise on the vessel systems, design structure, engineering calculations, in addition to providing waterside security and environmental protection leadership. The Coast Guard will open/access the Oil Spill Liability Trust Fund to provide funding for firefighting efforts directly related to the prevention of a discharge of oil into the navigable waters of the U.S. to include funding for CG Special Forces and funding authorizations for municipal fire agencies, commercial towing vessels, and DoD assets.*
- *A pre-determined staging area for arriving equipment and personnel applicable to this marine firefighting zone was identified and a Staging Manager assigned.*
- *The responsible party will formally activate their pre-determined marine firefighting contractor and salvage contractor to meet the planning standards established by 33 CFR Part 155 Subpart I. The USCG and Fire Rescue agencies have agreed to integrate their resources to develop a unified Incident Action Plan to coordinate all initial and future response actions on site at the established Incident Command Post. Refer to [Section 3300](#) for Initial Incident Command and Unified Command organization concepts for this scenario.*

Marine Firefighting Plan content essential to this scenario:

1. [Initial Notification](#)
2. [List of Objectives](#)
3. [Vessel Types and Strategies](#)
4. [Marine Firefighting Zone Information](#)
5. [Unified Command Organization](#)
6. [Owner/Operator Requirements](#)
7. [Marine Firefighting Support Service Timeline](#)
8. [SERT Emergency Response Checklist](#)

### 1203 Scenario 3 Commercial Vessel Fire Offshore/Anchored:

*The M/V BIGSHIP, a 900' post-Panamax vessel with 9,000 containers was anchored offshore awaiting berth space in the port. The vessel is an LNG-fueled vessel for primary propulsion in addition to diesel engines for conventional secondary propulsion.*

*A fire was reported in a mid-tier container bay that was determined to contain flammable / hazardous materials. The vessel crew initiated initial response actions but due to the location and intensity of the fire were unable to control the spread of the fire to adjacent containers. Numerous containers caught fire resulting in a major on-deck fire incident. The vessel fire systems are fully operational and allowed the crew to provide cooling to container bays fore and aft of the fire but were unable to safely access cargo holds/compartments beneath the container bay. The fire has spread to lower decks. Unable to safely continue marine firefighting operations, the Master ordered the evacuation of all non-essential personnel in lifeboats and notified the Coast Guard via Ch. 16 and local municipal fire agencies requesting support.*

*The vessel is located 10 nautical miles offshore. This area is outside of the jurisdiction of the municipal marine fire units who have only one vessel that can safely operate in an offshore environment. This vessel has deployed under the authorization of the local municipal fire department chief and will provide cooling support only, within the safe operating limits of the vessel. The US Coast Guard Captain of the Port is the initial Incident Commander for the incident.*

*A Unified Command was soon established at the local Sector consisting of the USCG, local fire agency, responsible party representative (telephonic or Master/Ch. Mate), State representation, and destination terminal representative. The initial marine firefighting objectives were established:*

- Ensure the safety of the vessel crew and first responders, preserve and public health.*
- Maintain hull integrity with the use of high-volume water systems cooling the hull from waterside as long as offshore conditions allow.*
- Coordinate with US CBP and vessel agent to develop a complete inventory of all containers and fuel onboard the vessel and tank / container locations.*
- Coordinate with US CBP and vessel agent for foreign crew-management.*
- Assessment of the status of the existing vessel systems (electrical, propulsion).*
- Initiate a complete structural assessment and engineering calculations. Draft readings fore/aft will be essential to all engineering and stability calculations. Coordinate assessment data with CG SERT.*
- Initiate contact and coordination with the vessel's identified marine firefighting service provider and integrate resources when arrived.*
- Initiate initial environmental protection strategies based on the cargo type and location of the vessel in accordance with the Area Contingency Plan.*
- Initiate assessment of the impact of a burning/anchored vessel on the Marine Transportation System in accordance with the Marine Transportation System Recovery Plan.*
- Initiate the requirement to develop an incident-specific salvage plan for COTP review and approval in accordance with the Salvage Response Plan.*

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*During the initial Unified Command meeting, clear lines of effort were established to be further refined with the development of the Incident Action Plan. These lines of effort include:*

- *Offshore conditions permitting, the Fire and Rescue agency will support waterside cooling support only and provide emergency medical transport and support for arriving commercial service providers. Additional waterside marine firefighting assets have been requested / directed to the site to include local commercial tugs and DoD assets. Assets to be under the direction / control of the on-scene Incident Commander.*
- *A pre-determined staging area for arriving equipment and personnel applicable to this marine firefighting zone was identified.*
- *The Coast Guard will coordinate with the Responsible Party's marine firefighting service provider with CG's subject-matter naval engineering expertise on the vessel systems, design structure, engineering calculations, in addition to providing waterside security and environmental protection leadership. The Coast Guard will open/access the Oil Spill Liability Trust Fund to provide funding for firefighting support efforts to prevent the discharge of oil into the navigable waters of the U.S. to include funding authorizations for municipal fire, commercial towing vessels, and DoD assets. The Coast Guard will also establish a Safety Zone applicable to the scenario and coordinate an additional no-fly zone with the FAA.*
- *The responsible party will formally activate their pre-determined marine firefighting contractor and salvage contractor to meet the planning standards established by 33 CFR Part 155 Subpart I. The USCG and Fire Rescue agencies have agreed to integrate their resources to develop a unified Incident Action Plan to coordinate all initial and future response actions on site at the established Incident Command Post. Refer to [Section 3300](#) for Initial Incident Command and Unified Command organization concepts for this scenario.*

Marine Firefighting Plan content essential to this scenario:

1. [Initial Notification](#)
2. [List of Objectives](#)
3. [Vessel Types and Strategies](#)
4. [Marine Firefighting Zone Information](#)
5. [Unified Command Organization](#)
6. [Owner/Operator Requirements](#)
7. [Marine Firefighting Support Service Timeline](#)
8. [SERT Emergency Response Checklist](#)

## 1204 Scenario 4 Commercial Vessel Fire – No Vessel Response Plan:

*The 450' container barge NONAME was under tow and transiting thru the port entrance jetties when the vessel crew noted a major fire in containers on the aft end of the vessel. The towing vessel master contacted the Coast Guard via Ch. 16 and local fire department via the 9-1-1 emergency system to report the fire and request support.*

*The municipal fire department dispatched its fireboat and assumed Incident Commander role as the first on scene. The CG Station deployed two smallboats to provide onsite assessment support and waterside safety around the vessel. The master requested from the CG a safe location to place the vessel either via anchor or tug to maintain position and allow for more aggressive firefighting operations. The Sector Command Center relayed the location of the pre-determined location for anchor/grounding in the port as noted in the MFF Annex to the ACP and directed the vessel there for additional support.*

**Based on the vessel size, type, and fuel capacity, the requirement for a Vessel Response Plan Geographic Specific Annex for Marine Firefighting and Salvage was determined to NOT be applicable to this incident.**

*The owner/operator of the barge was notified but has no pre-identified response contractor and is not required by regulation to have a pre-approved salvage and marine firefighting plan. The owner/operator is requesting recommendations from the CG on service providers.*

*The towing vessel moved the vessel into the pre-determined anchorage location within the port and has deployed members of the tug crew to the barge to deploy at least one forward anchor. The towing vessel is maintaining the barge position until it is unsafe to conduct operations.*

*The fire department fireboat is providing waterside support but will not deploy personnel to the barge. The fireboat monitors can reach the adjacent containers for cooling but are insufficient to extinguish the fire.*

*A Unified Command was established at the destination terminal consisting of the USCG, local fire agency, and responsible party representative, State representation, and destination terminal representative. The initial marine firefighting objectives were established:*

- *Ensure the safety of the first responders and preserve public health.*
- *Maintain hull integrity with the use of high-volume water systems cooling the hull from waterside.*
- *Coordinate with US CBP, owner, and vessel agent to develop a complete inventory of all container locations.*
- *Initiate a complete structural assessment and engineering calculations via the CG SERT. Draft readings fore/aft will be essential to all engineering and stability calculations.*
- *Initiate initial environmental protection strategies based on the cargo type and location of the vessel in accordance with the Area Contingency Plan.*

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- *Initiate assessment of the impact of a burning/anchored vessel on the Marine Transportation System in accordance with the Marine Transportation System Recovery Plan.*
- *Initiate the requirement for the owner/operator to develop an incident-specific salvage plan for COTP review and approval in accordance with the Sector Salvage Response Plan.*
- *Initiate coordination with the destination terminal to bring the barge to the terminal to support continued marine firefighting operations and reduce the risk to the waterway and commercial activities in the port.*

*During the initial Unified Command meeting, clear lines of effort were established to be further refined with the development of the Incident Action Plan. These lines of effort include:*

- *The Fire and Rescue agency will support waterside cooling efforts and assess potential to provide onboard firefighting support if the vessel is moved to a port terminal.*
- *A pre-determined staging area for arriving equipment and personnel applicable to this marine firefighting zone was identified and established. A Staging Manager was assigned.*
- *The Coast Guard will:*
  - *Coordinate with the Responsible Party to contract with a professional marine firefighting service provider.*
  - *Coordinate with USCG SERT for incident specific information on vessel construction, structural risk, and load calculations.*
  - *Establish a Safety Zone applicable to the scenario and provide enforcement assets.*
- *The USCG and Fire Rescue agencies have agreed to integrate their resources to develop a unified Incident Action Plan to coordinate all initial and future response actions on site at the established Incident Command Post. The responsible party will respond and comply with all USCG directives. Refer to [Section 3300](#) for Initial Incident Command and Unified Command organization concepts for this scenario.*

Marine Firefighting Plan content essential to this scenario:

1. [Initial Notification](#)
2. [List of Objectives](#)
3. [Vessel Types and Strategies](#)
4. [Marine Firefighting Zone Information](#)
5. [Unified Command Organization](#)
6. [Owner/Operator Requirements](#)
7. [Marine Firefighting Support Service Timeline](#)
8. [SERT Emergency Response Checklist](#)

## 1300 Procedures for Reviewing, Updating, and Exercising

This plan is a living document and will continue to evolve, reflecting lessons learned from application, training, and exercises. The Coast Guard COTP Jacksonville is responsible for maintaining this plan by either consecutively numbering plan amendments or by issuing full plan revisions. Stakeholders should review and make recommendations to update this plan after each tabletop, full-scale exercise, marine firefighting incident, or salvage incident.

### 1301 Training and Exercises

#### 1301.1 Training

In 1996, the National Fire Protection Association developed NFPA Guide 1405, Guide for Land-Based Firefighters That Response to Marine Vessel Fires, at the request of and in cooperation with the Coast Guard. NFPA 1405 identifies the elements of a comprehensive marine firefighting response program including, but not limited to, vessel familiarization, training considerations, pre-fire planning, and special hazards that enable land-based fire fighters to extinguish vessel fires safely and efficiently.

Within the Sector Jacksonville AOR, the following marine firefighting training programs are in place:

**NE Florida:** No public marine fire training services available.

**E Central Florida:** Port Canaveral Maritime Academy  
8970 Columbia Rd.  
Cape Canaveral, FL 32920  
(321) 783-4424  
<http://ccvfd.org/port-canaveral-maritime-training-academy.html>

**Regional:** Resolve Maritime Academy  
1510 SE 17<sup>th</sup> St.  
Fort Lauderdale, FL 33316  
(954) 463-9195  
<https://Resolveacademy.com>

#### 1301.2 Exercises

Proper training and exercises are necessary to ensure smooth coordination and good working relationships in the event of an actual fire or incident. Realistic exercises also demonstrate the capabilities of the various organizations involved and reveal possible conflicts or weaknesses in the plan. This Annex to the Area Contingency Plan should be exercised at least triennially or as part of other exercise programs to ensure familiarity with established procedures, capabilities, and Incident / Unified Command expectations.

### 1302 Plan Assumptions

The following assumptions provide the foundation for the all-hazards approach to marine firefighting response missions and successful implementation of this plan:



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- Initial notification of a vessel fire will originate with the vessel or facility and follow normal vessel emergency notification protocols.
- Protection of human life and health are the most important considerations in any response plan development and execution.
- Maintaining continuity of port operations and facilitating commerce in the port area are critical considerations.
- It is in the best interest of all to increase safety by establishing and improving communications among all response agencies including port stakeholders.
- The National Oil and Hazardous Material Contingency Plan, National Response Framework, Salvage Response Plan, MTS Recovery Plan, and other response plans may be activated for the purpose of response and crisis management.
- Although local USCG units are not equipped to fight fires, the COTP is mandated with protecting and mitigating damage to vessels, ports and waterways within the COTP Zone.
- There will be competing demands for security, response and recovery resources during incidents as they increase in scope, scale and complexity.
- The Alert Warning System (AWS) and HOMEPART will be used as the primary means of communication with key stakeholders.
- The Port Coordination Teams in NE and E Central Florida are the primary stakeholder coordinating teams for all hazards and will be activated to provide the Captain of the Port with unfiltered recommendations, resource support, and review of recommended strategies affecting the MTS.

### 1303 Notifications

This plan assumes that marine fire notifications will follow established protocols including the use of the marine band emergency communication (Ch. 16 VHF) and the use of the 911 Emergency System. The receiving agency will follow established protocols to ensure that the appropriate municipal, state, and other federal agencies as applicable are notified. [Appendix 1](#) to this plan is an example of an Initial Notification Checklist for vessel fires. Additional information on Initial Notifications and initial response objectives and priorities can be found in [Section 5100](#) of this plan.

#### 1303.1 Notifications of Hazardous Conditions

Federal regulations require owners, agents, masters, operators, or persons in charge immediately notify the nearest USCG Sector, Marine Safety Unit, or Marine Inspection Office whenever a hazardous condition caused by the vessel, or its operation has occurred. Specifics for this reporting requirement can be found in 33 CFR 160.216. In addition, when the hazardous condition involves cargo loss or jettison, the initial notification required must include:

- Description of the cargo, substances involved and type of packaging
- Number lost
- Date/time of the incident
- Location of the incident including on scene weather conditions
- Circumstances of the incident

In addition to the notification of hazardous condition described above, the owner, agent, master, operator, or person in charge must also submit a written report within 5 days of any marine casualty required to be reported under 46 CFR 4.05-10. The report must be provided on form

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CG-2692 Report of Marine Casualty, Commercial Diving Casualty, or OCS-Related Casualty and the appropriate addendum. The requirement to report marine casualties includes:

- An unintended grounding or an unintended strike of (allision with) a bridge;
- An intended grounding, or an intended strike of a bridge, that creates a hazard to navigation, the environment, or the safety of the vessel;
- A loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel;
- An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to **fire**, flooding, or failure of or damage to fixed fire-extinguishing systems, lifesaving equipment, auxiliary power-generating equipment, or bilge-pumping systems;
- A loss of life;
- An injury that requires professional medical treatment (beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties;
- Any occurrence causing property damage in excess of \$25,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, dry docking, or demurrage.
- An occurrence involving significant harm to the environment.

### 1304 Plan Update

The Marine Firefighting Annex contains current information as provided by the NE and E Central Florida Marine Firefighting Subcommittee and agency policies.

Suggestions for improvement and changes to this plan are encouraged. The Coast Guard Captain of the Port is responsible for maintenance and updates to this plan on the following cycle:

- Quadrennial – A full plan rewrite and promulgation will occur. Sector Jacksonville Emergency Response and Force Readiness (EMFR) Department will review changes required by CG Policy coordinate input and review with the NE and E Central Florida Area Committees.
- Annual – An annual update to the plan will occur each calendar year to include any changes provided or recommended by the Marine Firefighting Subcommittee or changes to existing policy/procedures for marine firefighting.

Updated versions of the Marine Firefighting Annex to the Area Contingency Plan will be placed on Homeport and all required agencies will receive update notifications via e-mail or AWS Alert if necessary.



## **2000 Agencies, Authorities, and Responsibilities**

### **2100 Federal**

#### **2101 Coast Guard Policy and Authority**

##### **2101.1 Coast Guard Policy**

The USCG cannot delegate its statutory authorities and shall not delegate mission responsibilities to state and local agencies. Sector Jacksonville shall not be party to any agreement that relinquishes USCG authority, evades USCG responsibility, or places Sector military personnel under the command of any persons not part of the Federal military establishment. USCG forces and personnel will only be subject to the authority of their superiors in the within the chain of command or the COTP may delegate authorities as necessary.

##### **2101.2 Coast Guard Fire Fighting**

The USCG has no specific statutory responsibility to fight marine fires; but the COTP is charged with the responsibility for navigation and vessel safety, safety of waterfront facilities, and protection of the marine environment within the COTP's area of jurisdiction. This broad authority allows the COTP to:

- Direct the anchoring, mooring, or movement of a vessel;
- Specify times of vessel entry, movement, or departure to, from, or through ports, harbors, or other waters;
- Restrict vessel operations in hazardous areas; and
- Direct the handling, loading, discharge, storage, and movement; including emergency removal, control, and disposition of explosives or other dangerous cargo or substances, on any bridge or other structure on or in the navigable waters of the United States or any land structure immediately adjacent to those waters.

An agency charged with providing fire protection for any property of the United States may enter into reciprocal agreements with state and local firefighting organizations to provide for mutual aid. Further, an agency which provides that emergency assistance may be rendered in the absence of reciprocal agreements, when it is determined by the head of that agency to be in the best interest of the United States.

The USCG has traditionally provided firefighting equipment and training to protect its vessels and property. Occasionally, Coast Guard units are called upon to provide assistance at fires on board vessels and at waterfront facilities. For more detailed information regarding the USCG's policy and firefighting capabilities, see the U.S. Coast Guard Addendum to the U.S. Search and Rescue Supplement (NSS) to the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR).

##### **2101.3 Coast Guard Federal On-Scene Coordinator/Captain of the Port**

The Sector Jacksonville FOSC/COTP will provide on-scene representatives that are familiar with shipboard construction, layout, common firefighting systems, and vessel stability. FOSC/COTP authority can be exercised as necessary to maintain safety of the port, associated waterways, and maritime related facilities. The degree to which that authority will be exercised will depend on a

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number of factors but will generally be based on the nature of the incident, the degree of danger posed to the port and the information provided through the establishment of a Unified Command.

The COTP authority extends over the land-side areas of all waterfront facilities such as shipyards, terminals, piers, and wharves. Their responsibilities include:

- Coordinate firefighting and salvage activities under a Unified Command.
- Coordinate all Coast Guard forces and equipment responding to the incident.
- Coordinate port safety and vessel traffic management with maritime industry representatives.
- Control vessel traffic as necessary to minimize the adverse impact of the incident on marine traffic and to facilitate firefighting and/or salvage operations.
- Establish safety or security zones as necessary.
- Provide information on the involved waterfront facilities.
- Provide information on the location of hazardous materials on the vessel or at the facility, if available.
- Provide technical data on ship's construction and stability.
- Respond to oil discharges or hazardous substance releases. Actual removal may be delayed until firefighting and/or salvage operations are complete; however, containment and protective measures should be implemented immediately.
- Evaluate relocating moored and anchored vessels in vicinity of salvage operation; and
- Alert owner/operators of terminals and/or vessels at risk.

The COTP/FOSC's primary concern in responding to a vessel or facility fire is to ensure the safety of life and protection of the environment. Secondary concerns include vessel traffic and preserving property. Paramount in preparing for vessel or waterfront fires is the need to integrate Coast Guard planning and training efforts with those of other responsible agencies, particularly local fire departments and port authorities. COTPs shall work closely with other Coast Guard units, municipal fire departments, vessel and facility owners, and operators, mutual aid groups and other interested organizations to ensure planning in each ports' Area Contingency Plan for the COTP Zone in accordance with federal law and Coast Guard regulations.

### **2101.4 CG Marine Safety Center Salvage Engineering Response Team (SERT)**

The U.S. Coast Guard's Marine Safety Center Salvage Engineering Response Team (SERT) is on call to provide immediate salvage engineering support to the COTP/FOSC in response to a variety of vessel casualties. Specifically, SERT can assist the COTP/FOSC to manage and minimize the risk to people, the environment, and property when responding to vessels that have experienced a casualty.

### **2101.5 CG National Strike Force**

The National Strike Force (NSF) provides highly trained, experienced personnel and specialized equipment to the Coast Guard and other federal agencies to facilitate preparedness and response to oil and hazardous substance pollution incidents in order to protect public health and the environment. The National Strike Force Strike Teams will not participate in marine firefighting operations but provide support safety, salvage plan development, environmental response, and equipment evaluation where/when requested.

## **2200 Other Federal Agencies**

### **2202.1 Navy Supervisor of Salvage**

The Navy Supervisor of Salvage (SUPSALV) is the Department of Defense's principal source of salvage expertise. SUPSALV will provide technical, operational, and emergency response support to the US Navy, DoD, and other federal agencies, with engineering and marine salvage expertise, pollution response support, diving, and underwater ship husbandry.

### **2202.2 National Oceanic and Atmospheric Administration**

The National Oceanic and Atmospheric Administration (NOAA) provides scientific support for response and contingency planning in coastal and marine areas, including assessments of the hazards that may be involved, predictions of movement and dispersion of oil and hazardous substances through trajectory modeling, and information on the sensitivity of coastal environments to oil and hazardous substances. NOAA Scientific Support Coordinators (SSCs) will become part of the Command Staff upon request and activation of an Incident or Unified Command organization. In addition, NOAA provides expertise on living marine resources and their habitats, including endangered species, marine mammals, and National Marine Sanctuaries.

### **2202.3 Federal Emergency Management Agency**

The Federal Emergency Management Agency (FEMA) provides advice and assistance to the FOSC on coordinating civil emergency planning and mitigation efforts with other federal agencies, state and local governments, and the private sector. FEMA's Mobile Emergency Response System (MERS) also provides extensive rapid deployment mobile communications capabilities for use in oil/ hazardous substance response on a not-to-interfere basis with other emergent situations. A 2005 MOU between FEMA and the CG describes support outside of the scope of the Stafford Act. In the event of a major disaster declaration or emergency determination by the President, FEMA will coordinate all federal disaster or emergency action with the FOSC.

### **2202.4 U.S. Department of Transportation**

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

### **2202.5 National Transportation Safety Board**

The National Transportation Safety Board (NTSB) has authority and responsibility for investigation of major transportation incidents and may engage in preservation of evidence and safety investigation in conjunction with salvage operations that have not been determined to be as a result of an act of terrorism.

### **2202.6 Federal Bureau of Investigation**

The Federal Bureau of Investigation (FBI) has law enforcement investigation responsibility for acts of terrorism and may engage in preservation of evidence and law enforcement investigation in conjunction with salvage operations that are in response to acts of terrorism.

## **2300 State and Local Governments**

### **2301 Florida Department of Environmental Protection**

In the State of Florida, oil spills in the coastal zone are the responsibility of the Florida Department of Environmental Protection (FDEP) and the State Scientific Support Coordinator (SOSC) who works for the Florida Fish and Wildlife Conservation Commission (FFWCC). It is the policy of the State to assist the Federal On-Scene Coordinator in response to pollutant spills in Florida. No State funds shall be expended for the removal of a coastal pollutant until federal funds have been used to the maximum extent possible or until federal authorities have declined to expend federal funds in a cleanup effort. It is the policy of the State to respond immediately to all oil spills, control the source of any oil spill, and to contain any discharge to the maximum extent possible.

### **2400 Responsible Party**

Under normal circumstances the primary responsibility for taking or arranging action to resolve a marine firefighting incident resides with the vessel's crew and owner/operator of the vessel or terminal.

In the case of a marine fire incident, the responsible party (RP) must take adequate measures to mitigate and/or remove damage, or risk of damage, caused by the vessel or the facility and coordinate all activities with the appropriate federal, state, and local agencies and do so in accordance with any pre-approved response plan. If an RP cannot be identified, or the acting RP fails to adequately respond, the USCG Federal On-scene Coordinator (FOSC) may take control of a particular aspect of, or the entire response within FOSC's jurisdiction and authorities.

### **2401 Vessels**

As a provision of the Oil Pollution Act of 1990, all tank vessels carrying oil as cargo and all commercial vessels over 400 gross tons carrying oil as fuel for main propulsion must develop and maintain a Vessel Response Plan (VRP) for pollution response. In addition to general pollution response requirements, several classes of vessels must identify, and in many cases, have contracts in place for marine firefighting and salvage response services while the vessel is operating within 50 miles of the United States.

Table 1 is a breakdown of the regulatory- required services and contracts required based on vessel type.

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| Vessel Type           | Fuel Capacity                                  | Salvage                                       | Emergency Lightering                          | Firefighting                                  |
|-----------------------|--|---|---|---|
| <b>Tank Vessel</b>    | Any  | <b>Identified in VRP &amp; Under Contract</b> | <b>Identified in VRP &amp; Under Contract</b> | <b>Identified in VRP &amp; Under Contract</b> |
| <b>Nontank Vessel</b> | 2,500 bbls or greater                          | <b>Identified in VRP &amp; Under Contract</b> | <b>Identified in VRP &amp; Under Contract</b> | <b>Identified in VRP &amp; Under Contract</b> |
| <b>Nontank Vessel</b> | Less than 2,500 bbls but greater than 250 bbls | Identified in VRP                             | Identified in VRP                             | Identified in VRP                             |
| <b>Nontank Vessel</b> | Less than 250 bbls                             | Identified in VRP                             | <b>Not Required</b>                           | <b>Not Required</b>                           |

Table 1 SMFF Requirements Based on Vessel Type

In the case of a vessel fire or salvage operation, the Responsible Party is the vessel's Owner, Operator, Master, or Designees. The vessel's Master or Designee will maintain control over the vessel, crew, and passengers unless otherwise directed by the COTP. The presence of any Federal, State, and/or Local agencies does not relieve the vessel's Master of command or responsibility for overall safety on the vessel.

The Master of a vessel should not normally countermand any orders given by fire fighters in the performance of firefighting activities unless the action taken or planned clearly endangers the safety of the vessel or crew. The Master, Officers, and Crew of the vessel shall assist in firefighting and salvage operations in accordance with the VRP and salvage company point of contact. The Master shall be the liaison between the Incident Commander/Unified Command and the Crew. The Master shall furnish, if possible, the Incident Commander/Unified Command with any information requested. The Master should provide the Incident Commander/Unified Command with members of the crew to act as guides. The Master shall control the actions of the crew. In the absence of the Master, the Chief Mate or Chief Engineer is expected to represent the vessel.

### 2401.1 Primary Marine Firefighting Resource Provider

The marine firefighting (and salvage) resource provider is a Coast Guard required private organization with specialized expertise and resources that should be used by the initial response organization. Federal regulations require the commercial service provider to integrate their staff and resources into an established Incident Command or Unified Command structure. While multiple marine firefighting and salvage resources may be listed in Vessel Response Plan, the Primary Resource Provider as identified in the VRP will be the point of contact for the Responsible Party, the FOSC, and the Unified Command, in matters related to specific salvage and firefighting resources and services listed in the Vessel Response Plan. [Appendix 2](#) to this Annex is a complete list of the Salvage and Marine Firefighting (SMFF) Services and Response timeframes. Note that the times are planning standards only and not to be considered

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performance standards. Any deviation from using the listed/approved service provider must be submitted in writing to and approved by the CG Captain of the Port.

| <b>Marine Firefighting</b>                  | <b><i>At Pier<br/>(hours)</i></b> | <b>CONUS: Nearshore<br/>Nearshore area; inland<br/>waters; Great Lakes;<br/>and OCONUS: &gt;12<br/>Miles from COTP City<br/>(Hours)</b> | <b>CONUS Offshore:<br/>Offshore area; and<br/>OCONUS: &lt; or = 50<br/>miles from COTP<br/>City (Hours)</b> |
|---|-----------------------------------|---|---|
| <b><i>Assessment &amp; Planning:</i></b>    |                                   |   |   |
| <b>Remote assessment and consultation</b>   | <b>1</b>                          | 1   | 1   |
| <b>On site fire assessment</b>              | <b>2</b>                          | 6   | 12  |
| <b><i>Fire Suppression:</i></b>             |                                   |   |   |
| <b>External firefighting teams</b>          | <b>4</b>                          | 8   | 12  |
| <b>External vessel firefighting systems</b> | <b>4</b>                          | 12  | 18  |

Table 2 Marine FF Resource Provider Timelines

### 2402 Waterfront Facilities

In the case of a Waterfront Facility, the Responsible Party is the Owner or Operator of the involved Waterfront Facility. The Responsible Party will normally be represented in a Unified Command through a facility designated “Incident Commander”. The waterfront facility owner or operator will maintain control over facility operations and access control. The presence of federal, state, and local agencies does not relieve the facility Owner or Operator of responsibility for the overall safety of the facility or its personnel.

### 2500 NE and E Central Florida Area Committees

The Northeast and Eastern Central Florida Area Committee is an emergency response, preparedness, and planning body made up of Federal, State, and Local agency representatives. Under the direction of the Jacksonville FOSC, the Area Contingency Plan, when implemented in conjunction with the National Contingency Plan (NCP), will be adequate to respond to and coordinate initial response activities associated with a marine firefighting operation and subsequent environmental protection activities to prevent or respond to a discharge of oil or release of a hazardous material or substance into the navigable waters of the United States.

### 2501 Marine Firefighting Subcommittees

The COTP/FOSC, under the Northeast and Eastern Central Florida Area Committee, has established and convened a Marine Firefighting Subcommittee to formulate a strategic plan to prepare for, respond to, and mitigate shipboard fires within the Port of Jacksonville. The Subcommittee brings together appropriately experienced representatives within the FOSC/COTP Zone to continually assess risks to the ports, document the variety of resources available to respond to an incident, determine appropriate risk mitigation strategies, and develop, revise, and implement the appropriate local plans.

The Subcommittee may also serve as a mechanism by which threats are communicated to port stakeholders and other Committees (i.e. Area Maritime Security Committee, Local Emergency Planning Committees, and Port Safety Council).

## **Northeast and Eastern Central Florida Area Contingency Plan**

The objectives of the Subcommittee include:

- Assisting in the development, review, and update of this annex, aimed at maintaining acceptable risk levels during normal operations and during incidents.
- Assisting with a comprehensive Risk Assessment to determine the appropriate location to conduct marine firefighting operations. These assessments must detail the threats, vulnerabilities, and consequences associated with each port area within a COTP/FOSC zone.
- Soliciting stakeholder recommendations for continuing improvements of response measures.
- Promoting effective incident response measures that maintain or enhance operational efficiencies and minimize impact to legitimate trade.
- Supporting the design and execution of marine firefighting exercises.

## 3000 Marine Firefighting Incident Response Organization

The complexity, scope, and potential consequences of a marine fire incident requires a coordinated effort between all MTS users and local state and federal agencies. This effort requires open communication, enhanced awareness of potential threats and coordinated procedures for preparedness, prevention, protection, response, and recovery. In compliance with Homeland Security Presidential Directive 5, the National Incident Management System (NIMS), specifically the Incident Command System (ICS), is the required incident management system used by federal, state, and local response organizations and other involved parties to manage marine firefighting incidents meeting the applicability of this plan.

A major waterfront facility or vessel fire will involve response teams and assets from federal, state, and local agencies as well as those provided by the responsible party. The nature, location, or response phase of the incident will be the deciding element in determining which agency assumes overall command or lead agency in a Unified Command. Overall command or lead agency must be determined as early as possible in the incident to ensure the effective use of personnel and equipment.

### 3100 Incident Command

The highest-ranking municipal fire service officer present will normally serve as the initial Incident Commander. Transfer of leadership within this IC organization may be required based on the size of the incident, arrival of senior leadership to assume command, resources on scene, and jurisdiction. The USCG Captain of the Port will not assume control of firefighting operations when the appropriate and qualified leadership is present and has assumed operational control.

### 3200 Unified Command

In instances when several jurisdictions are involved or several agencies have a significant management interest or responsibility, a Unified Command with a lead agency designation may be more appropriate for an incident than a single command response organization. Generally, a Unified Command structure is called for when an incident occurs that crosses jurisdictional boundaries, involves various government levels (e.g. federal, state, local), impacts functional responsibilities, or a combination thereof. Such circumstances would pertain for almost any fire at a facility or a vessel at pier side or anchorage located in the Jacksonville COTP Zone because of similar responsibilities of local fire departments, other emergency response organizations, and the Coast Guard for the saving of life, the environment, and property.

Incident Actions Plans (IAPs) will be prepared by the Unified Command, as appropriate, to the situation and in accordance with the National Incident Management System/Incident Command System protocols. Pre-incident IAP templates located in Appendix 8 may be developed, adapted, and applied, as available and appropriate to the incident.



## 3300 Incident Organization

The Incident Command structure developed for the initial response phase of a marine firefighting operation will be smaller than a Unified Command structure formed upon the arrival of supporting agencies and resources. The following Incident/Unified Command organizations are provided for reference only and display the potential positions that may support complex and extended response organizations.

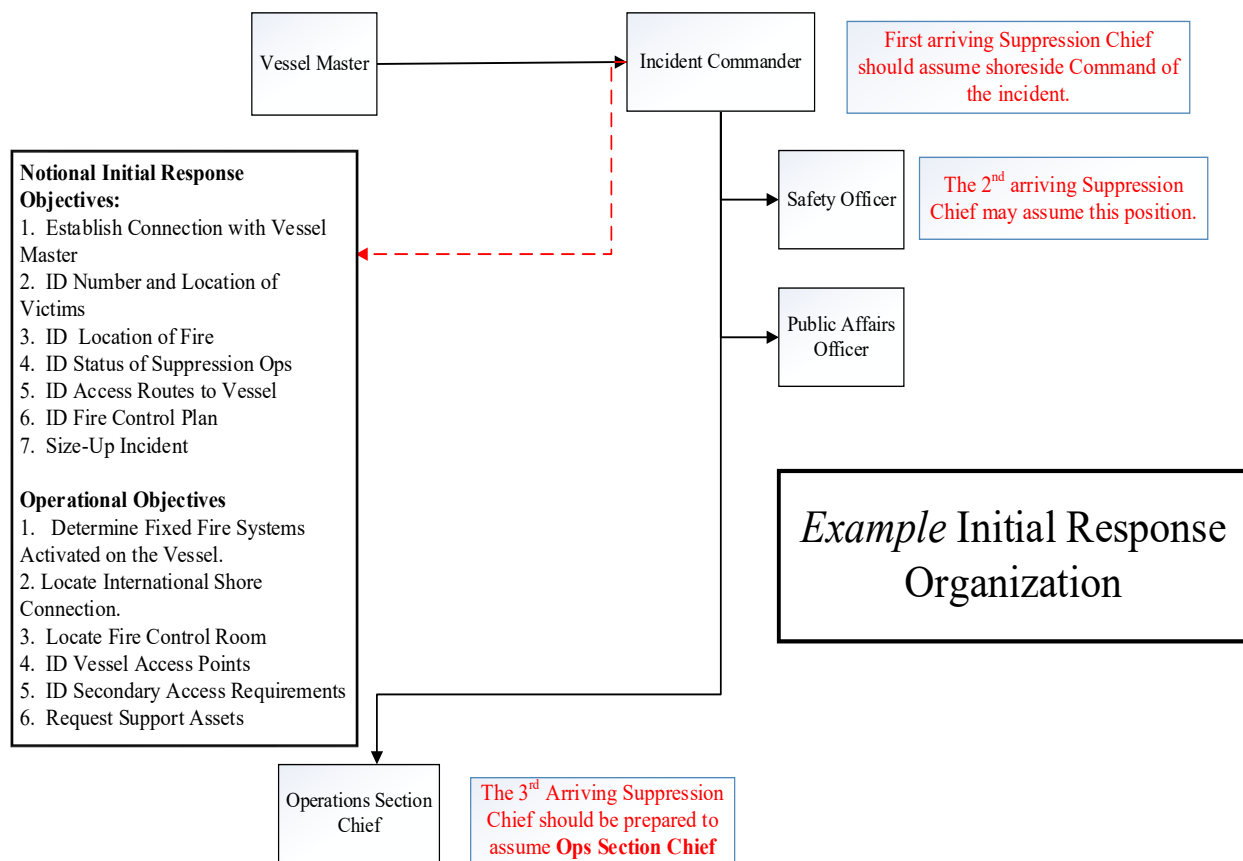


Figure 1 Notional Initial Response Organization

When responding to a commercial vessel fire the first arriving municipal fire department representative should ensure that the U.S. Coast Guard has been contacted and request support for:

- Vessel-specific subject matter expertise.
- Establishment of an appropriate limited access area (Safety Zone).
- Identification of the applicability of the Salvage and Marine Firefighting regulations and the resource provider.

As resources and support agencies arrive, consideration should be given to establishing a Unified Command (UC). The UC construct will link and the responding agencies and organization to the incident and provides a forum to make essential decisions and allocate/identify resources essential to the strategic needs of the response. Members of the UC must have the statutory authority or legal obligation for response operations and have jurisdiction in the affected area(s).

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Responsible for the overall management of the response, UC membership should not only be at the Command level but extend throughout the organization. Development or transition to a UC organization should not interrupt ongoing emergency response activities currently underway.

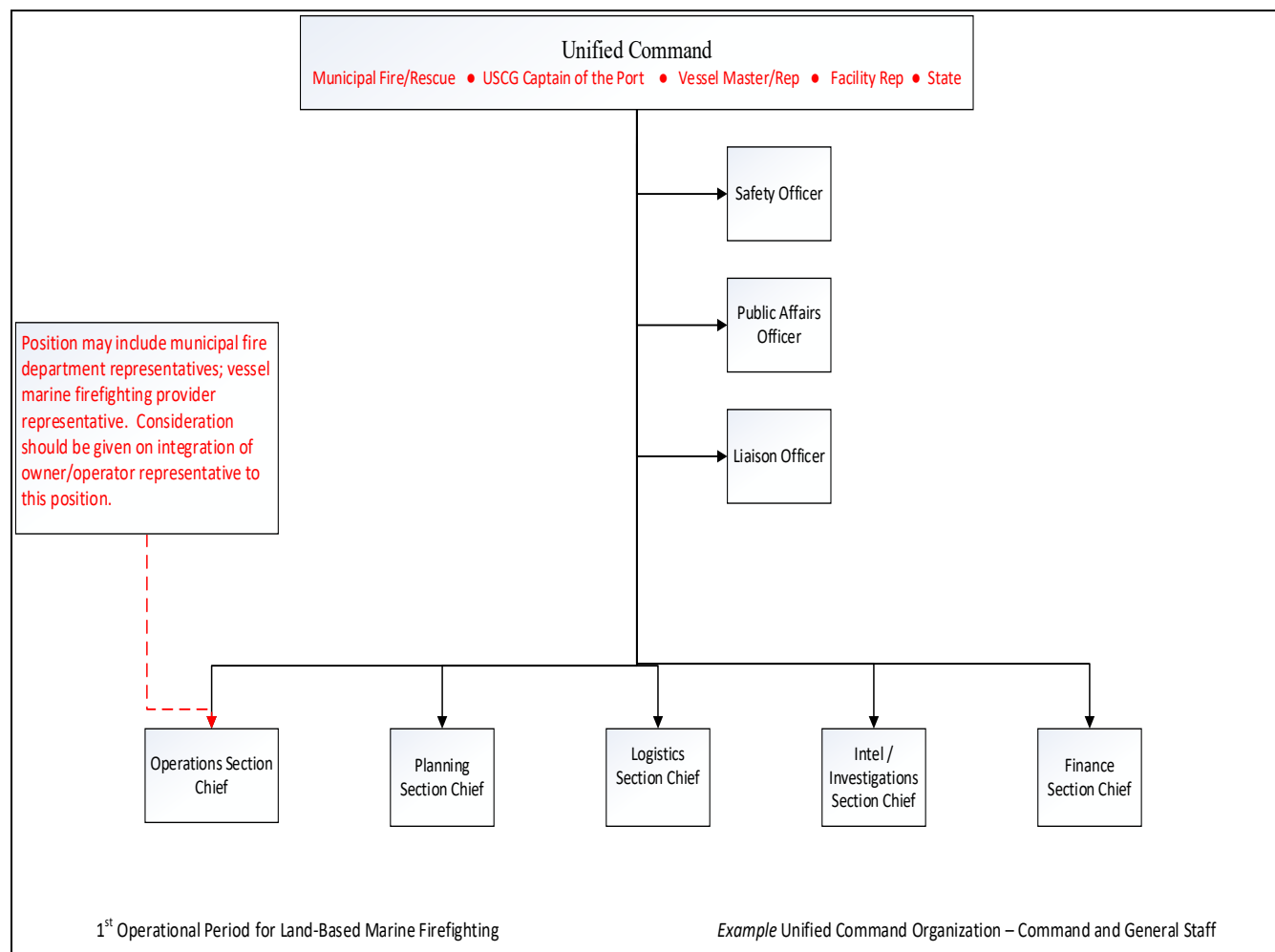


Figure 2 Notional Unified Command Organization

### 3400 Incident Priorities

Marine firefighting priorities are incident specific however most will include one or more of the following priorities:

- Selection of the marine firefighting location
- Account for and coordinate with multiple agencies
- Limit access to vessel or terminal to essential agencies
- Confine fire to specific space, deck, or to the vessel
- Account for vessel trim and stability
- Consider logistical issues to include arrival of additional agencies and assets, firefighting agent resources, communications, and public messaging

## **3500 Role of Responsible Party in Unified Command**

The presence of local fire fighters or USCG personnel does not relieve the Master or Owner/Operator of command or transfer their responsibility for overall safety on the vessel or facility. However, the Master should not normally countermand any orders given by local fire fighters in the performance of firefighting activities onboard the vessel or facility, unless the action taken or planned clearly endangers the safety of the vessel's safety and crew

[Section 2400](#) provides a detailed breakdown of the role of the Responsible Party (RP) for marine firefighting operations including regulatory requirements. The role of the RP may be represented by the vessel Master, the Qualified Individual (QI) as noted in the Vessel Response Plan (VRP), or the commercial marine firefighting service provider as noted in the VRP. Under no circumstances does this representation relieve the owner/operator from any liability for taking appropriate actions in response to a shipboard fire or terminal fire.

## **3600 Public Affairs Considerations**

The need to create, distribute, and continually update the status of marine firefighting response operations, including any impact on the MTS and any ongoing recovery operations, is vitally important to maintain the economic baseline of the impacted region. The confidence in the MTS and continuity of services provided by local maritime industries is the cornerstone of maritime trade. When an incident occurs that threatens the continuity of services and business in the affected area, maritime interests will quickly and efficiently locate alternative sources of supply or destination for its cargoes. It is imperative that the public message attesting to the status of the port and its maritime infrastructure reflects the true condition of the port and the efforts being taken to restore trade and services.

Based on the type of scenario, the lead spokesperson may be a representative of the owner/operator, the USCG Federal On Scene Coordinator, a representative of the Corps of Engineers, or a representative of the Florida Department of Environmental Protection. In all cases where a Unified Command has been established including a Joint Information Center (JIC), all public messaging will be routed through this ICS function.

### **3601 Joint Information Centers (JICs)**

A *JIC* will be activated during most marine firefighting response incidents resulting in an interruption of the MTS. Guidance, requirements, and procedures for establishing and maintaining an appropriate public information distribution venue can be found in various references including the USCG IMH, COMDTINST 3120.14 (series); Homeland Security Presidential Directive-Five; NIMS 2008 and the National Response Team model JIC guidance.

### **3602 Social Media**

Coast Guard Seventh District Public Affairs Detachment (PADET) supports Sector Jacksonville and the IC/UC in developing and disseminating public information regarding the status of the MTS following standard press-release practices and with social media. However, collaboration with other members of the JIC, if activated, may result in multiple social media streams so it is imperative that all information regarding the status of marine firefighting operations, essential public safety information, MTS status and recovery efforts is appropriately reviewed and approved by the designated Public Information Officer (PIO) before posting. All posts must first be made using the following authorized social media accounts or, if created, the designated

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social media accounts created for the response. The following authorized and pre-established social media accounts for the Coast Guard will be used:

### 3602.1 Facebook

<https://www.facebook.com/USCoastGuardSoutheast> There are several thousand followers on Facebook. This site will be used for incident messaging and information dissemination. Access to this account will be limited to Coast Guard Public Affairs.

**Sector Jacksonville Facebook:** <https://www.facebook.com/USCGSectorJacksonville> This site is managed by the Sector Jacksonville Unit Public Affairs Officer.

### 3602.2 Twitter

<https://twitter.com/USCGSoutheast> There are several thousand followers on Twitter, including multiple media outlets. This site will be used for incident messaging and information dissemination. Access to this account will be limited to Coast Guard Public Affairs Specialists.

## 3603 Public Affairs Support

Local support is available 24/7 and requested via Coast Guard Seventh District PADET Sector Jacksonville. The Sector Command Center will notify the Supervisor, PADET Jacksonville as per standing directives.

**3603.1 District Public Affairs:** During Type II and Type I Complex Incidents an enhanced Public Affairs presence will be required. The Coast Guard Seventh District Public Affairs Officer will determine the appropriate personnel and location for this support.

**3603.2 Public Information Assist Team (PIAT):** The PIAT is a special force available to the Coast Guard via the NSF. The PIAT can assist in establishing a JIC, and providing additional Public Affairs trained personnel and equipment.

### 4000 Planning

When the Incident Command is established, a Planning Section should be established as soon as possible near the Command Post for the purpose of collecting, evaluating, and disseminating tactical information on the incident. The arriving technical specialists and subject-matter experts from other response agencies will coordinate their support via the Planning Section and may include such expertise as vessel design, stability, salvage, environmental response, and management of the MTS. Additional duties or assignments within Planning may include full documentation and maintenance of the incident records, resource documentation, and the chronological progression of the incident.

### 4100 Initial Notification Actions

Expedient notification to all essential parties of an actual or reported marine fire is essential to the initial response. Upon receipt of a notification, it is incumbent on the receiving agency to establish the necessary facts/data to support additional notifications to the appropriate agencies and the correct deployment of resources to the scene. [Section 5100](#) to this plan provides detailed Initial Notification procedures and recommendations for agencies to consider or include in their notification procedures.

### 4200 Vessel Types

The type of vessel and its cargo will often dictate the level of response required, specialized resources necessary to respond, and the types of hazards/procedures to be considered during the emergency response phase. Vessels may be classified/defined based on their propulsion (self-propelled or barge), registration (foreign flagged or U.S. flag), or service/cargo type. Additionally, applicability to various international safety conventions such as SOLAS will also determine the minimum standards for crew and safety equipment/procedures on the vessels.

In all cases the U.S. Coast Guard should be consulted and represented in various capacities within the Incident/Unified Command to clarify and support operational decisions based on the vessel type.

### 4201 Vessel Types and Operational Considerations

One of the important factors in determining the response strategy for a shipboard fire is the vessel type. The major types of vessels that operate with the Sector Jacksonville AOR include:

- Roll on Roll Off (Ro/Ro Vessels)
- Container Vessels
- Tank Vessels
- Tank Barges
- Bulk Vessels
- Break Bulk Vessels
- High-Capacity Passenger Vessels

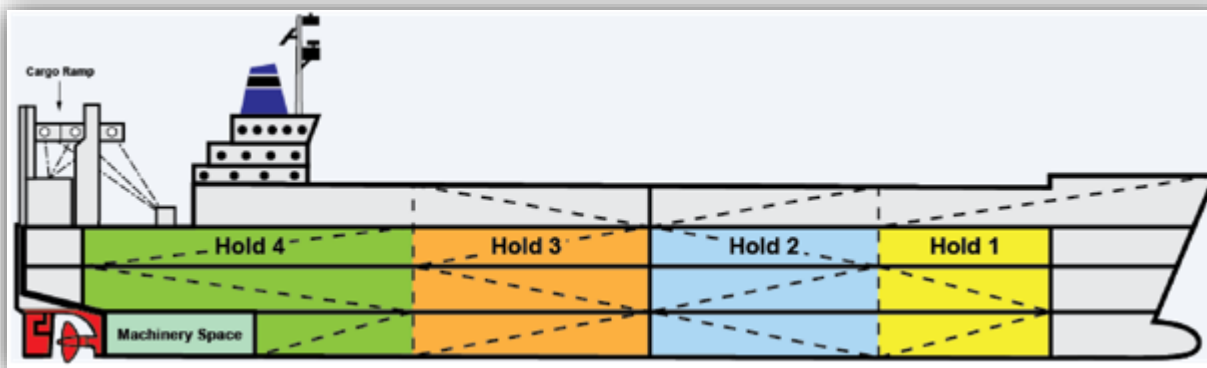
[Section 4300](#) provides general guidance on local cargoes of concern that directly relate to the vessel types described in this section.

### 4201.1 Roll on / Roll off (Ro/Ro) Vessels

Roll-on/Roll-off vessels normally consist of several decks to maximize the loading of motor vehicles. Access to the various decks can be established through cargo loading ramps and side ports. Vehicles are often stored near other vehicles, with minimal room to maneuver for firefighting operations. Vessels of this type may normally have external hulls with high freeboard which may further complicate access, maneuvering the vessel in extreme weather conditions, and staging equipment. Vessels of this type will normally have fixed fire systems (sprinkler/CO2) in the cargo deck areas which are normally a primary first response option. In addition, these vessel types have fixed, high volume ventilation systems that will become a factor in all marine firefighting strategies.

#### Roll On / Roll Off Ships (Ro/Ro)

**Purpose:** Designed as vehicle carriers or as combination vehicle/container/break bulk carriers.



- Large holds are connected by a series of ramps.
- Holds and individual decks can be isolated by the closure of large watertight doors.
- Uses a built-in ramp to drive vehicles on and off the ship.
- The arrangement of holds and levels is dependent on type of cargo the vessel is designed to carry.
- Vessels vary in design. Depending on design and construction, the vessel may have a large wind-sail area that could impact navigation or emergency response activities.

### 4201.2 Container Vessels

Container vessels vary in size and number of containers, or twenty-foot equivalent units, (TEUs) that can be transported. However, there are some normal factors to consider for vessels of this type. Containers can be stowed both above and below deck depending on the vessel configuration. Containers may include sizes from 20' to 40', may be refrigerated, and may be tank configuration carrying various hazardous materials. The stowage plan and Dangerous Cargo Manifest, if available, are essential documents to reference during marine firefighting operations. Additional strategies may include:

- If the container is on-deck (topside), control of a fire inside a container is often achieved through application of the firefighting agent directly into the container. Means of access for application vary based on container location and structure. Vessels may have specialized firefighting gear designed for piercing container shells for application.
- If the containers are below deck the firefighting attack strategy is similar. If access cannot be achieved due to personnel safety or other factors, the use of a fixed system within the cargo hold should be considered.
- As containers are in a cellular storage configuration it is likely that adjacent containers may also require either direct firefighting or cooling. Consideration and understanding of the cargo hazards within proximity to the fire should be part of the overall firefighting strategy.

**Container vessels conducting cargo operations as part of a military outload operation at Blount Island Terminal or USMC Blount Island may include Class 1.1 or Class 1.2 explosives. Coordination with the vessel representatives and the U.S. Coast Guard Captain of the Port is essential to the safety of first responders and to ensure the appropriate marine firefighting strategies are considered.**

#### Container Ships

**Purpose:** Designed to carry all of its cargo in unitized 20' and 40' containers.



- Cargo system requires full cellular stowage capability
- **On deck:** A lashing system of wires and/ or cables secure containers in place
- **Below deck:** Uses guides in the holds to secure the containers without damage

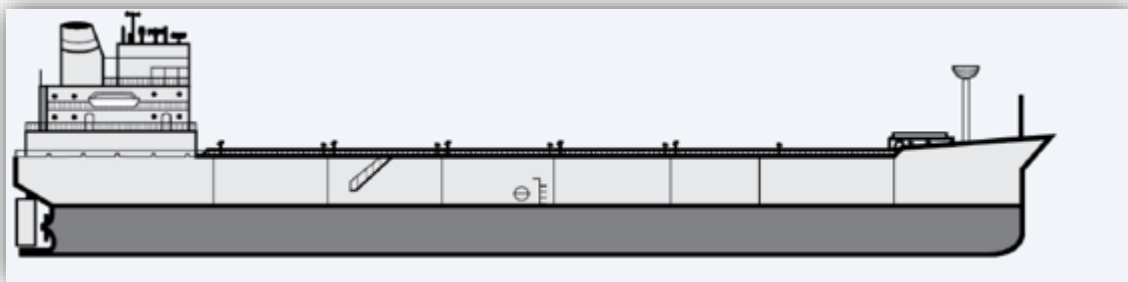
### 4201.3 Tank Vessels

Tank vessels are self-propelled vessels designed to carry bulk liquid cargoes in very large quantities and are considered in most ports to be a worst-case scenario for vessel fires and subsequent pollution incidents. These vessels include complex tank arrangements, piping systems, several automated and manual firefighting systems, and more, that must be taken into consideration when developing a marine firefighting strategy. The U.S. Coast Guard Captain of the Port can provide highly qualified subject matter experts to provide essential guidance on vessel systems, construction, design, and capability.

Tank vessels are often very large, deep draft vessels and can enter or depart on very specific tide cycles. Products carried in NE and E Central Florida will range from refined products such as gasoline and diesel to more hazardous bulk liquid cargoes.

#### Tank Vessels

**Purpose:** A self-propelled vessel designed to carry bulk liquid cargoes in bulk in large quantities.



- Virtually the entire vessel has tank spaces for carrying cargo, fuel oil, or ballast.
- Potential hazards (such as fire, explosion, or pollution) are associated with tank ships, so vessels are designed and constructed with special features to safely load, carry, and off-load cargo.

#### Tank Vessel Types:

- **Crude oil tankers:** Carry large quantities of crude oil; largest tankers (some in excess of 1200')
- **Product carriers:** Carry petroleum products other than crude oil, i.e. refined fuels such as gasoline, diesel, kerosene, aviation fuels.
- **Chemical tankers:** Carry a number of different chemical products or hazardous materials at the same time in relatively small quantities: normally smaller tankers.

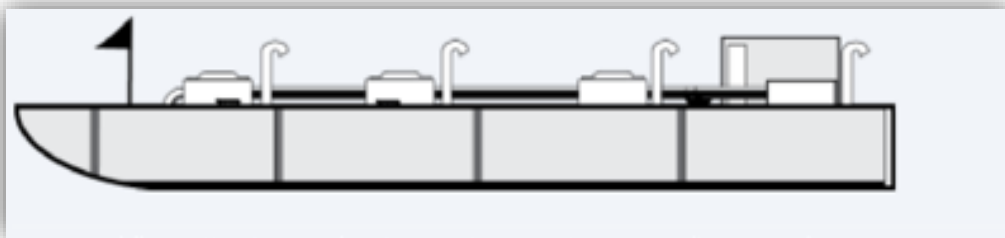


### 4201.4 Tank Barges

Tank barges are purpose-built, non-self-propelled vessels designed to carry a number of different bulk liquid cargoes depending on design and certification. These vessels must be towed or pushed and are normally not considered to be deep draft vessels. The vessels include complex cargo piping, pumping, ventilation, and generator systems that must be considered when developing marine firefighting strategies. Some tank barges may have fixed firefighting systems depending on the cargo type. Cargo types in NE and E Central Florida may include refined products such as gasoline and diesel, aviation fuel, and Liquefied Natural Gas (LNG). Numbers and locations of tanks vary based on vessel design but normally run port, center, and starboard and extending fore/aft on the vessel. The U.S. Coast Guard Captain of the Port can provide highly qualified subject matter experts to provide essential guidance on vessel systems, construction, design, and capability.

#### Tank Barges

**Purpose:** A vessel designed to carry bulk liquid cargoes. Unlike a tank ship, it is normally pushed from place to place by towing vessel, rather than self-propelled.



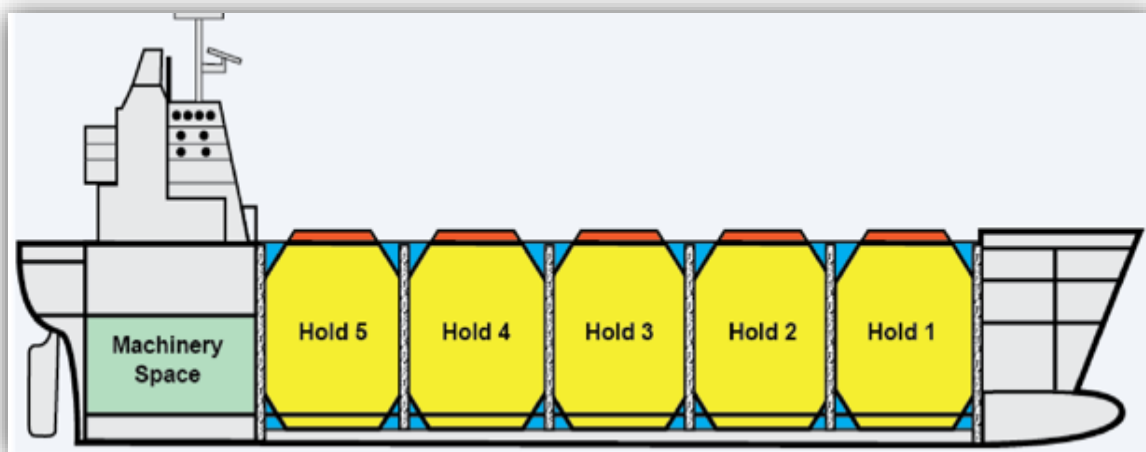
- Virtually the entire barge has tank spaces for carrying cargo.
- Depending on the design and construction, barge may carry oil and petroleum products, chemicals, or certain liquefied gases, i.e. LNG.
- Typically unmanned.

### 4201.5 Bulk Vessels

Bulk vessels / dry bulk vessels may typically transport cargoes such as grain, coal, iron ore, aggregate, and more. Hazards such as spontaneous combustion, dust explosions, shifting of cargo and instability of cargo must be taken into consideration. These vessel types may also have large deck openings/hatches that require onboard equipment to remove. Cargo handling equipment (conveyor) may also increase the degree of difficulty in movement on the main decks.

#### Dry Bulk Ships

**Purpose:** Designed to carry products ranging from food stuffs (such as grains and rice) to hazardous materials (such as coal and bauxite) in bulk quantities.



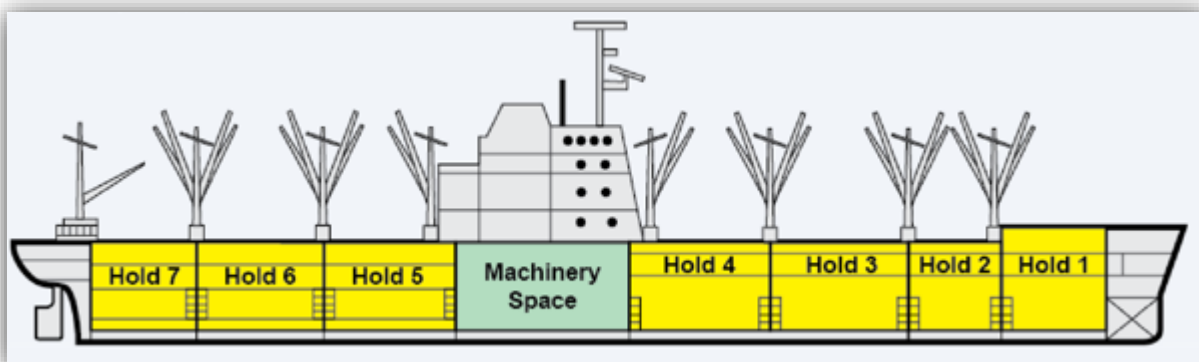
- Once cargo is loaded, hatch covers are lowered into place by hydraulic arms to protect the cargo and provide for watertight integrity of the vessel.
- Access to cargo hold through hatches located adjacent to each cargo hatch. Ladders for access to lower hold for inspection and repair.
- The sloping sides allow cargo to settle in the middle of the hold.
- Some vessels are equipped with self-unloading conveyor belt arrangements for off-loading. Other vessels use shore-side conveyor systems.
- Holds carrying foods such as grains are fumigated to prevent insect damage. Do NOT enter a fumigated hold.
- There is a possibility of engulfment by the cargo. Do NOT walk on any dry-bulk cargo.

### 4201.6 Break Bulk Vessels

These vessel types are similar in some respects to the dry bulk vessels in that the cargoes may be stowed in large cargo holds with large openings and hatch covers. Cargoes may include smaller parcels, bags, barrels, and may contain wood dunnage to separate the cargoes. Hazardous materials may often be carried onboard vessels of this type.

#### Break Bulk Ships

**Purpose:** Designed as a general-purpose vessel able to carry virtually any type of cargo (also known as just a “cargo ship”).



- Cargo Holds vary in size depending on the vessel size and design type.
- Cargo Holds subdivided into cargo spaces (a.k.a. compartments).
- By using decks, the compartments can be identified by location and purpose.
- Lumber, called dunnage, normally used to secure cargo within each hold or compartment.

#### 4201.7 Passenger Vessels

##### Passenger Vessels

Includes cruise ships, passenger and/or vehicle ferries, etc.



##### **Definitions:**

**Passenger Vessel:** In accordance with 46 USC 2101, a US-flagged vessel greater than 100 gross tons, carrying more than 12 passengers including at least 1 passenger for hire is considered a passenger vessel.

**Passenger:** Every person other than the master and members of the crew or persons employed or engaged in any capacity on board a vessel in the business of that vessel.

**Notes:** High-Capacity Passenger Vessels are constructed with numerous decks/ compartments, smaller passageways, entertainment spaces, and facilities similar to luxury hotel venues. The fire-loads will be exponentially increased due to the construction materials used. These vessels are highly regulated under international standards and include complex marine firefighting and ventilation systems to prevent or reduce the spread of the fire from its origin. Subject matter expertise will be required by the Coast Guard and the designated vessel response organization representatives to ensure full awareness of the vessel design, systems, and capabilities. Crew members will be widely diverse from multiple countries and language differences may affect clear communications.

Depending on location, a mass rescue operation may either supersede or be conducted in parallel with the firefighting operation. It is essential to coordinate all activities within a Unified Command organization and clearly define responsibility, authority, and resource allocation.

## 4300 Local Cargoes of Concern

There are numerous cargoes via vessel throughout the Sector Jacksonville AOR in containerized, bulk, liquid bulk, or break-bulk form. As the list is too extensive to address, some of the newer emerging hazards that may have significant effect on the municipal fire department response procedures involve the increased shipments of electric drive vehicles (EDV), liquefied natural gas as a primary propulsion or in bulk for bunkering operations, and Class 1.1 and 1.2 explosives.

The information contained below for these cargoes are general hazards only and should not be relied upon as the definitive response safety resource. Additional research and tactical preparation is the responsibility of each responding agency.

### 4301 Electronic Drive Vehicles (EDV)

The dominant battery rechargeable battery in EDVs are Lithium-ion batteries. The technology continues to evolve in the EDV batteries, so it is incumbent on the local municipal fire departments and first response organizations to utilize the most recent hazard information available. EDVs may fall into four primary categories:

- Hybrid electric vehicles (HEV)
- Plug-in hybrid electric vehicles (PHEV)
- Extended range electric vehicles (EREV)
- Battery electric vehicles (BEV)

The predominant threats to first responders on a marine fire event containing EDVs include the requirement to use large quantities of water (up to 3k gallons) for a single vehicle fire, threat of electrocution, and threat of thermal runaway or re-ignition well after the fire has been declared extinguished.

The Electric Vehicle Safety Training Organization and National Fire Protection Association recommend three initial response actions for EDV fires:

- **Identify** the drive system in use to discern whether the vehicle is an internal combustion engine or EDV. This can be done via some of the vehicle badges, labels, the instrumentation, or the use of orange high-voltage cables. ***General Warning - Never cut orange high voltage (HV), or yellow or blue medium voltage (MV) cabling. Never touch damaged or submerged HV or MV cables or components.***
- **Immobilize** the vehicle. EDVs often have no indication whether they are powered ON or OFF and accidental movement of the vehicle is a threat to first responders. Chock wheels, set an emergency brake, and ensure the vehicle is in Park. ***General Warning – Lack of engine noise in most hybrid and electric vehicles does not mean that the vehicle is OFF.***
- **Disable** the vehicle. Ensure the ignition is OFF and, if equipped with a proximity key, move at least 16' away from the vehicle to prevent unintended activation of the

electronic systems. ***General Warning – Silent movement or instant restart capability exists until the vehicle is fully shut down.***

The use of water remains the primary extinguishing agent for EDV fires as this is the best means to reduce the heat associated with the batteries and prevent re-ignition. Although large volumes may be required, because EDV batteries are encased in protective cases located in enclosed compartments the water may not be reaching the area or areas desired. Extreme caution must be taken when accessing these areas for extinguishing battery fires.

Firefighters have no indication as to whether stranded energy remains in the battery cells after a fire. For this reason, extreme caution is recommended including limiting the use of penetrating tools to access certain parts of the vehicle for extinguishing as this may expose the firefighters to possible shock/electrocution if unintentional contact is made with high voltage cabling or powered systems.

### 4302 LNG as Primary Fuel or Cargo

Liquefied Natural Gas (LNG) is natural gas that has been cooled to -260F changing form from liquid to gas that is 1/600<sup>th</sup> of its original volume. LNG is rapidly increasing in use as the primary fuel for propulsion on several cargo and high-capacity passenger vessels within the Sector Jacksonville AOR. The rapid change in vessel design and increased commercial use has also resulted in the increase of LNG bunkering operations using purpose-designed barges certificated for LNG bunkering/transport as well as bunkering operations from LNG mobile facilities (tank trucks).

LNG Vessels operate at the following terminals in the Sector Jacksonville AOR:

- JAXPORT Blount Island (Tote Maritime)
- JAXPORT Talleyrand (Crowley)
- Eagle LNG
- Jax LNG
- Canaveral Port Authority Cruise Terminal 3

LNG fires onboard a vessel present unique challenges to municipal firefighters and the vessel crew. In most cases, vessels must comply with international safety and design conventions and U.S. standards for LNG vessels that include specific requirements for firefighting systems and crew training.

Safety Equipment requirements for vessels, including shipboard firefighting equipment, systems, and training standards will vary based on the ship design, flag state, and construction. In general, vessels using LNG as the primary propulsion also have standard fuel propulsion system as a secondary means. These vessels will normally require dry chemical equipment or systems for LNG emergency response operations as well as CO2 and water firefighting systems. LNG bunker barges will require dry chemical equipment or systems. **As each vessel is unique in design specifics, the municipal fire agency should coordinate with the Coast Guard to determine the vessel requirements and capabilities and coordinate firefighting efforts with the vessel crew and licensed mariners who are familiar with the systems and qualified to**

**provide subject matter expertise.** Rapid integration of these subject matter experts into the initial ICS organization is highly encouraged.

### 4302.1 LNG Firefighting Considerations

As a liquid, LNG will not burn. When the liquid becomes a vapor and mixes with air in a very specific range it will burn. LNG is flammable when the vapor concentrations reach between 5-15% by volume in air. LNG vapor clouds will burn but will not detonate. The LNG in insulated fuel and cargo tanks is cooled to transport in a liquid form. When the liquid escapes the container or has been heated to the correct temperature the liquid will vaporize and become a flammable gas. This process can become a violent reaction and generate extreme heat if the liquefied gas comes into direct contact in large quantities with water. The primary risk to firefighters in response to LNG fires are exposure to extreme heat associated with LNG fires and burns resulting from contact with LNG in a liquid state. If the LNG in liquid form comes in contact with the vessel structure, i.e., hull or other piping/fittings, the extreme cold temperature of the liquid may result in a rapid deterioration and failure of the steel or other materials, presenting a risk of additional tank failure, hull failures/cracks, or critical vessel system disruptions.

Extinguishing agents for LNG fires include dry chemical, water, and inert gas. Dry chemical and inert gas as extinguishing agents can be used to reduce the vapor load or remove the oxygen as a component of the fire, however, neither extinguishing agent provides a heat reduction capability for the hull or adjoining tanks/compartments. The use of water in conjunction with dry chemical is recommended for surface cooling however care must be taken not to break the vapor barrier provided by the dry chemical.

Basic LNG firefighting procedures are similar in most cases to those of other hydrocarbon fires. Generally, firefighters should consider basic techniques including:

- Isolation and containment of the source of the fire
- Cooling with water the surfaces under radiation heat or areas that flames are encroaching
- Consider distance zones for the protection of unprotected buildings or staging personnel and equipment. LNG fires produce substantial heat. The movement of a vessel with LNG may become a decision factor for the Incident or Unified Command.

### 4305 Explosive Cargoes

For maritime operations, 49 CFR Part 173.50 defines *explosive* as any substance or article, including a device, which is designed to function by explosion (*i.e.*, an extremely rapid release of gas and heat) or which, by chemical reaction within itself, is able to function in a similar manner even if not designed to function by explosion, unless the substance or article is otherwise classed under the provisions of this subchapter. The term includes a pyrotechnic substance or article, unless the substance or article is otherwise classed under the provisions of this subchapter.

The transfer of explosives to or from a vessel in the Sector Jacksonville AOR are permitted operations by CG Sector Jacksonville for Class 1.1 explosives and Class 1.2 explosives and can occur only on authorized facilities. The Class 1.1 and 1.2 explosives, the most hazardous of the

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six classes of explosives, are categories that risk a mass explosion of the entire load instantaneously or have a projection hazard. Shipment of these cargo types require strict adherence to cargo stowage, segregation, and documentation. First response organizations must be aware of these dangerous cargoes and appropriately prepare for response operations. Some of the essential information to consider during the initial size-up include:

**Dangerous Cargo Manifest:** provided by the vessel crew, this manifest will provide the type and location of the Class 1.1 or 1.2 explosives, the type of packaging, and information on adjacent cargoes within the compartment.

**Application and Permit to Handle Hazardous Materials (CG-4260):** A Coast Guard permit to handle Class 1.1 and 1.2 explosives. Issuance of a CG-4260 for explosive cargo handling requires a physical safety inspection of the vessel and facility and often includes notification to the local municipal fire department prior to operations. This permit includes an Explosive Safe Quantity Distance (ESQD) that describes the safe ranges for personnel and adjacent vessels based on the net explosive weight (NEW) being loaded or discharged.

Operations involving Class 1.1 and 1.2 explosives will often occur at JAXPORT Blount Island commercial terminal, the USMC Blount Island Command military facility, JAXPORT Talleyrand, and at the Naval Ordnance Test Unit in Port Canaveral, FL. It is essential that the initial Incident Commander requests support from CG Sector Jacksonville for the purpose of:

- Providing specifics on the Permit to Handle Hazardous Materials including stowage locations, established safe distance requirements, and emergency contact information.
- Establishing and enforcing the appropriately sized Safety Zone.
- Vessel design and system design expertise.
- Support key decision-making including potential movement of the vessel.

### 4400 Initial Marine Firefighting Objectives

Incident objectives may vary depending on the vessel type, location, and threat to public health/safety/environment. Some basic initial over-arching objectives may include:

- Personnel Safety for marine firefighting will be taken into consideration during all phases of the operations.
- Initiate firefighting operations to contain and extinguish the fire
- Coordinate and support firefighting activities
- Conduct damage/stability assessment of the vessel
- Integrate vessel commercial service providers into the response organization

### 4500 Vessel Movement and Control

The Captain of the Port may be requested to direct the movement of a vessel, including requiring departure or preventing port entry, to support firefighting operations or to prevent additional damage or threat to public health and safety, port infrastructure, environment, or the marine transportation system. Response planning must take into consideration several factors to support



a risk-based decision made within the Incident or Unified Command structure. [Section 5403](#) of this plan provides operational decision-making guidance and recommendations. In addition, [Appendix 7](#) to this plan provides a Vessel Movement Checklist template for use within the Incident/Unified Command.

### 4600 Salvage Response Considerations

Refer to the Sector Jacksonville Salvage Response Plan (SRP) for salvage specific information including:

- Salvage Incident Typing
- Basic Salvage Scenarios for Sector Jacksonville AOR
- Salvage Regulation Requirements
- Service Provider Requirements
- Incident Command / Unified Command Organization
- Incident Specific Salvage Plan Development and Review
- Salvage Resources (Federal, State, and Local)

### 4700 MTS Recovery Considerations

There are multiple Marine Transportation System (MTS) infrastructures and systems throughout the Jacksonville COTP Zone, including:

- Bodies of water and rivers, surrounding waterfronts and significant navigable waterways in Sector Jacksonville COTP Zone.
- Transportation modes, water intakes and infrastructure.
- Vessel, cargo and facility interfaces and associated waterfront areas.
- Vessel traffic in the port (type and volume);
- Ports located within Sector Jacksonville COTP Zone.
- Port operations critical to significant local area non-maritime functions, services, or activities.

For complete details and guidance on MTS Recovery in the Sector Jacksonville COTP Zone refer to the *Sector Jacksonville MTS Recovery Plan*.

### 4800 Environmental Considerations

The Environmental Unit is responsible for environmental matters associated with the response; including strategic assessment, oil spill trajectory modeling, identifying natural resources at risk, and environmental monitoring and permitting. Technical Specialists frequently assigned to the Environmental Unit may include sampling, response technologies, trajectory analysis, weather forecasts, shoreline cleanup assessment, historical/cultural resources, and waste disposal. The Environmental Unit also participates in the vessel movement decision process, assessing potential impacts to endangered and threatened species, environmentally sensitive sites, and commercial fishing stocks, and identifying potential mitigation strategies.

The Environmental Unit is typically staffed with wildlife biologists from Florida Department of Environmental Protection, Florida Fish and Wildlife Commission, and supported by NOAA Scientific Support Coordinators. Additional Environmental Unit information can be found in

Sections 5000 and Section 6000 of the Area Contingency Plan and the CG Incident Management Handbook under Chapter 8.

### 4900 Marine Firefighting Concerns

The initial Incident Commander will be required to consider multiple risk pathways for response personnel as the initial size-up is conducted and the first response strategies are implemented. As the emergency response phase transitions into an extended response with a robust Incident Command organization in place, the following must be considered for operational planning to ensure the safety of the first responders/crew and the vessel.

#### 4901 Vessel Stability and Water Discipline

Vessel stability during firefighting efforts must be a major concern as the risk of capsizing or sinking the vessel. If one of the major tactics is to use large quantities of water for firefighting operations, there must be a clearly defined process to monitor the vessel draft marks to gauge any possible threat to the vessel stability and take appropriate actions including suspension of firefighting efforts combined with dewatering or ballasting down.

Failure to consider stability may cause one of the following unintended consequences:

- Safe movement around the vessel for response personnel may be impeded.
- Disruption of any applied foam blanket
- Unintentional opening of fire doors or ability to close fire doors impacted/rendered impossible.
- Operational loss of vessel machinery or automatic dewatering systems

Additional factors that may affect stability include:

- Free surface effect of all liquids on board
- Integrity of watertight boundaries during flooding
- Integrity of the hull
- Status of voids or double-bottoms (i.e. empty/full)

The Incident Commander should leverage the Coast Guard Salvage Engineering Response Team ([SERT](#)) via the local CG representative on-scene to provide technical advice on stability, flooding, and dewatering. Additional authorization for overboard discharge of firefighting water may be required by the Florida Department of Environmental Protection to ensure any contact water does not introduce a pollution threat into the navigable waters of the United States.

#### 4902 Vessel Access

Vessels moored at a terminal have limited access points which will often be via temporary ladder-gangways affixed to the vessel. This access point may be blocked by the fire so it is imperative that the initial incident size-up conducted by the Incident Commander consider the use of a secondary means for entry including requesting aerial ladders or other special equipment in the fire department inventory. Access and egress points for responders should be considered.

Vessels at anchorage or at sea will present additional access challenges for firefighting personnel. Access points and safety of personnel using the vessel gangway or pilot doors must be carefully considered. Openings through the hull, i.e. pilot doors, present a threat of an uncontrolled flooding point should the vessel stability become compromised. Any decision for accessing the vessel while at anchor or at sea must be coordinated with the vessel Master and the Coast Guard.

### **4903 Air Supplies and Firefighter Fatigue**

Shipboard firefighting requiring entry into internal spaces on the vessel results in an extremely high rate of breathing air use for Self-Contained Breathing Apparatus (SCBA). Having sufficient SCBA bottles or a self-contained SCBA filling station/unit is essential to ensure sustained firefighting operations and should be considered during the initial size-up and for extended operational periods.

With this extended capability for sustained firefighting with SCBA apparatus comes the potential for firefighter fatigue. The Safety Officer or other designated representative must consider the crew rest periods or relief personnel if the operational period extends across several days.

### 5000 Operations

Initial marine firefighting response operations will be the responsibility of the owner/operator of the vessel, platform, or facility. Owners and operators of vessels or facilities must develop their own contingency plans to respond to marine fires.

Local firefighting organizations (municipal, industrial, and contractor) must be prepared to respond within the limits of their training, authority, and capabilities. If firefighting resources are not trained or capable of handling a marine fire, they can take appropriate measures to prevent the fire from spreading to nearby exposures. The USCG cannot contract mutual aid organizations for vessel, platform, or facility owners/operators. Facility owners and operators must take additional steps to limit the spread of fire to or from their facility and any vessels docked nearby.

The USCG will provide assistance as available including:

- Active participation within a Unified Command;
- Establishing and enforcing Safety Zones around the vessel or terminal;
- Rerouting or restricting vessel traffic;
- Issuing appropriate urgent marine broadcasts;
- Assistance with search and rescue or medical evacuation;
- Deployment of USCG resources;
- Pollution response.
- Management of the recovery of the MTS

The Jacksonville COTP will be prepared to continue in the role of FOSC (within the Unified Command) and OCMI upon conclusion of firefighting operations to oversee salvage operations or pollution response as may be necessary. Other affected organizations, particularly pollution response or salvage organizations, will respond as directed by the Incident Commander or Unified Command (or the Responsible Party).

The Master of the Vessel may deny local firefighters access to his vessel. He /She will then utilize the vessel resources to control and fight the fire. If the USCG determines that the Master's efforts are inadequate, actions may be taken to ensure and compel a proper response. In all cases the Owner/Operator must act in accordance with the approved Vessel Response Plan if applicable and only deviate with the express authorization of the COTP Jacksonville. The designated Incident Commander or Unified Command will direct employment of responding resources. Firefighting resources will be employed based on:

- Rescue/life safety
- Location and extent of fire
- Class of fire and cargo involved
- Potential impact on local community
- Additional exposure concerns (facilities, vessels, docks, structures, etc.)
- Possibility of explosion
- Stability of the vessel or platform
- Hazard to crew or other resources at location
- Weather forecast

## Northeast and Eastern Central Florida Area Contingency Plan

- Maneuverability of vessel;
- Effects on bridges which must be transited
- Alternatives if the vessel is not allowed entry to or movement within a port.

The Jacksonville COTP or representative of the COTP serving within the Operations Section will direct the employment of USCG resources (small boats, air assets, USCG Special Forces, etc.) in accordance with established policies and the needs of the Incident Commander or Unified Command. Other responding agencies will report to the IC/UC for assignment of duties. The Master of the Vessel or Platform supervisor will:

- Implement the initial response based on the fire control plan of the vessel or platform.
- Establish communications, both internal and external. Ensure that proper notifications are made to the appropriate fire department or contractor and the Coast Guard. If appropriate, notify the facility to which the vessel is docked, the port authority, and any nearby vessels.
- Control the operation and use of all fixed firefighting systems aboard the vessel or platform.
- Coordinate the efforts of shipboard or platform fire teams in responding to the fire.
- Decide if it is necessary to abandon ship/platform. If the crew is ordered to abandon ship/platform, the master or supervisor will ensure that the proper procedures are carried out and that the Coast Guard is immediately notified. The IC/UC will then coordinate the firefighting operations of all responding agencies.

## 5100 Notification and Interagency Coordination

### 5101 Initial Notification

As noted in Section 1302, initial notification of the incident may originate from the vessel via radio, via telephone, via the facility via telephone, or a witness via telephone. This plan assumes that a comprehensive notification system will include multiple agencies on the notification list and ensure the appropriate risk factors are provided to the initial response organization.

**Vessels shall make every attempt to contact local municipal authorities via landline or cell phone by dialing 911. In the event that a foreign flagged vessel does not have access to the domestic or cellular telephone system, the vessel shall notify the Coast Guard Sector Jacksonville Command Center on VHF Channel 16. Sector Jacksonville will then immediately relay this notification to the appropriate county 911 communications center.**

Following a report of an incident, certain initial information must be provided by the reporting source to deploy the appropriate marine firefighting leadership and equipment. This list is not all-inclusive, but may be used to ensure certain critical information is gathered from on-scene personnel as well as from response resources. [Appendix 1](#) to this plan is an example of a Marine Firefighting Notification Checklist that may be adopted by agencies to use. Most of the essential ship design particulars for marine firefighting may be retrieved from the vessel's Fire Plan and the Vessel Response Plan (VRP). A Coordination with vessel responders as identified in the VRP is crucial to obtaining this information promptly. At a minimum the following information should be provided during an initial notification:

### Fire

- Vessel Name and Location
- Vessel Specifics (Vessel Type, major Cargoes)
- Status of the crew
- Capability to safely navigate the vessel (if underway)
- Status of shipboard fire pumps
- Status of fixed firefighting systems
- Ongoing crew firefighting actions being taken
- Risk of further damage to vessel
- Status of emergency electrical systems
- Availability of firefighting resources
- Relative stability of the vessel
- Status of dewatering systems
- Intentions

Agencies should be prepared to respond to additional requests for information or clarification of the initial reporting criteria to ensure the appropriate response representatives and resources are deployed to the scene.

### 5102 Agency Coordination

The first senior fire agency representative arriving on scene will assume the role as Incident Commander (IC). The IC will initiate a size-up of the situation and determine the need for additional assistance including U.S. Coast Guard, FL Department of Environmental Protection, local law enforcement agency support, and support from the terminal operator.

The IC should be prepared to integrate these agencies into the response organization to provide essential subject-matter expertise on matters of vessel design, capability, and systems; terminal systems; support in limiting access to public or identifying threats to public health and safety, and immediate environmental threats.

### 5200 Initial Response Organization

[Section 3000](#) to this Annex provides a notional representation of the initial response organization and includes recommendations for basic objectives for the first members to arrive on-scene.

The initial command structure established on scene will be small but provides a necessary and effective leadership presence to establish the scope of the incident and make necessary priority decisions. Figure 5-1 is an example of an initial Incident Command organization. For landside marine fire responses, the local municipal fire department representatives will normally assume the position of Incident Commander until a Unified Command has been established. For waterborne marine fire responses, the Captain of the Port representative will normally assume the role of Incident Commander until an Incident or Unified Command organization has been established (as appropriate).

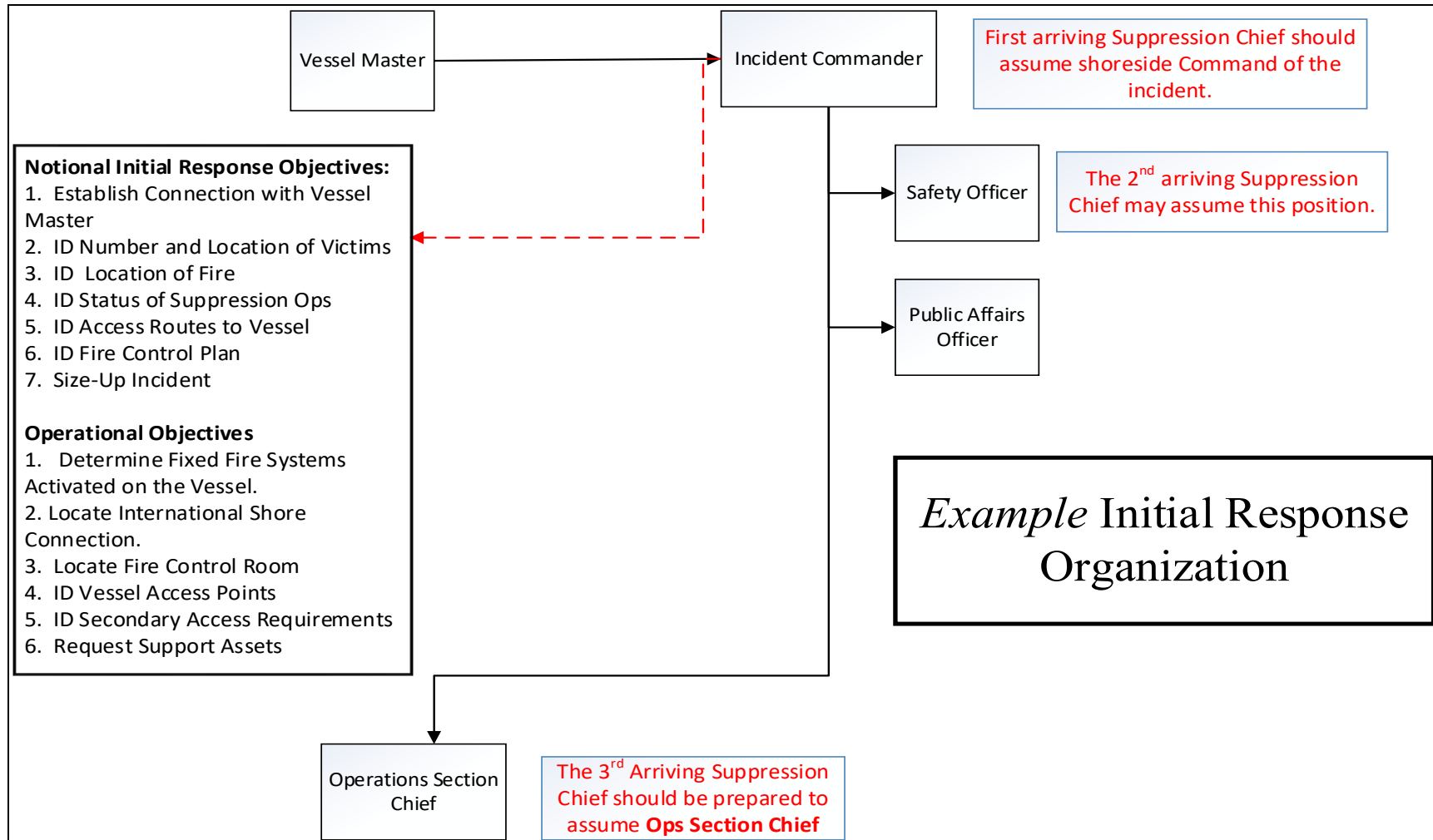


Figure 5-1 Initial Shoreside Marine Fire Response

Example Incident Command Organization

## 5300 Incident Communications

Interoperable and pre-identified communication protocols are established for the initial emergency phase and will be expanded as the Unified Command establishes full oversight of the marine firefighting operation and standard Communication mission assignment and frequencies are established within the Incident Action Plan (ICS-205 Incident Radio Communications Plan).

### 5301 Shoreside Communications

| Position / Role | Channel | Frequency |
|-----------------|---------|-----------|
| TBD             |         |           |
|                 |         |           |
|                 |         |           |

### 5302 Marine Communications

| Position / Role                | Channel | Frequency   |
|--------------------------------|---------|-------------|
| Safety Frequency               | 06      | 156.300 MHz |
| Bridge to Bridge               | 13      | 156.650 MHz |
| Distress/Emergency             | 16      | 156.800 MHz |
| Alternate Tactical             | 21      | 157.050 MHz |
| Primary MFF Frequency          | 22A     | 157.100MHz  |
| Primary SAR Tactical Frequency | 23A     | 157.150 MHz |
| Primary Pollution Frequency    | 81A     | 157.175 MHz |

### 5303 Air Operation Communications

| Position / Role | Channel | Frequency |
|-----------------|---------|-----------|
| TBD             |         |           |
|                 |         |           |
|                 |         |           |

### 5304 Additional Tactical Communications

| Position / Role | Channel | Frequency |
|-----------------|---------|-----------|
| TBD             |         |           |
|                 |         |           |
|                 |         |           |

## 5400 Basic Marine Firefighting Priorities

This section is not considered a complete tactical guide for marine firefighting activities but is provided as a menu of options to consider for initial response actions. A checklist version of the objective and priority recommendations in this section can be found in [Appendix 3](#).



### 5401 Initial Response Priorities

The initial operational response actions for the vessel crew, local/municipal first response organizations, and the U.S. Coast Guard will be based on the following strategic objectives:

- Rescue/Life Safety
- Protection of Exposures (facilities, vessels, docks, structures, etc.)
- Containment, Extinguishment, and Property Conservation
- Fire Salvage and Overhaul
- Environmental Protection

The location, size, and type of fire will not be a static situation so flexibility in the adjustment of priorities will have to be considered.

### 5402 Vessel and Facility Priorities

Following the strategic objectives established for the response, tactical priorities for vessel and facility marine firefighting response may include:

- Establishment of a command post and appropriate implementation of ICS/Unified Command;
- A complete size-up to determine potential for rescue operations and what is burning (class of fire and materials involved);
- Establish Staging Area and Staging Manager
- Contact appropriate marine firefighting, environmental response, and marine salvage contractors (as necessary by Owner/Operator or COTP if necessary);
- Determine status of the vessel crew and ongoing firefighting operations.
- Determination as to whether the fire main system is operating and the location of other firefighting resources on board;
- Obtaining the fire control plan of the vessel, platform, or facility;
- Hose lines taken aboard vessels should be large hose lines (4" to 6") with reducers for smaller hand lines and sufficient international shore connections (as appropriate);
- Maintaining two separate gangways to the vessel, one for personnel access and the other distinctly to serve as a hose conduit or support;
- Determination as to whether the ventilation system is operable or what portions of the ventilation system are open/closed. If not operational, portable equipment may be required;
- Consider need for additional lighting resources to support 24/7 operations;
- Planning for additional equipment to arrive on scene during early stages of the response. Direct as appropriate to staging areas for arriving equipment;
- Recognition that a language barrier may exist. The vessel's agent, a vessel's officer, or other interpreter may be required.

### 5403 Movement of a Burning Vessel

A crucial decision that must be made by the COTP is whether or not a burning vessel should be allowed to enter or move within the port. Types of vessel movements that may be required in an emergency include movement from sea to an anchorage or a pier; from an anchorage to a pier; from a pier to an anchorage; grounding a vessel; or scuttling a vessel offshore.

### 5403.1 Decision to Allow a Burning Vessel to Enter or Move within the Port

The success or failure of shipboard firefighting may be determined by the vessel location. If the vessel is remotely located, in a port terminal/pier with limited access for shoreside operations, or otherwise inaccessible, the COTP may have to evaluate the risk of movement. Due to the limited resources available to fight an offshore fire, the COTP may be forced to consider allowing a burning vessel to enter or move within a port.

There are numerous considerations that the COTP should evaluate when faced with the decision of whether or not to allow a burning vessel to enter or move within a port. The following information should be gathered and considered prior to making such a decision:

- |  |
|--|
| <ul style="list-style-type: none"><li><input type="checkbox"/> Location of Fire</li><li><input type="checkbox"/> Status of Fire (Contained / Under Control)</li><li><input type="checkbox"/> Status of shipboard firefighting equipment</li><li><input type="checkbox"/> Status of Crew</li><li><input type="checkbox"/> Navigability of Vessel</li><li><input type="checkbox"/> Cargo Specifics</li><li><input type="checkbox"/> Potential for Explosion</li><li><input type="checkbox"/> Potential of Sinking or Capsizing</li><li><input type="checkbox"/> Emergency Towing Availability</li><li><input type="checkbox"/> Effect on Bridges During Transit</li><li><input type="checkbox"/> Potential to Spread to Other Vessels or Facility</li><li><input type="checkbox"/> Firefighting Resources Available at Destination Terminal</li><li><input type="checkbox"/> Risk or Threat if Remaining at Current Position</li><li><input type="checkbox"/> Pollution Potential</li><li><input type="checkbox"/> Concurrence of Pilots, Docking Master, Terminal Operator, and Unified Command</li></ul> |
|--|

The above considerations should be investigated by the IC/UC by physical examination of the vessel and cargo manifest before the vessel is allowed to enter port or move within the port. The COTP will consult with the IC/UC and the membership of the regional Port Coordination Team to evaluate all risk factors.

In addition, the FOSC/COTP, in coordination with the USCG Seventh District, and the Region IV Regional Response Team (RRT), shall assess the pollution risks and determine whether the vessel will be allowed to proceed to sea to reduce the risk of the pollution hazards.

A checklist style version of the above factors is included as [Appendix 7](#) to this plan.

### 5403.2 Authorization to Enter Port

Entry to port or movement of the vessel may only be permitted by the COTP, in writing, to the owner/operator or their representatives (if applicable) when all parties are in agreement and:

- The fire is already contained or under control.
- There exists little likelihood that the fire would spread.
- A greater possibility exists that fire could and would be readily extinguished with available equipment in port before encountering any secondary hazards of explosion or spread of fire.
- All relevant and available parties have been consulted.

### 5403.3 Denial of Entry

Entry to port of movement may be denied by the COTP, in writing, to the owner/operator or their representatives (if applicable) when:

- There is greater danger that the fire will spread to other port facilities or vessels.
- The likelihood of the vessel sinking or capsizing within a navigation channel, and becoming an obstruction exists.
- The vessel may become derelict.
- Unfavorable weather conditions preclude either the safe movement of the vessel under complete control or would hamper firefighting (high winds, fog, strong currents, etc.);
- Risk of a serious pollution incident by oil or hazardous substances exists.

Additional considerations:

- Safety Broadcast and Notice to Mariners.
- Ordering the movement of other vessels or cargo that may be impacted.
- Locating the vessel to best facilitate the use of available resources.

## 5500 Mooring, Anchorage, and Grounding Site Selection

There are several legal authorities available to the Coast Guard Captain of the Port to supervise or control the movement of any vessel within the territorial waters of the United States when such actions are necessary to ensure the safety of the public health and welfare or to prevent damage or injury to the vessel or waterfront facility.

When choosing mooring, anchoring, or grounding locations, similar risk factors will be considered, as well as the effects on safe navigation and minimizing the risk to surrounding communities and to the environment. The possibility of the vessel sinking or becoming a derelict is very real and could result in a greater harm to the marine system than the loss of a single vessel. The initial considerations are:

- Bottom material - Soft enough so that the ship's hull will not be ruptured.
- Water depth - Shallow enough so that the vessel could not sink below the main deck, yet deep enough so that fire boats, salvage barges, and tugs can approach; tides and other river level fluctuations must be considered.
- Area - Accessibility to firefighting, spill response, and salvage assets.

## Northeast and Eastern Central Florida Area Contingency Plan

The location and suitability of boat ramps and piers to be used as staging areas must also be evaluated when considering grounding or anchoring sites.

Based on risk assessments conducted by the Marine Firefighting Subcommittees in NE and East Central Florida in CY-2022, the Area Committee has identified areas that have been assessed and determined to provide the lowest level of risk to the public health, safety of the crew, possible disruption to the MTS, and prevent unnecessary risk to the environment.

### Port of Jacksonville

| Marine Firefighting Zone | Port Area                           | Latitude | Longitude | Risk Assessment Results |
|--------------------------|-------------------------------------|----------|-----------|-------------------------|
| <b>Alpha</b>             | Atlantic Ocean / Offshore Anchorage | 30.36541 | -81.1651  | Low Risk                |
| <b>Bravo</b>             | STJ River Cut 40                    | 30.38834 | -81.49819 | Low Risk                |
| <b>Charlie</b>           | Blount Island Terminal (East End)   | 30.39019 | -81.53499 | Low Risk                |
| <b>Delta</b>             | JAXPORT Cruise Terminal             | 30.40809 | -81.58154 | Low Risk                |
| <b>Echo</b>              | Talleyrand Terminal (South End)     | 30.34569 | -81.62171 | Low/Med Risk            |
| <b>Foxtrot</b>           | Anchorage Bravo (Lower Anchorage)   | 30.36152 | -81.61585 | Low Risk                |
| <b>Foxtrot</b>           | Anchorage Alpha (Upper Anchorage)   | 30.31663 | -81.62126 | Low/Med Risk            |

Equipment incident assignment for vessel fires in the Port of Jacksonville include the equipment listed below. Additional equipment may be directed to the scene as necessary and in accordance with resource share agreements with surrounding counties and DoD.

| Equipment, Personnel or Apparatus | Number |
|-----------------------------------|--------|
| Standard Engines                  | 4      |
| Ladder Apparatus                  | 2      |
| Fire Squad                        | 1      |
| Rescue Chief                      |        |
|                                   |        |
|                                   |        |

## Northeast and Eastern Central Florida Area Contingency Plan

### Port Canaveral

| Marine Firefighting Zone | Port Area                           | Latitude | Longitude | Risk Assessment Results |
|--------------------------|-------------------------------------|----------|-----------|-------------------------|
| Alpha                    | Atlantic Ocean / Offshore Anchorage | 28.37259 | -80.55836 | Low Risk                |
|                          | TBD                                 |          |           | Low Risk                |
|                          |                                     |          |           |                         |
|                          |                                     |          |           |                         |

### Port of Fernandina

| Port Area         | Latitude | Longitude | Risk Assessment Results |
|-------------------|----------|-----------|-------------------------|
| Under Development |          |           |                         |
|                   |          |           |                         |

Each port in the Sector Jacksonville AOR has been segmented into Marine Firefighting Zones that begin from offshore locations (Zone Alpha) to areas inside of the Demarcation Line (Zones Bravo thru Zulu as necessary).

Each Zone will include the pre-determined mooring and anchorage locations as well as additional area-specific information to assist in the decision-making process. This information will include necessary information about the primary fire station likely to respond, planned Equipment Staging areas, environmentally sensitive area considerations, public health and welfare considerations, and any critical communications or location-specific information.

### 5501 Port of Jacksonville

The following Marine Firefighting Zones for Anchoring and Mooring have been identified for the **Port of Jacksonville**:

| Marine Firefighting Zone                                 | Mooring Area | Anchorage Area                  | Additional Information   |
|--|--------------|---------------------------------|--|
| <b>ZONE Alpha</b><br><i>Offshore to the STJR Jetties</i> | N/A          | <b>Offshore Anchorage Areas</b> | There may be vessels awaiting entry into the Port of Jacksonville. Coordination with the STJR Pilots is essential for determining the optimal location in the designated offshore locations. |

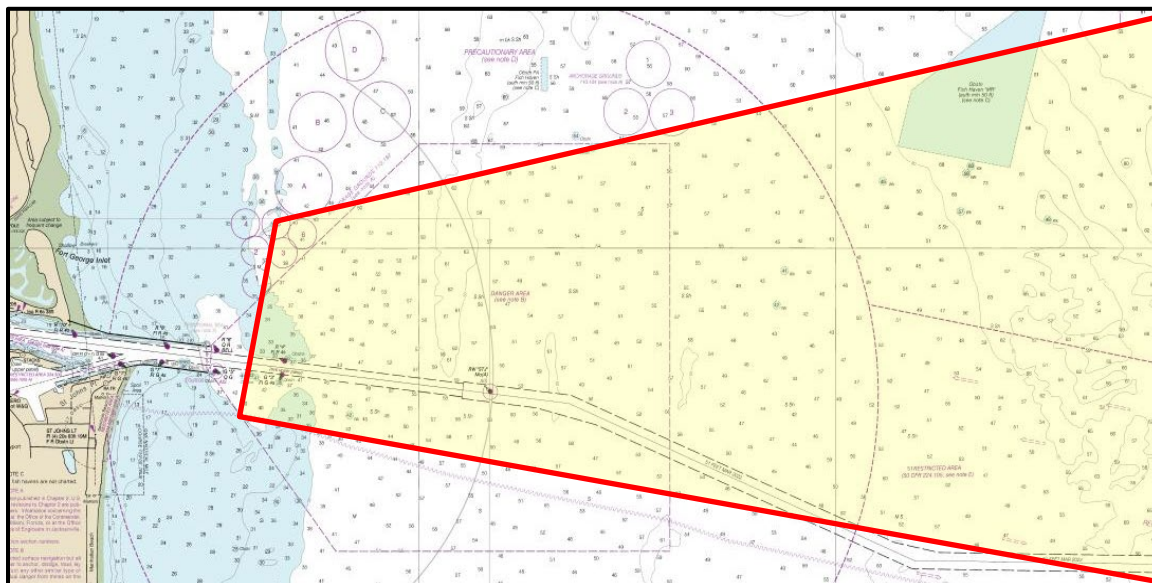
## Northeast and Eastern Central Florida Area Contingency Plan

| Marine Firefighting Zone  | Mooring Area            | Anchorage Area  | Additional Information  |
|---|-------------------------|---|---|
| <b>ZONE Bravo</b><br><i>St. Johns Bluff Reach (STJR Jetties to STJR Cut 41)</i>         | N/A                     | St. Johns Bluff Reach/White Shells Cut Range also known on updated charts as:<br><b>STJ River Cut 40-41</b> | This area was determined to have sufficient water depth and bottom material to reduce the risk to the vessel. There is sufficient room within this area to prevent any interruption from passing vessels or commerce. Public health/safety and environmental safety at lower risk in this location.   |
| <b>ZONE Charlie</b><br><i>St. Johns Bluff Reach (STJR Cut 41) to Dames Point Bridge</i> | Blount Island Terminal  | St. Johns Bluff Reach/White Shells Cut Range also known on updated charts as:<br><b>STJ River Cut 40-41</b> | Vessels still in transit may have 2 options depending on location, current, and vessel status. The vessel may be able to return to area immediately south of Cut 41 or continue to Blount Island. Mooring at Blount Island Terminal will require approval from JAXPORT via the JAXPORT Security Operations Center at 904 357-3360 / 904 357-3454  |
| <b>ZONE Delta</b><br><i>Dames Point Bridge to Trout River (Cut 51)</i>                  | JAXPORT Cruise Terminal | N/A   | Vessels inbound to Talleyrand will likely not be able to safely make a turn to return to either Blount Island Terminal or Training Wall Reach but they remain a secondary option if necessary. Restrictions on vessel size and draft will have to be considered in both the Upper and Lower Anchorages. The Lower Anchorage location can accommodate most vessels and remains the primary anchorage location. |

## Northeast and Eastern Central Florida Area Contingency Plan

| Marine Firefighting Zone                                      | Mooring Area               | Anchorage Area                           | Additional Information   |
|---|----------------------------|--|--|
| <b>ZONE Echo</b><br><i>Trout River to Mathews Bridge</i>      | Talleyrand Dock & Terminal | <b>Anchorage “B” or Lower Anchorage.</b> | Restrictions on vessel size and draft will have to be considered in both the Upper and Lower Anchorages. The Lower Anchorage location can accommodate most vessels and remains the primary anchorage location. |
| <b>ZONE Foxtrot</b><br><i>Mathews Bridge to Acosta Bridge</i> | N/A                        | <b>Anchorage “A” or Upper Anchorage</b>  | Restrictions on vessel size and draft will have to be considered in both the Upper and Lower Anchorages. The Lower Anchorage location can accommodate most vessels and remains the primary anchorage location. |

Port of Jacksonville: MARINE FIREFIGHTING ZONE Alpha



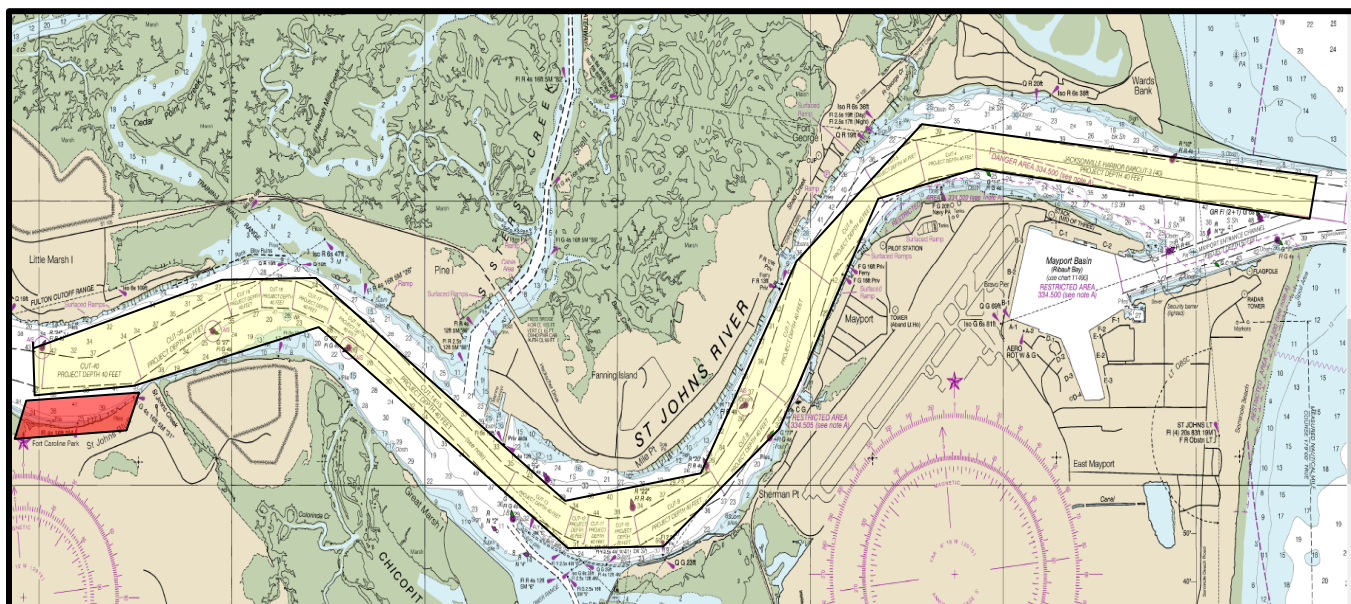
Vessels on approach or within **ZONE Alpha** may be directed by the Captain of the Port to one of the designated offshore anchorage areas (based on accessibility and vessel draft) E and NE of the St. Johns River entrance. This area provides sufficient depth for anchorage, low risk for public safety, reduced risk of environmental impact, and does not present a significant threat to the safe passage of vessels or commerce. **Vessels committed to the channel entrance approach and unable to safely navigate to the designated anchorage area as directed will likely be directed to the ZONE Bravo Anchorage locations.**

| Primary Fire Station  | Equipment Staging Areas  | Priority Environmental Protection Areas   | Additional Information  |
|---|--|---|---|
| <p>JFRD Station 40</p> <p>Primary Fire Boat is Marine 40 JAKE, 50 vessel'</p> <p>6000 GPM capability.</p> | <ul style="list-style-type: none"> <li>Staging for JFRD is Mayport Public Boat Ramp.</li> </ul> <p><b>Alternate Sites:</b></p> <ul style="list-style-type: none"> <li>USCG Sector Jacksonville Annex (Station Mayport)</li> <li>NAVSTA Mayport*</li> <li>JAXPORT Blount Island*</li> <li>JAXPORT Talleyrand*</li> <li>Dames Pt. Terminal*</li> </ul> | <ul style="list-style-type: none"> <li>Sea Turtle Nesting Beaches are located on Little Talbot Island, Fort George Inlet and Mayport Beach.</li> <li><b>Priority A:</b> Huguenot Inlet, Haulover Creek, &amp; Little Talbot Island</li> </ul> <p>See GRP Map <a href="#">EFL-55</a> for more information.</p> | <p>Fireboat response time to this zone is 25-30 minutes. Offshore sea conditions may affect response time or ability to respond.</p> <p>See Appendix 6 (Vessel Movement Checklist) for consideration on bringing a vessel from Zone Alpha into the port for marine firefighting operations.</p> |

\*Requires Authorization



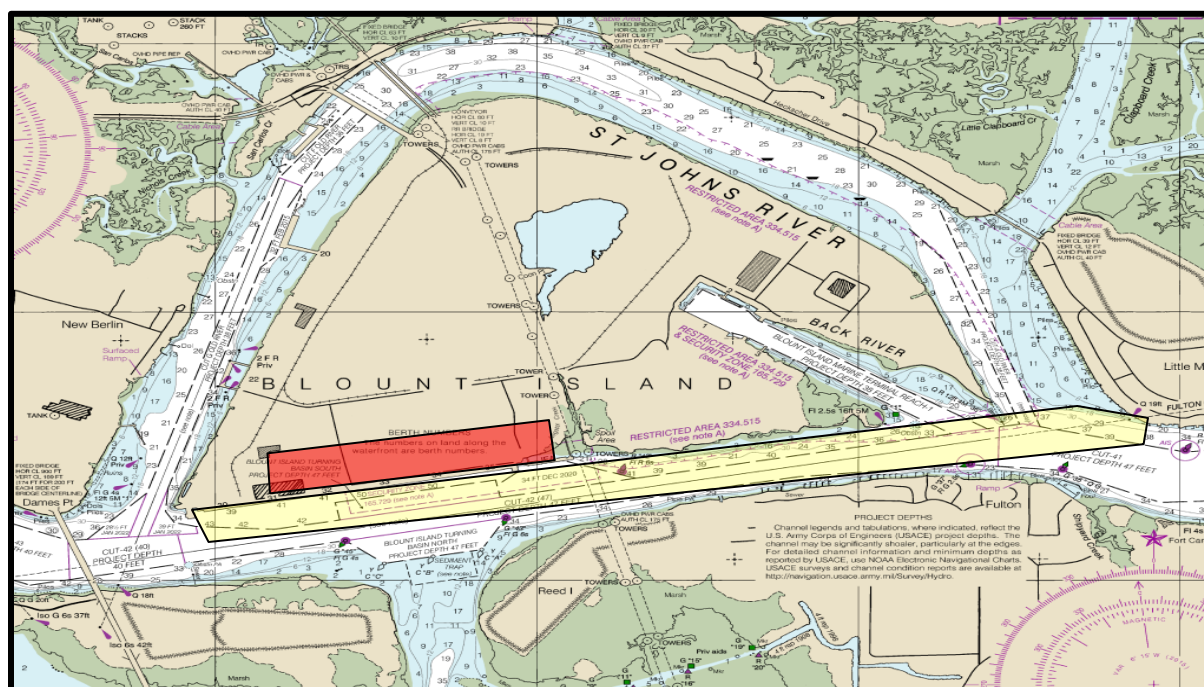
Port of Jacksonville: MARINE FIREFIGHTING ZONE Bravo



Vessels committed to the STJR Entrance or already within the navigable channel may be directed to a site in the vicinity of the St. Johns Bluff Reach/White Shells Cut Range, also known on current charts as the **St. Johns River Cut 40**. This area provides sufficient depth for emergency anchorage, reduced risk for public safety and environmental impact, and will have limited disruptions to the safe transit of commercial vessels.

| Primary Fire Station  | Equipment Staging Areas  | Priority Env Protection   | Additional Information   |
|---|--|---|--|
| <p>JFRD Station 40</p> <p>Primary Fire Boat is Marine 40 JAKE, 50 vessel'</p> <p>6000 GPM capability.</p> | <p>JFRD Staging Area:<br/>Mayport Public Boat Ramp or Blount Island Terminal (Secondary)</p> <p>Alternate Sites:<br/>USCG Sector Jax<br/>Mayport Boat Ramp*<br/>NAVSTA Mayport*</p> <p>*Requires Authorization</p> | <ul style="list-style-type: none"> <li>Managed Areas:<br/>Timucuan Ecological and Historic Preserve and Fort Carolina National Monument</li> <li><b>Priority A:</b> St. Johns Creek, Cedar Point Creek, Hannah Mills Creek, Chicopit Creek, and Sisters Creek.</li> </ul> <p>See GRP Map <a href="#">EFL-55</a> for more information.</p> | <p><b>Fireboat Response Time to this area is 5-10 minutes.</b></p> |

## Port of Jacksonville: MARINE FIREFIGHTING ZONE Charlie



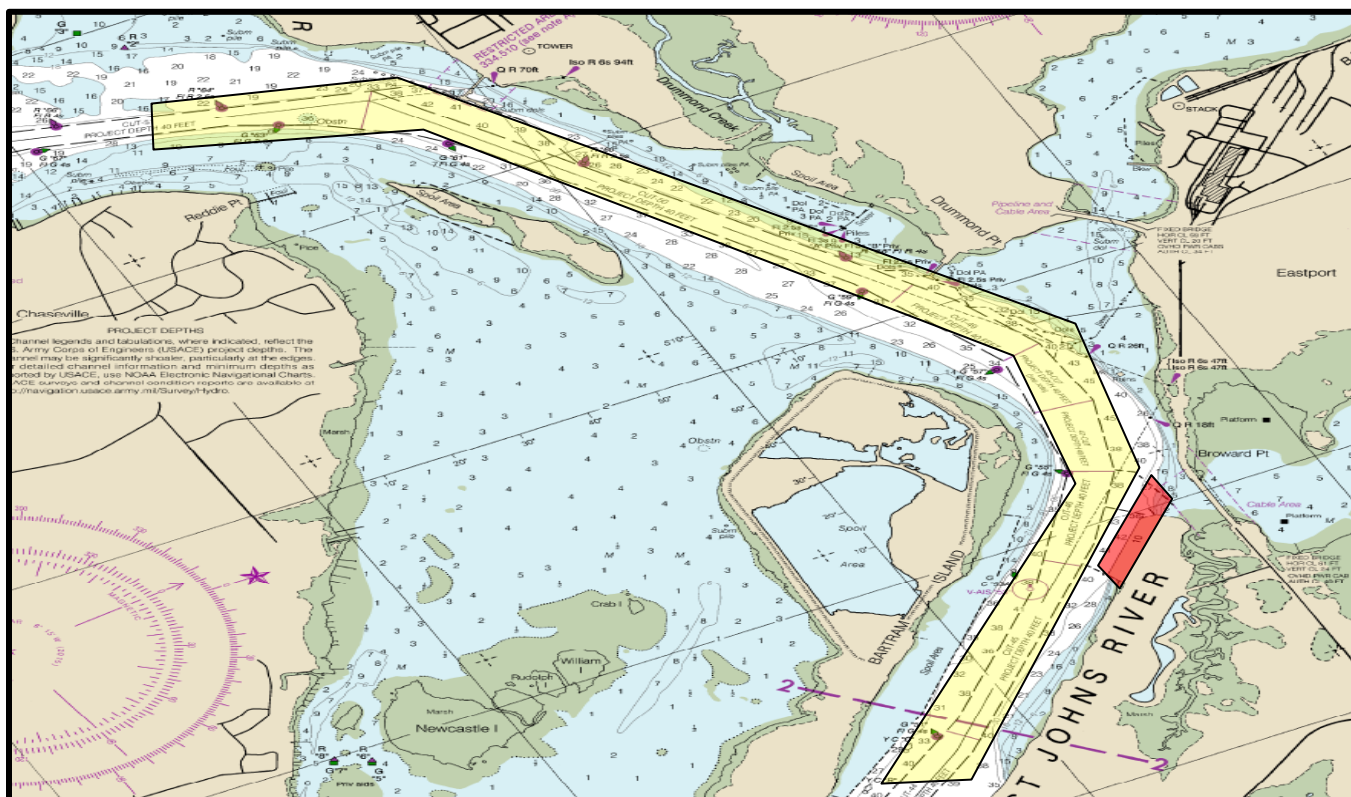
Vessels transiting the STJR between the St. Johns Bluff Reach (Cut-40) and Dames Point Bridge may be directed to one of the following locations:

**ANCHORAGE:** In the vicinity of the Training Wall Reach. This area provides sufficient depth for emergency anchorage, low risk for public safety and environmental impact, and will have limited restrictions or impact on the safe transit of commercial vessels.

**MOORING:** Available berth space at Blount Island Terminal. This area will have to be coordinated with JAXPORT via the Security Operations Center. This area provides sufficient depth for mooring, limited impact to public health and safety, and minimum risk to environmental concerns. This area also provides significant resources for Equipment Staging, water supplies, and additional infrastructure to support marine firefighting operations.

| Primary Fire Station   | Equipment Staging Areas  | Priority Env Protection   | Additional Information   |
|--|--|---|--|
| <p>Station 38</p> <p>Primary Fireboat is Marine 38</p> <p>1600GPM Capacity</p> | <p>JFRD Staging Area is Blount Island Terminal</p> <p>Alternate Sites: USCG Sector Jax</p> | <ul style="list-style-type: none"> <li>Water Intake: JEA Northside Generating Station</li> <li><b>Priority A:</b> JEA Intake, Mill Cove East, Shipyard Creek, San Carlos &amp; Nichols Creeks.</li> </ul> <p>See GRP Map <a href="#">EFL-54</a> for more information.</p> | <ul style="list-style-type: none"> <li><b>Do Not Fight Fires Underneath Power Lines.</b></li> <li><b>Residential areas in E and W Channel</b></li> <li><b>If vessel is moved to Blount Island Terminal Station 38 will respond with an engine.</b></li> <li><b>Marine 38 can respond from Trout River in 35-40 minutes with 16K GPM Capacity.</b></li> <li><b>Consider incoming and outgoing vessel traffic issues.</b></li> </ul> |

## Port of Jacksonville: MARINE FIREFIGHTING ZONE Delta



Vessels transiting the STJR between the Dames Point Bridge and Trout River Cut may be directed to one of the following locations:

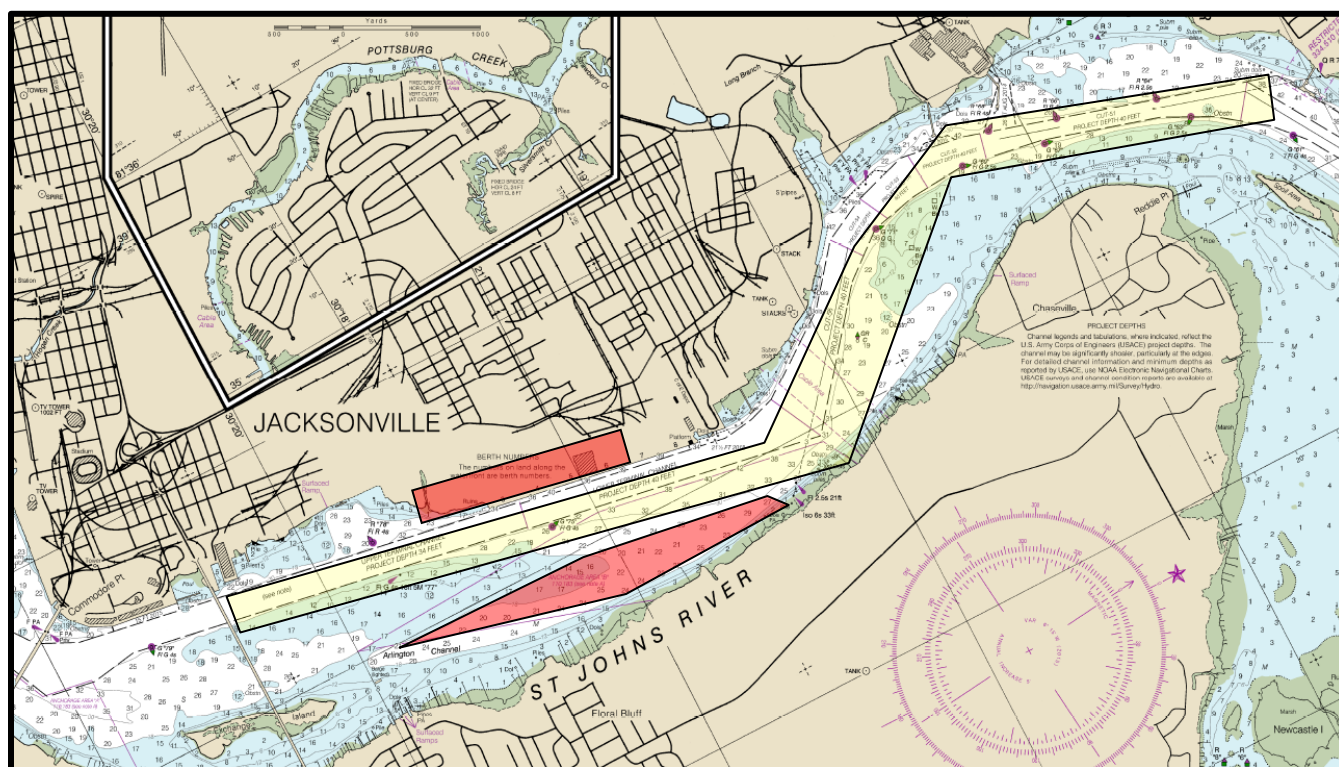
**ANCHORAGE:** There are no safe Anchorage Areas identified or designated for Marine Firefighting Zone Delta.

**MOORING:** Available mooring space at JAXPORT Cruise Terminal (space permitting). This location may be occupied by Carnival Cruise Lines. Coordination with the JAXPORT Security Operations Center is essential prior to coordinating use of this terminal as a marine firefighting location.

| Primary Fire Station   | Equipment Staging Areas   | Priority Env Protection  | Additional Information  |
|--|---|--|---|
| Station 48<br>Primary Fire Boat is Marine 38 with 1600 GPM Capability. | JFRD Primary Staging Areas is the Cruise Ship Terminal.<br><br>Alternate Site: Blount Island*<br>Dames Point*<br><br>May require coordination with JAXPORT. | <ul style="list-style-type: none"> <li>Endangered Wildlife: Manatees</li> <li><b>Priority A:</b> Entrance to Trout River, Long Branch Creek, Dunn Creek, Broward River, Drummond Creek, Mill Cove Entrances</li> </ul> <p>See <a href="#">EFL-54</a> and <a href="#">53</a>.</p> | <ul style="list-style-type: none"> <li><b>Response Time for Marine 38 is 20-25 minutes.</b></li> <li><b>If the vessel is moved to the Cruise Terminal Station 48 will also respond with an engine.</b></li> <li><b>Marine 38 may also respond with 16K GPM capability from Trout River in 25-30 minutes.</b></li> </ul> |



Port of Jacksonville: MARINE FIREFIGHTING ZONE Echo



Vessels transiting the STJR between the Trout River (Cut 51) and the Mathews Bridge may be directed to one of the following locations:

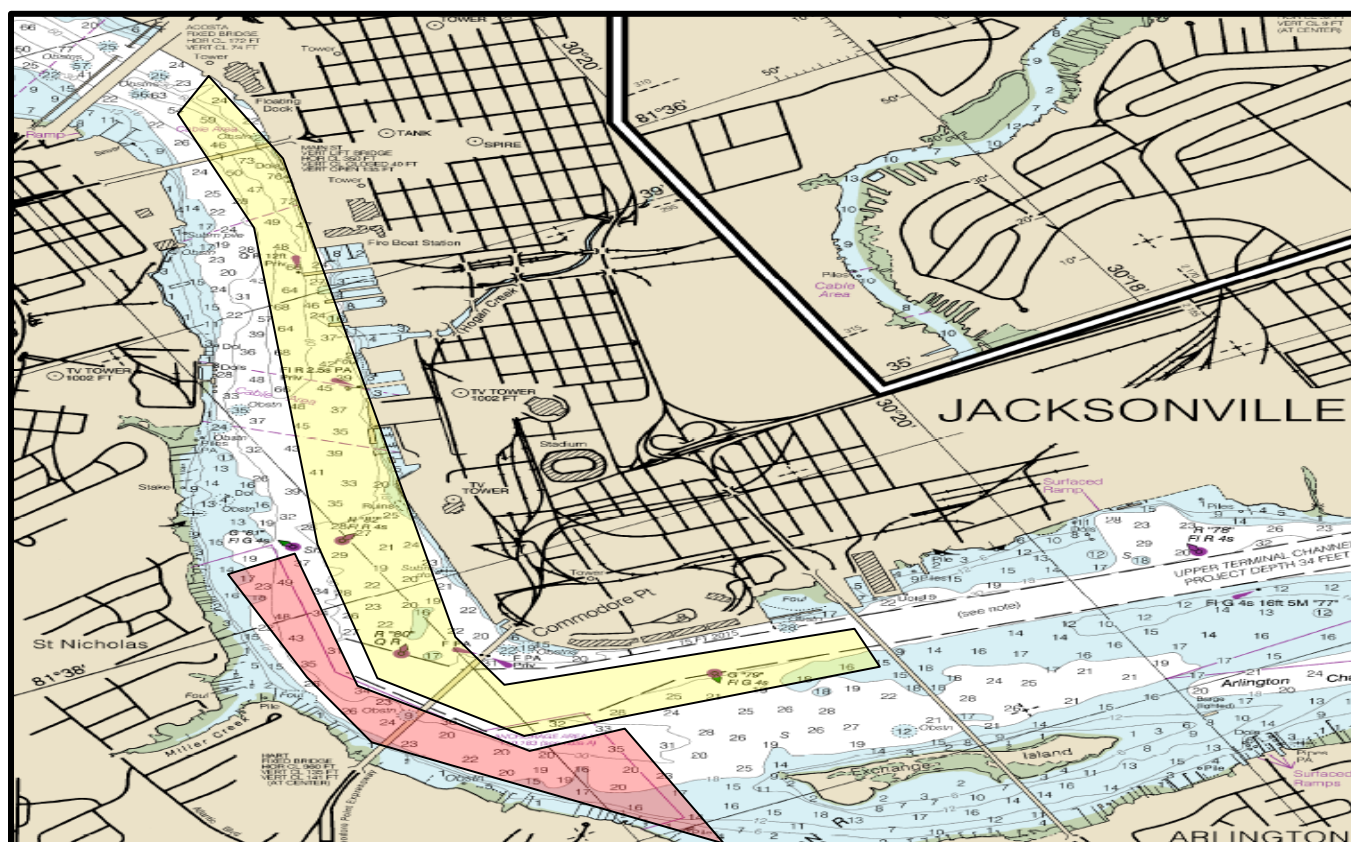
**ANCHORAGE:** The Primary location will be Anchorage “B” or locally known as the “Lower Anchorage”. Factors consider will be vessel draft, weather conditions, and availability of the anchorage. [eCFR :: 33 CFR Part 110 -- Anchorage Regulations](#) It is unlikely that the vessel in distress could be safely turned in the channel and return to Marine Firefighting Zone Delta or Charlie.

**MOORING:** Available space at JAXPORT Talleyrand Dock & Terminal. This area will have to be coordinated with JAXPORT via the Security Operations Center. This area provides sufficient depth for mooring, limited impact to public health and safety, and minimum risk to environmental concerns. This area also provides significant resources for Equipment Staging, water supplies, and additional infrastructure to support marine firefighting operations.

| Primary Fire Station  | Equipment Staging Areas                      | Priority Env Protection  | Additional Information                            |
|---|--|--|---|
| Station 11.<br>Primary Fire Boat is Marine 38 – 70’ vessel with 13K GPM capability. | Primary Staging Area is Talleyrand Terminal. | <ul style="list-style-type: none"> <li>Endangered Wildlife: Manatees, Bald Eagles, Sturgeon, Wood Stork, Limpkin</li> <li><b>Priority A:</b> Entrance to Arlington River, Little Pottsborg Creek, Pottsborg Creek</li> <li>See <a href="#">EFL-51</a></li> </ul> | <b>Response Time for Marine 38 is 15 minutes.</b> |

# Northeast and Eastern Central Florida Area Contingency Plan

## Port of Jacksonville: MARINE FIREFIGHTING ZONE Foxtrot



This zone extends from the Mathews Bridge to the Acosta Bridge and is available for commercial vessels transiting south of the Mathews Bridge:

**ANCHORAGE:** The Primary location will be Anchorage “A” or locally known as the “Upper Anchorage”. Factors considered will be vessel draft, weather conditions, and availability of the anchorage. [eCFR :: 33 CFR Part 110 -- Anchorage Regulations](#) It is unlikely that the vessel in distress could be safely turned in the channel and return to Marine Firefighting Zone Echo. Transit through either the Hart Bridge or Main St. Bridge must be taken into consideration based on an increased risk to public health and safety. There are residential areas southwest of the Anchorage “A” location and any designation of this area as a marine firefighting location must include coordination with Duval Co. EOC and JFRD.

**MOORING:** There is no safe mooring location identified or designated in Marine Firefighting Zone Foxtrot.

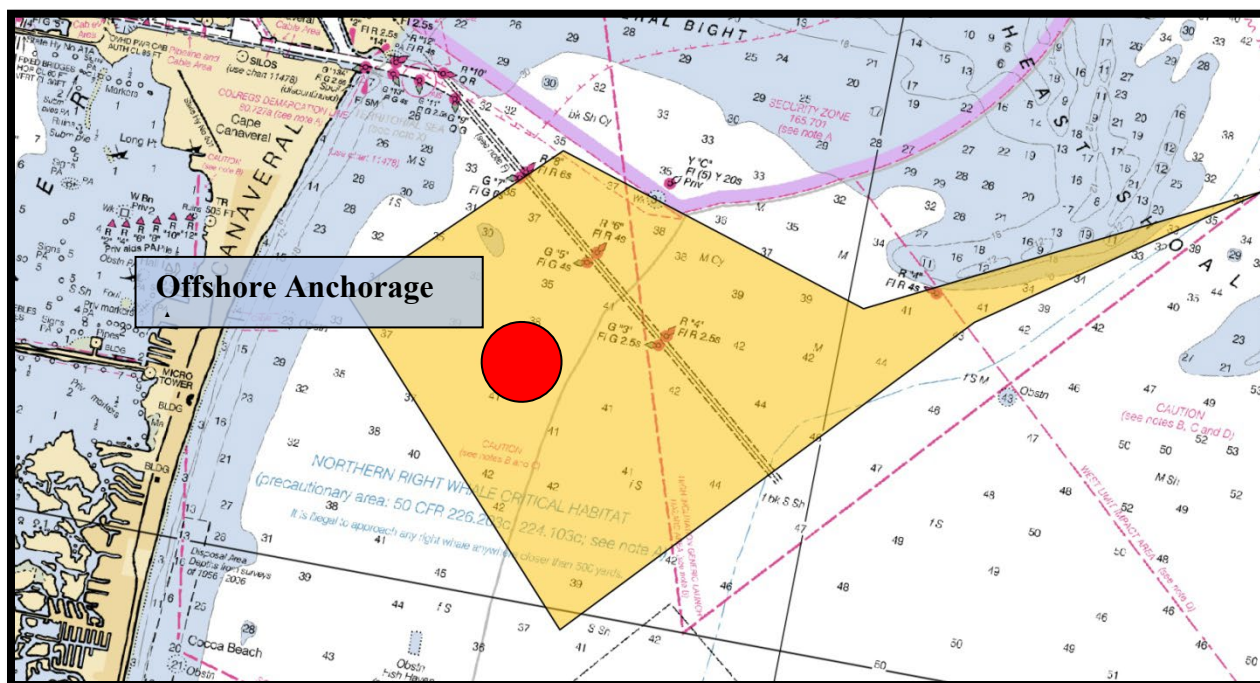
| Primary Fire Station  | Equipment Staging Areas                      | Priority Env Protection   | Additional Information                            |
|---|--|---|---|
| Station 11.<br>Primary Fire Boat is Marine 39 – 70’ vessel with 13K GPM capability. | Primary Staging Area is Talleyrand Terminal. | <ul style="list-style-type: none"> <li>Water Intakes: Southside Generation Station <b>Priority A:</b> Hogan Creek, Miller Creek, Craig Creek, Big &amp; Little Fishweir Creeks</li> </ul> <p>See <a href="#">EFL-52</a></p> | <b>Response Time for Marine 39 is 15 minutes.</b> |

## 5502 Port Canaveral

The following Marine Firefighting Zones for Anchoring and Mooring have been identified for Port Canaveral:

| Marine Firefighting Zone  | Mooring Area | Anchorage Area           | Additional Information   |
|---|--------------|--------------------------|--|
| <b>ZONE Alpha</b><br><i>Offshore to Buoys 7 and 8 – Port Canaveral Entrance</i> | N/A          | Offshore Anchorage Areas | There may be vessels awaiting entry into the Port Canaveral. Coordination with the Canaveral Pilots via Ch. 13 is essential for determining the optimal location in the designated offshore locations. |
| <b>ZONE Bravo</b>   |              |                          |  |

### Port Canaveral: MARINE FIREFIGHTING ZONE Alpha



Vessels on approach or within ZONE Alpha may be directed to the pre-designated anchorage area 1 NM south of Buoys 5 and 6 in the Port Canaveral Entrance Channel. This area provides sufficient depth for anchorage, low risk for public safety and environmental impact, and does not restrict the safe passage of vessels or commerce. Vessels committed to the channel and unable to safely navigate to the pre-designated anchorage area may receive additional direction from the Canaveral Bar Pilots or the U. S. Coast Guard.



## Northeast and Eastern Central Florida Area Contingency Plan

| Marine Firefighting Zone ALPHA  | Staging Areas   | Priority Environmental Protection Areas  | Additional Information   |
|---|---|--|--|
| Canaveral Fire Rescue Fireboat 1, 40' vessel w/ 2500GPM and 80 Gal ARFFF.<br><br>Fireboat 2, 75' w/10KGPM, 500 Gal ARFFF.<br><br>20 Min response time | CPA N or S Cargo Piers as determined by CPA and CCVFD | SeaTurtle Nesting throughout entire GRS.<br><br>Contact Cape Canaveral Space Force Environmental for strategies.<br><br>See <a href="#">EFL-25</a> for more information. | Offshore transit limited to wx and in-port operations requiring presence of CFR vessels.<br><br>Extinguishing support only offshore. Will not embark personnel. Able to provide communication support and platform for IC if required. |

Additional resources available in Port Canaveral to support marine firefighting operations in Marine Firefighting Zone ALPHA are noted below.

| Vessel      | Capabilities   | Additional Information                   |
|-------------|--|--|
| ELIZABETH S | 3K GPM water only. Able to provide offshore external cooling only    | Response Time 30 minutes unless engaged. |
| ECAMBIA     | 7500 GPM water only.   | Response Time 30 minutes unless engaged. |
| ST. JOHNS   | 7500 GPM water only. Able to provide offshore external cooling only. | Response Time 30 minutes unless engaged. |
| CHRISTINE S | 3500 GPM water only. Able to provide offshore external cooling only. | Response Time 30 minutes unless engaged. |

### 5502 Port of Fernandina

To be developed.

### 5600 Integration of Commercial Marine Firefighting Service

Marine firefighting services required/provided by the owner/operator under the provisions of 33 CFR Part 154 will be integrated into the Unified Command at Command Staff, Branch, and Div/Group levels as necessary. The Planning Section Chief is responsible for the appropriate assignment of the service representatives, resource tracking, and coordinating development of the Incident Action Plan.

### 5700 Activation of Mutual Aid Agreement or Special Forces

To be developed

### 5800 Transition of Response Actions

## **Northeast and Eastern Central Florida Area Contingency Plan**

The Incident Commander or Unified Command will determine when emergency firefighting operations are no longer required after consulting with the On-Scene Incident Commander / Operations Section Chief. This must be a carefully considered decision as this action may result in the shift of firefighting resources away from the scene. Shipboard firefighting operations may take several days and with multiple decks/compartments potentially impacted, there are numerous opportunities for re-flash. Prior to declaration of the end of firefighting operations, the shipboard spaces should be restricted until certified safe for entry by a Marine Chemist. The IC/UC will be responsible for the declaration that the vessel and all essential internal compartments/voids/spaces are safe for entry upon completion of the response.

After the fire has been declared extinguished the focus of the IC/UC will shift to other roles including environmental response, salvage, investigation, and the recovery and restoration of the marine transportation system. Municipal firefighters may retain an operational role/position in this new phase, providing essential responder safety support where required but will likely transition out of the leadership, planning, and logistic support positions.



## 5900 Investigations

### 5901 Investigation Requirements

#### 5901.1 Marine Casualty Designation

Maritime fires are categorized as a marine casualty and therefore are subject to the maritime casualty investigation regulations under 46 CFR Part 4 and the policies and procedures set forth in the USCG Marine Safety Manual Volume 5 (COMDTINST 16000.10A). A fire becomes a reportable marine casualty requiring investigation actions only by **THE DESIGNATION BY A QUALIFIED INVESTIGATING OFFICER** under the following conditions as per 46 CFR 4.05-1:

1. Causes or is the cause of an unintended grounding or allision with a bridge or intended grounded or allision which causes a hazard to navigation, the environment, or safety of the vessel.
2. Causes or is the cause of a loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel.
3. Causes any occurrence which material and adversely affecting the vessels seaworthiness or fitness for service.
4. Causes loss of life.
5. Causes an injury beyond first aid medical treatment.
6. Property damage to include labor and material costs in excess of \$75,000.
7. Causes pollution or other significant harm to the environment.

#### 5901.2 Major Marine Casualty and Reporting

Maritime fires should follow normal reporting procedures set forth by MSM Vol. 5 and unit local policy, however special attention should be given to the major marine casualty requirements due to a maritime fire's higher damage/threat potential. A maritime fire becomes a major marine casualty under the following conditions:

1. Causes loss of six or more lives
2. Loss of a mechanically propelled vessel of 100 gross tons or more
3. Property damage initially estimated at \$500,000 or more
4. Cause of a serious threat as determined by Commandant and concurred with by NTSB Chairman to life, property, or the environment by hazardous materials.

Major maritime casualties have additional time sensitive reporting requirements to the Commandant, National Response Center (NRC), and the National Transportation Safety Bureau (NTSB). Please refer to Appendix 1, notifications, and unit QRC for more details and procedures on making these notifications.

#### 5901.3 Drug and Alcohol Testing Requirements

Drug and alcohol testing for those directly involved in maritime casualties is required when an investigation is designated a serious marine incident which is defined as follows:

1. One or more deaths
2. Injury to crew, passenger, or other person which requires professional medical attention beyond first aid

3. Damage to property in excess to \$200,000
4. Actual or constructive loss of vessel subject to inspection
5. Actual or constructive loss of self-propelled vessel not subject to inspection but over 100 gross tons
6. Discharge of 10,000 gallons or more of oil or a reportable quantity of a hazardous substance

It is important to note that the marine employer for the employees directly involved in the fire must be the one to direct the drug and alcohol testing. Coast Guard personnel should avoid directing vessel personnel to perform drug and alcohol testing if possible. The Coast Guard may designate people as directly involved and have the marine employee direct them for testing.

### 5902 Investigation Priorities

#### 5902.1 Evidence Preservation/Collection

The preservation and collection of evidence during a maritime fire casualty presents more challenges than most other types of maritime casualties. The very nature of the fire and the method for controlling and extinguishing it are destructive and tend to destroy valuable evidence. Additionally, the scene of the casualty tends to remain hazardous long after the fire is extinguished and can cause other hazardous conditions and events such as pollution or other hazardous material releases. It's because of all these factors that the investigation or evidence collection are afterthoughts to the incident response teams and sometimes critical evidence can be lost. To prevent this, the following types of evidence items should be prioritized as soon as practical:

1. Perishable Data Recording Devices: The best examples are Voyage Data Recorders and chart plotters. These are data recorders with limited storage space and may, if given too much time, overwrite the valuable data. The process to extract the data may be as easy as hooking up a USB or could be more complex and require a technical specialist. However, if the data recorder can be recovered prior to an overwrite operation, the data on the device can typically be preserved until such time it can be extracted for investigative purposes.
2. Witness Statements: The memories of witnesses tend to be good for a few days, but after a week details begin to be lost. Potential involvement of lawyers and company representatives could also influence or alter their recollections. Witnesses need to be secured and interviewed as soon as practical in order to preserve valuable firsthand accounts of the fire and events that led up to it.
3. Unofficial Logs and Records: Many vessels have a number of rough logs or other types of unofficial logs and record books they use prior to putting information into the official logs. These logs and records tend to "disappear" after major events where a crew or company could be held liable and should, if found, seized, and kept for evidence.

#### 5902.2 Multi-Media Documentation

Any kind of digital or other multi-media data that needs to be collected for evidence should follow normal evidence collection procedures with a few added procedures. First, for all password protected devices, attempt to get the password from the vessel or company if possible.

This makes the extracting of the data faster and can speed up the return of the device to the vessel or company. All electronic devices seized as evidence should have its location noted and then be immediately turned off and unplugged to prevent remote wiping of the data. Ideally, get a crewmember to shut down the device for you and note its disposition on the evidence tag or chain of custody. Finally, do not look at the data on the device without permission from the company. This behavior has been ruled on in the past as a violation of reasonable privacy. Therefore, permission is needed to access electronic devices such as computers.

### 5903 Coordination with Other Investigation Agencies

#### 5903.1 Federal

The primary federal agencies that Coast Guard personnel may interact with during a maritime fire casualty will be the National Transportation Safety Bureau (NTSB) and the Occupational Safety and Health Administration (OSHA). The Coast Guard can freely share investigative materials and information with these agencies.

1. NTSB: An independent federal agency with investigative authority into all national transportation system incidents. The NTSB are informed of all maritime casualties that are designated major marine casualties, casualties involving public and non-public vessels with one fatality or a property damage of \$75,000, or a Commandant designated serious threat. The Coast Guard can perform investigations on behalf the NTSB or work in conjunction with the NTSB on an investigation.
2. OSHA: Federal Agency which oversees safety and health of workers based of the Occupational Safety and Health Act of 1970. The Coast Guard typically coordinate with OSHA when a maritime casualty involves workers on maritime facilities, such as a large fire on cargo vessel at a container terminal. They may co-lead maritime fire casualties on vessels or may lead any fire casualty investigations which started on a maritime facility.

#### 5903.2 State

State law enforcement may also be involved in assisting or may be an interested party in maritime fire casualty investigations. Specifically, the Florida Fish and Wildlife Conservation Commission (FWC) may assist in maritime fire investigations which happen in Florida waters and endanger the public or the environment. Personnel should be careful in what information to divulge to state agencies and should rely on Public Affairs Officer or Freedom of Information Act (FOIA) Officer when sharing investigation materials and information with state agencies.

#### 5903.3 Local

Both local law enforcement and fire departments may be involved with the maritime fire and the investigation that follows. Local fire departments particularly may be relied upon for their fire investigation expertise to help track the fire back to its source. Despite this, like with the state agencies, Coast Guard personnel should not freely share investigation details with agencies other than federal agencies and should go through Public Affairs Officer or the FOIA officer before sharing investigation materials and information.

After a fire involving a vessel or a facility, several agencies may become involved in an investigation to determine a cause.

### **6000 Logistics**

The IC/UC is responsible for organizing and staffing the Planning Section. It is preferred that these resources are the combined talents of the vessel, platform, or facility personnel; local firefighting resources; contractor personnel; and federal, state, and local agencies.

### **7000 Finance**

The owner/operator of the source of fire (facility, vessel, or platform) is responsible for the financial costs associated with marine firefighting. During the initial phases of the fire response, each responding entity would maintain their own cost accounting using their established organizational procedures. In the event of a large incident that extends into a long period of response, a more unified Finance/Administration Section may be established.

### **7100 Protection and Indemnity (P&I) Insurance**

Large commercial vessels and barges typically have Protection and Indemnity (P&I) Insurance to cover instances that result in salvage. This insurance provides coverage to ship-owner and characters against third-party liabilities encountered in their commercial operations. Responsibility for damage to cargo, for pollution, for the death, injury or illness of passengers or crew, and for damage to docks and other installations are examples of typical exposures under P & I insurance.

### **7200 Federal Funding**

A marine fire may lead to the release of harmful quantities of oil or hazardous substances. Dependent on the severity of the fire, the FOSC can access either the Oil Spill Liability Trust Fund (OSLTF) or the Superfund (CERCLA) to fund all appropriate measures of response to cleanup, mitigate, or in many cases to prevent a discharge or release into the environment.

In the most severe of circumstances, it may be appropriate for the FOSC to consider funding municipal and commercial firefighting resources to prevent the discharge of oil or release of hazardous substances if the Responsible Party has not taken adequate or appropriate actions. See section 6000 of the NE and E Central Florida Area Contingency Plan for accessing either the OSLTF or CERCLA funds.

## 8000 Appendices

### Appendix 1 Initial Notification Checklist

| Initial information  |        |                                     |   |
|--|--------|-------------------------------------|---|
| Name of Reporting Person:  |        | Phone:<br>(   )   -                 | Address:  |
| Reporting Person's Relationship to Incident (check box):<br><br><input type="checkbox"/> Agent <input type="checkbox"/> Master/CEO <input type="checkbox"/> Work Party title: _____ <input type="checkbox"/> Other: _____      |        |                                     |   |
| Nature of Incident (check box):<br><br><input type="checkbox"/> Vessel Fire <input type="checkbox"/> Facility Fire <input type="checkbox"/> Explosion <input type="checkbox"/> Collision <input type="checkbox"/> Other: _____ |        |                                     |   |
| Location of Incident   |        |                                     |   |
| Latitude:  |        | Longitude:                          |   |
| Facility / Marina / Pier Name:   |        | Address:                            |   |
| Vessel Fire  |        |                                     |   |
| Vessel Name:   |        | Call Sign:                          | Exact location of fire<br>(i.e., compartment,<br>deck.) |
| Agent Name:  |        | Agent Phone:<br>(   )   -           | Vessel Flag:  |
| Marina:  | Berth: | Anchorage:                          | Address (if<br>applicable):                             |
| Facility Fire (If Structure is on Fire)  |        |                                     |   |
| Facility Name:   |        | Exact location of fire on facility: |   |
| Facility Phone:<br>(   )   -   |        | Address (if applicable):            |   |

## Northeast and Eastern Central Florida Area Contingency Plan

|   |  |
|---|--|
|   |  |
| <b>Fire and Safety Information</b>  |  |
| <b>Fire Details</b>   |  |
| Status of fire (circle one):<br><br><b>Extinguished    Contained    Out of Control</b>  | Class of Fire (check one):<br><input type="checkbox"/> Alpha (paper, wood, etc.)<br><input type="checkbox"/> Bravo (fuels)<br><input type="checkbox"/> Charlie (electrical)<br><input type="checkbox"/> Delta (metals) |
| Firefighting Efforts (check box):<br><input type="checkbox"/> None taken at time of report<br><input type="checkbox"/> In progress with vessel/facility crew<br><input type="checkbox"/> In progress with outside assistance<br>Specify: _____<br>_____   | Source of fire (check box):<br>Source known? <input type="checkbox"/> No <input type="checkbox"/> Yes<br>Source Secured? <input type="checkbox"/> No <input type="checkbox"/> Yes                                      |
| Shipboard/Facility Firefighting Systems:<br>Type(s) Available: _____ Type(s) Expended: _____<br>_____<br>_____<br>Remaining Resources: _____<br>_____   |  |
|   |  |
| <b>Safety Information</b>   |  |
| Personnel Status (check boxes):<br>Are there any personnel casualties?<br><input type="checkbox"/> Yes<br><input type="checkbox"/> No<br>Are there any personnel missing or trapped?<br><input type="checkbox"/> Yes<br><input type="checkbox"/> No<br>Location(s): _____<br>_____<br>Are there any injured personnel?<br><input type="checkbox"/> Yes<br><input type="checkbox"/> No<br>Injuries: _____<br>_____<br>Are there any deaths?<br><input type="checkbox"/> Yes<br><input type="checkbox"/> No | MEDIVAC requested?<br><input type="checkbox"/> Yes<br><br><input type="checkbox"/> No  |

## Northeast and Eastern Central Florida Area Contingency Plan

|   |                 |   |                 |
|---|-----------------|---|-----------------|
|   |                 |   |                 |
| <b>Vessel Status:</b><br>Can the vessel maneuver?<br><input type="checkbox"/> Yes <input type="checkbox"/> No |                 | Does the Master wish to anchor/moor the vessel?<br><input type="checkbox"/> Yes <input type="checkbox"/> No |                 |
| <b>Surrounding Area Hazards</b>   |                 |   |                 |
| Cargo information:  |                 |   |                 |
| Type: _____   | Quantity: _____ | Distance from fire: _____   | Location: _____ |
| Type: _____   | Quantity: _____ | Distance from fire: _____   | Location: _____ |
| Type: _____   | Quantity: _____ | Distance from fire: _____   | Location: _____ |
| Type: _____   | Quantity: _____ | Distance from fire: _____   | Location: _____ |
| Type: _____   | Quantity: _____ | Distance from fire: _____   | Location: _____ |
| Type: _____   | Quantity: _____ | Distance from fire: _____   | Location: _____ |
| Type: _____   | Quantity: _____ | Distance from fire: _____   | Location: _____ |
| Type: _____   | Quantity: _____ | Distance from fire: _____   | Location: _____ |
| Nearby Vessels/Facilities:  |                 |   |                 |
| Type: _____   | Name: _____     | Distance from fire: _____   |                 |
| Type: _____   | Name: _____     | Distance from fire: _____   |                 |
| Type: _____   | Name: _____     | Distance from fire: _____   |                 |
| Type: _____   | Name: _____     | Distance from fire: _____   |                 |

## Appendix 2 Marine Firefighting Response and Equipment Timeline

| Service   | Location of Incident Response Activity Timeframe |   |  |
|---|--|---|--|
| <b>(1) Salvage</b>  |  | <b>CONUS:</b> Nearshore<br>Nearshore area; inland<br>waters; Great Lakes; and<br><b>OCONUS:</b> >12 Miles<br>from COTP City (Hours) | <b>CONUS Offshore:</b><br>Offshore area; and<br><b>OCONUS:</b> < or = 50 miles<br>from COTP City (Hours) |
| <i>Assessment &amp; Survey:</i>   |  |   |  |
| 1. Remote assessment and consultation   |  | 1   | 2  |
| 2. Begin assessment of structural stability   |  | 3   | 3  |
| 3. On-site salvage assessment   |  | 6   | 12   |
| 4. Assessment of structural ability   |  | 12  | 18   |
| 5. Hull and bottom survey   |  | 12  | 18   |
| <i>Stabilization:</i>   |  |   |  |
| 6. Emergency towing   |  | 12  | 18   |
| 7. Salvage Plan   |  | 16  | 22   |
| 8. External emergency transfer operations   |  | 18  | 24   |
| 9. Emergency lightering   |  | 18  | 24   |
| 10. Other refloating methods  |  | 18  | 24   |
| 11. Making temporary repairs  |  | 18  | 24   |
| 12. Diving services support   |  | 18  | 24   |
| <i>Specialized Salvage Operations:</i>  |  |   |  |
| 12. Special salvage operations  |  | 18  | 24   |
| 14. Subsurface product removal  |  | 72  | 84   |
| 15. Heavy lift <sup>1</sup>   |  | <i>Estimated</i>  | <i>Estimated</i>   |
| <b>(2) Marine Firefighting</b>  | <i>At Pier<br/>(hours)</i>                       | <b>CONUS:</b> Nearshore<br>Nearshore area; inland<br>waters; Great Lakes; and<br><b>OCONUS:</b> >12 Miles<br>from COTP City (Hours) | <b>CONUS Offshore:</b><br>Offshore area; and<br><b>OCONUS:</b> < or = 50 miles<br>from COTP City (Hours) |
| <i>Assessment &amp; Planning:</i>   |  |   |  |
| 16. Remote assessment and consultation  | 1  | 1   | 1  |
| 17. On site fire assessment   | 2  | 6   | 12   |
| <i>Fire Suppression:</i>  |  |   |  |
| 18. External firefighting teams   | 4  | 8   | 12   |
| 19. External vessel firefighting systems  | 4  | 12  | 18   |
| <sup>1</sup> Heavy lift services are not required to have definite hours for a response time. The plan holder must still contract for heavy lift services, provide a description of the heavy lift response and an estimated response time when these services are required, however, none of the timeframes listed in the table in § 155.4030(b) will apply to these services. |  |   |  |



## **Appendix 3 Marine Firefighting Response Checklist**

This checklist is not designed to supersede any existing agency policies or procedures and is provided for information use only. *Annex C to the NFPA 1405 Guide for Land-Based Fire Departments That Respond to Marine Vessel Fires* provides an expanded list of recommendations that may be developed into local municipal fire department checklists.

| <b>Initial Notification</b>                                      |  |
|--|--|
| <input type="checkbox"/> Determine Vessel Type                   | <input type="checkbox"/> Determine Location (Marine Firefighting Zone)             |
| <input type="checkbox"/> Note Time of Day                        | <input type="checkbox"/> Note Weather/Wind/Tide Conditions                         |
| <input type="checkbox"/> Consider Additional Alarm Information   | <input type="checkbox"/> Resources in Initial Alarm                                |
| <input type="checkbox"/> Note Initial Response Resources Ordered | <input type="checkbox"/> Note any report of injuries to crew or terminal employees |

| <b>Deployment to Incident</b>   |  |
|---|--|
| <input type="checkbox"/> Initiate Size-Up of Incident   | <input type="checkbox"/> Anticipate and Prepare for arrival of U.S. Coast Guard, law enforcement agency, and other government agency support.  |
| <input type="checkbox"/> Determine Communication Needs (Waterborne Frequencies; LE Frequencies; Fire Apparatus Freq.) | <input type="checkbox"/> Review any Pre-fire Survey information on vessel for vessel or terminal. Consider additional contingency plan consultations required (environmental, salvage, mass rescue). |

| <b>On Scene Considerations</b>   |   |
|--|---|
| <input type="checkbox"/> Incident Location                             | <input type="checkbox"/> Rescue Requirements  |
| <input type="checkbox"/> Public and First Responder Exposure Risk      | <input type="checkbox"/> Assumption of Incident Command   |
| <input type="checkbox"/> Identify Command Post Location                | <input type="checkbox"/> Identify Staging Area Location and identify Staging Manager / staging responsibilities     |
| <input type="checkbox"/> Assign Operations Chief                       | <input type="checkbox"/> Assign Safety Officer  |
| <input type="checkbox"/> Assess need and type of additional assistance | <input type="checkbox"/> Request specialized equipment (marine fireboats; HAZMAT Teams; air units)                  |
| <input type="checkbox"/> Isolate and secure response zones/area        | <input type="checkbox"/> Integrate arriving agencies / organizations into specialized areas of the Incident Command |

## Northeast and Eastern Central Florida Area Contingency Plan

### On Scene Considerations

|  |  |
|--|--|
| <input type="checkbox"/> Establish shoreside control (local law enforcement)                                 | <input type="checkbox"/> Establish waterside control (U.S. Coast Guard or State/local maritime law enforcement agencies) |
| <input type="checkbox"/> Perform Initial Actions to contain fire location                                    | <input type="checkbox"/> Initiate Protection Cooling   |
| <input type="checkbox"/> Assess and move adjacent vessels or equipment under threat                          | <input type="checkbox"/> Secure / Isolate cargo operations, i.e. liquid cargo xfer hoses                                 |
| <input type="checkbox"/> Determine type of incident (fire, explosion, hazardous material release, collision) | <input type="checkbox"/> Establish Medical Triage and Transport Location/Protocols.                                      |

### Vessel Systems and Vessel Specific Information

|   |  |
|---|--|
| <input type="checkbox"/> Account for Vessel Crew  | <input type="checkbox"/> Consult with Master / Chief Engineer / First Officer  |
| <input type="checkbox"/> Determine Vessel Arrangement (Accommodation Spaces; Galley; Engineering Spaces ;)  | <input type="checkbox"/> Identify Points of Entry to Vessel. Identify additional specialized entry equipment required. |
| <input type="checkbox"/> Determine condition of cargo, liquid cargoes/fuel; ballast tanks.  | <input type="checkbox"/> Account for potential vessel stability issues and cause.                                      |
| <input type="checkbox"/> Note essential watertight zones within vessel  | <input type="checkbox"/> Account for ventilation system status and vent conditions (open-closed)                       |
| <input type="checkbox"/> Coordinate with vessel Engineer Determine on status of mechanical systems including Dewatering Systems; Generators; Main Engines; Ventilation; Communication; Inert Gas (if applicable); Smoke/Fire Detection; Cargo Handling Gear |  |

### Water Supply Options

|  |   |
|--|---|
| <input type="checkbox"/> Identify hydrant location, capacity flow, and size.                                     | <input type="checkbox"/> Identify need for supplemental water sources (waterside and landside supply)                 |
| <input type="checkbox"/> Coordinate assessment of vessel fire-main system (condition and control valve location) | <input type="checkbox"/> Identify location and retrieve International Shore Tie Connection                            |
| <input type="checkbox"/> Identify number, location, and status of vessel fire pump(s)                            | <input type="checkbox"/> Identify locations of vessel fire stations and standard equipment dedicated to each location |
| <input type="checkbox"/> Develop plan for shore to ship hose configurations                                      | <input type="checkbox"/> Identify need for apparatus to provide hose to vessel or act as standpipe for supply.        |

## Northeast and Eastern Central Florida Area Contingency Plan

| Strategies and Objectives  |   |
|--|---|
| <input type="checkbox"/> Consider mobilization of resources to accomplish objectives including arrival times, resources responding, resources available in reserve.                                  | <input type="checkbox"/> Assign arriving CG Resources to Operations and Planning Section to provide vessel subject matter expertise, coordinate waterside security and support, leverage COTP Authority where required, and initiate a Unified Command.                       |
| <input type="checkbox"/> Additional material resource needs to be considered include location/amounts of foam / CO2 / Nitrogen and the location-response times                                       | <input type="checkbox"/> Integrate vessel marine firefighting service representative and salvage representative into Operations Section to provide firefighting support, stability and vessel design subject matter expertise, and awareness of commercial equipment enroute. |
| <input type="checkbox"/> Identify need for specialized cargo handling equipment and marine licensing requirements if applicable  | <input type="checkbox"/> Assign Communications Officer to develop initial communications plan to include multi-agency frequency list, Command and Control protocols.  |
| <input type="checkbox"/> Identify Operations that will extend into the next operational period. Prepare for transition to a Unified Command organization and development of an Incident Action Plan. | <input type="checkbox"/> Consider requirements of a fire investigation team and casualty investigation team. Evidence collection and integrity protocols should be considered.  |

## Appendix 4 SERT Response Checklist

### SERT Rapid Salvage Survey Form (Page 1 of 4)

**Instructions:** Initial contact with the SERT Duty Officer should be made by phone at (202) 327-3985. The Duty Officer will provide initial assessment of the casualty and guide requests for additional information. If requested, fill this sheet out as completely as possible with the information available. However, items marked with an asterisk (\*) are the most critical for initial action, and should also be as accurate as possible. Once completed, e-mail the form as an attachment to: [sert.duty@uscg.mil](mailto:sert.duty@uscg.mil).

#### Basic Vessel Information:

Vessel name\*: \_\_\_\_\_ Official Number: \_\_\_\_\_

Classification Society: \_\_\_\_\_ Length (B.P.)\*: \_\_\_\_\_ Beam\*: \_\_\_\_\_  
Depth\*: \_\_\_\_\_

Full load draft\*: \_\_\_\_\_ Service speed: \_\_\_\_\_ (if known)

Vessel type\*: ☐ Bulk carrier ☐ LPG/LNG carrier ☐ OBO carrier ☐ Product carrier

☐ Crude carrier ☐ Container ship ☐ RO/RO ship ☐ Break-bulk ship

☐ Barge carrier ☐ Barge with rake ☐ Barge w/o rake

☐ Other: \_\_\_\_\_

#### Vessel Response Plan (VRP):

Does the vessel have a VRP? \_\_\_\_\_ Has the VRP been activated? \_\_\_\_\_

Who is the designated SMFF provider on the VRP? \_\_\_\_\_ (if known)

#### Type of Casualty: (check all that apply)

☐ Grounding ☐ Sinking ☐ Capsizing ☐

Collision/Allision

☐ Flooding ☐ Fire/explosion ☐ Oil/HAZMAT spill ☐

Structural Damage

☐ Other: \_\_\_\_\_

Date/Time of Casualty\*: \_\_\_\_\_

Position\*: Latitude \_\_\_\_\_  
Longitude \_\_\_\_\_

# Northeast and Eastern Central Florida Area Contingency Plan

## SERT Rapid Salvage Survey Form (Page 2 of 4)

**Vessel drafts\*:** (*as accurate as possible*)

| Pre-Casualty Drafts* Date/Time<br>Taken: _____ |                  |                 | Post-Casualty Drafts* Date/Time<br>Taken: _____ |                  |
|--|------------------|-----------------|---|------------------|
| <i>Port</i>                                    | <i>Starboard</i> |                 | <i>Port</i>                                     | <i>Starboard</i> |
|  |                  | <i>Forward</i>  |   |                  |
|  |                  | <i>Midships</i> |   |                  |
|  |                  | <i>Aft</i>      |   |                  |

**Bottom Type\*:** (*for grounding or sinking, check all that apply*)

☐ Mud/silt    
 ☐ Sand    
 ☐ Gravel    
 ☐ Rock    
 ☐ Coral

**Water Depth Information\*:** (*for grounding or sinking*)

Tides (*if applicable*): Time/height at time of casualty (*if known*):

Time/height at next high tide: \_\_\_\_\_

Time/height at next low tide: \_\_\_\_\_

River height or lake level trend (*if applicable*): \_\_\_\_\_

**Vessel Damage\*:** (*if applicable*)

Flooding:

---



---

Structural Damage:

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**Vessel Cargo:**

Cargo type and quantity:

---



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Cargo damage, loss, hazards:

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SERT Rapid Salvage Survey Form (Page 3 of 4)

**Pollution:**

Reported pollution, oil spill:

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---

Fuel oil type and quantity:

---

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**Initial SERT Assistance Required:** *(check all that apply)*

- ☐ Ground reaction, force to free, refloating analysis
- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Stability analysis analysis    | <input type="checkbox"/> Structural analysis                | <input type="checkbox"/> Damage, oil outflow |
| <input type="checkbox"/> Salvage/refloating plan review | <input type="checkbox"/> Lifting/rigging plan review        |  |
| <input type="checkbox"/> Other: _____                   | <input type="checkbox"/> Any/all of the above (as required) |  |

**Documentation Available:** *(if known, check all that apply)*

- ☐ General Arrangement Plan ☐ Trim & Stability Book
- ☐ Capacity Plan, Deadweight Scale
- ☐ Structural Drawings (Midship Section Plan, Shell Expansion Plan, Deck Plans)
- ☐ ☐ Other: \_\_\_\_\_

**Onboard Loading Computer:** *(if known)*

- ☐ CARGOMAX (HECSALV) ☐ GLM (GHS) ☐ NAPA
- ☐ Other: \_\_\_\_\_ ☐ None/unknown

**Additional Information:** *(if applicable)*

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**Primary Contact Information\*:**

Name: \_\_\_\_\_ Phone: (mobile) \_\_\_\_\_

Organization: \_\_\_\_\_ Email: \_\_\_\_\_

## Northeast and Eastern Central Florida Area Contingency Plan

### SERT Rapid Salvage Survey Form (Page 4 of 4)

**Secondary Point of Contact:** *(if applicable)*

Name: \_\_\_\_\_ Organization: \_\_\_\_\_

Phone (mobile): \_\_\_\_\_ E-mail: \_\_\_\_\_

**SERT Contact Information (24/7):**

SERT Duty Officer Cell Phone: (202)327-3985

SERT Duty Officer E-mail: [sert.duty@uscg.mil](mailto:sert.duty@uscg.mil)

\*Please scan or save completed form, then e-mail as attachment to: [sert.duty@uscg.mil](mailto:sert.duty@uscg.mil)

The Rapid Salvage Survey form is also available in a fillable PDF format on the Sector Jacksonville Public Drive and at the following link: [Marine Safety Center - SERT \(uscg.mil\)](#)

USCG MSC SERT (REV  
01/18)

## Appendix 5 Vessel Response Plan Access Procedures

It is essential for the initial response team members to understand the applicability of VRP regulations, the planning factors required for certain services and equipment, and other essential information. This section will briefly describe the process for accessing required VRP information and the essential information necessary to establish initial assessment and survey strategies, site stabilization considerations, and specialized operations such as heavy lift or subsurface operations.


The COTP can access essential VRP information from the USCG Marine Safety Center, who has streamlined the process to obtain VRP information and availability using *Homeport*.

*Figure 5-1* is a VRP Express Guide for Homeport users. The VRP Express is a program developed to aid both Coast Guard and industry partners in managing, tracking, and viewing Vessel Response Plans. The purpose of the job aid is to give Coast Guard and initial responders a quick access guide to reference VRPs during a response Incident.



# Northeast and Eastern Central Florida Area Contingency Plan

Updated: 17Mar2021



## VRP EXPRESS

United States Coast Guard

VRP Express is a program developed to aid both the Coast Guard and our industry partners in managing, tracking, and viewing Vessel Response Plans along with United States SOPEP's and SMPEP's. The purpose of this job aid is to give Coast Guard responders a quick access guide to reference VRPs during a response incident.


SMFF core GSAs are available to the Coast Guard at: VRP 59061—Donjon Smit Americas; VRP 45081—Donjon Smit; VRP 45101—Resolve; VRP 76016—RORC; VRP 45121—T&T Salvage; VRP 66061—FOUO SMFF Information

### VRP EXPRESS Quick Reference Card

[Click images to open full size](#)

<https://homeport.uscg.mil>

#### I) VRP STATUS BOARD: Vessel Response Plan Search



To search for a Vessel Response Plan, SOPEP, or SMPEP, use the following steps: *To view uploaded plans (Section IV) you will need to be logged into Homeport.*

- 1) Open Homeport using the following site:  
<https://homeport.uscg.mil>
- 2) Under the "Missions" tab select "VRP Status Board"

\* These steps will open the VRP Search page.

The search page will allow the user to search by plan number, vessel name, IMO Number, and Official Number. Search by plan number whenever possible for best results

#### II) VESSEL RESPONSE PLAN SEARCH:

There are many ways to use the Vessel Response Plan Search page to locate a vessel. The below example shows the easiest and most affective way. Use the following steps to locate the plans a vessel might be associated with: (Continuing previous steps)

- 3) Change the "Result Listing" from "Vessels" to "Plans"
- 4) Enter one of the following: Plan Number, Vessel Name, IMO Number, or Official Number
- 5) Then select "Search"

Search results : Criteria—Official Number (628503)

| Plan # | Plan Holder          | Plan Preparer        | Status     | Plan Exp Date | Plan Type |
|--------|----------------------|----------------------|------------|---------------|-----------|
| 20165  | Ingram Barge Company | INGRAM BARGE COMPANY | Authorized | 11/08/2023    | Tank      |

#### III) VRP DETAILS / VIEWING APPROVAL LETTERS:

(Continuing previous steps)

- 6) Select desired plan to view the plan details;
- 7) Scroll down to the list of vessels to view the Approval Letter or select the vessels name to view the details / list of authorized zones

Vessels

Total Vessels: 441 | Total Authorized: 441

Show 25 entries

Search: ID 948

| Vessel Name | IMO Number | Official Number | Status     | Vsl Type   | VRP Type       | Worst Case Discharge | VRP Approval  | Interim Ops |
|-------------|------------|-----------------|------------|------------|----------------|----------------------|---------------|-------------|
| ID 948      |            | 628503          | Authorized | Tank Barge | TANK (Primary) | 10684.00 barrels     | TANK Approval |             |

#### IV) LOCATING / VIEWING UPLOADED PLANS:

All plans being revised or resubmitted are submitted electronically or scanned to electronic format. Once submitted, we upload the document into VRP EXPRESS.

*Reminder: To view an uploaded plan you must first login to Homeport in step 1. Under "My Homeport" select "Advanced VRP Search" then proceed to follow steps 3 through 6 to view the plan details*

- 8) Scroll down to the VRP Tools and select "View Plan"

VRP Tools

[VIEW PLAN](#) [PRINT PLAN](#) [VIEW GIVE](#)

Hard Copy VRP #20165

Vessel Response Plan General Information

|            |        |        |        |
|------------|--------|--------|--------|
| General    | STEP 1 | STEP 2 | STEP 3 |
| Vessels    |        |        |        |
| GSA        |        |        |        |
| SUBMITTERS |        |        |        |

Plan Name: 00138 - Ingram Barge Company

Your plan name should be something so you can differentiate between you

Revision Summary: Change 95, Add CP 26 and 18 1326, Vessel name change V.S. CH 1 per 1326

Upload Vessel Response Plan

[PLAN 20165 - REV 13 CHANGE 95 ZIP](#)

This guide provides quick reference information for some VRP EXPRESS functionality.

If you have any questions concerning VRP EXPRESS please contact the VRP Help Desk at (202) 372-1005 or email us at [VRP@uscg.mil](mailto:VRP@uscg.mil).

**V) LOCATING / VIEWING VESSEL DETAILS & DIAGRAMS:**

As plans are formatted differently, sometimes diagrams are added as attachments instead of being within the plan. If the diagrams are NOT found in the uploaded plan saved in Step #9, return to the View Plan screen opened in Step #8 and follow the below.

10) Select the "Vessels" tab on the left menu

11) Click "VIEW" for the desired Vessel

|                      |                                     |        |              |
|----------------------|-------------------------------------|--------|--------------|
| Hard Copy VRP #78312 | Associated Vessels                  |        |              |
| General              |                                     |        |              |
| <b>Vessels</b>       | 2 Vessels, 2 Approved               |        |              |
| GSA                  | <a href="#">SAVE &amp; CONTINUE</a> |        |              |
| IMO                  | VSC Status                          | In VRP | Vessel Name  |
| Submission           | <a href="#">VIEW</a>                | YES    | SLNC CORSICA |

12) Go to Step 2 of the Vessel Specific Information

|  |               |        |
|--|---------------|--------|
| Hard Copy VSC                                  |               |        |
| Step 1   | <b>Step 2</b> | Step 3 |
| Verify the Vessel's Principal Characteristics: |               |        |
| Verification Document Upload 1                 |               |        |
| <a href="#">CP1_020321121459.PDF</a>           |               |        |
| Verification Document Upload 2                 |               |        |
| <a href="#">CP2_020321121505.PDF</a>           |               |        |

13) Scroll to the bottom and click the highlighted diagrams to save

**VI) LOCATING / VIEWING REMOTE ZONE CONTRACTS:**

Some COTP Zones require contracts, certifications, or APC documentation. These documents are uploaded to the GSA section of VRP Express. To access, return to the View Plan screen from Step #9 and follow the below.

14) Select the "GSA" tab on the left menu

15) Select "VIEW" for the desired COTP

|  |   |
|--|---|
| <a href="#">VIEW</a> Identifies an Authorized COTP | <a href="#">VIEW</a> Identifies a Not Authorized COTP |
| Hard Copy VRP #70567                               | <a href="#">VIEW</a> CORPUS CHRISTI                   |
| General  | <a href="#">VIEW</a> DELAWARE BAY                     |
| Vessels  | <a href="#">VIEW</a> GUAM                             |
| <b>GSA</b>   | <a href="#">VIEW</a> HAMPTON ROADS                    |
| Submission   | <a href="#">VIEW</a> HONOLULU                         |

16) Go to Step 5 of the Geographic Specific Information

|   |        |        |        |               |        |        |
|---|--------|--------|--------|---------------|--------|--------|
| Zone Name<br>GUAM COTP ZONE   |        |        |        |               |        |        |
| Step 1  | Step 2 | Step 3 | Step 4 | <b>Step 5</b> | Step 6 | Step 7 |
| This Zone requires a contract   |        |        |        |               |        |        |
| <a href="#">KOTA BISTARI - OSROCO CONTRACT_EXP. 01-31-2019.PDF</a>          |        |        |        |               |        |        |
| Upload the Alternate Planning Criteria endorsement (if requested)           |        |        |        |               |        |        |
| <a href="#">GALLAGHER APC GUAM NON-TANK - DECEMBER 2018 EXTENSION_9.PDF</a> |        |        |        |               |        |        |

17) Scroll to the bottom and click the highlighted documents to save

This guide provides quick reference information for some VRP EXPRESS functionality.

If you have any questions concerning VRP EXPRESS please contact the VRP Help Desk at (202) 372-1005 or email us at [VRP@uscg.mil](mailto:VRP@uscg.mil).

Figure 5-1 VRP Express Quick Ref Guide

## **Appendix 6 Vessel Movement Checklist**

| <b>Decision Factor</b>   | <b>Additional Info</b>   | <b>Yes</b>               | <b>No</b>                | <b>Reviewer Comments</b> |
|--|--|--------------------------|--------------------------|--------------------------|
| Is the current location of the vessel safe or will it allow access for a sustained multi-agency firefighting effort? | Used to determine full scope of the incident and potential for expansion.                          | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| Is the shipboard firefighting equipment operational and sufficient to support firefighting operations?               | Used to determine if movement to a location for additional support is necessary.                   | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| What is the class and nature of the cargo?   | Determines potential for additional threat or risk to public, environment, or MTS.                 |                          |                          |                          |
| Is there a potential for explosion onboard the vessel due to cargo or fuel?  | Determines potential secondary incident onboard the vessel and threatens safe transit to location. | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| Is the current location hazardous to crew or public health/safety?   | Determines need to move vessel to ensure greater public safety.                                    | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| Is the forecasted wx sufficiently safe to move the vessel during the planned period?                                 | Determines safety of the vessel and supporting resources during a movement.                        | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| Is the vessel able to maneuver on its own power/systems?   | Determines if additional resources would be required.  | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| Are there assist tugs available and willing to support?  |  | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| Does the vessel have to transit under bridges to arrive at the intended location?                                    |  | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| Is there a potential to spread the fire to the receiving facility or structures?                                     | Determines type, scope, and complexity of the vessel fire.   | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| Is there a potential for sinking during transit?   | Determines stability and structural safety.  | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| Is there a potential for pollution?  |  | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| List consequences if the vessel is not allowed to enter port or move.  |  |                          |                          |                          |

**Coordinate a review of this checklist with the members of the Unified Command and the appropriate Port Coordination Teams in Northeast and East Central Florida.**

## Appendix 7 Agency Contact Information

### 7101 Federal Agencies

| AGENCY   | LOCATION  | CONTACT               | ASSETS        |
|--|---|-----------------------|---------------|
| Federal Emergency Management Agency (FEMA) Region IV     | Location Info   | Non-Emergency #       | Asset Type(s) |
| U.S. Bureau of Immigration and Customs Enforcement (ICE) | <b>13077 Veveras Drive<br/>Jacksonville, FL 32258</b>                                       | (904) 288-4600        |               |
| U.S. Bureau of Customs and Border Protection (CBP)       | 10426 Alta Drive<br>Jacksonville, FL 32226  | (904) 714-3100        |               |
| U.S. Marshals Service                                    | 300 N Hogan Street<br>Jacksonville, FL 32202  | (904) 301-6670        |               |
| Federal Bureau of Investigations (FBI)                   | 6061 Gate Parkway N<br>Jacksonville, FL 32256   | (904) 248-7000        |               |
| U.S. Coast Guard (Local)                                 | D7  | <b>(305) 415-6800</b> |               |
|  | Sector Jacksonville   | (904)714-7500         |               |
|  | MSD Port Canaveral  | <b>(321)784-6780</b>  |               |
|  | Station Mayport   | <b>(904) 564-7500</b> |               |
|  | USCG Auxiliary Flotilla #s  |                       |               |
| U.S. Coast Guard (National)                              | Gulf Strike Team<br>Mobile, AL  | (251) 441-6601        |               |
|  | District Response Advisory Team (DRAT)<br>District Seven<br>NE and E Central Florida,       | <b>(305) 415-6820</b> |               |
|  | District Seven<br>Public Affairs Office (PAO)<br>NE and E Central Florida,                  | <b>(305) 415-6683</b> |               |
|  | Public Info Assist Team<br>NSFCC - PIAT<br>1461 US Highway 17 N<br>Elizabeth City, NC 27909 | (252)267-3458         |               |

## Northeast and Eastern Central Florida Area Contingency Plan

| AGENCY   | LOCATION                                    | CONTACT                               | ASSETS        |
|--|---|---------------------------------------|---------------|
| Railroads<br>(Florida East Coast Railway)  | Location Info                               | Non-Emergency #                       | Asset Type(s) |
|  | 6140 Phillips Hwy<br>Jacksonville, FL 32216 | (904)279-3152                         |               |
|  | s   | s                                     |               |
| U.S. Environmental<br>Protection Agency (EPA)<br>Response & Prevention<br>Branch |   |                                       |               |
| EPA Region # Public<br>Affairs   | Atlanta, GA                                 | (404) 562-9183                        |               |
| EPA Branch Offices   | Florida Outpost                             | Chris Russell<br>Cell: (850) 274-1575 |               |
| US Navy  | Mayport                                     | (904) 270-5334                        |               |
|  | NOTU  | (321) 783-4777                        |               |
|  | Kings Bay                                   | (912) 573-2263                        |               |
| US Army  |   |                                       |               |
| U.S. Army Corps of<br>Engineers  |   | Lisa Holland<br>(904) 232-1059        |               |
|  |   |                                       |               |
|  |   |                                       |               |
|  |   |                                       |               |
|  |   |                                       |               |

## Northeast and Eastern Central Florida Area Contingency Plan

| AGENCY  | LOCATION  | CONTACT   | ASSETS                             |
|---|---|---|------------------------------------|
| National Oceanic and Atmospheric Administration             | Location for Agency within AOR or National                                | Non-Emergency #   | Asset Type                         |
|   | 263 13 <sup>th</sup> Ave S<br>Saint Petersburg, FL 33712                  | Mr. Kevin Kirsch<br>Phone: (727) 551-5619                             |                                    |
|   | NOAA Scientific Support Coordinator (SSC) Seventh Coast Guard District    | Mr. Bradford Benggio<br>Phone: (954) 684-8486<br>Cell: (305) 530-7931 | Advanced Plume/Trajectory Modeling |
|   | NOAA Discharge and Release Trajectory Modeling<br>7600 Sand Point Way, NE |   |                                    |
| Bureau of Safety and Environmental Enforcement              | 1201 Elmwood Park Blvd<br>New Orleans, LA, 70123                          | (504) 736-2595  |                                    |
| Department of Energy (DOE)<br>Nuclear Regulatory Commission |   | (800) 368-5642  |                                    |
|   |   |   |                                    |

## Northeast and Eastern Central Florida Area Contingency Plan

### 7102 State Agencies

| AGENCY  | LOCATION     | CONTACT   | ASSETS     |
|---|--------------|---|------------|
| State Agency Name                                 | City/Address | Telephone   | Asset Type |
| Florida Department of Environmental Protection    |              | Gracie Kennedy<br>(904)237-6261<br>(904) 256-1528 |            |
| Florida Department of Transportation              |              | (904) 360-5300<br>(800) 207-2836                  |            |
| Florida Fish and Wildlife Conservation Commission |              | (904) 359-3883 – Jacksonville                     |            |
|   |              |   |            |

## Northeast and Eastern Central Florida Area Contingency Plan

### 7103 Local Law Enforcement Agencies

| AGENCY      | LOCATION | CONTACT         | ASSETS    |
|-------------|----------|-----------------|-----------|
| Agency Name | City     | Non-Emergency # | List Type |
|             |          |                 |           |
|             |          |                 |           |
|             |          |                 |           |
|             |          |                 |           |
|             |          |                 |           |
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|             |          |                 |           |
|             |          |                 |           |



## Northeast and Eastern Central Florida Area Contingency Plan

### 7104 Local Fire Departments

| CITY         | FIRE STATION NUMBER | NON-EMERGENCY CONTACT   |
|--------------|---------------------|-------------------------|
| Jacksonville | Station             | Non-Emergency Contact # |
|              |                     |                         |
|              |                     |                         |
|              |                     |                         |
|              |                     |                         |
|              |                     |                         |
|              |                     |                         |
|              |                     |                         |
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|              |                     |                         |
|              |                     |                         |
|              |                     |                         |

## Northeast and Eastern Central Florida Area Contingency Plan

### 7105 Port Assets

| PORT                 | Marine Firefighting Asset                       | Gallons Per Minute | Location                       | Response Time  |
|----------------------|---|--------------------|--------------------------------|--|
| Port of Jacksonville | Marine 38                                       | 1600 GPM           | 469 Trout River Drive          | Charlie: 35-40 mins<br>Delta: 25-30 mins<br>Echo: 15 mins      |
|                      | Marine 39                                       | 1300 GPM           | 1408 Gator Bowl Blvd           | Foxtrot: 15 mins   |
|                      | Marine 40                                       | 6000 GPM           | 9350 Heckscher Drive           | Alpha: 25-30 min<br>Bravo: 5-10 mins                           |
|                      | Moran Towing Tugs                               | Varies             | 9051 Dames Point Road          | Varies   |
|                      | NS Mayport Port Ops                             | Varies             | NS Mayport                     | Varies<br>*Request via Port Ops                                |
|                      |   |                    |                                |  |
|                      |   |                    |                                |  |
|                      |   |                    |                                |  |
|                      |   |                    |                                |  |
| Port Canaveral       | Fireboat Name/Number<br>Size<br># Crew<br>Speed | ZONE ALPHA         | 24/7 emergency contact number. | ZONE A – X MINUTES<br>ZONE B – X MINUTES<br>ZONE C – X MINUTES |

## 7106 National-Regional-Local Salvage/MFF Service Providers

### 8106.1 National List

| REGIONAL / NATIONAL MFF / SALVAGE RESOURCE SERVICE PROVIDERS |   |                        |
|--|---|------------------------|
| Agency   | Website   | 24 Hour Contact Number |
| Donjon Smit Americas   | <a href="http://www.donjon-smit.com">www.donjon-smit.com</a>  | 703-299-0081           |
| Donjon Smit  | <a href="http://www.donjon-smit.com">www.donjon-smit.com</a>  | 703-299-0081           |
| Resolve  | <a href="http://www.resolvemarine.com">www.resolvemarine.com</a>  | 954-764-8700           |
| RORC   | <a href="http://www.RapidOceanResponse.com">www.RapidOceanResponse.com</a>  | 833-767-7672           |
| T&T Salvage  | <a href="http://www.ttsalvage.com">www.ttsalvage.com</a>  | 713-534-0700           |
| Global Diving and Salvage                                    | <a href="http://CommercialDivingServicesCompany.com">Commercial Diving Services Company   Global Diving &amp; Salvage (gdiving.com)</a> | 800-441-3483           |
| American Salvage Assoc.                                      | <a href="http://AmericanSalvageAssociation.com">American Salvage Association</a>  | 703-373-2267           |
|  |   |                        |

### 7106.2 Local / Regional List

| LOCAL RESOURCE LIST FOR ENVIRONMENTAL, COMMERCIAL DIVING, SALVAGE, AND MARINE CHAMIST SERVICES |   |                        |
|--|---|------------------------|
| Agency   | Website   | 24 Hour Contact Number |
| Cliff Berry  | <a href="http://CliffBerryInc.com">Cliff Berry, Inc - Environmental Services &amp; Waste Management (cliffberryinc.com)</a>                                   | 800-899-7745           |
| Beyel Brothers Marine Services   | <a href="http://BeyelBrothers.com">Beyel Brothers - Crane, Rigging, Heavy Haul &amp; Marine Services</a>  | 321-632-2000           |
| Cross State Towing   | N/A   | 904-745-1603           |
| Dixie Towing   | <a href="http://Home-St.JohnsMarineGroup.com">Home - St. Johns Marine Group (stjmarinegroup.com)</a>  | 904-251-3707           |
| E.N. Bisso Canaveral, Inc. AKA PetChem   | <a href="http://E.N.Bisso.com">E.N. Bisso &amp; Son, Inc.   Gulfport Towing in Gulfport, Mississippi (enbisso.com)</a>  | 504-861-1303           |
| Mainstream Commercial Divers (formerly MER Commercial Diving and Eason Commercial Diving)      | <a href="http://CommercialDivingMarineConstruction.com">Commercial Diving &amp; Marine Construction   Mainstream Commercial Diving (mainstreamdivers.com)</a> | 888-233-5338           |

## Northeast and Eastern Central Florida Area Contingency Plan

| LOCAL RESOURCE LIST FOR ENVIRONMENTAL, COMMERCIAL DIVING, SALVAGE, AND MARINE CHAMIST SERVICES |  |              |
|--|--|--------------|
| <b>Jacksonville Pollution (Subsidiary of Moran Environmental)</b>                              | <a href="#">Emergency Spill Response Teams   Moran Environmental Recovery</a>          | 888-233-5338 |
| <b>Lewis Diving &amp; Salvage</b>  |  |              |
| <b>Logan Diving</b>  | <a href="#">Home : Logan Diving &amp; Salvage</a>                                      | 904-731-0000 |
| <b>McAllister Towing</b>   | <a href="#">Jacksonville - McAllister Towing &amp; Transportation</a>                  | 904-751-6228 |
| <b>Moran Environmental</b>   | <a href="#">Emergency Spill Response Teams   Moran Environmental Recovery</a>          | 888-233-5338 |
| <b>Moran Towing</b>  | <a href="#">Moran Towing Jacksonville, Florida   Jacksonville, FL (morantug.com)</a>   | 904-757-6900 |
| <b>Seabulk Towing</b>  | <a href="#">Homepage :: Seabulk (seabulkgroup.com)</a>                                 | 833-727-4536 |
| <b>NRC (formerly SWS)</b>  | <a href="#">Emergency Response Archives - National Response Corporation (nrcc.com)</a> | 800-899-4672 |
| <b>David Bennett, Marine Chemist Company, Inc.</b>   | <a href="#">About Us (marinechemistco.com)</a>   | 904-314-5484 |
| <b>Doyle Smith, Southern Marine Chemists</b>   | N/A  | 904-607-4940 |
| <b>Marine Chemist Assoc.</b>   | <a href="#">Find a Chemist - Marine Chemist Association</a>                            |              |

## **Appendix 8 Example Incident Action Plan**

### **8.1 Port of Jacksonville Generic Incident Action Plan**

To Be Developed

### **8.2 Port Canaveral Generic Incident Action Plan**

To Be Developed

## Appendix 9 USCG Sector Jacksonville Initial Response Checklists

The initial actions taken by Sector Jacksonville Prevention and Response Department personnel in response to a report of a commercial vessel fire are essential to a coordinated response with the municipal fire department leading the first response actions on-scene.

While the Coast Guard does not actively conduct marine firefighting operations the Captain of the Port can bring significant support with subject matter expertise on vessel design and systems, expertise in regulatory requirements, and a broad authority to compel certain actions to support operations. This checklist should be reviewed for accuracy after each use to ensure new procedures or considerations are addressed future response activities.

The local Department checklists do not supersede the Marine Fire QRC maintained by the CG Sector Jacksonville Command Center which provides essential initial reporting information necessary to support the risk-based decisions made by Prevention and Response Department leadership on the deployment of personnel and assets to a report of a marine fire.

# Northeast and Eastern Central Florida Area Contingency Plan

## U.S. Coast Guard Sector Jacksonville

### Marine Firefighting

#### Prevention Department Initial Deployment Checklist

| Response Phase              | Prevention Department Rep Actions  |  |
|-----------------------------|--|--|
| <b>Initial Notification</b> | Determine Vessel Name and Official Number  |  |
|                             | Determine Vessel Type and Cargo  |  |
|                             | Determine Applicability of Marine Firefighting Requirements in Vessel Response Plan  |  |
|                             | Determine Crew Make-up and Licensing Requirements  |  |
|                             | Determine Adjacent Vessels (if applicable) and Scheduled Arrivals  |  |
|                             | Determine Need for WWM Intervention (Safety Zone Establishment, Restricted Port Movements)   |  |
|                             | Assemble Appropriate Gear (Camera, Communication, Clothing)  |  |
| <b>Arrival On Scene</b>     | Confirm Vessel Name, Location, and Official Number   |  |
|                             | Check In With Incident Commander   |  |
|                             | Review ICS-201 Incident Brief (or similar form/briefing process). Identify the Status of the following: <ul style="list-style-type: none"> <li>▪ Crew Accountability</li> <li>▪ Fixed Systems Activated</li> <li>▪ Ventilation Systems and Status</li> <li>▪ Bridge Control</li> <li>▪ Main Engines and Electrical System</li> <li>▪ Inert Gas System (if applicable)</li> <li>▪ Fire Main and Fire Pump</li> <li>▪ Adjacent Vessels or Infrastructure</li> <li>▪ Security at the Terminal or Vessel</li> </ul>              |  |
|                             | Take Draft Readings Fore / Aft. Start 30 min. scheduled readings   |  |
|                             | Complete SERT Rapid Salvage Survey Form  |  |
|                             | Photograph Vessel and Document Condition Upon Arrival. Focus on the following areas: <ul style="list-style-type: none"> <li>▪ Smoke (location and color)</li> <li>▪ Decks Involved</li> <li>▪ Visual Status of Openings (Hatches, Watertight Doors, Access Areas)</li> <li>▪ Draft Marks</li> <li>▪ Hull Discolorations</li> </ul>   |  |
|                             | Integrate with Operations Section Positions. Provide guidance on proposed tactics including information on the following: <ul style="list-style-type: none"> <li>▪ Ventilation and Ventilation System Considerations</li> <li>▪ Watertight Doors, Bulkheads, and Fire Boundaries</li> <li>▪ Stability Concerns with Excessive Water as Extinguishing Agent</li> <li>▪ Risk to Firefighters (Confined Space; Fixed CO2 or HALON System Activation; Cargo Hatch Openings; Tank Vents; Location of Vessel Fire Plan)</li> </ul> |  |
|                             | Integrate with Fire Marshall (If On Scene) or other investigative body. Establish foundation for investigation including evidence collection, documentation, etc.  |  |
|                             | Assess Limited Access Areas Established and Assets On Scene  |  |
|                             |  |  |

# Northeast and Eastern Central Florida Area Contingency Plan

## U.S. Coast Guard Sector Jacksonville

### Marine Firefighting

#### Response Department Initial Deployment Checklist

| Response Phase              | Response Department Rep Actions  |  |
|-----------------------------|--|--|
| <b>Initial Notification</b> | Determine Vessel Name and Official Number  |  |
|                             | Determine Search and Rescue Needs or Reports   |  |
|                             | Determine and Classify Potential Pollution Threat  |  |
|                             | Determine Applicability for VRP Requirements and Pollution Response Resource Provider  |  |
|                             | Validate Notification of All Appropriate State and Local Agencies  |  |
|                             | Ensure STA (Mayport/Canaveral) has Deployed Assets for SAR or Waterside Safety Enf.  |  |
|                             | Identify Required Protection Strategies in ACP / Sensitive Area Index  |  |
|                             | Assemble Appropriate Gear (Camera, Communication, Clothing)  |  |
|                             | Access the OSLE, CERCLA, or Both as Applicable   |  |
|                             |  |  |
| <b>Arrival On Scene</b>     | Confirm Vessel Name, Location, and Official Number   |  |
|                             | Check In With Incident Commander or Operations Section Chief   |  |
|                             | Review ICS-201 Incident Brief (or similar form/briefing process). Identify the Status of the following: <ul style="list-style-type: none"> <li>▪ Crew Accountability</li> <li>▪ Waterside Safety Area Requested and Enforced</li> <li>▪ CG Waterside Assets On Scene</li> <li>▪ Waterside Communication Frequencies</li> </ul> |  |
|                             | Assume Position as Waterside Group Supervisor (If Requested by IC)   |  |
|                             | Identify and Integrate with Rescue Div/Group (SAR) if established  |  |
|                             | Integrate with Pollution Response Contractor if present  |  |
|                             | Determine Need for Special Forces. <ul style="list-style-type: none"> <li>▪ National Strike Force</li> <li>▪ NOA Scientific Support</li> <li>▪ USN SUPSALV (Pollution)</li> <li>▪ NPFC (Case Manager)</li> </ul>   |  |
|                             | Assess Need for PRFA for Municipal Firefighting and/or MIPR for Department of Defense Support. Make appropriate recommendations to FOSC.   |  |
|                             | Assess firefighting water use and overboard pumping. Evaluate if additional State approval is required.  |  |
|                             | Identify Staging Area(s) for Pollution Response Equipment.   |  |



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# Northeast and Eastern Central Florida Area Contingency Plan

## Natural Disaster Response Plan

# Annex 10

## June 2022

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## Northeast and Eastern Central Florida Area Contingency Plan

### Record of Changes

| Change Number | Change Description | Section Number | Change Date | Name |
|---------------|--------------------|----------------|-------------|------|
| 1             |                    |                |             |      |
| 2             |                    |                |             |      |
| 3             |                    |                |             |      |
| 4             |                    |                |             |      |
| 5             |                    |                |             |      |
| 6             |                    |                |             |      |
| 7             |                    |                |             |      |
| 8             |                    |                |             |      |
| 9             |                    |                |             |      |
| 10            |                    |                |             |      |

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### 1000 Introduction

Oil and chemical production and storage facilities in Florida are susceptible to dangerous hurricanes and severe weather. On average, a tropical storm or hurricane is expected to strike somewhere along Florida's coast about once a year. Florida's flat coastal zone makes tropical storms and hurricanes especially dangerous. Storm surge pushed by an approaching hurricane can reach heights of more than 20 feet and spread far inland, devastating anything in its path. After a hurricane, access to some parts of Northeast and Eastern Central Florida is very difficult as the roads and supporting infrastructure are either flooded or destroyed by the storm. High water, waterways closures, and obstructions, in what were deemed as safe navigable waters prior to the hurricane, eliminate many conventional transportation methods.

Unlike most oil discharges and chemical releases, where there is a single point source at one location from which the spill spreads, the pollution associated with hurricanes and tropical storms are usually widespread throughout the Florida coastline. In addition to pollution from production facilities, oil storage tanks, and pipelines, there will typically be smaller discharges of refined oil products such as diesel fuel and gasoline from fishing vessels, small fuel storage tanks, as well as trucks and automobiles. In addition to the massive amounts of oil spilled, the total destruction caused by a storm can leave tens of thousands of containers of industrial hazardous materials and household hazardous waste dispersed throughout the area.

Pollution response, under the umbrella of the National Response Framework (NRF), will be successful because of the plans, capabilities, and partnerships forged in accordance with the National Contingency Plan (NCP), combined with the effective use of the Incident Command System (ICS). However, the NCP should not get lost in the shuffle of the massive federal, state and local response associated with the full implementation of the NRF.

One of the most essential keys to successfully responding to a natural disaster is effective management of large amounts of discrete pollution targets at one time. Incident management teams must ensure that the data management tools selected can be continuously changed or updated to suit the dynamic information needs of the response and be scalable.

### 2000 Funding Authorities

#### 2100 FEMA Mission Assignments

When a natural disaster is of such magnitude that a State government's resources are overwhelmed, the State may request Federal response assistance to supplement ongoing disaster relief activities. The reimbursement of Federal agency expended funds in support of Federal Emergency Management Agency (FEMA) disaster relief efforts is permitted when support is provided under a Mission Assignment (MA). A MA is a work order issued to a Federal agency by FEMA directing the completion of a specific task, and citing funding, management controls, and guidance. Although most agencies assigned a MA will be reimbursed for their efforts, the possibility exists under the Stafford Act that FEMA can task agencies without expectation of reimbursement. MAs are directives issued by FEMA; they are not contracts or Interagency Agreements (IAAs) but they are an agreement between FEMA and the responding agencies. In most cases, MAs are issued only for assistance under the Stafford Act, not for assistance provided that would normally fall under an agency's independent authorities or responsibilities. For example, the Coast Guard would not

## Northeast and Eastern Central Florida Area Contingency Plan

receive an MA for search and rescue activities conducted offshore after a hurricane because this would be a mission conducted under the Coast Guard's statutory authority.

MAAs are typically assigned by FEMA to address actions required under one of the 15 different Emergency Support Functions (ESFs) described in the NRF. The NRF establishes a comprehensive all-hazards approach to enhance the ability of the Federal government to manage domestic incidents. Consequently, the ESFs are categorized around the major response and recovery functions associated with an incident, such as ESF 1 – Transportation, ESF 9 – Search and Rescue, and ESF 10 – Oil and Hazardous Materials. The Coast Guard has primary for ESF 9 and ESF 10. Therefore, the Coast Guard may receive tasking by FEMA under several MAs for different ESFs; e.g. an air station launches a helicopter to provide damage assessments for FEMA (ESF-5 Emergency Management) and launches a second helicopter to provide transportation (ESF-7 Logistics Management and Resource Support) for disaster personnel and supplies.

### 2200 Oil Spill Liability Trust Fund

The (OSLTF) pays for removal costs and damages resulting from oil spills or substantial threats of oil spills to navigable waters of the United States. The OSLTF is used for costs not directly paid by the polluter, referred to as the responsible party (RP). The fund is also used to pay, costs to respond to "mystery spills," for which the source has not been identified. Since mystery spills are anticipated before a storm impacts southeast Florida, it's likely the FOSC will have a relatively small OSLTF funding stream open to get contracted resources deployed as quickly possible after the storm passes. The ceiling limit on this OSLTF project will vary depending on the needs of the response and how soon a mission assignment can be issued to take over the costs. It's likely that responsible parties, natural resource trustees and other third parties will submit claims against the OSLTF after the storm.

### 2300 Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

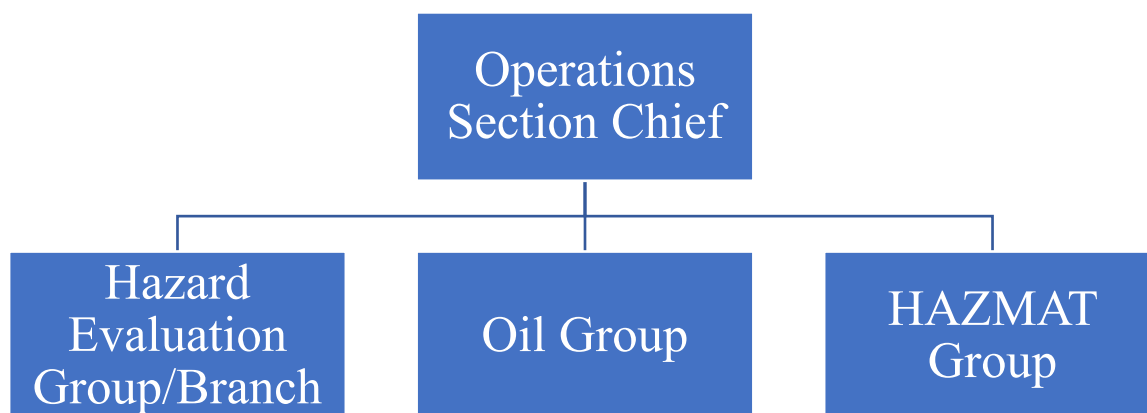
CERCLA enables Federal agencies to respond immediately to hazardous substance releases and contamination problems that pose a threat to public health and the environment. Removal costs are recovered from the RP(s) by EPA. Post-storm, the threat to public health will be prevalent as citizens return to their parishes after the flooded and impacted areas are accessible, and orphaned containers have been deposited in yards, schools and playgrounds, places of employment, and various other locations easily accessible to the general population. Threats to the environment exist when orphaned containers are deposited into the wetlands, wildlife refuges, and many other sensitive ecosystems. Additional threats include releases from chemical facilities, chemical transfer facilities, and various other facilities that use, produce, transport, or have a supply of hazardous substances. The Superfund was designed to address discrete incidents and not multiple chemical releases across a large region. Hence, the full impact of hazardous substances to the public and the environment cannot be ascertained in totality with limited CERCLA funding. For HAZMAT, an ESF-10 mission assignment is **critical** to completing a comprehensive needs assessment and mitigating all actual and potential releases of hazardous substances that are an imminent and substantial threat to the coastal zone.

The highest priority HAZMAT targets will be those that are actively leaking, an imminent threat to public health or welfare and/or have actual or potential impact to navigable waterway. Where the responsible parties are known, an effort initially shall be made, to the extent practicable, to determine whether they can and will perform the necessary removal action promptly and properly.

### 3000 ICS Positions

Oil and hazardous material data needs to be collected into a central response database in order to track all targets for prioritization, management of resources and situational awareness. The following positions play a critical role in the collection and dissemination of target data for operational decision making.

### 3100 Operations Section



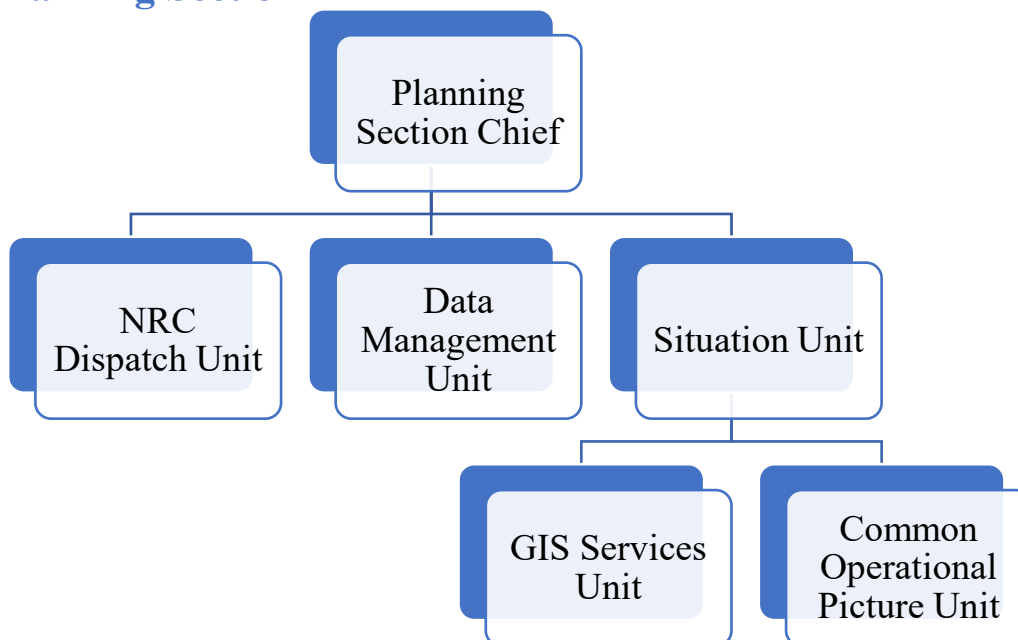
#### 3101 Hazard Evaluation Group (HEG)/Branch.

The Hazard Evaluation (HEG) Group/Branch evaluates the impacted areas to determine the magnitude of the event, map the geographical boundaries of the event, and identify immediate threats to public health and the environment during the initial phase of a response. The HEG Group will determine the most heavily impacted areas, assess critical infrastructure (e.g. public water supplies and wastewater treatment facilities) and facilities for damage. Any active releases and discharges will be reported back to command as quickly as practicable. A secondary function is to identify locations for Incident Command Post (ICP), Forward Operating Bases (FOB) and determine operational challenges (roadways destroyed and areas of flooding, etc). Once the initial assessments are complete, the HEG conducts detailed evaluation and documentation of oil and hazardous material targets to direct ground forces and determine operational requirements. As the response dictates, HEG members will merge with other Operation Section branches or transition to SCAT teams in the Environmental Unit to utilize their situational knowledge.

#### 3102 Oil/Hazmat Groups

The Oil/Hazmat Groups are responsible for ensuring that oil discharges and hazmat releases are properly mitigated and/or recovered. Each group will have their own supervisor.

## 3200 Planning Section



### 3201 NRC Dispatch Unit

The NRC Dispatch Unit (NRC Dispatch) is located within the Planning Section and works in close coordination with the Data Management Unit (DMU). The NRC Dispatch is responsible for monitoring the NRC inbox and conducting initial investigations on all reported discharges/releases reported via the NRC. After investigation, the NRC will prioritize the targets and refer the information to the DMU for further clarification/prioritization. Sources of information outside Operations Section (Command Center, SCAT, entities outside official response, etc.), will debrief with the NRC Dispatch Unit and NRC Dispatch Unit will ensure all information is reported to the NRC (1-800-424-8802). The NRC Dispatch may encourage secondary reporters to call/report to the NRC; however, the ultimate responsibility lies with the NRC Dispatch Unit. The NRC Dispatch Unit will debrief with all sources of information outside Operations Section and conduct data entry into the response database. The NRC Dispatch Unit will be staffed with Coast Guard members. These members must be proficient in data entry as well as competent in performing thorough initial investigations.

### 3202 Data Management Unit (DMU)

The Data Management Unit (DMU) is within the Planning Section and is responsible for compiling data submitted by field teams, disseminating information to end users, generating reports and overall management of the response database. The Data Management Unit is not responsible for data entry or primary Quality Assurance and Quality Control (QA/QC).

The Operations Section and NRC Dispatch Unit must take ownership over data entry and work with the Data Management Unit to ensure their work is being captured correctly. When the DMU receives information of new oil and hazardous material targets/threats, the information will also be referred to the NRC Dispatch Unit for proper reporting. Operations Section will have several



## **Northeast and Eastern Central Florida Area Contingency Plan**

DMU members attached to them to ensure field personnel properly input data and QA/QC is conducted prior to submission to DMU.

The DMU will work hours similar to Operation Section to ensure cohesive flow of data from field to the SOD, some offsetting of hours may be necessary to avoid burnout and optimize usage of man hours. When down time exists, cooperation with NRC Dispatch Unit should occur.

### **3203 Geographic Information System (GIS) Services Unit (GSU)**

The Geographic Information Systems (GIS) Services Unit (GSU) is subordinate to Situation Unit (SIT) and provides mapping services, such as generating maps for field teams, supplying the Common Operational Picture (COP) and managing GPS/photographic data from field teams. GSU will be staffed by two NOAA GIS technicians and at least one USCG person with familiarity with GIS and/or COP. The GSU Leader and Deputy will work 1200 to 2400 to handle the data flow. The NOAA member of DMU can handle GIS demands during morning hours. The COP Manager will work similar hours to Situation Unit Leader and support the proper usage of the COP during briefings.

### **3204 Display Processor (DPRO)**

The Display Processor (DPRO) is subordinate to the Situation Unit Leader (SITL) and manages incident status information obtain from FOBS, resource status reports, photographs, videos and other imagery. Provide the overall Common Operational Picture by developing required displays in accordance with time limits for completion. This includes GIS information, demographic information, incident projection data, etc.

### **3205 Other Units**

Other Units that can contribute valuable field data to the response (i.e. SCAT, Wildlife, and NGO's) should work directly with the NRC Dispatch Unit to ensure proper inputting/updating of data. The NRC Dispatch Unit will ensure that submissions are incorporated into the response database by the Data Management Unit. These other contributors should not go directly to the DMU.

## **4000 Data Management Plan**

### **4100 Summary**

The pollution response component of a natural disaster response presents a set of challenges unlike other pollution responses. The pollution threats are numerous and spread over a large geographic area. The multitude of pollution targets can be from a variety of sources, including wellheads, facilities, orphan containers or vessels. Effective data management is critical during a multi-target response in order to ensure appropriate use of resources. The follow document is to help ensure the success of data management during a natural disaster response.

### **4200 Procedures for Field Data Documentation**

Field documentation is critical for the success of any response, either for a single barrel of oil being discharged by a vessel or for a large scale Type 1 incident. The command cannot make sound

decisions without sound data flowing from the field. To that end, the field personnel are responsible for ensuring quality data is being captured in the field

### **4201 Data Fields and Valid Values**

Data fields are the pre-determined pieces of information that the response wants to capture and valid values are the acceptable inputs for those data fields. Agreement on the data fields and their valid values is critical to ensure the response is getting the data it needs to make decisions. Once an agreement is reached, the field data collection forms, response database and other deliverables are created to meet the needs of the response. The data fields and valid values discussed within this plan are considered a minimum description of oil and hazardous material target and does not alleviate the need for traditional investigation, SCAT, reporting to NRC and required documentation of a target. The data fields, valid values and resulting products are intended to capture baseline data for Unified Command and Operations Section to properly manage their resources and mitigate oil and hazardous material threats during a post-natural disaster response with multiple targets.

### **4202 Unique Identifier**

A unique identifier is an alpha-numeric label identifies a particular target for tracking purposes. The NRC number usually plays this role, but during a post-natural disaster response, an NRC number might not be immediately available. As a gap fill, a temporary unique identifier for each target shall be assigned in the following format: YYYYMMDD\_Team Name\_Daily Number. For example: 20121006\_HEG2\_002 = the second target found by HEG Team 2 on Oct 06, 2012.

The unique identifier should not change over time and should not change as teams subsequently visit the same target. After the first assessment, if a team goes back out or the item is mitigated they should be referencing the unique identifier. For continuity and ease of identification, if field teams can, they should mark the target (with a sticker, hanging tag or spray paint) so that any team visiting the target will know that this target was previously assessed and has been assigned a unique identifier. When a target's unique identifier changes from the temporary unique identifier to the primary NRC number, this update should be reflected on the labeling of the target itself. The temporary unique identifier, primary NRC number and secondary NRC number(s) will be listed in the database for cross reference purposes.

### **4203 Latitude and Longitude**

Obtain a latitude/longitude point with a satellite enabled GPS unit for observed discharges or releases at facilities, vessels or other sources. If the oil and hazardous material target covers an area (not a single point location) obtain lat/long points that outline the target. Make certain that the GPS unit is set to use "WGS84" as the horizontal datum, set to read coordinates in decimal degrees (dd.ddddd) and Auto Tracking is turned on. Documentation needs latitude/longitude to 5 decimal points. The safest location for observing an oil and hazardous material target is upwind.

All personnel must verify all lat/long position data by comparing observations against satellite imagery by means of GIS application (Google Earth, ERMA, EnterpriseGIS, SONRIS, Response Manager, etc.). This step, when combined with data entry, is time consuming and field personnel should return to ICP/FOB early enough in day to ensure sufficient time is dedicated to data entry and QA/QC.

### **4204 Photo Documentation**

Prior to departure to field, ensure that camera is set to local time and spare batteries are available. A clear photo of GPS unit with the time (in 24-hr, hh:mm:ss format) taken at the beginning of operations will allow for geo-referencing of photos by using the Track Log from GPS unit.

It is more important to take a few good photos instead of many useless photos. Utilization of photo scales, recognizable landmarks and “the rule of thirds” will help ensure photos are useful to an audience that is crammed in command post or is not on-scene.

### **4205 Aerial Team Procedures**

The Aerial Team could consist of a Rapid Needs Assessment Task Force or a Hazard Evaluation Group Task Force. Aerial Assessment Teams are not expected to conduct detailed documentation of targets, but are expected to capture critical data for decision makers. A special form with limited data entry has been created to reduce the data collection requirements and expedite the assessment process. Data that aerial assessment teams will be capturing are primarily nature of oil versus hazardous material, source, location, and size of affected area.

### **4206 Surface Team Procedures**

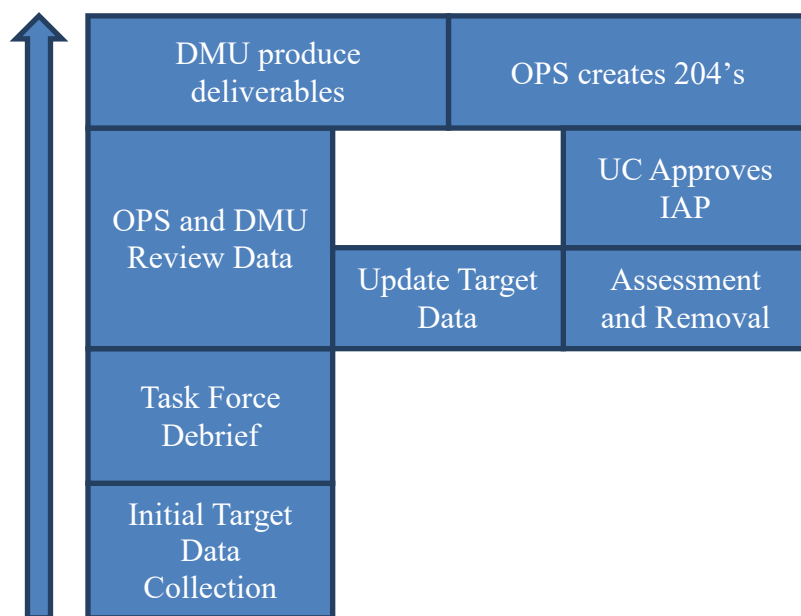
The Surface Assessment Team (ground and/or water) and other group task forces will conduct more detailed documentation and complete a more thorough field data collection process because ground assets generally travel slower and have more time to make detailed observations. The field data collection forms will contain most all the data fields.

### **4207 Procedures for Processing Field Data**

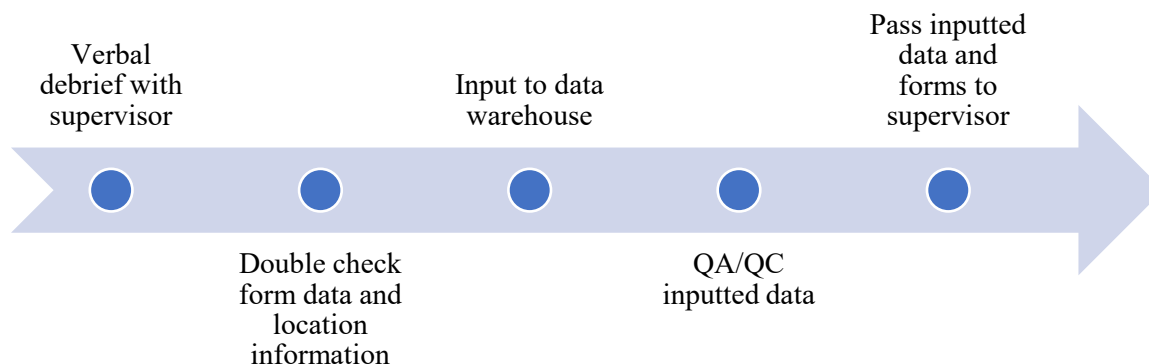
The most challenging aspect of data processing is ensuring that the incoming data is of high quality. In order to overcome this challenge, it has to be emphasized to field personnel the importance of thorough observations and proper documentation. The quality of the incoming data will directly affect the quality of the deliverables that the Unified Command, Section Chiefs and other decision makers will be using to manage the response. The illustrations below illustrate the general flow of data from the field to decision makers. Refer to the diagram below.

Please note that the two data cycles described in Section 4300 of this annex intersect at “OPS Chief reviews data.”

## 4300 Data Flow



## 4301 Task Forces Debrief



Task Forces are the eyes and ears in the field for the response and collect invaluable data not only about targets, but also about operational challenges and recommendations. This acquired knowledge needs to be debriefed to their respective supervisor and inputted into the response database for processing. The team leader is responsible for initial data entry and initial QA/QC of data because they are the experts about their own field observations. Generally, the team leader is the most experienced member of the team.

## **4400 Data Fields and Valid Values**

The following table describes the data fields and valid values for Florida Natural Disaster Response Plan - Marine Environmental Response. The data fields and valid values in this table define the jargon utilized during the response to ensure clear communication. The response database and associated forms are built around these data fields and valid values. The data fields and valid values establish a minimum description of a target and DOES NOT alleviate the need for traditional investigation, SCAT, reporting to NRC and required documentation of a target. These data fields, valid values and resulting products are intended to capture minimum data for Unified Command to properly manage their resources and mitigate pollution threats during a post-natural disaster response with multiple pollution targets.

| <b>Data Field</b>                                   | <b>Format</b>      | <b>Valid Values</b>  |
|---|--------------------|--|
| Date Initially Assessed                             | YYYYMMDD           | Date that target was first discovered  |
| Field Team Initially Assessed                       | AAA0               | Three letters and one number – the field team which discovered target  |
| Daily Number  | Three digit number | 000 to 999, resets each day for each team  |
| Date Updated  | YYYYMMDD           | Date that entry to spreadsheet is modified, this will allow for tracking the timeline of changes to target information                       |
| Field Team Updated                                  | AAA0               | Three letters and one number – tracking which field team has provided updated information about target                                       |
| Location Name                                       | BLANK BAYOU        | Waterway, street, landmark, etc  |
| Responsible Party                                   | BLANK ENERGY       | When known   |
| Target Latitude                                     | DD.DDDDDD          | Positive Number, 0 to 90   |
| Target Longitude                                    | DD.DDDDDD          | Negative Number, 0 to 180  |
| Grid  | A00                | One letter and two numbers   |
| Hazardous Category<br><b>Not explicitly in form</b> | OIL or HAZ         | To delineate for OPS   |
| HAZ Type<br><b>Only for HAZ targets (CERCLA)</b>    | Three letter code  | DRM = Drum<br>CYL = Cylinder<br>TOT = Tote<br>BCK = Bucket<br>TNK = Tank<br>FAC = Facility<br><b>DBL = Debris Line (not a single target)</b> |
| HAZ Count<br><b>Only for HAZ targets (CERCLA)</b>   | Number             | Number, or approximate number, of HAZ targets within a debris field or contained within the specified target                                 |
| <b>Data Field</b>                                   | <b>Format</b>      | <b>Valid Values</b>  |

## Northeast and Eastern Central Florida Area Contingency Plan

|  |   |   |
|--|---|---|
| Oil Type<br><b>Only for oil targets<br/>(OPA 90)</b>   | Three letter code   | VSL = Vessel<br>PPL = Pipeline<br>FAC = Facility<br>WHD = Wellhead<br>SHN = Sheen<br>UNK = Unknown, Mystery Source                        |
| % Coverage<br><b>Only for oil targets<br/>(OPA 90)</b> | Percentage of area being covered by product                                 | Percentage of oil within the given length, width  |
| Length<br><b>For 2D targets</b>                        | Number in feet  | For debris fields and oil targets   |
| Width<br><b>For 2D targets</b>                         | Number in Feet  | For debris field and oil targets  |
| Capacity   | Number in Gallons   | 5, 55, 250, 1000, UNK, Worst Case Discharge   |
| Discharge/Release Amount                               | Number in Gallons, lbs, cubic meters<br><b>1 Oil Barrel = 42 US gallons</b> | 50, 100, 10000, UNK – units of measure need to be noted!  |
| Condition  | Three letter code   | DNO = Damage-No Discharge/Release<br>DDR = Damaged-discharge/release<br>NOD = No damage<br>FIR = Fire<br>EMG = Emergency<br>UNK = Unknown |

## Northeast and Eastern Central Florida Area Contingency Plan

| Data Field            | Format  | Valid Values  |
|-----------------------|---|---|
| Status                | Three letter code<br>Color designation is for target maps | <u>RED</u><br>FAR = Further Assessment Required<br>RP = Requires RP action<br>SOP = Requires Special Ops<br><br><u>YELLOW</u><br>MIT = Mitigation underway<br>RDY = Ready for stakeholder site visit and sign off<br><br><u>GREEN</u><br>INF = Item not found<br>REF = Refer to other agency (and agency is noted in comments)<br>LIP = leave in place and no further action<br>NFA = No Further Action<br>REM = Removed and brought to pad<br>RRP = Removed by RP<br>DIS = Disposed<br>SGN = closed by stakeholder site visit and sign off |
| Concurrence           | Drop-down   | <i>No Concurrence (No Sign-off)</i><br><i>No Further Action (Signed-off)</i><br><i>Referred to Regulatory Agency (Signed-off)</i><br><i>Unfounded (Signed-off)</i>  |
| Concurrence Note      | Comment Box   | Notes about concurrence   |
| Action Taken          | Text Box  | Details to support the chosen STATUS  |
| Recommendations       | Text Box  | Recommendation for mitigation   |
| Resource Needs        | Text Box  | Supporting the recommendations  |
| Comments              | Text Box  | Catch all for other data  |
| Photographs           | Text Box  | For listing the names of photographs associated with target   |
| Primary NRC Number    | 123456  | This should have only one value and used as the primary NRC number  |
| Support NRC Number(s) | 123456  | This is a listing of other NRC numbers associated with this one target i.e. 123456, 234567, 345678, 987654  |

## 5000 Surface Hazard Evaluation Form

|   |                         |  |                |
|---|-------------------------|--|----------------|
| Field Team:   |                         | TIME - 24hr Format                               |                |
| Date (YYYYMMDD):  |                         | Start:   | End:           |
| Evaluation by: Foot / Boat / Airboat / Helicopter / Plane |                         | Weather: Sun / Cloud / Fog / Rain / Snow / Windy |                |
| Start Latitude:   |                         | Start Longitude:                                 |                |
| End Latitude:   |                         | End Longitude:                                   |                |
| Name  | Organization            | Phone  |                |
|   |                         |  |                |
|   |                         |  |                |
| <b>Unique Identifier:</b> (i.e. 20130801 HEB1 002)        |                         |  |                |
| <b>Date (YYYYMMDD):</b>                                   | <b>Team Name (ABC#)</b> | <b>Daily Seq Number:</b>                         |                |
| Latitude (dd.dddddd):                                     | Grid:                   |  |                |
| Longitude (dd.dddddd):                                    | Responsible Party:      |  |                |
| Location Description:                                     | <b>HAZ Type:</b>        | <b>Oil Type:</b>                                 |                |
|   | <b>HAZ Count:</b>       | <b>% Coverage:</b>                               |                |
| Capacity: gallons/lbs/cubic meters                        |                         |  |                |
| Discharge/Release<br>gallons/lbs/cu m                     | Amount:                 | Length:<br>feet                                  | Width:<br>feet |
| Condition:  | Status                  |  |                |
| Action Taken:   |                         |  |                |
| Recommendations:  |                         | Resource Needs:                                  |                |
| Comments:   |                         | Photographs:                                     |                |
| Primary NRC:  |                         | Support NRC:                                     |                |
| <b>Unique Identifier:</b> (i.e. 20130801 HEB1 002)        |                         |  |                |
| <b>Date (YYYYMMDD):</b>                                   | <b>Team Name (ABC#)</b> | <b>Daily Seq Number:</b>                         |                |
| Latitude (dd.dddddd):                                     | Grid:                   |  |                |
| Longitude (dd.dddddd):                                    | Responsible Party:      |  |                |
| Location Description:                                     | <b>HAZ Type:</b>        | <b>Oil Type:</b>                                 |                |
|   | <b>HAZ Count:</b>       | <b>Oil % Distr:</b>                              |                |
| Capacity:<br>gallons/lbs/cu m                             |                         |  |                |
| Discharge/Release<br>gallons/lbs/cu m                     | Amount:                 | Length:<br>feet                                  | Width:<br>feet |
| Condition:  | Status                  |  |                |
| Action Taken:   |                         |  |                |
| Recommendations:  |                         | Resource Needs:                                  |                |
| Comments:   |                         | Photographs:                                     |                |
| Primary NRC:  |                         | Support NRC:                                     |                |



## 6000 Aerial Hazard Evaluation Form

|   |                         |  |      |
|---|-------------------------|--|------|
| Field Team:   |                         | TIME - 24hr Format                               |      |
| Date (YYYYMMDD):  |                         | Start:   | End: |
| Evaluation by: Foot / Boat / Airboat / Helicopter / Plane |                         | Weather: Sun / Cloud / Fog / Rain / Snow / Windy |      |
| Start Latitude:   |                         | Start Longitude:                                 |      |
| End Latitude:   |                         | End Longitude:                                   |      |
| Name  | Organization            | Phone  |      |
|   |                         |  |      |
|   |                         |  |      |
| <b>Unique Identifier:</b> (i.e. 20130801_HEB1_002)        |                         |  |      |
| <b>Date (YYYYMMDD):</b>                                   | <b>Team Name (ABC#)</b> | <b>Daily Seq Number:</b>                         |      |
| Latitude (dd.dddddd):                                     | Grid:                   |  |      |
| Longitude (dd.dddddd):                                    | Responsible Party:      |  |      |
| Location Description:                                     | <b>HAZ Type:</b>        | <b>Oil Type:</b>                                 |      |
|   | <b>HAZ Count:</b>       | <b>% Coverage:</b>                               |      |
| Capacity:<br>gallons/lbs/cu m                             |                         |  |      |
| Discharge/ReleaseAmount: gallons/lbs/etc                  | Length: feet            | Width: feet                                      |      |
| Condition:  | Status                  |  |      |
| Action Taken:   |                         |  |      |
| Recommendations:  | Resource Needs:         |  |      |
| Comments:   | Photographs:            |  |      |
| Primary NRC:  | Support NRC:            |  |      |
| <b>Unique Identifier:</b> (i.e. 20130801_HEB1_002)        |                         |  |      |
| <b>Date (YYYYMMDD):</b>                                   | <b>Team Name (ABC#)</b> | <b>Daily Seq Number:</b>                         |      |
| Latitude (dd.dddddd):                                     | Grid:                   |  |      |
| Longitude (dd.dddddd):                                    | Responsible Party:      |  |      |
| Location Description:                                     | <b>HAZ Type:</b>        | <b>Oil Type:</b>                                 |      |
|   | <b>HAZ Count:</b>       | <b>Oil % Distr:</b>                              |      |
| Capacity:<br>gallons/lbs/cu m                             |                         |  |      |
| Discharge/Release Amount: gallons/lbs/cu m                | Length: feet            | Width: feet                                      |      |
| Condition:  | Status                  |  |      |
| Action Taken:   |                         |  |      |
| Recommendations:  | Resource Needs:         |  |      |
| Comments:   | Photographs:            |  |      |
| Primary NRC:  | Support NRC:            |  |      |

## 7000 Operational Strategy for Oil Releases

### 7100 Summary

This guidance is developed under the Natural Disaster Subcommittee of the SEL and SCL Area Committees to ensure net environmental benefit during natural disaster response operations. This document focuses primarily on oil releases into marshes, but similar practices should be adapted for chemical releases. If the techniques below are not applicable to non-oil release, then consult with the Environmental Unit for target review and recommendations.

### 7200 Marsh Operations Plan

Aggressive cleanup of free product releases in marshes may actually cause greater long-term damage than the pollutant itself. Any physical cleanup activities in marsh areas must comply with the follow items to prevent unacceptably high collateral damage to marsh vegetation and entrainment or entrapment of oil product into sediments:

- Any foot traffic access to the marshes shall avoid oiled grasses and sediments and utilize one-way-in and one-way-out traffic with walking boards in travel lanes and crosswalks on the marsh.
- All treatment operations in the marshes will be done on the walking boards, without direct foot traffic in the marsh. Walking boards should not be placed in un-oiled marsh areas or landward of the oiled wrack line, and no foot traffic or other entry by response personnel or equipment should occur in these un-oiled areas unless approved by the Unified Command.
- All vessel approaches to the marshes shall be limited to grounding the bow of the vessel on the fringe of the marsh, avoiding landing directly on top of the marsh grasses as much as possible.
- Water channels shall be used for navigation through the marshes. Under no circumstances shall vessels run over the top of or across the marsh grasses. Stopping or landing a vessel on top of the marshes is prohibited.

Sorbent boom should be staked along the front edge of oiled marsh for passive recovery of sheens. These sorbents must be inspected and replaced routinely. Best professional judgment by the Environmental Unit should be used to determine if further treatment or cleanup would provide net environmental benefit or might delay, rather than accelerate, recovery of the vegetation. This judgment should be based on fact, past studies or data from previous oil spills.

Oiled vegetative wrack at the water's edge can be manually picked up and removed with hand tools such as shovels, rakes, and pitchforks. Wrack in the marsh interior should not be removed, even near the source, unless heavily oiled with the potential to cause sheen or substantial contact risk to wildlife.

Pooled oil in areas that are difficult to access because of water depth may potentially be collected from a shallow skiff or airboat by using sorbent pads or vacuum systems with duck bills or other applicable and approved methods.

Low-pressure, high-volume flushing can be utilized by operations to mobilize oil from marsh and into a containment boom with sorbent tubes and/or collection system. The Environmental Unit is to be notified if this technique is desirable and to be utilized.

## Northeast and Eastern Central Florida Area Contingency Plan

Cleanup is expected to progress in three phases:

Phase 1 – Source Control and Removal Phase that focuses on containment, recovery of mobile oil, and initial shoreline cleanup (e.g., bulk oil removal/gross decontamination).

Phase 2 – Managed Recovery Phase that consists of any final cleanup activities to mitigate residual pollution. The Managed Recovery Phase would typically include oil recovery using sorbent booms, demobilization and cleaning of equipment no longer needed, and final disposal issues. Although generally reduced, the Managed Recovery Phase still requires Federal and State oversight to ensure that all threats to the environment, as well as, public health and safety are minimized.

Phase 3 – Natural recovery and restoration. No additional cleanup or active mitigation is required. Once any and all remaining booms, sorbents, cleanup materials, and response waste (if any) has been removed, the site will be left for natural recovery and closure and sign-off procedures will be implemented.

The overall cleanup objective is to minimize or eliminate threats to wildlife and natural resources while avoiding doing more harm than good. Site-specific guidance for each cleanup division grid may be generated by the Environmental Unit.

The defined cleanup criteria may not be applicable (or even achievable) at all sites. Best professional judgment and the consensus of the Environmental Unit should be used to assess when the cleanup meets the above objectives. There may be additional requirements defined by private landowners or municipal managers, and such requirements may be outside the scope of the Unified Command.

## 8000 Operational Strategy for Orphaned Containers

### 8100 Summary

As a result of a natural disaster, the Florida coastal zone can be littered with numerous drums, cylinders, tanks, and other containers that contain crude oil, refined petroleum products, chemicals and other hazardous materials (HAZMAT). Many of these items are stranded in and adjacent to residential communities, but many others are stranded in adjacent coastal habitats that are accessed and utilized by the public. Most of these items are classified as orphaned, or abandoned, and are a threat to public health and safety because of the potential for direct exposure or secondary contamination. Additional concerns include the unknown nature of many of the contents. Changing weather conditions or exposure to fires may cause releases that would result in increased public risk and possible need for evacuations.

To mitigate the threat posed by orphaned drums and hazardous materials, field operations will include a wide range of response activities and techniques. Because of the geographic extent of operations, the development of Forward Operating Base(s) may be essential to enhancing operational effectiveness. The goal of all recovery operations will be to minimize the risk to the public, and the responders, while minimizing the environmental impact of the response operations

overall. Any orphan container that can be accessed by field response teams would also be accessible to the public and therefore constitutes a potential threat to public health and safety.

### 8200 Response Phases

There are several phases to the orphaned drum and hazardous material container removal project: Assessment, Investigation, Operational Planning, Oil/Hazardous Material Removal and Disposal.

#### 8201 Assessment

This includes ground and aerial surveillance using small boats, airboats, airplanes and helicopters to identify and chart suspected threats. Aerial photographs will be correlated with recorded GPS overflight track lines for mapping and display in ERMA. Identified hazardous material and oil pollution related debris will be classified as drum, tank, cylinder, container, or other and prioritized by: no damage, damaged no spill, damaged leaking, or could not discern. The reconnaissance information will be used to develop situational awareness as to the scope of the problem and to direct future field activities.

#### 8202 Investigations

This phase relates to large orphan containers that have a known and viable industry owner. One objective of the investigation process is to attempt to contact the suspected owner to coordinate removal and any required pollution response under the owner's funding.

#### 8203 Operational Planning

This phase includes charting suspected targets using a GIS system, development of operational tactics, and any required natural resource trustee consultations. Technical experts and appropriate spill response guides such as the Emergency Response Guide (ERG), Safety Data Sheets (SDSs), Chemical Hazards Response Information System (CHRIS), and Computer-Aided Management of Emergency Operations (CAMEO) reference resources should be consulted during operational planning to ensure a safe and properly mitigated response.

Actual oil or hazardous material removal will be conducted in a safe manner. Based on mitigation options available, consideration will be given to that which results in the least environmental impact, i.e., "do no more harm than good".

## 8300 Preferred Response Options

### 8301 Leaking Container

Container is leaking and there is an observable spill of oil/hazardous material:

- 1) Non-Oil/HAZMAT responders should only function in the First Responder role – identify threat, secure area with caution tape, and notify appropriate response team for technical support.
- 2) Secure leak if it can be done safely.
- 3) Mitigate and recover spilled material using appropriate technology and qualified Oil/HAZMAT personnel.
- 4) Remove gross environmental contamination using appropriate technology.
- 5) Recover contents by a transfer to drum or other temporary storage container.
- 6) Recover lightered, partially evacuated, or partially empty container to remove threat of residual Oil/HAZMAT contents.
- 7) Leave lightered, partially evacuated, or partially empty container in place if removal would create unacceptable habitat damage. Ensure the container is properly cleaned, marked and documented if left.

### 8301 Damaged Container (not leaking)

Container is damaged, but not leaking:

- 1) For damaged drums and smaller containers, consider over-packing and removal.
- 2) Recover contents by transfer to a drum or other temporary storage container.
- 3) Recover lightered, partially evacuated, or partially empty container to remove threat of residual Oil/HAZMAT contents.
- 4) Leave lightered, partially evacuated, or partially empty container in place if removal would create unacceptable habitat injury. Ensure the container is properly cleaned, marked and documented if left in the environment.

### 8301 Undamaged Container

Container is undamaged and structurally sound:

- 1) Recover the container intact and transport to staging area for disposition if feasible.
- 2) Recover contents by transfer to a drum or other temporary storage container.
- 3) Recover lightered, partially evacuated, or partially empty container to remove threat of residual Oil/HAZMAT contents.
- 4) Leave lightered, partially evacuated, or partially empty container in place if removal would create unacceptable habitat injury.
- 5) Consider leaving container and contents in place if inaccessible or access with heavy equipment would result in unacceptable habit damage relative to Oil/HAZMAT risk. Ensure the container is properly cleaned, marked and documented if left.

Because of the variability in habitat and accessibility, each container or accumulations of orphan containers along a debris line might require a unique recovery project using a different assemblage of field equipment. Hazardous Household Waste (HHW) may be recovered by orphaned drum and orphan container recovery teams at sites where field activities are being conducted.

Disposal for the field component of this operation is limited to transferring the material to one of the established disposal staging areas. Final disposal of collected Oil/HAZMAT debris is outside of the scope of this document. As previously stated, all orphan containers that pose a risk to public health and safety will be removed unless the risk for habitat damage exceeds the benefit of removal.

## 9000 Operational Strategy for Orphaned Containers

### 9100 Summary

These guidelines establish target endpoints for cleanup operations for pollution targets, including free product release and containerized product. Because all releases are unique and present distinct cleanup challenges, these endpoints may be amended to address as yet unforeseen circumstances and do not constitute shoreline restoration or full recovery criteria, which may be addressed through a longer-term process. These endpoints define the conclusion of cleanup operations while attempting to minimize overall impact (including those from operations) to sensitive resources.

### 9200 End Point Criteria for Oil

- Oiled shorelines shall be free of recoverable product and not produce continuous sheen under normal weather and tidal conditions.
- There shall be no recoverable oiled debris.
- Oil stain or sporadic coat on vegetation and large immobile debris that does not produce continuous sheen and is not a contact risk to wildlife may be allowed to weather and degrade naturally. If the decision is to allow oil stain or sporadic coat to degrade naturally, monitoring of the area must occur.
- Oil stain or coat may still be present if best professional judgment of the Environmental Unit Leader (as defined below) determines that further recovery will not produce environmental benefit. Such residual oiling would be allowed to degrade naturally. If the decision is to allow oil stain or coat to degrade naturally, monitoring of the area must occur.

### 9300 End Point Criteria for Containers

- An orphan container that poses actual or potential imminent or substantial threat to a navigable waterway will be removed, unless removal will cause undue harm to sensitive resources as is determined by the Environmental Unit Leader, using best professional judgment.
- Leaving an orphan container in place will be determined on a case-by-case basis to ensure net environmental benefit and shall be properly cleaned and identified, including documented coordinates.
- Responsible Party is identified and assumes responsibility for removal.

### 9400 Target Closure

A joint site visit or an administrative review by Unified Command will be acceptable for Target closure. A joint site visit shall be made by an assessment team consisting of representatives of the Unified Command, natural resource trustees and, when possible, a parish representative. Incident-specific cleanup assessment and inspection forms will be generated to track progress. The FOSC and SOSC will sign off each target as having met the endpoints based upon the administrative review or on the observations and recommendations of the assessment team.

Sign off on endpoints does not constitute any acknowledgment that damages to natural resources caused by this incident have been adequately addressed.

It is recognized that the above endpoints may not be applicable (or achievable) at all sites. Best professional judgment and the consensus of federal, state and, if applicable, the RP's environmental consultants (identified herein as "Environmental Unit") should be used to assess when the cleanup meets the above objectives. The Environmental Unit Leader for these endpoints will be a representative of Florida. If a responsible party exists for a given target, there may be additional requirements defined by private landowners or municipal managers, and such requirements may be outside the scope of the Unified Command.

## 10000 Best Management Practices (BMPs) for the Protection of Sensitive Ecological and Cultural Resources

### 10100 Summary

All operations shall be conducted with the overarching philosophy of "do no more harm than good". Many of the following BMPs are provided for the protection of Federal & State protected species and other sensitive resources. For species identification, refer to the "EU Guidance on Threatened/Endangered Species".

### 10200 All Personnel

- Watch for and avoid collisions with wildlife. Report all distressed or dead wildlife to Wildlife Rehab Task Force
- Report any distressed or dead sea turtles or marine mammals
- Remove all personal & Response trash or anything that would attract wildlife to work areas

### 10300 All Field Operations

#### 10301 Cultural Resource Protection

- Any Native American graves or burials must be reported to the State Historic Preservation Office
- Native American and historic-era artifacts (e.g. pot shards & arrowheads) must not be collected.
- When activity occurs within 250 meters of a sensitive cultural resource as indicated by EU, a qualified archaeologist or other qualified historic preservation professional must be present to monitor the work.



### 10302 Natural Resource Protection

- Do not disturb wildlife or habitat (including foraging or nesting areas).
- Report any distressed or dead sea turtles or marine mammals to the stranding networks:
  - Report sea turtles to 888-404-3922 (\*FWC or #FWC on cell phones)
  - Report dolphins to 1-877-WHALEHELP (1-877-942-5343)
- Perform site visits & work from waterway, paved surfaces or existing roadways whenever possible to minimize impacts to sensitive habitats.
- Select vehicles and equipment which are least likely to disturb soils/sediments and keep loading to a minimum to reduce ground pressure (on unpaved surfaces).
- Sensitive, non-ecological sites (i.e. cultural, historical, pipelines, water control structures, etc.) must be avoided unless otherwise authorized. EU will identify sensitive sites in the vicinity of actionable targets, though all field personnel should take care when transiting to and from actionable targets.
- Avoid minimize the release of contaminants from orphaned containers into critical habitat and other aquatic areas.
- Removal of orphan pollution containers from sensitive habitats may require specialized operations to minimize impacts. Such operations shall be closely coordinated with Environmental Unit.

### 10400 Specific Response Activities

#### 10401 Aerial Operations

- Avoid hovering or landing aircraft in/near posted bird sites or areas with high bird concentrations.
- No flights below 500 feet over Wildlife Refuges, Management Areas, bird rookeries or National Parks.

#### 10402 Open-Water Operations

- Do not block major egress points in channels, rivers, passes, and bays.
- Water channels shall be used for navigation through the marshes. Under no circumstances shall vessels run over the top of or across the marsh grasses. Stopping or landing a vessel on top of the marshes is prohibited.
- All vessel approaches to the marshes shall be limited to grounding the bow of the vessel on the fringe of the marsh, avoiding landing directly on top of the marsh grasses as much as possible.
- Special Use Permits are required for conducting Air Boat operations in National Wildlife Refuges and State of Florida Wildlife Management Areas. Contact EU to ensure proper permits have been obtained.
- If using Air Boats, maintain a distance of 1,000 feet from critical habitats, rookeries, and/or other high bird use areas to minimize disturbance.
- Monitor boom, lines & underwater equipment regularly to prevent fish/wildlife entanglement/entrapment.
- If a sea turtle or marine mammal is observed trapped or entangled in a boom, line, or anchoring systems, open the boom to free the animal and notify the Wildlife Branch & Environmental Unit.
- Watch for and avoid collisions with sea turtles and dolphins.



### 10403 Land Based Operations

- Minimize ground-disturbing activities to as small an area as feasible to complete the task.
- Avoid posted/marked or other high bird use areas and minimize activities in critical habitat areas for Endangered Species.
- When working on/near sand beaches, do not disturb Piping Plovers.

### 10404 Marsh Operations

Protect marsh vegetation & associated soils by doing the following:

- Maximize use of open water, dikes, existing roads and trails and stay away from undisturbed marsh. Access routes should be planned to minimize impacts to the environment.
- Do not create unnatural ruts, channels, dikes or drainage routes and do not re-use previously made tracks.
- Use care around bank and shoreline crossings at canals, natural water bodies and ditches.
- Avoid disturbing vegetation, marsh soils, or peat with foot traffic/boats/equipment.
- Travel corridors should be as narrow as possible with designed turn around area. Stay within designated access or travel lanes when present.
- Minimize removal of clean sediment, seaweed and natural debris. Replace removed materials, if practical.
- Use low-pressure tire vehicles (e.g. ATVs, Gators) when practical and consult with the EU to minimize impact
- Avoid posted/marked or other high bird use areas and minimize activities in critical habitat areas for Endangered Species.
- Activities that may require removal of forested and shrub or scrub habitat should be minimized
- Any foot traffic access to the marshes shall avoid oiled grasses and sediments and utilize one-way-in and one-way-out traffic with walking boards in travel lanes and crosswalks on the marsh.
- All foot traffic in oiled marshes will be done on the walking boards, with no direct foot traffic in the marsh. Walking boards should not be placed in un-oiled marsh areas, and no foot traffic or other entry by response personnel or equipment should occur in these un-oiled areas unless approved by the Unified Command.
- If pollution target location is inaccessible or access with heavy equipment would result in unacceptable habitat damage relative to that posed by the pollution threat, then specialized operations may be needed to minimize impacts. Such operations shall be closely coordinated with Environmental Unit.
- Water channels shall be used for navigation through the marshes. Under no circumstances shall vessels run over the top of or across the marsh grasses. Stopping or landing a vessel on top of the marshes is prohibited.

### 10500 Target Closure

The Unified Command recognizes the importance of partnerships with trust resource agencies and the stewardship of the environment. The procedures below are intended to expedite target closure and sign-off process while allowing opportunity for trustee input.

The Operations Section will use their professional judgment to apply the appropriate status (open or closed) to a target in the database. Once a target is set to be closed, that target will be routed to the Environmental Unit via spreadsheet summary for review. The Environmental Unit will determine if concurrence with closed status exists by approved methods. If concurrence does not exist, recommendations for further action will be provided to Operations Section. If concurrence exists, then the database will be updated to reflect change and supporting documentation completed.

The acceptable methods for achieving concurrence on closure status of a target may include administrative decision, aerial inspection or site inspection. The Environmental Unit will use their best professional judgment to determine the risk of a target and an appropriate method for achieving concurrence.

#### For HAZMAT Targets

- Low risk targets will achieve concurrence by administrative decision, provided collected field observations and data can sufficiently justify concurrence
- Potentially high risk targets may require aerial inspection or site inspection to achieve concurrence.

#### For Oil Targets

- Any target that threatened or impacted navigable waters per National Contingency Plan (40CFR300.3), may require an aerial or site inspection to achieve concurrence.

To support proper documentation of the above closure and concurrence process, the database will contain fields to capture such information. “Status” is a field that tracks operational status and is described in Data Management Plan. “Concurrence” is a field that tracks the consensus on target closure between Operations Section, Environmental Unit, Unified Command and supporting resource agencies. An additional field, “Concurrence Comment,” will capture any additional information that will ensure thorough documentation. The following table lists the valid values for “Concurrence” with definitions and examples.

## Northeast and Eastern Central Florida Area Contingency Plan

| <b>Concurrence</b>                                | <b>Definition</b>   | <b>Example</b>  |
|---|---|---|
| <i>No Concurrence (No Sign-off)</i>               | UC has determined that clean up endpoints have not been met and additional cleanup is required  | -Operations determines that cleanup endpoints have been met, but UC determines otherwise                                  |
| <i>No Further Action (Signed-off)</i>             | UC determines that no further action is required and cleanup endpoints have been met  | - UC concurs that endpoint has been met for a given target<br>-Orphan container left in place in a satisfactory condition |
| <i>Referred to Regulatory Agency (Signed-off)</i> | UC determines that another agency is better suited to take responsibility for the target based on authority and jurisdiction and notes agency in comments field. Target responsibility is handed off. | -LDEQ assumes responsibility for target<br>-USFWS, LDWF, LDEQ and/or Corps of Engineers                                   |
| <i>Unfounded (Signed-off)</i>                     | Target lacks the minimum information to be further investigated   | -Unsubstantiated reports<br>-No lat/long info<br>-No known pollution threat   |

NOTE: For initialization of “Concurrence” field, each entry will be populated with No Concurrence (Pending) and this will be the default value for new entries.

All targets on graphical representations shall conform to the following convention:

- All targets Open and No Sign-off will be shaded red
- All targets Closed and No Sign-off will be shaded blue
- All targets Closed and Signed-off will be shaded green
- All oil targets will be a circle with a black border and black dot in the centroid
- All HAZMAT targets will be a triangle with a black border and black dot in the centroid

# Northeast and Eastern Central Florida Area Contingency Plan

## 11000 Target Site Inspection Form

|  |   |   |                                     |                    |
|--|---|---|-------------------------------------|--------------------|
| <b>1. GENERAL INFORMATION</b>  |   | Date (ddmmyy )  | Time (24hrs Local Time)             | Tide Height<br>LMH |
| Site Name:   |   |   |                                     |                    |
| SCAT Division/Grids:   |   |   |                                     |                    |
| Inspection By: Foot -Airboat -Boat -Other  |   |   | Sun- Clouds- Fog -Rain- Snow -Windy |                    |
| <b>2. INSPECTION TEAM</b>  | Name , Organization , and Signature         |   |                                     |                    |
|  |   |   |                                     |                    |
|  |   |   |                                     |                    |
| <b>3. Grids</b>  | Description of Shoreline Surveyed:          |   |                                     |                    |
|  |   |   |                                     |                    |
| <b>4 SHORELINE TYPES</b>   |   | Select Primary (P) and Secondary (S ) Habitat Types Present |                                     |                    |
|  | Marsh or Wetlands (includes Floating Marsh) |   | Manmade Structures                  |                    |
|  | Tidal Flats/Mud Flats                       |   | Wave-cut Scarps                     |                    |
|  | Shell or Mixed Sand & Shell Beaches         |   | Other:                              |                    |
|  |   |   |                                     |                    |
| <b>5 CLEANUP ENDPOINTS</b>   |   | <b>REFER TO ENDPOINTS (09 SEPTEMBER 2012)</b>               |                                     |                    |
| Yes    No<br>Has Operations remediated the target such that all endpoints been reached?<br>If no, please explain:      |   |   |                                     |                    |
|  |   |   |                                     |                    |
| Other oiling conditions or observations:   |   |   |                                     |                    |
|  |   |   |                                     |                    |
| <b>6 RECOMMENDATIONS</b>   |   |   |                                     |                    |
| Yes    No    Recommend Additional Active Cleanup (Stage 1).    Comments:   |   |   |                                     |                    |
|  |   |   |                                     |                    |
| Yes    No    Recommend continued maintenance of passive sorbent recovery for sheens (Stage 2).    Comments:            |   |   |                                     |                    |
|  |   |   |                                     |                    |
| Yes    No    Site meets the interim cleanup endpoints (Stage 3).    Recommend natural recovery for residual pollution. |   |   |                                     |                    |
|  |   |   |                                     |                    |
| Photos taken? Yes – No      Additional Comments: Yes – No    (if yes, see attached)                                    |   |   |                                     |                    |

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# Northeast and Eastern Central Area Contingency Plan

Unconventional Oil Response  
-CURRENTLY UNDER  
DEVELOPMENT-

Annex 11  
June 2022

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**This annex is currently under development.**