U.S. Department of Homeland Security
United States Coast Guard

Commanding Officer
United States Coast Guard
Sector Miami

100 MacArthur Causeway
Miami Beach, FL 33132-5101
Staff Symbol: s
Phone: (305) 535-4302

16471
10 JUL 2025

MEMORANDUM

From: Frank J. Florio, CAPT
CG Sector Miami (s)

To: Distribution

Subj: SOUTHEAST FLORIDA AREA CONTINGENCY PLAN ANNUAL

1. This promulgates the Southeast Florida Area Contingency Plan's (ACP) annual revision requirement for 2025.

2. The Southeast Florida ACP, version 2024.1, updates the 2024 base plan to include procedures for mission assignments under Emergency Support Function (ESF) - 10 and describes criteria for potential places/ports of refuge for vessels needing shelter.

3. For the ACP to provide maximum support, responders and members of the Area Committee, along with other port partners, must continuously update and revise the ACP based on lessons learned and/or best practices through exercises and actual responses. Response personnel should make themselves familiar with this plan.

4. This ACP highlights the national importance of the Southeast 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 LCDR Samuel Beauchamp, the Southeast Florida ACP Coordinator at (305) 535-4572 or via email at Samuel.H.Beauchamp@uscg.mil .

#

Enclosures: (1) Record of Changes

Dist: Southeast Florida Area Committee Member
CGD SEVEN (dr)

Southeast Florida Area Contingency Plan (SEFL ACP)

2024.1

Record of Changes

Change Number	Change Description	Section Number	Change Date	Name
1	Added USCG ESF-10 MA's reference	5710	3/25/25	MST1 Scott Crawford
2	Added Section for Potential Ports of Refuge	4700	3/25/25	MST1 Scott Crawford
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1100 Introduction

The Southeast Florida Area Contingency Plan (SEFL ACP) 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 Miami 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.

**** Note: All specific contacts applicable to this ACP have been combined into one "all inclusive" contact spreadsheet located in** Annex A.*

1110 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 Coordinator (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 technologies.

1120 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 be consistent with the NCP, Region 4 Regional Contingency Plan (RCP), and to seamlessly integrate alongside joint operations conducted in accordance with the Sector

Miami's Area Maritime Security Plan and the Marine Transportation System Recovery Plan.

- To provide guidance to all VRP and FRP reviewers and plan holders to ensure consistency with the SEFL ACP.
- To be consistent with the NCP and to seamlessly integrate alongside joint operations conducted in accordance with the Southeast Florida Area Maritime Security Plan (SFAMSP), the State of Florida Comprehensive Emergency Management Plan (CEMP), and the Southeast Regional Domestic Security Task Force (SERDSTF) Terrorism Response Plan
- To provide guidance 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.

SEFL 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.***

1130 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.

1200 SEFL ACP Annexes

The SEFL 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. Tables 1 & 2 listed below provide centralized lists of annexes to support personnel in planning for or responding to an oil discharge or hazardous substance release within the SEFL ACP planning area. To maximize efficiency, all annexes are hyperlinked and incorporated by reference into this ACP.

1210 Scope

In the accompanying tables, you will find annexes developed and maintained by the Southeast Florida Area Committee (SEFLAC). 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 the Sector Miami 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.

Table 1: List of Standard Annexes	
Annex	**Title**
Annex A	Contact Spreadsheet
Annex B	Risk Analysis: Risk Profiles
Annex C	Fish and Wildlife and Sensitive Environments Plan
Annex D	Hazardous Substance Response
Annex E	Marine Fire Fighting Plan (Salvage Plan incorporated by reference in Sec 1800)
Annex F	Planning and Response Tools
Annex G	Voluntary Organizations Active in Disaster (VOAD)
Annex H	ESF-10 Protocols: Natural Disaster Response Plan-FL, Additional guidance (referenced in Sec 1600) R4 RCP Annex E Natural Disaster Pollution Response
Annex I	Ice Operations (N/A for D7 Coastal ACPs)
Annex J	Space Operations (TBD as applicable)
Annex K	Air Operations and Unmanned Aerial Vehicle (UAV) Support (TBD)
Annex L	Unconventional Oil Response
Annex M	State Historic Preservation Officer (SHPO) Protocols (Tribal: TBD)
Annex N	Swift Water Operations (N/A for D7, incorporated into Sub-section 5533)
Annex O	International Coordination (N/A for D7, CUBUS Plan in Sub-Section 1513.1)
Annex P	Initial Reporting Form
Annex Q	USCG Documentation POC's (DOCL ICS Form 207)

Table 2: List of Area and Regional Annexes	
Annex	**Title**
Annex AA	Shoreline Cleanup Methods
Annex BB	Places of Refuge Policy
Annex CC	Health and Safety Plan (TBD)
Annex DD	Environmental Health Support Guidance
Annex EE	Community Air Monitoring Protocols (TBD)
Annex FF	Water Sampling Protocols (TBD)
Annex GG	Disposal Plan
Annex HH	Decanting Plan (TBD)
Annex II	Southeast Florida Tar Ball Response Plan (TBD)
Annex JJ	Consultations: Surface Washing Agent Preauthorization (TBD)

1300 Southeast Florida Area Committee

The SEFLAC is a spill preparedness and planning body made up of federal, state, and local agency, industry, and non-governmental organization representation. The SEFLAC, under the direction of the Miami Captain of the Port (COTP), is responsible for developing an ACP. The SEFLAC 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 SEFLAC 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 Part 2000 of this document.

1310 Mission Statement / Charter:

The mission of the SEFLAC 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 SEFLAC 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.

1320 Area Committee Organization

The SEFLAC 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.

1321 Committee Chair and Vice-Chair

The Sector Miami COTP, as predesignated FOSC, shall Chair the Area Committee (AC). A representative from the Florida Department of Environmental Protection (FDEP) is the lead State agency representative in Florida.

1322 Executive Steering Group (ESG)

The Executive Steering Group (ESG) is the strategic decision-making body of the Area Committee and consists of both Federal and State On-Scene Coordinators with statutory, decision-making authority and jurisdictional obligations during pollution preparedness and response cleanup efforts in Florida. The ESG will provide goals and expectations to the Sub-committees and Working Groups, wherein it will be upon them to work with their counterparts to produce results and brief their status to the ESG as necessary.

The list of ESG members can be found in Table 3 located in Section 1800 of this document.

1323 Executive Secretary / AC Coordinator

The AC Coordinator from USCG Sector Miami will coordinate with state agencies to prepare meeting agendas, schedules, and meeting notifications. The USCG will record, draft, and publish

meeting summaries and attendance roster and coordinate remote participation access for meeting attendance.

1324 Members and Members-at-Large

A list of SEFLAC members can be found on Table 4, and members-at-large on Table 5 in Section 1800 of this document. These lists will be maintained by the AC Coordinator.

1325 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.

1330 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 Miami Deputy Commander, who serves as the Alternate FOSC.

1331 Meeting Frequency

AC meetings shall be held at least semi-annually.

1332 Statewide Area Committee Meetings (SACMs)

SACMs occur annually in FL. These meetings are supported by each of three ACs within each state, all relevant state agencies, and USCG Seventh District (USCG D7). SACMs bridge the gap between semi-annual Regional Response Team 4 (RRT-4) meetings and the normal local AC meetings. The SACMs focus on increasing awareness and efficiency beyond one USCG field command/AC meeting; improving preparedness throughout the coastal zones of each state. Participating in the annual SACM may be counted for one of the two required annual AC meetings.

1332.1 Florida Statewide Area Committee Executive Steering Group (FL SACESG) Meetings

The FL SACESG, comprised of members from the State of Florida and USCG personnel, provides input to all three Area Committees that cover Florida, including the SEFLAC. The FL SACESG does not intend to conflict with, or supersede, the authorities and responsibilities of each AC. The FL SACESG endeavors to provide efficiencies across the three Area Committees, working to develop and coordinate planning and preparedness activities and to ensure a higher probability of consistency and effectiveness during pollution response actions.

Meetings of the FL SACESG typically occur annually, ideally closely associated with the annual SACM. Additional periodic teleconferences will be held throughout the year.

1333 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. USCG D7 Incident Management Branch (drm) has established Adobe Connect sites for each COTP in All Partners Access Network (APAN) and is available to assist with set-up and maintenance for Adobe Connect and other virtual attendance technology. Sector Miami has had proven success with virtual meeting facilitation via the Microsoft Teams application.

1340 FOSC Annual Report

In coordination with the AC Vice-Chairs, Sector Miami 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.

1400 ACP Validation and Testing

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

1410 Annual ACP Updates

The SEFL 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.

1420 ACP Approval and Coast Guard National Review Panel 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 D7 to USCG field units.

1430 Geographic Response Strategies/Geographic Response Plans (GRS/GRPs) Validation

GRS/GRPs found in Section 4600 contain a set of planned site-specific response strategies that are designed to give responders information to minimize damage to sensitive resources in the first few hours following a spill. Design and information included within GRSs/GRPs are typically developed using neutral weather conditions and mean-average tidal data and assume a specific location and equipment use.

Once adopted and implemented into the SEFL ACP, the minimum level of GRS/GRP validation has been met, however, it is recommended that the SEFLAC determine additional validation methodologies as appropriate, to determine GRS/GRP accuracy and applicability over time.

A tiered methodology for GRS/GRP validation from the lowest level to the highest include: desktop evaluation by Subject Matter Experts (SMEs), on-site visual inspection by SMEs, computer simulations, equipment deployment, Full-Scale Exercises (FSE), and Real-World Events (RWEs).

1440 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 SEFLAC shall hold three annual Incident Management Team (IMT) Tabletop Exercises (TTXs) and one Full-Scale Exercise (FSE) per 4-year period.

1441 Exercise Schedule

USCG D7 (drm) will maintain the Area Exercise schedule and ensure visibility by the SEFLAC and PREP Compliance, Coordination and Consistency Committee (PREP 4C). The SEFLAC 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).

1442 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.

1500 The National Response System (NRS)

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 Sub-section 5410 of this ACP. 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.

1510 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.

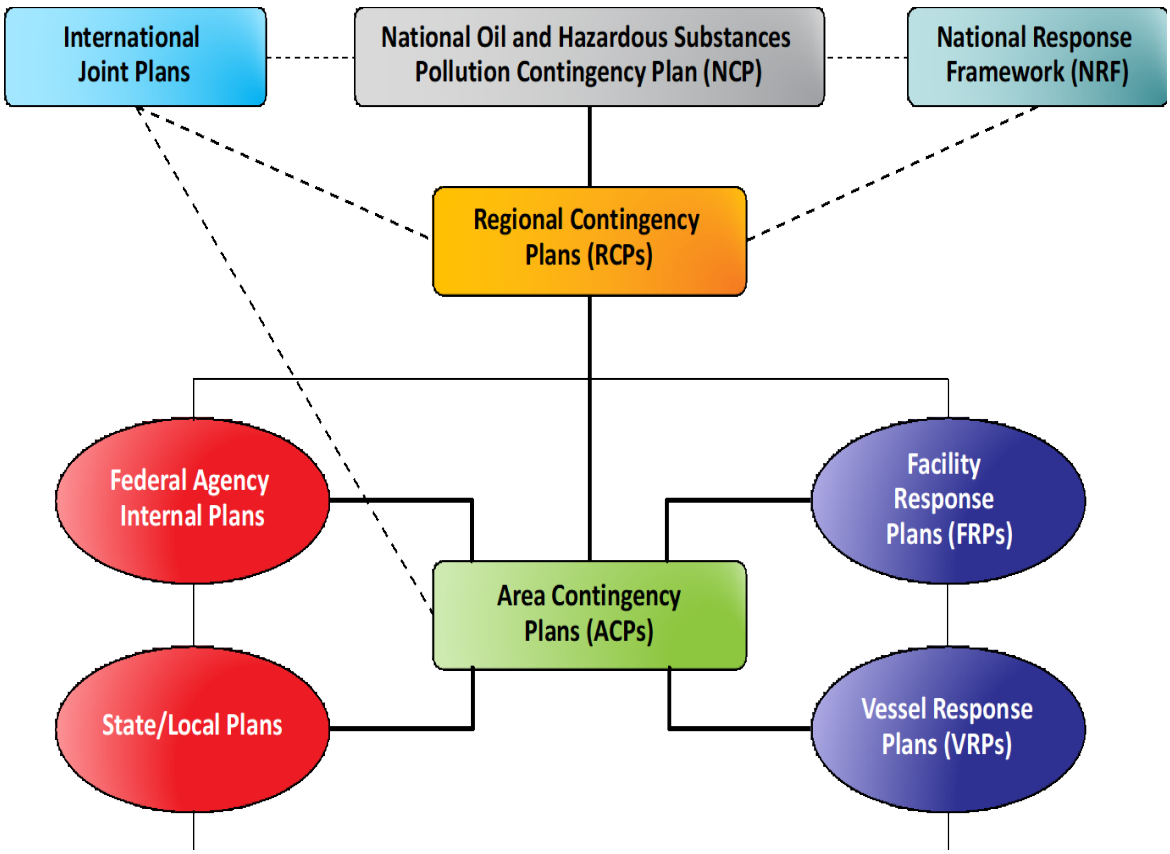

Figure 1: Relationship of Plans

1511 National, Regional, and Area Contingency Plans

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 the 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.

1512 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. The SE Florida Area Committee region lies in two LEPC regions:

LEPC 10 known as the Treasure Coast Local Emergency Planning Committee (TCLEPC). The TCLEPC is comprised of Indian River, St. Lucie, Martin, and Palm Beach Counties.

LEPC 11 known as the South Florida Regional Planning Committee (SFLEPC). The SFLEPC is comprised of Broward, Miami-Dade, and Monroe Counties.

1513 International Plans

1513.1 CUBUS Plan

Cooperation agreement between the United States of America and the Republic of Cuba on preparedness for and response to pollution caused by spills of hydrocarbons and other noxious and potentially hazardous substances that may affect the coastal waters or marine environment of Cuba and/or the U.S. The U.S. Coast Guard or the National Staff of the Civil Defense and the Ministry of Transport of Cuba On-Scene Coordinator receiving notification of a pollution event in his/her area that may affect the area of the other party to the agreement immediately assesses the event and commences response operations in accordance with his/her national response system. If a coordinated response is requested by the On-Scene Coordinator, the Joint Planning Team evaluates the request and determines whether a coordinated response is appropriate. The U.S. Coast Guard Seventh District Commander, and the Chief of the National Staff of the Civil Defense of Cuba are responsible for the execution of the CUBUS Plan.

1514 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 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.

1600 National Response Framework (NRF)

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.

1610 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. **Note:** There are two Nuclear Power Plants located within the COTP Miami Zone.

Turkey Point Nuclear Generating Station - is a nuclear power station on a 3,300-acre site near Homestead, FL approximately 25 miles south of Miami in the southernmost region of Miami-Dade County. It is owned and operated by Florida Power and Light (FPL).

Lucie Nuclear Generating Station - is a nuclear power plant located on South Hutchinson Island near Port St. Lucie in St. Lucie County. It is owned and operated by Florida Power and Light (FPL).

1700 National Incident Management System (NIMS)

The National Incident Management System (NIMS) guides all levels of government, nongovernmental organizations and the private sector to work together to prevent, protect against, mitigate, respond to and recover from incidents.

NIMS provides stakeholders across the whole community with the shared vocabulary, systems and processes to successfully deliver the capabilities described in the National Preparedness System.

NIMS defines operational systems that guide how personnel work together during incidents. More specifics on using NIMS ICS for command and coordination in an oil spill or hazardous substance release will be discussed in Section 5400.

1800 Relationship to other Marine Transportation System (MTS) Focused Response Plans

Depending on the size and complexity of an oil spill discharge or hazardous substance release, the following contingency plans developed for the Sector Miami Captain of the Port (COTP) Zone may be activated to minimize disruption of the Marine Transportation System (MTS):

- The MTS Recovery Plan provides planning and coordination to facilitate the recovery of the MTS following any man-made or natural disaster.
- The Salvage Response Plan provides planning and coordination to facilitate salvage operations in conjunction with Annex E, the Marine Fire Fighting Plan (MFF).

Table 3: Executive Steering Group (ESG)		
Personnel from the following entities serve on the ESG:		
1.	Federal	USCG Sector Miami
2.	State	Florida Department of Environmental Protection
3.	Executive Secretary	USCG Sector Miami Emergency Management and Force Readiness (EMFR)

Table 4: Area Committee Members		
Below is list of *appointed* Area Committee Members:		
1.	Federal	Federal Emergency Management Agency (FEMA)
		National Marine Fisheries Service (NMFS), U.S. Fish and Wildlife Service (USFWS)
		National Park Service (NPS)
		U.S. Environmental Protection Agency (EPA), Region 4
		U.S. Department of Commerce (DOC), National Oceanic and Atmospheric Administration (NOAA) - Scientific Support Coordinator (SSC)
		National Weather Service (NWS)
		USCG District 7
		USCG Sector Miami, FL
		USCG Gulf Strike Team (GST)
		Centers for Disease Control and Prevention
		U.S. Air National Guard (Homestead)
		U.S. Army
		U.S. Navy
		U.S. Army Corps of Engineers (USACE)
2.	State	Florida Department of Environmental Protection
		Florida Fish and Wildlife Research Institute
		Florida Fish and Wildlife Conservation Commission
3.	Local	South Florida Local Emergency Planning Council 10
		Local Emergency Planning Council 10
		Miccosukee Tribe Department of Fish & Wildlife
		Petroleum Association of Port Everglades
		Florida Division of Emergency Management Region 5 (Martin County, St Lucie County, Indian River County)
		Florida Division of Emergency Management Region 7 (Palm Beach County, Broward County, Miami-Dade County)
		Brevard County Emergency Management (EM), Broward County EM, Indian River County EM, Martin County EM, Miami-Dade County EM, Palm Beach County EM, St Lucie County EM

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

Table 5: Area Committee Members-at-Large		
Below is a list of Area Committee *Members-at-Large:*		
1.	Consulting	Gallagher Marine Systems
		The Response Group (TRG)
2.	Academia	Florida Institute of Oceanography
		Harbor Branch Oceanographic Institute
		Nova SE University
		University of Florida (Aquatic Pathobiology Lab)
		University of Florida (College of Marine Science)
		University of Miami (Rosenstiel School of Marine and Atmospheric Sci.)
3.	Facility Owners or Operators	CITGO
		ExxonMobil Pipeline Co. (PAPE)
		Florida Power Inc.
		South Florida Petroleum
		TransMontaigne
4.	Maritime	Florida Fish and Wildlife Conservation Commission
5.	Wildlife Care Organization	Wildlife Rescue of Dade County
		South Florida Wildlife Center
		Marine Mammal Conservancy
		Dolphins Plus
6.	Salvage Companies	Ardent Americas
		Resolve Marine Group, Inc.
		T&T Salvage
7.	OSROs	Clean Harbors Environmental Service
		Cliff Berry, Inc
		Excel USA Emergency Management & Disaster Recovery
		Gallagher Marine Systems
		Marine Spill Response Corporation (MSRC)
		Moran Environmental Recovery
		National Response Corporation
		Oil Spill Response, USA Inc.
		SAVESORB
		Tow Boat US Fort Lauderdale (VOO)
		US Ecology (National Response Corp.)

2000 Geographic Jurisdiction and Boundaries

2100 ACP Area Covered

The Miami COTP Zone is defined in 33 C.F.R. 3.35-10 and depicted in Figure 4 below. Within this COTP Zone, the USCG COTP/FOSC area of responsibility for the SEFLAC planning area is the Coastal Zone (see sub-section 2120 below). The precise inland zone and coastal zone response boundary is agreed upon between the U.S. Coast Guard Seventh District and EPA Region 4 and is

documented in the Memorandum of Agreement (MOA) dated 27 Mar 2018. Figure 2 below depicts the 13 Regional Response Teams and Figure 3 depicts the U.S. Coast Guard Areas and Districts.

2110 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."

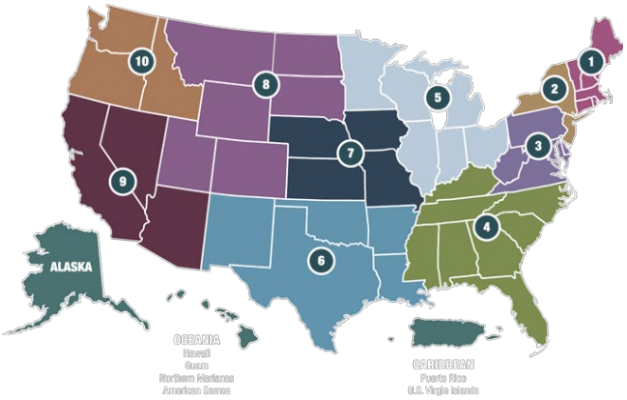

Figure 2: RRT Areas

Figure 3: U.S. Coast Guard Districts

2120 Coastal Zone Boundary

U.S. Coast Guard Captain of the Port (COTP), Sector Miami is the predesignated FOSC for pollution response in the Coastal Zone. All discharges or releases, or a substantial threat of such a discharge of oil, or threat of release of hazardous substances, pollutants or contaminants originating within the coastal zone will be the responsibility of the USCG. Included are discharges and releases from unknown sources or those classified as "mystery spills." Specifically, a dashed line on a layer within NOAA's Environmental Response Management Application (ERMA) depicts the Inland Zone / Coastal Zone boundary within the SEFL ACP planning area.

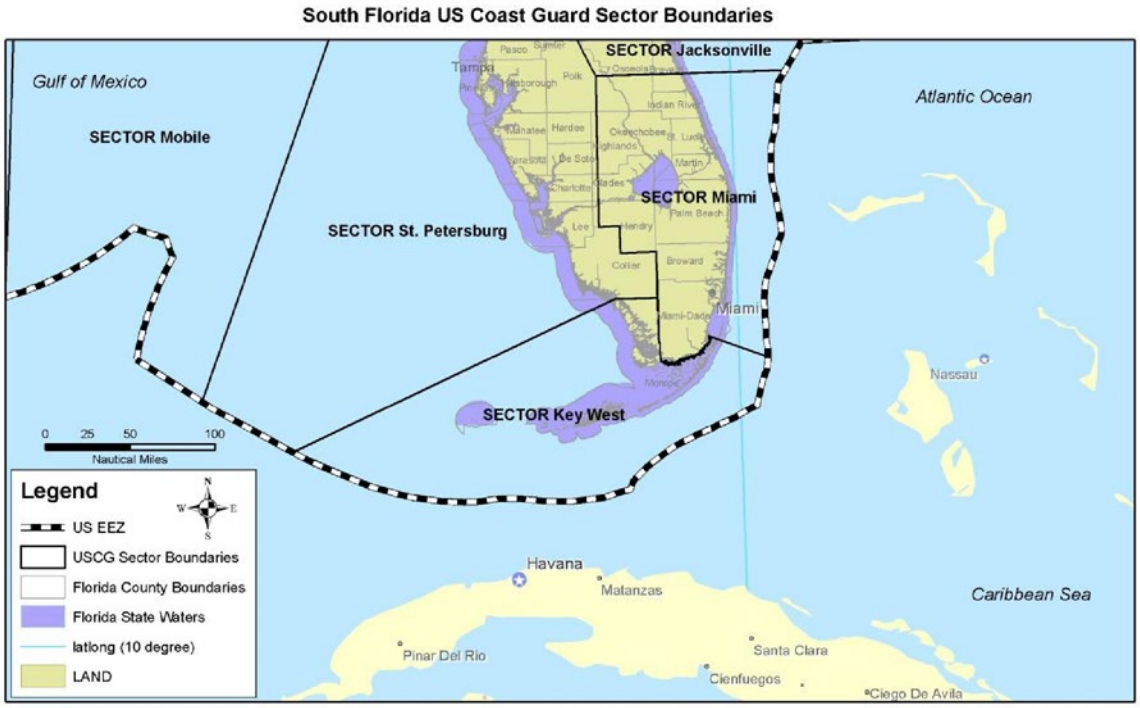

Figure 4: Map of Sector Miami COTP Zone

2130 Sub-geographic Areas

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

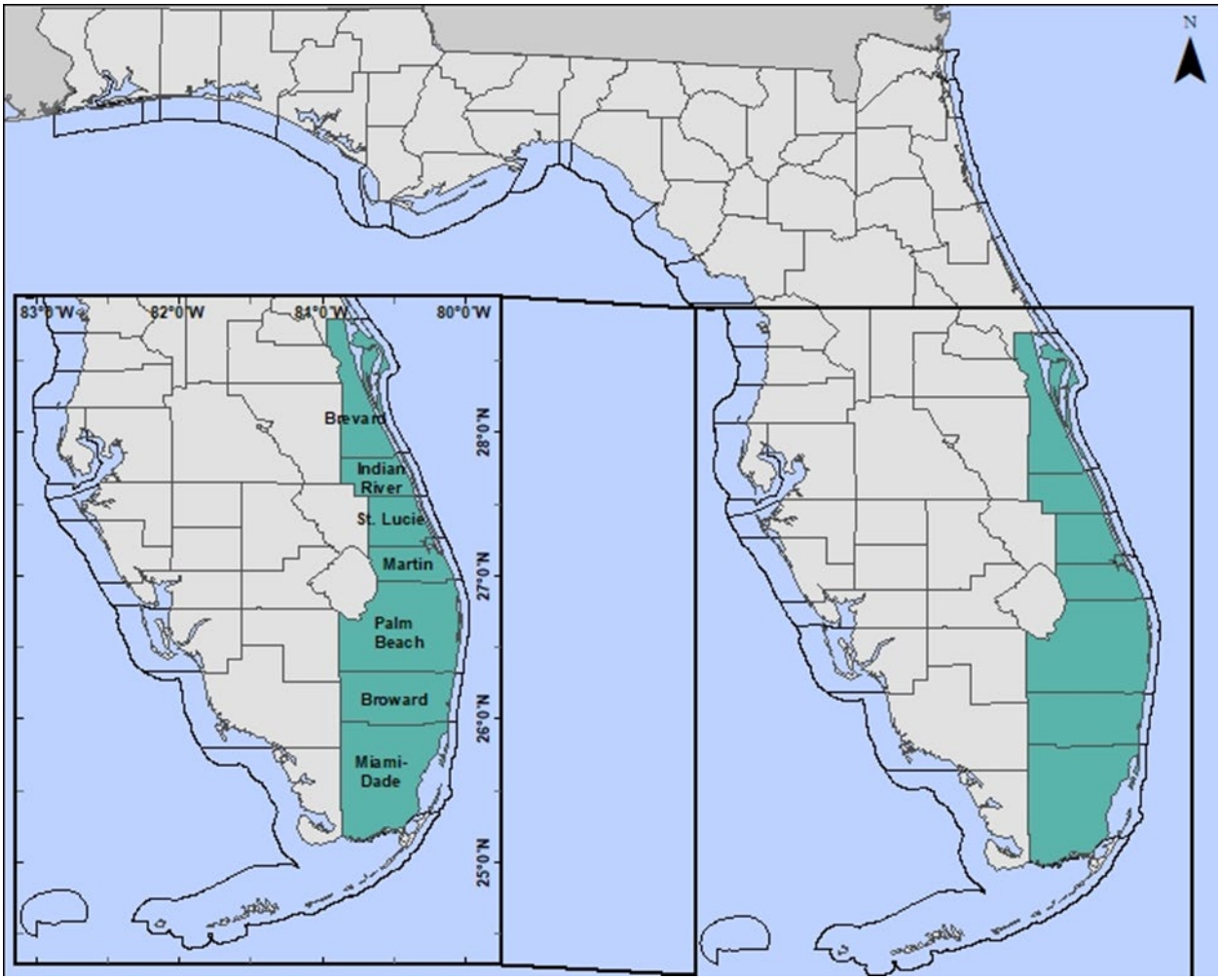

Figure 5: Area Counties

Table 6: Area Counties
Miami-Dade County
Broward County
Palm Beach County
Martin County
St. Lucie County
Indian River County
Brevard County (from southern county line to 28'00'N latitude)

2140 Offshore AOR

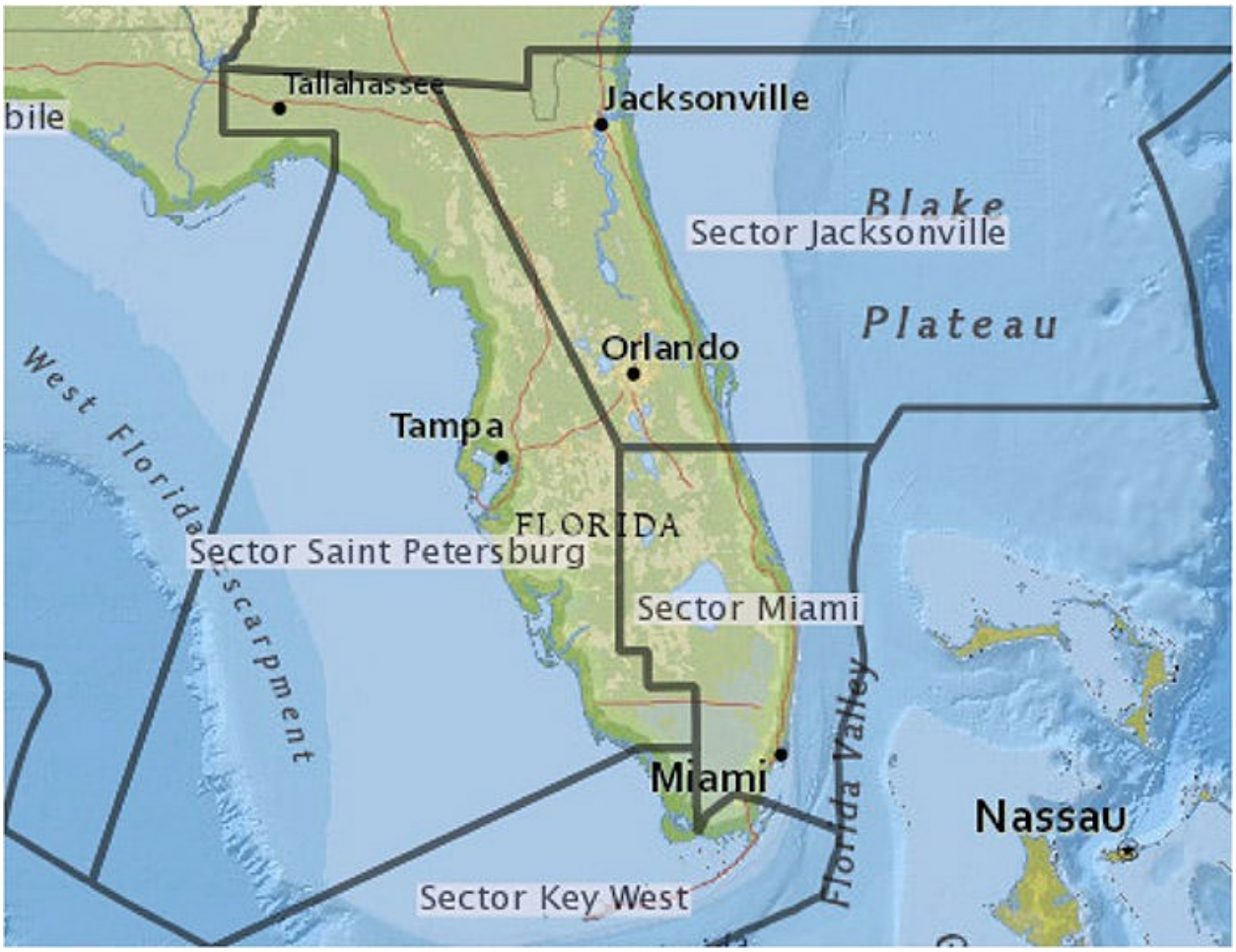

Figure 6: Offshore Boundary

3000 Roles and Responsibilities

3100 Federal 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.

3110 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 communication 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 SEFL ACP. RRT-4 normally holds semiannual meetings in the spring and fall of each year.

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

3200 State Agency Roles and Responsibilities

3210 Florida

Florida statute Section 376.031(12) designates FDEP as the lead agency in responding to all discharges of pollutants that occur in coastal waters, estuaries, tidal flats, beaches, and lands adjoining the seacoast of Florida. The FDEP has adopted Chapter 62N-16, Florida Administrative Code, to implement Chapter 376, F.S. Chapter 376.041, F.S., prohibits the discharge of pollutants into or upon the coastal waters, estuaries, tidal flats, beaches, and lands adjoining the seacoast. FDEP Office of Emergency Response is a member of the State Emergency Response Team (SERT) under Emergency Support Function 10 – Oil and Hazardous Materials (ESF 10) of the National Response Framework (NRF). Additional information can be found in Florida's Coastal Pollutant Spill Contingency Plan, which is maintained by Florida Bureau of Environmental Response.

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

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

When federal response resources are provided to States under the Stafford Act, all response activity will be coordinated in accordance with the National Response Framework (NRF) (www.fema.gov/nrf).

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

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 Miami AOR, spill reports will normally be investigated by Sector Miami 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.

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.

3211 Florida Department of Environmental Protection (FDEP)

FDEP is Florida's lead agency for response to oil spills and hazardous substance releases. FDEP's Southeast District based in West Palm Beach, is responsible for reviewing permit applications, inspecting permitted facilities, responding to reports of environmental damage, and conducts compliance assistance and enforcement in the SEFL Area. The State Warning Point is the State of Florida's emergency notification center and will contact the appropriate FDEP office and other emergency responders in the event of an emergency.

3212 Florida Fish and Wildlife Conservation Commission (FWC)

The FWC manages fish and wildlife resources for the state of Florida and serves as the State Scientific Support Coordinator (SSC) to provide technical expertise to the SOSC for response to oil discharges and hazardous substance releases. FWC is also the lead Natural Resource Trustee for the state of Florida.

3213 Florida Division of Emergency Management (FDEM)

FDEM plans for and responds to both natural and man-made disasters ranging from floods and hurricanes to incidents involving hazardous materials or nuclear power. The division is the state's liaison with federal and local agencies on emergencies of all kinds.

3214 Florida Department of State's Office of Cultural, Historical and Information Programs (OCHIP), Division of Historical Resources (SHPO)

The Florida Department of State's Division of Historical Resources (DHR) is responsible for preserving and promoting Florida's historical, archaeological, and folk culture resources. DHR directs historic preservation efforts throughout the state in cooperation with state and federal agencies, local governments, private organizations, and individuals. The division director serves as the State Historic Preservation Officer for Section 106 consultations, acting as the liaison with the national historic preservation program conducted by the National Park Service.

For contact information, see the Contact Spreadsheet, Annex A, and for procedures for SHPO consultations in Florida, see Annex M.

3215 The State Response Team (SRT)

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

coastal pollution discharges. Membership on this team shall consist of a primary and alternate representative from each of the following State agencies:

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

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

The State Agency Coordinator (SAC) or Regional Oil Spill Coordinator is the State official responsible to the Chairperson of the SRT for the coordination of the team during a coastal pollution incident. This person shall coordinate with the OSC and shall act as an administrative coordinator for routine matters involving the State Response Team.

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

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

In the event of an Emergency Proclamation, the Governor takes the action he deems necessary as it relates to the State Response Team or Hazardous Materials Task Force. This team can also be activated at the request of the Chairperson. The "Florida Coastal Pollutant Spill Contingency Plan" assigns specific responsibilities to each State agency that is a member of the State Response Team. These duties are detailed in the State plan.

Not later than six (6) hours after official activation of the State Response Team the Chairperson shall make known to the OSC the support activities available for implementation in response to the pollution incident.

3300 Local Agency Roles and Responsibilities

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 counties, 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.

Due to the multitude of cities and municipalities, the SE Florida will work through the county-level Emergency Manager using their normal coordination and communication protocols with the next lower-level government response agencies. This coordination policy is consistent with County Comprehensive Emergency Management Plans (CEMPs).

3310 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.

3400 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. NRDAs 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.

Federal Trustees and Resource Managers for SE Florida include:

Department of Commerce:
- NOAA National Marine Fisheries Service (NMFS) - responsible for the protection of whales, dolphins, porpoises, seals, and sea lions
- NOAA – National Ocean Service

Department of Defense:
- Naval Station Fort Lauderdale

Department of Interior:
- National Park Service (NPS) – Biscayne and Everglades National Parks
- U.S. Fish and Wildlife Service (FWS) – responsible for the protection of walrus, manatees, sea otters, and polar bears

State Trustees for SE Florida include:
- Florida Wildlife Conservation Commission (FWCC)
- Florida Department of Environmental Protection (FDEP)

Tribal Nations in SE Florida include:

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

3500 Technical 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, virtual means, or actual dispatch of teams to the field. Support agencies and groups available to the FOSC include the following.

3510 Federal Agency Scientific/Technical Support

3511 U. S. Coast Guard (USCG)

3511.1 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 network, 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.

3511.1.1 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.

3511.1.2 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.

3511.1.3 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. PIAT provides interagency crisis communication team(s) and technical expertise to assist ICs and FOSCs meet their objectives of truth and transparency of operations for the public. PIAT provides emergency risk communication support to ICs and FOSCs during incidents such as oil spills, hazardous substance releases, hurricanes, floods, or other disasters. 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). See the Spill of National Significance (SONS) Public Affairs Reference for more information.

3511.1.4 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).

3511.2 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.

3511.3 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.

3512 Environmental Protection Agency (EPA)

3512.1 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.

3512.2 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 (FBI), DoD, and Centers for Disease Control and Prevention (CDC)/ Department of Health and Human Services (HHS); and (3) international partners.

3512.3 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.

3513 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.

3513.1 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 Shoreline Cleanup Assessment Technique (SCAT). The Shoreline Assessment Manual, updated August 2013 by NOAA/HAZMAT, outlines methods for conducting shoreline assessment after an oil spill.

3513.2 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 Southeast Florida area. 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.

3514 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.

3514.1 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 interjurisdictional fishes within Florida. National Wildlife Refuge lands established in/near the ACP planning area include:

- Arthur R. Marshall Loxahatchee National Wildlife Refuge
- Loxahatchee National Wildlife Refuge-Parkland
- National P. Reed Hobe Sound National Park
- Pelican Island National Wildlife Refuge
- Archie Carr 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 and Florida's Wildlife Contingency Plan for Oil Spill Response which contains a Wildlife Response Plan Template and other useful information on wildlife response.

3514.2 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.).

3514.3 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.

3514.4 U.S. National Park Service (NPS)

The National Park Service preserves unimpaired the natural and cultural resources and values of the National Park System for the enjoyment, education, and inspiration of this and future generations. The Park Service cooperates with partners to extend the benefits of natural and cultural resource conservation and outdoor recreation throughout this country and the world. There are 12 Natural Park Units responsible for national park management and program implementation within DOI's unified Regions. National Parks established in/near the ACP planning area include:

- Biscayne National Park
- Everglades National Park

3515 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 DHHS 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 DD.

3515.1 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.

3516 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.

3517 Department of Energy (DOE)

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

The DOE Office of Petroleum Reserves (OPR) oversees the Strategic Petroleum Reserve (SPR), the world's largest supply of emergency crude oil, which was established primarily to reduce the impact of disruptions in supplies of petroleum products and to carry out obligations of the United States under the international energy program.

3518 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.

3519 Department of Defense (DoD)

3519.1 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 landholdings include national research and development laboratories, facilities, and offices. Additionally, the USACE provide information on river levels within this ACP planning area. See RiverGages.com for real-time river gage information.

3519.2 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.

3519.3 National Guard Civil Support Teams (CSTs)

CSTs 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.

- Florida 48th CST:
  Pinellas County
  Clearwater, Florida
- Florida 44th CST
  Camp Blanding
  Bradford County Florida

3519.4 DoD Military Facilities

The DoD can take all actions necessary to respond to releases of hazardous substances where either the release is on, or the sole source of the release is from, any facility or vessel under the jurisdiction, custody or control of DoD. In these situations, DoD will provide the OSC. DoD also serves as a Federal Trustee for Natural Resources on DoD property. The FL planning area has one military base in the coastal zone:

3519.4.1 U.S. Air Force

- Homestead Air Reserve Base

3520 Non-Governmental Organization (NGO) Technical Support

3521 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 G 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.

3522 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 Marine Chemist Association for a list of certified Marine Chemists.

3530 Federal Agency Legal and Investigative Support

3531 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.

3531.1 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.

3532 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.

3533 U.S. Coast Guard Legal (USCG 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.

3534 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.

3535 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.

4000 Pre-spill Risk Analyses, Consultations, and Response Strategies

This Part of the ACP outlines emergency preparedness efforts within the SEFLAC planning area including identification of worst case planning scenarios for all transportation modes, pre-spill

consultations, the establishment of priority protection areas, and the development of response strategies for consideration in the initial stages of an incident.

4100 Worst Case Planning Scenarios

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. See Annex B for additional information.

4110 WCD Tables for Oil Products for All Transportation in SEFL ACP Planning Area

Table 7: Worst Case Discharges for SEFL ACP Planning Area
(all transportation modes)

FOSC Sector Miami				
Port Everglades				
Type	**Owner/Operator or Vessel/Facility Name**	**Location**	**Amount**	**Product**
MTR Facility	Chevron	Fort, Lauderdale, FL	826,191 bbl 34,700,000 gal	Oil Products
Pipeline	Contact DOT PHMSA Hotline (888) 719-9033	Fort, Lauderdale, FL	3,880 bbl 162,960 gal	Oil products
Vessel	Long Range Oil Tanker	MTR facilities along SE FL coast	20,000 bbl 840,000 gal	Oil products
OCS	Offshore Drilling Platform	Gulf of Mexico	75,000 bbl 3,150,000 gal- per day	Oil Products

4120 WCD Table for Hazardous Substances in SEFL ACP Planning Area

Table 8: Worst Case Discharges for Hazardous Substances in the SEFL ACP Planning Area
(all transportation modes)

FOSC Sector Miami				
Port Everglades				
Type	**Owner/Operator or Vessel/Facility Name**	**Location**	**Amount**	**Product**
MTR Facility	Targa	Port Everglades	35,714 bbl 1,500,000 gal	Liquified Hazardous Gas
Vessel	Misc Chemical Carrier Owners	Port Everglades	28,571 bbl 1,200,000 gal	Liquified Hazardous Gas
Rail	TBD	TBD	TBD	TBD

4130 Area Planning and Risk Analysis

Additional risk analysis and area specific worst case scenario planning information for Southeast Florida is located in Annex B.

4140 Gulf of Mexico Offshore Technical Information for Area Contingency Planning

N/A *Reserved for future use*

4200 Pre-Spill Endangered Species Act (ESA) Consultations

In the event of an oil spill or hazardous substance release, the ESA must be considered in the development of Federal response activities and actions during an oil spill response. Within the coastal zone, the USCG is the Action Agency, and as such, it is the USCG FOSC's responsibility to address any ESA Section 7 Consultation requirements by engaging the Services (USFWS and NMFS) on the potential affects for ***all*** potential response actions that may be implemented during the emergency response.

- Endangered Species Act (ESA) and Essential Fish Habitat (EFH) emergency consultations, pre-spill consultations and post-response procedures: guidance, technical assistance and planning.

4210 Preauthorization and Best Management Practices (BMPs)

Pre-spill consultations have been completed for the SEFL planning area for dispersant use and preauthorization for use of Surface Washing Agents (SWAs). Frequently used BMPs can be found in Annex J of the RRT-4 RCP.

4220 Threatened and Endangered Species within SEFL Planning Area

A list of all threatened and endangered species and designated critical habitat for the SEFL planning area is available from the Biological Assessments for Oil Spill Countermeasures. Annually, the RRT-4 will review this biological assessment to validate the information contained within.

4300 National Historic Preservation Act, Section 106

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).

Within the coastal zone, the USCG is the Action Agency, and as such, it is the USCG FOSC's responsibility to address any NHPA Section 106 Consultation requirements by engaging the SHPO. Please see Annex M of this ACP for SHPO protocols in Florida.

4310 Preauthorization and Best Management Practices (BMPs)

It is recommended to engage early with any questions regarding response activities involving NHPA requirements. Additionally, for guidance on consultations with Tribal Historic Preservation Officers (THPOs), please see Annex C, Fish and Wildlife and Sensitive Environments Plan (FWSEP) of this ACP, Annex H of the RRT-4 RCP, and Section 2.3.2 of the RRT-4 RCP.

4400 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 with 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.

4500 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.

4510 Economically and Environmentally Sensitive Areas

Under development.

4600 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 GRSs/GRPs, please use this link: Geographic Response Plan (GRP).
The Environmental Unit will reference the proposed Geographic Response Plans when developing at-time applicable protective strategies:
https://myfwc.com/research/gis/

To access existing GRSs/GRPs, please use the link below:
SEFL GRS's/GRPs Map

4700 Potential Places of Refuge

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.

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 can be found in Annex BB.

Guidelines to provide an incident-specific decision-making process to assist USCG COTPs in deciding whether a vessel needs to be moved to a place of refuge and, if so, which place of refuge to use; and a framework for pre-incident identification of potential places of refuge for inclusion in appropriate ACPs can be found in the NRT POR Guidelines.

5000 Response

This segment of the ACP provides information outlined within 40 C.F.R. 300.300 Subpart D of the NCP. 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 Part 7000 of this ACP for information on specific techniques and processes preauthorized within this ACP planning area.

5100 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 State Warning Point 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 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

the FDEP Hotline. Refer to the Initial Reporting Form, Annex P and the Contact Spreadsheet, Annex A.

5110 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.

5120 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 AA, Shoreline Cleanup Methods, provides guidance on the applicability of various cleanup methods for typical shoreline habitats found in Southeast 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: These can also be found in Annex F, Planning and Response Tools.

Note: Please use the following links for specific Southeast Florida shoreline types, descriptions, predicted oil behavior and response considerations. Also found on Annex AA

- https://response.restoration.noaa.gov/sites/default/files/Characteristic_Coastal_Habitats.pdf
- https://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/resources/characteristics-response-strategies.html

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 assessments 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.

5200 Emergency Consultations

5210 Endangered Species Act (ESA), Section 7

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*** Endangered Fish Habitat (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.

- Endangered Species Act (ESA) and Essential Fish Habitat (EFH) emergency consultations, pre-spill consultations and post-response procedures: guidance, technical assistance and planning.

5220 National Historic Preservation Act (NHPA), Section 106

Within the coastal zone, the USCG is the Action Agency, and as such, it is the USCG FOSC's responsibility to address any NHPA Section 106 Consultation requirements by engaging the SHPO. The FOSC initiates this emergency consultation as soon as practicable after the response is initiated.

- State Historic Preservation Office (SHPO) Notification, Coordination and Consultation (Federal/State of Florida Guidance), Annex M.

5300 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.

5310 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 Public Health and Safety: Environmental Health Support Guidance, Annex DD.

5320 Priority Identification and Protection Strategies

Environmental resources at risk are identified in Part 4000 of this document, Environmentally and Economically Sensitive Areas, and in Annex C. Additional resources can be found in the following:

- The Sensitive Environmental and Economic Areas Annex, Annex G of the RRT-4 RCP.
- The Florida's Wildlife Contingency Plan for Oil Spill Response
- The Natural Resource Trustee Annex, Annex H of the RRT-4 RCP

5330 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.

5340 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 Annex C FWSEP of this plan and within Annex G of the RRT-4 RCP.

5350 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.

Additionally, for the SEFL planning area, the Florida 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.

5360 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.

5400 National Incident Management System (NIMS)

The SEFL 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 Annex F, Planning and Response Tools.

5410 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.

5420 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.

5430 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.

5440 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 incident assessment.

Note: Internet Explorer is not compatible with ERMA; please use Google Chrome or Microsoft Edge.

5450 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 A.

5460 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.

5500 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.

5510 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 strategies are 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 adsorbents (oil "sticks" to the boom) and lighter fuels generally are recovered using absorbents (sausage, sweep, or pads). 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.

5520 Shoreline Protection Options

The SEFL 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.

5530 On-Water Recovery

5531 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.

5532 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.

5533 High Current Environments

In the SEFL 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.

5540 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 L.

5550 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.

5560 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 Sub-section 5120 and decision-making tools provided in Annex AA 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.

5570 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.

5580 Waste Management and 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 GG.

5590 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).

5600 Oil Spill Response Funding and Cost Recovery

The Oil Spill Liability Trust Fund (OSLTF) is available to the FOSC for the payment of removal costs determined by the FOSC to be consistent with the National Contingency Plan as a result of, and damages resulting from, a discharge, or substantial threat of a discharge of oil impacting the navigable waters of the United States. 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.

5610 Hazardous Substance 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.

5620 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 Federal Project Number (FPN) for an oil spill or a CERCLA Project Number (CPN) for a Hazardous Substance 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.

5630 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.

5640 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.

5650 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 Interagency 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.

5660 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.

5670 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 MIPR please refer to NPFC Technical Operating Procedures - Chap 5 (MIPR).

5680 Documentation and Cost Recovery

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.

5681 National Contingency Plan (NCP) Documentation Requirements

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 Q.

5682 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.

5683 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.

5690 Oil Spill Claims

5691 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 to 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.

5692 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.

5700 Hazardous Substance Response

5710 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 40 C.F.R. Part 300 Subpart E. 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 DEP.

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 the Secretary of the Florida DEP.

More information on area specific Hazardous Substance response can be found in Annex D.

For USCG ESF-10 Mission Assignments in accordance with the Penn-Tulis Memo, please refer to Annex H.

5720 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 DD.

5730 Florida State Policy

The Florida DEP is the lead agency in concerned with environmental policies and regulations as set forth in Florida Statute, Title XXVII, Chapter 376.051, the Powers and duties of the DEP. The department responds to all reported unauthorized discharges, emissions, or other releases to the water, air, and soil necessary for the general welfare and the public health and safety of the state and its inhabitants.

DEP serves as the SOSC for incidents involving all pollutants and hazardous substance releases except for radioactive materials. In addition to spill response duties, DEP personnel review industry spill prevention plans, and inspects permitted facilities for compliance with applicable rules and regulations pursuant to the Florida Pollutant Discharge and Removal Act. Florida Statute Section 403.077, requires companies and organizations to complete a public notification of pollution for any “reportable pollution release that impacts air, land, or waters of the state. DEP

requires a State Watch Office (SWO) incident number to complete a "Public Notice of Pollution" form pursuant to statute.

Report all spills to the 24-hour State Warning Point at the Florida Emergency Management Agency at (850) 815-4001, (800) 320-0519, or to the back-up cell number at (850) 591-0071. The SWO can also be reached via email at swp@em.myflorida.com.

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.

5800 Post-spill Consultations

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. To the extent applicable, post-spill NHPA Section 106 consultations with the SHPO (and possibly others) would also need to be completed if not initiated or completed during the emergency phase.

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

- Natural Resource Trustees Annex, Annex H of the RRT-4 RCP.
- The all-inclusive FWSEP/WRP Contact Spreadsheet, Annex M of the RRT-4 RCP.
- All-inclusive Listed Species Chapter within the RRT-4 Biological Assessments for Oil Spill Countermeasures

6000 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 E.

6100 Oil Spill Removal Organizations (OSROs) and Equipment

6110 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.

6120 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.

6130 Classified OSRO listings for the Sector Miami 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 Miami COTP zone, please refer to: RRI Classification and POC Reports site.

6140 Basic Ordering Agreements (BOAs)

The U.S. Coast Guard's Operational Logistics Command (LOG), Contracting Office (LOG-9) Contingency and Emergency Support Branch (LOG-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). LOG-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. LOG-92 contracting officers are available 24/7 to support the FOSC.

6150 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 Southeast Florida include the following:

- Clean Gulf Associates
- HWCG LLC
- Marine Well Containment Company
- Oil Spill Response Limited
- Wild Well Control

6200 Hazardous Substance Response

6210 Hazardous Substance Response Resources and Technical Expertise

Under development.

6300 Salvage and Marine Firefighting Resources

6310 Salvage and Marine Firefighting Equipment and Technical Expertise

Under development.

7000 Response Technologies

7100 Response Technologies for Oil Spill Response

While mechanical recovery will typically be the most widely used response option, there are several other tools available to mitigate oil spills. The NCP directs that RRT 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. These policy documents can be found in Annex J: Oil Spill Countermeasure of the Region 4 RCP.

7110 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 Sub-section 7140 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 RRT-4 nearshore or offshore coastal zone, please refer to the RRT-4 RCP Annex J: Oil Spill Countermeasure, beginning on page 49, Use of Dispersants in RRT Region 4 which lists pre-approval, provisions, and protocol for use of dispersants in RRT-4.

7120 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; for the terms and conditions of this preauthorization, please refer to the RRT-4 RCP, Annex J: Oil Spill Countermeasure, beginning on page 262, Preauthorization of In-Situ Burning. Burning agent use is not preauthorized within the inshore/nearshore environment in RRT-4.

Note - Special Case for Northwest Florida: Florida state waters extend seaward into the Gulf of Mexico to a distance of nine miles whereas all other state coastal waters in RRT-4, including Florida's east coast, extend seaward to a distance of three miles. Since Florida state law prohibits preauthorization of in-situ burning within state waters, an emergency order has been drafted by the state which will allow for rapid case-by-case approval of in-situ burning in state waters when necessary and judged to be appropriate by a designated state official. The emergency order documents can be found beginning on page 282 of Annex J: Oil Spill Countermeasure of the RRT-4 RCP. In the event of the necessity of rapid approval, the Director, Division of Law Enforcement of the Florida DEP is the designated state official. No case-by-case approval will be required or considered necessary from EPA, DOI, or DOC for waters extending seaward in excess of three miles on Florida's west coast unless otherwise designated as meeting the criteria for a case-by-case zone.

For the most up-to-date policy, procedures and checklists when conducting an in-situ burn operation in the RRT-4 coastal zone please refer to, Annex J: Oil Spill Countermeasures, beginning on page 255, Use of In-Situ Burning in RRT Region 4.

7130 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.

Before a Shoreline Cleaner can be used, it must first be listed on the NCP Product Schedule (see section 7140 of this document). For the most up-to-date policy, procedures and checklists when planning use of Shoreline Cleaners in the RRT-4 coastal zone, please refer to Annex J: Oil Spill Countermeasure of the RRT-4 RCP, beginning on page 376, Use of Shoreline Cleaners.

7131 Solidifiers

Solidifiers are considered an alternative to sorbents or mechanical recovery to recover small amounts of oil or thin sheens from the water surface. They also have been shown to be useful by creating solid barriers that can limit spreading, thereby enhancing containment, collection, and recovery. Solidification of oil is an oil spill countermeasure that was evaluated by the RRT-4 as a candidate for developing preauthorization for use.

Due to the potential for solidifiers to: 1) add to the increased effectiveness of response in certain situations; 2) the fact that currently listed solidifiers are not a significant concern from a toxicological point of view; and 3) they don’t sink once reacted with oil, the RRT-4 agreed that preauthorization for use of solidifiers under certain conditions was desirable.

Preauthorization is necessary because the product must be on hand at the spill site and applied immediately to be effective for most spills. The RRT-4 preauthorization agreement is for the use of solidifiers in all applications. However, the use of solidifiers contained in booms, socks, pillows or other similar manner may be considered for use in the same manner as sorbents provided all materials are fully recovered and disposed of properly.

Before a Solidifier can be used, it must first be listed on the NCP Product Schedule (see section 7140 of this document). For the most up-to-date policy, procedures and checklists when using Solidifiers in the RRT-4 coastal zone please refer to Annex J: Oil Spill Countermeasure of the RRT-4 RCP, beginning on page 376, Use of Solidifiers.

7140 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 § 300.965, 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.

7200 Monitoring and Evaluation of Alternative Response Technologies

7210 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.

7220 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.

7230 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).

7240 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.

7300 Response Technologies for Hazardous Substance Response

7310 Response Technologies for Hazardous Substance Response

Under development.

Southeast Florida Area Contingency Plan (SEFL ACP)

Contact Spreadsheet

Annex A

May 2022

Record of Changes

Change Number	Change Description	Section Number	Change Date	Name
1	Contact List	(Annex A)	7/9/25	LT Jacob Cheeseman
2				
3				
4				
5				
6				
7				
8				
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Table of Contents

1000 Contact Spreadsheet Introduction

The Contact Spreadsheet serves as a comprehensive collection of links 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 A: Contact Spreadsheet.

Annex 2 Contact Spreadsheet

Updated: 09 JUL 2025

NOTE, JUL 2025: This list is undergoing review and updates. To request any additions, changes, or removals, please email IMDMiami@USCG.MIL

Representing	Organization	Category	Sub-Category	First Name	Last Name	Title	County	Email	Work	24 HR Phone	Cell
(A) Federal- Sector Miami- Key ACP POC	USCG- Sector Miami	COTP/FOSC		Frank	Florio	Captain		frank.j.florio@uscg.mil		305-535-4300	
(A) Federal- Sector Miami- Key ACP POC	USCG- Sector Miami	IMD Pollution Response Duty Team						IMDMiami@USCG.MIL		305-535-4300 (Command Center)	305-842-4281 (Duty Cell 24/7)
(A) Federal- Sector Miami- Key ACP POC	USCG- Sector Miami	FOSCR / IMD Chief		Robert	Copeland	LCDR		robert.r.copeland@uscg.mil	571-608-7332	305-535-4300	786-606-3167
(A) Federal- Sector Miami- Key ACP POC	USCG- Sector Miami	Contingency Planning		Samuel	Beauchamp	LCDR		samuel.h.beauchamp@uscg.mil	305-535-4414		717-422-7330
(A) Federal- Sector Miami- Key ACP POC	USCG- Sector Miami	Response Department Head		Christie	Connell	CDR		tabitha.c.connell@uscg.mil	786-367-6924	305-535-4300	
(B) State- FL DEP- Key ACP POC	FL DEP	SOSC		Joseph	DeLuna	Responder		sigifredo.vasquez@floridadep.gov		1-800-320-0519 (State Watch Office)	850-273-6190 (Text) 561-681-6719 (Call)
(B) State- FL DEP- Key ACP POC	FL DEP	SOSC		Jospeph	DeLuna	Responder		Joseph.deluna@FloridaDEP.gov		1-800-320-0519 (State Watch Office)	850-759-9501(Text) 561-681-6767 (Call)
(C) Federal	NWS Marine Team			_____	_____	_____		sr-mfl.ops@noaa.gov			
(C) Federal	USACE-Miami Field Office			Merideth	Allen	Technical Specialist	Miami-Dade	Meredith.A.Allen@usace.army.mil	305-526-7185		
(C) Federal	NOAA			Nicolas	Alvarado	NOAA Nvigation Manager		Florida.NavManager@noaa.gov	202-253-9536		
(C) Federal	USCG- Auxiliary			Tony	Anastasio	(Flotilla Cdr)		uscgaux32@gmail.com	954-336-7445 (ce)		
(C) Federal	FL Army National Guard 48th CST			Christopher	Atherton	Major Deputy Commander		christopher.atherton@us.army.mil	727-318-6046 x8745		727-244-2640
(C) Federal	Homestead Air National Guard	Wildlife Recovery		Robert	Avery	TSgt		Robert.Avery2@va.gov			
(C) Federal	NOAA	Wildlife Recovery		Audra	Banks			Audra.Livergood@noaa.gov			
(C) Federal	USN			John	Baxter	SE Region FOSCR		john.baxter3@navy.mil	904-482-8397		904-482-8397
(C) Federal	NOAA	Executive Advisory		Bradford	Benggio	FL/D7 SSC		Brad.benggio@noaa.gov	305-530-7931		954-684-8486
(C) Federal	US F&W	Wildlife Recovery		Ashleigh	Blackford	Technical Specialist		ashleigh_blackford@fws.gov	772-469-4246		
(C) Federal	US F&W Service	Wildlife Recovery		Timothy	Breen	Technical Specialist		timothy_breen@fws.gov	772-469-4239		772-538-2982
(C) Federal	USCG- Sector Miami	Intel		Stuart	Burgess			stuart.l.burgess@uscg.mil	305-695-2371	305-535-4300	
(C) Federal	US F&W	Wildlife Recovery		Shawn	Christopherson	Technical Specialist		shawn_christopherson@FWS.gov	772-469-4336		
(C) Federal	USACE	OSRO		Megan	Clouser	Technical Specialist		megan.l.clouser@usace.army.mil			
(C) Federal	NOAA-Fishery Habitat Conservation	Wildlife Recovery		David	Dale	Technical Specialist		David.Dale@noaa.gov	727-551-5736		
(C) Federal	CDC Quarantine Station	Health		Michelle	Decenteceo			vqi8@cdc.gov	305-526-2910		786-459-3831

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Updated: 09 JUL 2025

(C) Federal	US NPS -Biscayne National Park			Penelope	Del Bene	Park Superintendent		penelope_delbene@nps.gov	786-335-3634 (o)		
(C) Federal	NOAA			David	Dellinger	Technical Specialist		david.dellinger@noaa.gov	954-463-4271		954-295-2084
(C) Federal	DOL/ OSHA	OSRO	Assistant Safety Officer	Condell	Eastmond	Area Director		eastmond.condell@dol.gov	954-424-0242		954-423-0391
(C) Federal	US NPS-Biscayne National Park			Morgan	Elmer			morgan_elmer@nps.gov	786-335-3623		305-281-0500
(C) Federal	USCG - District 7	Governmental Affairs		Marilyn	Fajardo			marilyn.fajardo@uscg.mil	305-415-7154		305-331-1444
(C) Federal	US NPS -Biscayne National Park	Wildlife Recovery		Bradon	Falls	Chief Ranger		bradon_falls@nps.gov	305-242-7740	305-242-7740	786-335-3655
(C) Federal	US NPS-Everglades National Park	Wildlife Recovery		Robert	Gantt			robert_gantt@nps.gov	305-242-7731	305-242-7740	
(C) Federal	USACE-Miami Field Office	OSRO		Ingrid	Gilbert	Technical Specialist		ingrid.n.gilbert@usace.army.mil	305-526-7185		786-382-7896
(C) Federal	USACE-Miami Field Office	OSRO		Alberto	Gonzalez	Technical Specialist		Albert.Gonzalez@usace.army.mil			
(C) Federal	US F&W	OSRO		Roxanna	Hinzman	Technical Specialist		Roxanna_Hinzman@fws.gov	772-562-3909 x309		772-532-1247
(C) Federal	US F&W	OSRO		Jeff	Howe	Technical Specialist		jeffrey_howe@fws.gov	772-469-4283		
(C) Federal	USCG			Charles	Jaccobs	MSTC		charles.j.jacobs@uscg.mil	786-777-0775	786-562-1647	
(C) Federal	NOAA NMFS	Wildlife Recovery		Jocelyn	Karazsia	Technical Specialist		Jocelyn.Karazsia@noaa.gov	561-616-8880 x 207		
(C) Federal	USCG- District 7	DRAT		Richard	Lavigne	Lavigne	Miami-Dade	richard.j.lavigne@uscg.mil	305-415-7138		
(C) Federal	NOAA NMFS ESA Section 7	Wildlife Recovery		Audra	Livergood	Technical Specialist		Audra.Livergood@noaa.gov			786-351-2225
(C) Federal	NOAA	Wildlife Recovery		Blair	Mase	Regional Stranding Coordinator		blair.mase@noaa.gov	305-361-4586	(877) 433-8299	786-382-9585
(C) Federal	US NPS-Biscayne National Park	Wildlife Recovery		Vanessa	McDonough, Dr.	Wildlife Recovery		vanessa_mcdonough@nps.gov	305-230-1144 x 027		786-335-3649
(C) Federal	US NPS-Everglades National Park	OSRO		Michael	Michener	Chief Ranger		michael_michener@nps.gov	305-242-7739		305-297-0026
(C) Federal	US F&W-Everglades Headwaters National Wildlife Refuge Complex	Wildlife Recovery	National Refuge	Bill	Miller	Project Leader		william_g_miller@fws.gov	772-581-5557 x 7		772-216-6512
(C) Federal	US NPS-Biscayne National Park	Wildlife Recovery		Shelby	Moneysmith			shelby_moneysmith@nps.gov	786-335-3650		
(C) Federal	USCG- Sector Miami							christopher.a.mosquera2@uscg.mil	305-695-2302	305-535-4300	
(C) Federal	USCG			Xiamara	Roldan			xiamara.v.roldan@uscg.mil	305-415-6926		
(C) Federal	US EPA (RRT-4)	Emergency Response		Chris	Russell	FL Outpost Liaison		russell.chris@epa.gov	850-274-1575		
(C) Federal	US DOI	Environmental Protection	Natural Resources	Joyce	Stanley	Technical Specialist		joyce_stanley@ios.doi.gov	404-331-4524		404-852-5414

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(C) Federal	VHA-Office of Emergency Management	Emergency Response		Darryl	Stevenson	Federal Support		darryl.stevenson@va.gov			
(C) Federal	NOAA-NMFS	Wildlife Recovery	Marine Mammals	Elizabeth	Stratton	Assistant Stranding Coordinator		Elizabeth.Stratton@noaa.gov	305-361-4593		786-525-3841
(C) Federal	NOAA-NMFS			Andy	Strelcheck	Technical Specialist		andy.strelcheck@noaa.gov	727-824-5301		727-551-5702
(C) Federal	NOAA- Marine Sanctuaries (FKNMS)	Emergency Response		Lisa	Symons	Technical Specialist		lisa.symons@noaa.gov	305-434-9370		301-529-1860
(C) Federal	NOAA			Wendy	Teas			wendy.teas@noaa.gov			
(C) Federal	NOAA- Navigation Office (FL, PR, & USVI)			Kyle	Ward	Manager Acting		Kyle.ward@noaa.gov	301-651-4852		202-253-9536
(C) Federal	US Attorney's Office- Environmental Crimes	Environmental Protection	Investigations/Intel	Tom	Watts-Fitzgerald			thomas.watts-fitzgerald@usdoj.gov	305-961-9413		305-968-8461
(C) Federal	EPA Region 4 (Atlanta)			Brian	Englert			Englert.Brian@epa.gov	404-263-8775 (m) 404-562-8701 (f)		
(D) State	FLDEP Indian River Lagoon Aquatic Preserves			Irene	Arpayoglou	Field Office Manager	Indian River	Irene.Arpayoglou@FloridaDEP.gov	772-429-2995		
(D) State	FL DEM R5	Volunteer Management		Claudia	Baker	State Technical Specialist		claudia.baker@em.myflorida.com	850-519-6734		850-519-6734
(D) State	FL DEM R7	OSRO		Willie	Bouie	SE FL Coordinator		willie.bouie@em.myflorida.com	850-519-1469		850-519-1469
(D) State	FL DEP			Kenton	Brown	SE FL Response Manager		kenton.1brown@floridadep.gov	561-681-6767		954-658-8020
(D) State	FWCC	Wildlife Recovery	Investigations/Intel	Lex	Corteguera			lex.corteguera@myfwc.com			
(D) State	FWCC- F&W Research Institute	Wildlife Recovery		Ryan	Druyor			Ryan.Druyor@myfwc.com	727-502-4861		
(D) State	FL State Historic Preservation Office	SHPO		Scott	Edwards	Preservation Officer		Scott.Edwards@DOS.MyFlorida.com	850-245-6369		
(D) State	FL DEP -Biscayne Bay Aquatic Preserves	Wildlife Recovery		Laura	Eldredge	Manager, Office of Resilience & Coastal Protection		laura.eldredge@floridadep.gov	305-795-3486		
(D) State	FWCC	Law Enforcement		Alfredo	Escanio	Major		alfredo.escanio@myfwc.com	305-370-1246		305-648-8698
(D) State	FL DEM R6			Jodie	Fiske	SW FL Coordinator		Jodie.Fiske@em.myflorida.com	850-519-8635		
(D) State	FL DEP	Wildlife Recovery	Coral Reef Conservation	Evan	Harvey	Technical Specialist		evan.hovey@floridadep.gov			
(D) State	FWCC	Wildlife Recovery		George	Henderson	Technical Specialist		George.henderson@myfwc.com	727-896-8626		
(D) State	FWCC	Marine Salvage and Firefighting		Mark	Hodges	Captain					
(D) State	FL DOH			Albert	Howe	Advisor, Health Emergency Response		albert.howe@flhealth.gov	786-336-1480		
(D) State	FWCC	Wildlife Recovery		Amber	Howell	Technical Specialist		amber.howell@myfwc.com	561-398-5914		
(D) State	FWCC- (Derelict Vsl Program)	Law Enforcement		Marc	Ingellis			marc.ingellis@myFWC.com			

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(D) State	FWCC	Law Enforcement	Investigations/Intel	Darrell	Jones	Captain		Derrell.Jones@myfwc.com	561-681-6671		904-334-0329
(D) State	FWCC -(SE Region)	Wildlife Recovery		Meghan	Koperski	Technical Specialist		Meghan.Koperski@MyFWC.com	561-882-5964		
(D) State	FL Office of Attorney General Office of Inspector General	Investigations/Intel	Investigations/Intel	James	Mann	Colonel		james.mann@myfloridalegal.com	954-712-4661		954-218-2268
(D) State	FWCC	Law Enforcement		Alberto	Maza	Captain		alberto.maza@MyFWC.com	305-956-2513		786-229-5149
(D) State	FWCC	OSRO		Erin	McDevitt	Technical Specialist		Erin.McDevitt@MyFWC.com	561-625-5122 x 130		
(D) State	FWCC-Marine & Estuarine Subsection	Wildlife Recovery		Maria	Merrill	Biological Scientist		Maria.Merrill@MyFWC.com	850-528-1244		
(D) State	FWCC -F&W Research Institute	OSRO		Kathleen	O'Keife	Director		Kathleen.OKeife@myfwc.com	727-502-4865		
(D) State	FWCC	Wildlife Recovery		Thomas	Reinert, Dr.	Technical Specialist		tom.reinert@myfwc.com	561-882-5960		
(D) State	FWCC -F&W Research Institute	Wildlife Recovery		Timyn	Rice	State Scientific Support Coordinator		Timyn.Rice@MyFWC.COM	727-502-4855		727-310-7368
(D) State	FDEP-Indian River Lagoon Preserve Field Office	Wildlife Recovery		Barchan	Rodgers	Technical Specialist	Indian River	barchan.rodgers@@floridadep.gov	772-429-2995		
(D) State	FWCC	Law Enforcement		David	Schaeffer	Captain		david.schaeffer@myfwc.com	561-624-6935		772-215-9317
(D) State	FL DEP-Coral Reef Conservation	Wildlife Recovery	Coral Reef Conservation	Mollie	Sinnott	Reef Injury Response Coordinator (Primary)		mollie.sinnott@floridadep.gov	305-795-2167	786-385-3054	
(D) State	FWCC	Wildlife Recovery		Kent	Smith	Technical Specialist		kent.smith@myfwc.com	850-566-9059		
(D) State	FDEP	OSRO		Chris	Stahl	Technical Specialist		Chris.stahl@dep.state.fl.us			
(D) State	FWCC	Wildlife Recovery		Robbin	Trindell, Dr.	Technical Specialist		robbin.trindell@MyFWC.com	850-922-4330		561-262-1104
(D) State	FL DOH			Freda	Vaughn	Advisor, Health Emergency Response		freda.vaughn@flhealth.gov	954-213-0679		954-702-0691
(D) State	FL DEP-Coral Reef Conservation	Wildlife Recovery	Coral Reef Conservation	Joanna	Walczak	Reef Injury Response Coordinator (Secondary)		Joanna.Walczak@dep.state.fl.us	305-795-2111		
(D) State	FL DEP-Coral Reef Conservation	Wildlife Recovery	Coral Reef Conservation	Shelby	Wedelich	Reef Injury Response Coordinator (Alternate)		shelby.wedelich@dep.state.fl.us	561-681-6638	786-385-3054	
(D) State	FWCC	Wildlife Recovery		Ricardo	Zambrano	Regional Biologist		Ricardo.Zambrano@myfwc.com	561-625-5122		
(D) State	FWC			Mark	Hodges	Captain			954-375-1059		
(D) State	FWC			Timyn	Rice	Scientific Support Coordinator			727-502-4855		727-310-7368
(E) Tribal	Seminole Tribe of FL-Environmental Resources Dept			Cherise	Maples	Environmental Resource Director		CMaples@semtribe.com	954-965-4380 ext 10632		
(E) Tribal	Seminole Tribe of FL-Environment Resources Dept	Environmental Protection		Stacy	Myers	Assistant Director		stacy.myers@semtribe.com	954-965-4380 ext 10624		
(E) Tribal	Seminole Tribe of FL-Emergency Management			Larry	Rogers	Director		larryrogers@semtribe.com	954-967-8900 x 10469		954-560-4526

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(E) Tribal	Seminole Tribe of FL	Emergency Response		Rafael	Tirona	Emergency Response Coordinator		rafaeltirona@semtribe.com	954-967-8900 x 10469		954-558-6402
(E) Tribal	Miccosukee Tribe of Florida	Emergency Response	Wildlife Recovery	Craig	Van der Heiden, Dr.	Emergency Response Coordinator		craigv@miccosukeetribe.com	786-527-4703		786-527-4703
(F) Local	Miami-Dade County, RER	Volunteer Management		Omar	Abdelrahman	County Tech Specialist (Remediation Coordinator)	Miami-Dade	Omar.Abdelrahman@miamidade.gov	305-372-6861		
(F) Local	Fort Lauderdale- Fire Rescue	Marine Salvage and Firefighting		Stuart	Ahearn				954-448-6307		
(F) Local	Broward County BEMD			Richard	Allen	Technical Specialist	Broward	RAllen@broward.org	954-831-3909		
(F) Local	Broward Emergency Management			Tatiana	Riesgo	Emergency Management Specialist	Broward		954-831-3905		954-444-8145
(F) Local	MD Fire Rescue (POM)	Marine Salvage and Firefighting		Andy	Alvarez	Chief	Miami-Dade	andy.alvarez@miamidade.gov	786-336-6583		786-255-0150
(F) Local	Miami-Dade Fire Rescue	Marine Salvage and Firefighting		Andy	Alvarez			Andy.Alvarez@miamidade.gov	786-336-6583		
(F) Local	St. Lucie County Office of Public Safety			Frank	Amandro	Asst Director	St. Lucie	amandrof@stlucieco.org	772-353-8437 (ce)		
(F) Local	Miami-Dade County OEM	Volunteer Management		Niel	Batista	Emergency Planner	Miami-Dade	niel.batista@miamidade.gov	305-468-5421		
(F) Local	Palm Beach County- DERM	OSRO		Julie	Bishop	Technical Specialist	Palm Beach	jbishop@pbcgov.org	561-233-2446		
(F) Local	Palm Beach County-DEM	OSRO		Mary	Blakeney	Director	Palm Beach	MBlakene@pbcgov.org	561-712-6331		
(F) Local	West Palm Beach Fire-Rescue	Marine Salvage and Firefighting		Brent	Bloomfield	Technical Specialist	Palm Beach	bbloomfield@wpb.org			
(F) Local	West Palm Beach Fire-Rescue	Marine Salvage and Firefighting		Brent	Bloomfield			bbloomfield@wpb.org			
(F) Local	Treasure Coast Regional Planning Council			Kathryn E.	Boer	LEPC 10 Coordinator		kboer@tcrpc.org	772-221-4060		772-834-1587
(F) Local	Broward County BEMD	OSRO		Camille	Campbell	Technical Specialist	Broward	cacampbell@broward.org	954-756-5161		
(F) Local	Miami-Dade County RER			Ken	Cathy		Miami-Dade	Ken.Cathey@miamidade.gov			
(F) Local	TowBoatUS - Fort Lauderdale	OSRO	VOO	Kevin	Collins	Recovery/Protection Branch	Broward	kcollins@towboatusftlauderdale.com	954-763-3390		
(F) Local	TowBoatUS- Fort Lauderdale	OSRO		Hunter	DeCamp	Captain	Broward	hdecamp@towboatusftlauderdale.com		954-525-5577	
(F) Local	Indian River County- Emergency Management	OSRO	Environmental Specialist	Kendra	Cope	Technical Specialist	Indian River	kcope@ircgov.com			
(F) Local	City of Miami- Fire Rescue	Marine Salvage and Firefighting		Nick	Cortez		Miami-Dade	firemarineops@miamigov.com	305-898-8897		305-898-8897
(F) Local	Miami-Dade- Fire Rescue						Miami-Dade	jason.fernandez@miamidade.gov			
(F) Local	Miami-Dade- Fire Rescue						Miami-Dade	jason.richard@miamidade.gov			
(F) Local	Miami-Dade- Fire Rescue						Miami-Dade	robert.johnson@miamidade.gov			

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(F) Local	Miami-Dade- Sheriffs Office			Michael	Barrios	Lieutenant	Miami-Dade	mjbarrios@mdso.com	305-468-1162		305-283-6680
(F) Local	Miami-Dade- Emergency Management			Dan	Scarborough	Emergency Management Planner	Miami-Dade	dts@miamidade.gov	305-468-5415		786-493-2860
(F) Local	Miami Beach Emergency Management			Matthew	Roach	Department of Emergency Management Coordinator	Miami-Dade	matthewroach@miamibeachfl.gov	305-673-7736 ext 28405		305-401-1204
(F) Local	City of Riviera Beach- Fire Rescue	Marine Salvage and Firefighting		John	Curd	Chief		jCurd@Rivierabeach.org	561-845-4108		
(F) Local	Miami-Dade County-OEM	OSRO		Charles	Cyrille	Deputy EM Director	Miami-Dade	Charles.cyrille@miamidade.gov	305-468-5415		305-310-9101
(F) Local	Broward County Environmental Planning Division	OSRO		Samantha	Danchuck, Dr.	Assistant Director, Environmerntal	Broward	SDANCHUK@broward.org	954-519-1295		954-654-4094
(F) Local	City of Riviera Beach- Fire Rescue	Marine Salvage and Firefighting		V	Davis			vdavis@rivierabeach.org			
(F) Local	City of Riviera Beach- Riviera Beach Public Works							sclarke@rivierabeach.org	561-845-4080		
(F) Local	Indian River Lagoon Aquatic Preserve	OSRO		Duane	De Freese	Executive Director	Indian River	ddefreese@irlcouncil.org	321-313-0764		
(F) Local	City of Miami- Fire Rescue	Marine Salvage and Firefighting		Scott	Dean	Assistant Fire Chief Operations		sdean@miamigov.com	305-569-3600		786-256-5109
(F) Local	Martin County- Fire/Rescue (Marine)	Marine Salvage and Firefighting		Travis	Dikes				772-263-2248		
(F) Local	Miami-Dade County RER	OSRO		Alain	Donderiz		Miami-Dade	dondea@miamidade.gov	305-372-6779		786-442-4778
(F) Local	Martin County-EOC	OSRO		Jerry	Ezard	Emergency Response Coordinator	Martin	jezard@martin.fl.us			
(F) Local	Miami-Dade County RER	OSRO		Luis	Fernandez	Project Supervisor	Miami-Dade	Luis.Fernandez4@miamidade.gov	305-372-6682		
(F) Local	City of Miami- Fire Rescue	Marine Salvage and Firefighting		Alejandro	Fernandez	Deputy Fire Chief		afernandez@miamigov.com	305-416-5400		305-970-1003
(F) Local	Virginia Key Beach Park Trust			Guy	Forchion		Miami-Dade	gforchion@miamigov.com	305-960-4603		
(F) Local	Fort Lauderdale- Fire Rescue	Marine Salvage and Firefighting		Jermaine	Frazier	Battalion Chief		JFrazier@fortlauderdale.gov	954-248-8429		
(F) Local	Fort Lauderdale- Marine Patrol							marineunit@fortlauderdale.gov	954-828-5700		
(F) Local	Miami-Dade County RER			Raul	Fundora	Emergency Coordinator	Miami-Dade	Raul.Fundora@miamidade.gov	305-322-0121		
(F) Local	Palm Beach County-DEM	OSRO		Mike	Geier	Technical Specialist	Palm Beach	mgeier@pbcgov.org	561-712-6336		
(F) Local	City of Riviera Beach- Fire Rescue	Marine Salvage and Firefighting		K	Golden			kgolden@rivierabeach.org			
(F) Local	Martin County Engineering	OSRO	Engineering	James	Gorton	Technical Specialist	Martin	jgorton@martin.fl.us	772-219-4905		
(F) Local	Miami-Dade County RER	OSRO		Mike	Graham	Technical Specialist	Miami-Dade	Graham@miamidadegov			
(F) Local	Miami-Dade County RER	OSRO		Catherine	Gray	Technical Specialist	Miami-Dade	Catherine.Gray@miamidade.gov	305-372-6733		

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(F) Local	Fort Lauderdale- Fire Rescue	Marine Salvage and Firefighting		T	Heiser			theiser@fortlauderdale.gov	954-557-2774		
(F) Local	BSO Fire Rescue	Marine Salvage and Firefighting		Harris	Henbest	PEV District Chief		Harris_Henbest@sheriff.org	954-765-5372		954-551-4280
(F) Local	BSO- Fire Rescue	Marine Salvage and Firefighting		Harris	Henbest	PEV District Chief		Harris_Henbest@sheriff.org	954-765-5372		954-551-4280
(F) Local	St. Lucie County	OSRO		Glenn	Henderson	Director, Coastal Management Services	St. Lucie	hendersong@stlucieco.org	772-462-2818		
(F) Local	Broward County Env Protection	OSRO	Environmental Protection	Natahsa	Herne	Technical Specialist	Broward	nherne@broward.org	954-519-1203		
(F) Local	Miami Beach EOC	OSRO		Shari	Holbert-Lipner	Municipal Technical Specialist		sharilipner@miamibeachfl.gov	305-673-7736		
(F) Local	Martin County EM Division	Emergency Response		Dianne	Hughes	Technical Specialist	Martin	dhughes@martin.fl.us	772-219-4980		
(F) Local	Indian River County -Emergency Management	OSRO		Rachel	Ivey		Indian River	rivey@ircgov.com	772-226-3852		772-321-4679
(F) Local	Broward County-OEM	Emergency Response		Tracy	Jackson	Director	Broward	TJackson@broward.org	954-831-3908		954-400-8195
(F) Local	Broward County Env Protection	Environmental Protection	Natural Resources	Clearvens	Jean-Baptiste	Technical Specialist	Broward	cjeanbaptiste@broward.org	954-818-7541		
(F) Local	Miami-Dade County OEM	OSRO		Troy	Johnson	Emergency Response Coordinator	Miami-Dade	troyj@miamidade.gov	305-468-5416		786-239-7695
(F) Local	City of Riviera Beach- Fire Rescue	Marine Salvage and Firefighting		Mark	Johnson	Deputy Chief		mjohnson@rivierabeach.org	561-845-4105		
(F) Local	Broward County Environmental Planning Division	OSRO		Jennifer	Jurado, Dr.	Director, Environmental Planning	Broward	JJURADO@broward.org	954-519-1464		954-520-1086
(F) Local	Indian River- Shores Fire Rescue	Marine Salvage and Firefighting		David	Kiernan			dkiernan@ircgov.com			
(F) Local	Fort Lauderdale- Fire Rescue	Marine Salvage and Firefighting		Erik	Knowles				786-412-0913		
(F) Local	Broward County-Port Everglades	OSRO		Neil	Kutchera		Broward	nkutchera@broward.org	954-468-3520		954-605-2431
(F) Local	Miami Beach Emergency Management Coordinator			Melissa	Lopez del Castillo			melissalopezdelcastillo@miamibeachfl.gov	305-673-7000; 22792 (o) 786-918-2791 (m) 305-673-7736 (main)		
(F) Local	Indian River County-Emergency Management			Ryan	Loyd		Indian River	rloyd@ircgov.com	772-226-3944 (o) 772-226-3900 (main) 772-567-9323 (f)		
(F) Local	Biscayne National Park-LE Division	Law Enforcement	Wildlife Recovery	Robert	Mackarvich			robert_mackarvich@nps.gov	786-229-1686		786-229-1686
(F) Local	Miami-Dade Parks	Wildlife Recovery		Alex	Martinez	Wildlife Recovery	Miami-Dade	alemart@miamidade.gov	305-310-3046		786-719-6836
(F) Local	Broward County-Environmental Protection			Bret	Maxwell		Broward	BMAXWELL@broward.org	954-519-0308 (o)		
(F) Local	South Florida LEPC	Emergency Response		Jason	McMahon	LEPC 11 Coordinator		jmcmahon@sfrpc.com	954-924-9653		
(F) Local	Miami-Dade County RER			Vanessa	McVay	High Risk/Compliance Manager	Miami-Dade	Vanessa.McVay@miamidade.gov	305-372-6717		305-297-7996
(F) Local	Miami Beach Emergency Management	Emergency Response		Juan	Mestas	Chief EM Response Coordinator	Miami-Dade	juanmestas@miamibeachfl.gov	305-673-7736		

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(F) Local	**Miami Beach** Fire Rescue - Emergency Management - Coordinator	Marine Salvage and Firefighting		Juan	Mestas			juanmestas@miamibeachfl.gov	305-673-7000 (x8429)		786-351-6789
(F) Local	Miami-Dade County RER			Tom	Mikell	Pollution Control Inspector	Miami-Dade	Tom.Mikell@miamidade.gov			
(F) Local	Palm Beach County ERM	OSRO		Matt	Mitchell	Environmental Manager EM Response Coordinator	Palm Beach	MMitchell@pbcgov.org	561-681-3833		
(F) Local	National Weather Service Miami/SFL Forecast Office			Robert	Molleda	Warning Coordinator		Robert.Molleda@noaa.gov	305-229-4522 Ext 223		
(F) Local	South Florida Water Management District			Mat	Morrison	Stakeholder		mjmorris@sfwmd.gov	561-682-6844 / 45		
(F) Local	Palm Beach- Fire Rescue	Marine Salvage and Firefighting		Sean	Pamplona	Division Chief		SPamplon@pbcgov.org	561-233-0865		561-324-6401
(F) Local	St. Lucie County-EOC	Emergency Response		Ron	Parrish	Emergency Response Coordinator	St. Lucie	parrishr@stlucieco.org	772-462-8100		772-834-5627
(F) Local	Miami Beach Emergency Management	Emergency Response		David	Patlak	Emergency Response Coordinator	Miami-Dade	davidpatlak@miamibeachfl.gov	305-519-4412		
(F) Local	Miami Beach			Lindsey	Precht	Environmental Resource Manager Miami Beach	Miami-Dade	LindseyPrecht@miamibeachfl.gov	305-673-7000 x26008		
(F) Local	Brevard County-OEM	Emergency Response		Kimberly	Prosser	Emergency Management Director	Brevard	kimberly.prosser@brevardfl.gov	321-637-6670		
(F) Local	Broward County-Natural Resources Division	Environmental Protection	Natural Resources	Pat	Quinn, Dr.	Senior Specialist	Broward	PQuinn@broward.org	954-519-1218		
(F) Local	Palm Beach County-EOC	Emergency Response		Shane	Ratcliff	Emergency Response Coordinator	Palm Beach	sratlif1@pbcgov.org			
(F) Local	Miami-Dade Fire Rescue-Marine Ops	Marine Salvage and Firefighting		Leonel	Reyes	Captain	Miami-Dade	Reyesl@miamidade.gov	786-412-9438		786-412-9438
(F) Local	Miami-Dade Fire Rescue Marine Ops	Marine Salvage and Firefighting		Leonel	Reyes	Cpatain		Reyesl@miamidade.gov	786-412-9438		786-412-9438
(F) Local	Miami-Dade County- DERM	OSRO		John	Ricisak	Technical Specialist	Miami-Dade	ricisj@miamidade.gov	305-372-6575		305-487-2612
(F) Local	Miami-Dade County- DERM							raul.fundora@miamidade.gov	305-322-0121		
(F) Local	Miami-Dade County- DERM							vanessa.mcvay@miamidade.gov	305-297-7996		
(F) Local	Miami-Dade County- DERM							EnvtlComplaints@miamidade.gov	305 372-6955		
(F) Local	Miami Beach Emergency Mangement	Emergency Response		Matthew	Roach	EM Response Coordinator	Miami-Dade	matthewroach@miamibeachfl.gov	305-673-7000 x8415		
(F) Local	Broward County-BEMD	OSRO		Carolyn	Rodriguez	Technical Specialist	Broward	crodriguez@broward.org	954-831-3900 954-831-3347		
(F) Local	Broward County							dscott@broward.org	954-818-6279		
(F) Local	Broward County							ekoenig@broward.org	954-740-0231		
(F) Local	Broward County									954-818-7515	
(F) Local	Miami-Dade County OEM	OSRO		Pete	Gomez	Director	Miami-Dade	pete.gomez@miamidade.gov	305-468-5401		786-493-2860

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(F) Local	City of Pompano Beach Fire Rescue	Emergency Response		Kimberly	Spill-Cristiano	EM Division Manager	Broward	kimberly.spill-cristiano@copbfl.com	954-545-7799		954-242-0565
(F) Local	Palm Beach County-ERM	Emergency Response		Michael	Stahl	Deputy Director	Palm Beach	mstahl@pbcgov.org	561-233-24233		
(F) Local	Indian River County OEM	Emergency Response		Tad	Stone	Director	Indian River	tstone@ircgov.com	772-226-3859		
(F) Local	Miami-Dade County RER	OSRO		Pamela	Sweeney	Technical Specialist	Miami-Dade	sweenpa@miamidade.gov	305-372-6594		
(F) Local	Miami-Dade County, RER	OSRO		Sara	Thanner	Remediation Coordinator	Miami-Dade	ThannS@miamidade.gov	305-372-6859		
(F) Local	Indian River County- Fire Rescue	Marine Salvage and Firefighting		Russell	Thompson	LT		rthomnpson@ircgov.com	772-226-3281		
(F) Local	Miami-Dade County, RER	OSRO		Galia	Varona	Remediation Coordinator	Miami-Dade	Galia.Varona@miamidade.gov			
(F) Local	St. Lucie County OEM	Emergency Response		Gustavo	Vilchez	EM Operations Manager	St. Lucie	VilchezG@stlucieco.org	772-462-8107		772-834-9250
(F) Local	Broward County-BEMD	OSRO		Lori	Vun Kannon	Assistant Director	Broward	lvunkannon@broward.org	954-831-3933		954-831-3933
(F) Local	Martin County-OEM	Emergency Response		Sally	Waite	Emergency Management Director	Martin	swaite@martin.fl.us	772-559-8930		
(F) Local	Broward County-Port Everglades			Jeff	White	Director, Operations	Broward	jewhite@broward.org	954-444-6932		954-444-6932
(F) Local	Bill Baggs State Park			Art	Yerian	Stakeholder		art.yerian@dep.state.fl.us	305-361-8779		
(F) Local	Broward County-Natural Resources Planning (DERM)	Environmental Protection		Ali	Younes		Broward	ayounes@broward.org	954-519-1486		
(G) Facility Stakeholder	ExxonMobil Pipeline Co. (PAPE)	OSRO		Jon	Hester	Stakeholder		jon.w.hester@exxonmobil.com	954-713-3302		954-605-0183
(G) Facility Stakeholder	ExxonMobil Port Everglades							joyce.l.porter@exxonmobil.com			
(G) Facility Stakeholder	Vecenergy-(S FL Petroleum)			Adam	Rafford			adam.rafford@vecenergy.com	954-739-1978		954-739-1978
(G) Facility Stakeholder	FPL			Rory	Rahming			rory.rahming@fpl.com	561-694-3691		786-427-7437
(G) Facility Stakeholder	South Florida Petroleum	OSRO		David	Rivera	Stakeholder		David.Rivera@SouthFloridaPetroleum.com	954-818-3774		
(G) Facility Stakeholder	Citgo Port Everglades							jkenne2@citgo.com			
(G) Facility Stakeholder	Citgo-(PAPE)	OSRO		Robert	Soto	Stakeholder		rsoto@citgo.com	954-439-8786		
(G) Facility Stakeholder	Vecenergy -(South FL Petroleum)	OSRO		Tad	Todd	Stakeholder		Tad.Todd@SouthFloridaPetroleum.com	954-467-9774 x 9129		
(G) Facility Stakeholder	Vecenergy-(S FL Petroleum)	OSRO		Richard	Vogel	Stakeholder		richard.vogel@vecenergy.com	954-278-9131		
(G) Facility Stakeholder	FPL			Jeffrey	Wilbur	Manager, Enviromental Services		jeffrey.wilbur@fpl.com	561-691-2582		561-236-4462
(G) Facility Stakeholder	Broward County-Port Everglades	Environmental Protection		Alex	Rangel	Environmental Manager	Broward	arangel@broward.org	954-468-3705		954-249-1553

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(G) Facility Stakeholder	Broward County-Port Everglades			Harris	Henbest	Hazardous Materials Fire Chief	Broward	harris_henbest@sheriff.org	954-551-4280		
(G) Facility Stakeholder	Broward County-Port Everglades					Point of Contact	Broward	tcuzzort@broward.org			
(G) Facility Stakeholder	Broward County-Port Everglades					Point of Contact	Broward	rcharlton@broward.org			
(G) Facility Stakeholder	Broward County-Port Everglades					Point of Contact	Broward	rojenkins@broward.org			
(G) Facility Stakeholder	Broward County-Port Everglades					Point of Contact	Broward	mcasa@broward.org			
(G) Facility Stakeholder	Vecenergy (South FL Petroleum)			Marsh	Bowles	Stakeholder		MBowles@southfloridapetroleum.com	954-931-8441		
(G) Facility Stakeholder	Vecenergy (South FL Petroleum)	OSRO		Riley	Boyle	Stakeholder		riley.boyle@vecenergy.com	954-278-9142		
(G) Facility Stakeholder	SFPS							tad.todd@vecenergy.com			
(G) Facility Stakeholder	TransMontaigne (Port Everglades)	OSRO		Kevin	Brooks		Broward	kbrooks@transmontaigne.com	954-868-0789		
(G) Facility Stakeholder	TransMontaigne (Port Everglades)	OSRO		Casey	Brouwer	FL Director of Operations	Broward	cbrouwer@transmontaigne.com	954-355-4245		941-737-9016
(G) Facility Stakeholder	Citgo - (PAPE)	OSRO		Davison	De Araujo			ddearau@citgo.com	954-525-6743		813-226-7792
(G) Facility Stakeholder	TransMontaigne (Fisher Island)	OSRO		Rene	Fernandez			rfernandez@transmontaigne.com	305-672-1065		
(G) Facility Stakeholder	TransMontaigne (Fisher Island)							lgonzalez@transmontaigne.com			
(G) Facility Stakeholder	TransMontaigne (Fisher Island)							aruddell@transmontaigne.com			
(G) Facility Stakeholder	FPL			Kevin	Gordon	Stakeholder		kevin.gordon@fpl.com	561-304-5579		
(G) Facility Stakeholder	FPL	OSRO	Environmental Specialist	John	Hampp	Manager, Environmental Services		John.Hampp@fpl.com	561-691-2894		
(G) Facility QI	Gallagher Marine Systems			Martin	Mueller	Conttractor QI		mmueller@chems.com	954-790-5062		
(H) OSRO / SALVAGE	T&T Salvage	OSRO		Jessica	Acosta	Recovery/Protection Branch		jacosta@ttsalvage.com	281-897-1500	713-534-0700	
(H) OSRO / SALVAGE	Resolve Marine Group, Inc.	OSRO		Bryan	Alonso	OPA-90 Manager		balonso@resolvemarine.com	954-562-5306		954-562-5306
(H) OSRO / SALVAGE	Resolve Marine Group, Inc-OPA-90 Manager	Marine Salvage and Firefighting		Bryan	Alonso			balonso@resolvemarine.com	954-562-5306		954-562-5306
(H) OSRO / SALVAGE	National Response Corp	OSRO		Alan	Atkinson	Recovery/Protection Branch		aatkinson@nrcc.com	904-400-3140		
(H) OSRO / SALVAGE	Cliff Berry Inc.	OSRO		Kelly	Brandenburg			kbrandenburg@cliffberryinc.com	954-763-3390 x 1005		760-274-3024
(H) OSRO / SALVAGE	Cliff Berry Inc.	Marine Salvage and Firefighting		Kelly	Brandenburg			kbrandenburg@cliffberryinc.com			
(H) OSRO / SALVAGE	National Response Corp	OSRO		Eric	Cooper	Recovery/Protection Branch		ecooper@nrcc.com	727-224-6952		

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(H) OSRO / SALVAGE	Ardent Americas	OSRO		Adrian	Cushman			adrian.cushman@ardent-americas.com			
(H) OSRO / SALVAGE	Ardent Americas- OPA 90 Manager	Marine Salvage and Firefighting		Adrian	Cushman			adrian.cushman@ardent-americas.com	786-266-6396		
(H) OSRO / SALVAGE	MSRC	OSRO		Richard	D'Allassandro	Atlantic Region Response Manager		richd@msrc.org	732-346-2444		
(H) OSRO / SALVAGE	National Response Corp	OSRO		Jason	DeSantis	Recovery/Protection Branch		jdesantis@nrcc.com	386-441-7719		612-290-1747
(H) OSRO / SALVAGE	National Response Corp	Marine Salvage and Firefighting		Jason	DeSantis			jdesantis@nrcc.com			
(H) OSRO / SALVAGE	T&T Salvage	OSRO		DeeAnn	Ebanks	Director, Vessel Services		debanks@ttsalvage.com	281-446-4010		713-504-1846
(H) OSRO / SALVAGE	T&T Salvage- Director, Vsessel Services	Marine Salvage and Firefighting		DeeAnn	Ebanks			debanks@ttsalvage.com	281-446-4010		713-504-1846
(H) OSRO / SALVAGE	Oil Spill Response, USA Inc			Elmer	Emeric	Duty Manager		ElmerEmeric@oilspillresponse.com	954-983-9880 (o) 954-292-5866 (ce)		
(H) OSRO / SALVAGE	T & T Salvage	OSRO		Rebecca	Garcia-Malone	Salvage Group Contractor		rgarcia@ttsalvage.com			832-405-9364
(H) OSRO / SALVAGE	T & T Salvage	Marine Salvage and Firefighting		Rebecca	Garcia-Malone			rgarcia@ttsalvage.com			
(H) OSRO / SALVAGE	Moran Environmental Recovery	OSRO		Ryan	Harris	Recovery/Protection Branch		rharris@moranenvironmental.com			
(H) OSRO / SALVAGE	TowBoatUS-Fort Lauderdale	OSRO	VOO	John	Hauf	Recovery/Protection Branch		bhauf@towboatusftlauderdale.com	954-657-9315		954-868-1521
(H) OSRO / SALVAGE	Cliff Berry Inc.	OSRO		Jon	Hines			jhines@cliffberryinc.com	954-907-5190		
(H) OSRO / SALVAGE	SeaTow of the Treasure Cost	Marine Salvage and Firefighting						rhelmig@seatow.com	561-248-1394		
(H) OSRO / SALVAGE	SeaTow of the Treasure Cost	Marine Salvage and Firefighting							242-815-2516		
(H) OSRO / SALVAGE	SeaTow of the Treasure Cost	Marine Salvage and Firefighting							772-225-3144		
(H) OSRO / SALVAGE	SeaTow of the Treasure Cost	Marine Salvage and Firefighting							561-844-8056		
(H) OSRO / SALVAGE	Shell Marine	OSRO		David	Keane, Dr	Technical Advisor		david.keene@shell.com	713-230-7440		
(H) OSRO / SALVAGE	Moran Environmental Recovery	OSRO		Stephen	Lamir	Recovery/Protection Branch		slamir@moranenvironmental.com	904-355-4164		904-759-4573
(H) OSRO / SALVAGE	Clean Harbors Environmental Svcs	OSRO		Mark	Lucas	Regional General Manager		lucas.mark@cleanharbors.com	863-267-5700		863-267-5700
(H) OSRO / SALVAGE	Ardent Americas	Emergency Response		Zach	Malinoski	Emergency Management Director		z.malinoski@smit.com	713-574-9759		
(H) OSRO / SALVAGE	Ardent Americas- Emergency Management Director - Americas	Marine Salvage and Firefighting		Zach	Malinoski			zach.malinoski@ardent-americas.com	713-574-9759		
(H) OSRO / SALVAGE	T&T Salvage, LLC	OSRO		DeeAnn	McMillen			dmcmillen@ttsalvage.com	713-504-1846		
(H) OSRO / SALVAGE	T&T Salvage, LLC	Marine Salvage and Firefighting		DeeAnn	McMillen			dmcmillen@ttsalvage.com	713-504-1846		

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(H) OSRO / SALVAGE	Ardent Americas - Underwater Services	Marine Salvage and Firefighting		Justin	Meador			Justin.Meador@ardent-americas.com	832-850-4178		713-213-8393
(H) OSRO / SALVAGE	T&T Salvage, LLC	OSRO		Ian	Moscoso	Recovery/Protection Branch		imoscoso@ttsalvage.com	832-709-7674		832-920-8058
(H) OSRO / SALVAGE	T&T Salvage, LLC	Marine Salvage and Firefighting		Ian	Moscoso			imoscoso@ttsalvage.com	832-709-7674		832-920-8058
(H) OSRO / SALVAGE	Resolve Marine Group, Inc.	OSRO		Chauncey	Naylor	OPA-90 Manager		cnaylor@resolvemarine.com	954-463-9195 x319		409-926-8085
(H) OSRO / SALVAGE	Resolve Marine Group, Inc. -OPA-90 Manager	Marine Salvage and Firefighting		Chauncey	Naylor			cnaylor@resolvemarine.com	954-463-9195 x319		409-926-8085
(H) OSRO / SALVAGE	US Ecology	OSRO		Jeff	Peleg	Recovery/Protection Branch		jeff.peleg@usecology.com	954-957-7271		786-423-0924
(H) OSRO / SALVAGE	SAVESORB (Contractor)	OSRO	Absorbants	Tom	Shira			tomshira@bellsouth.net	863-206-5396		
(H) OSRO / SALVAGE	Excel USA-Emergency Management & Disaster Recovery	OSRO		Shanti	Smith-Copeland	Emergency Management & Disaster Recovery		sscopeland@excelusa.com	850-443-3896		
(H) OSRO / SALVAGE	Seabulk Tankers (SEACOR)			Wayne	Solomon			wsolomon@ckor.com	954-627-5275		757-375-2679
(H) OSRO / SALVAGE	MSRC	OSRO		Tim	Spoerl	Response Manager Atlantic Region		spoerl@msrc.org	757-619-1293		757-619-1293
(H) OSRO / SALVAGE	Seabulk Tankers (SEACOR)			Patrick	Unger	Stakeholder		punger@ckor.com	954-649-0232		
(H) OSRO / SALVAGE	Ardent Americas	Marine Salvage and Firefighting		Marion	Weinand			Marion.Weinand@ardent-americas.com	954-271-5807		786-449-0606
(H) OSRO / SALVAGE	Resolve Marine Group, Inc.-OPA-90 Manager	OSRO		Sherry	Xu	OPA-90 Manager		xulei@resolvemarine.com	954-764-8700		954-257-9130
(H) OSRO / SALVAGE	Resolve Marine Group, Inc.- OPA-90 Manager	Marine Salvage and Firefighting		Sherry	Xu			xulei@resolvemarine.com	954-764-8700		954-257-9130
(H) OSRO / SALVAGE	MSRC	OSRO		Randy	Zimmerman	Resposne Supervisor		zimmerman@msrc.org	305-370-2819		732-620-6722
(H) OSRO / SALVAGE	National Estuary Program Indian River Lagoon Aquatic Preserve			Kathy	Hill			hill@irlcouncil.org			
(H) OSRO / SALVAGE	US Ecology			Robert	Sauer			robert.sauer@usecology.com	850-912-9760		407-702-8815
(H) OSRO / SALVAGE	DonJon-Smit Americas			Marion	Weinand			Marion.Weinand@DonJon-Smit.com	954-271-5807 703-299-0081		786-449-0606 954-608-7177
(H) OSRO / SALVAGE	Adventure Environmental, INC	Marine Salvage and Firefighting						Greg@4AEI.com			
(I) Wildlife Recovery	Wildlife Rescue of Dade County	Wildlife Recovery		Lloyd	Brown			wildliferescue@bellsouth.net	305-342-1075		305-342-1075
(I) Wildlife Recovery	Dolphins Plus	Wildlife Recovery		Art	Cooper			art@dolphinsplus.com			
(I) Wildlife Recovery	South Florida Wildlife Center	Wildlife Recovery		Suzanne	Torres	Wildlife Recovery		storres@southfloridawildlifeenter.org			
(I) Wildlife Recovery	Florida Sea Grant- (Miami-Dade)	Wildlife Recovery		Ana	Zangroniz	Stakeholder		azangroniz@ufl.edu	305-421-4017		
(I) Wildlife Recovery	South Florida Wildlife Center							info@southfloridawildlifecenter.org	954-524-4302		

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(J) NGOs	Marine Mammal Conservancy	Wildlife Recovery		Mike	Bankester, Mike			pmbank@prodigy.net			
(J) NGOs	Dolphins Plus	Wildlife Recovery		Gerhard	Besserer			besserer@terranova.net			
(J) NGOs	United Way Broward ESF-15	Volunteer		Tanja	Francis		Broward	tfrancis@unitedwaybroward.org	954-462-4850		
(K) Academia	University of Miami-CARTHE			Laura	Bracken	Outreach Manager		lbracken@rsmas.miami.edu	305-421-4228		
(K) Academia	Nova SE University	Wildlife Recovery		Derek	Burkholder, Dr.			dburkholder@nova.edu	954-262-3673		517-896-1941
(K) Academia	Harbor Branch Oceanographic Insititute	Wildlife Recovery		Steve	Burton	Technical Specialist		sburto10@fau.edu	(772) 332-9709		
(K) Academia	Univ of Miami - Rosenstiel School of Marine and Atmospheric Science	Academia		John	Gulla	Technical Specialist	Miami-Dade	JGulla@miami.edu	305-284-2948		305-978-5154
(K) Academia	Harbor Branch Oceanographic Institute	Wildlife Recovery		Dennis	Hanisak, Dr.	Technical Specialist		dhanisak@fau.edu	772-242-2205		
(K) Academia	Florida University-Aquatic Pathobiology Lab	OSRO		Andrew	Kane, Dr.	Director, Aquatic Pathobiology Lab		kane@ufl.edu	352-213-8407		
(K) Academia	Florida Institute of Oceanography	OSRO		Philip	Kramer, Dr.	Director		philipkramer@usf.edu	727-553-3542		
(K) Academia	Florida Institute of Oceanography			Mary Beth	Neely, Dr.			billhogarth@fio.usf.edu	727-553-3370 (o) 727-365-4617 (ce)		
(K) Academia	Nova SE University	Wildlife Recovery		Abigail	Renegar, Dr.	Technical Specialist		drenegar@nova.edu	954-262-3644		
(K) Academia	Univ of Florida - College of Marine Science	OSRO		Monica	Wilson, Dr.			monicawilson447@ufl.edu	727-553-3516		
(L) Other	Interested Citizen (Biologist)			Robert	Christensen	Technical Specialist		rchrist1936@aol.com	305-255-7706		
(L) Other	Interested Citizen	Wildlife Recovery		Paul	Davis	Technical Advisor		pwdavis9@gmail.com			

Southeast Florida Area Contingency Plan (SEFL ACP)

Risk Analysis: Area Planning Scenarios

Annex B

May 2022

Record of Changes

Change Number	Change Description	Section Number	Change Date	Name
1				
2				
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1000 Introduction

This annex has been developed by the Federal On-Scene Coordinator (FOSC), in consultation with the Southeast Florida 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 Southeast Florida Area 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.

Understanding the potential volumes of oil (fuel or cargo) carried on vessels is a major consideration in oil spill planning. The following table reflects the approximate capacities of the vessels that transit SE Florida:

Vessel Type	Reference Length	Approximate Volume
Small speedboat	12-40 feet	6-120 gallons
Medium sized yacht	40-60 feet	200-1200 gallons
Small Tugboat	30-60 feet	1500-25,000 gallons
Ocean-going Tugboat	90-150 feet	90,000-190,000 gallons
Mega-Yacht	200-400 feet	90,000-225,000 gallons
Dry bulk ship	500-700	400,000-800,000

(cement, etc.)	feet	gallons
Large Cruise Ship	900-1100 feet	1-2 million gallons
Panamax Container Ship	900-1000 feet	1.5-2 million gallons
Very Large Container Ship (VLCS)	1300+ feet	4-5 million gallons
Ocean Going Tank Barge	550-750 feet	7-14 million gallons
Ocean Going Tank Ship (carrying refined products)	700-850 feet	8-15 million gallons
https://response.restoration.noaa.gov/about/media/how-much-oil-ship.html		

An essential part of contingency planning is anticipating the effects of a spill and preparing in advance the response actions to spills that are likely to occur in the area. These assessments are most accurately achieved by conducting table-top drills and exercises. This section outlines a response to five oil spill scenarios:

- an average most probable discharge (AMPD) based on historical data;
- a maximum most probable discharge (MMPD) is also based on state/regional historical spill data; the size of the discharge most likely to occur taking into account such factors as the size of the largest recorded spill, traffic flow within the region, hazard assessment, risk assessment, seasonal considerations, and operating records of facilities and vessels in the state/region;
- a worst case discharge (WCD) for a vessel is a discharge has been identified by the Area Committee Executive Advisory Committee of 1-2 cargo tanks of petroleum from a liquid bulk tank ship in two separate scenarios (see below);
- a worst case discharge (WCD) originating from a pipeline breach at night while discharging from a liquid bulk tank ship to a shore side storage facility; and an international offshore drilling platform worst case discharge (WCD).

The environmental sensitivity of natural resources within the Sector Miami AOR makes rapid and effective spill response essential. In developing the Worst Case Discharge Scenario, it became clear that where it is practical, the Coast Guard response options should include in-situ burning and use of dispersants. In addition, it may be necessary for the FOSC to direct destruction of the vessel and cargo under the Intervention on the High Seas Act, as amended (33 USC 1471-1487).

Each of these three response options may involve RRT Region IV concurrence and in the case of intervention, further review by Commandant. Any delay in approval will adversely impact the response action. To minimize potential delays, the FOSC shall retain the option of ordering the staging of fire boom, dispersants, dispersant application equipment and any other assets deemed necessary while awaiting RRT and Commandant authorization for use.

The discharge scenarios described in this section include the following quantities of oil:

- AVERAGE PROBABLE DISCHARGE: estimated to be 50-250 GAL of diesel or gasoline.
- MAXIMUM MOST PROBABLE DISCHARGE: estimated to be 5,000-10,000 GAL of fuel (diesel, gasoline, aircraft fuel, etc.).
- WORST CASE DISCHARGE: projected to be 500,000 GAL of fuel (diesel, gasoline, aircraft fuel, etc.).
- INTERNATIONAL OFFSHORE DRILLING INCIDENT WORST CASE DISCHARGE: projected to be an uncontrolled release of 75,000 BBLS per day for 30 Days.

2100 Average Most Probable Discharge and Scenario

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.

The average most probable discharge of oil in the Sector Miami AOR is a reported spill or mystery sheen based on their location. They may be fuel directly entering the water or fuel entering the bilges and then being pumped overboard. By the time these spills are reported, the spill/sheen is generally too thin to be collected or sampled. Clean up of these spills is almost never possible.

The average most probable discharge of oil in the Sector Miami AOR for which a cleanup occurs is a diesel fuel spill of 50-250 gallons at a marina. Due to the immediate availability of some response equipment most of the spill is contained. When this size spill occurs from a commercial or recreational vessel the response often requires the marina operator or Sector to initiate cleanup.

Average Most Probable Discharge Scenario: At 0800 a 50 ft yacht overfills it fuel

tank discharging diesel fuel into the water into a waterway. At 0830 a report is received of approximately 60 gallons of diesel fuel oil trapped around the yacht and the dock; some of which is contained using marina boom. Upon notification, the Sector Port Assessment Team Supervisor sends out the duty pollution investigators. The local DEP representative and FWCC are also notified of the incident. Pollution investigators determine that the responsibility party/marina has hired a response contractor.

The cleanup contractor's crew arrives at 0930 with additional boom and sorbent materials. 50 feet of containment boom is deployed to contain the remaining fuel and sorbent pads are used to absorb the contained fuel. The pads are collected into plastic trash bags and double bagged for disposal when they become oil soaked. By 1400, pollution investigators determine that the area has been sufficiently clean-up and response efforts are terminated.

2200 Maximum Most Probable Discharge and Scenario

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.

Maximum Most Probable Discharge Scenario: At 0500 on a Sunday morning the M/V General Carrier, a 700-foot dry cargo vessel carrying 100,000 gallons of fuel runs aground in the anchorage located off Port Everglades. As the vessel grounds, some damage occurs to the coral reef system. Additionally, one of the vessel's fuel tanks is damaged releasing 10,000 gallons of Bunker C fuel oil. The vessel Master contacts
Sector Miami and/or the National Response Center immediately after the grounding.

The Sector Command Center (SCC) Command Duty Officer (CDO) is notified of the event at 0515. The initial information passed by the Master is that the cargo ship has grounded in the Port Everglades anchorage and that oil is in the water. The SCC CDO notifies the Command Cadre, recalls the Incident Management Division and ensures all emergency notifications are made: District 7 Command Center, NOAA, FWCC, FL DEP, and State Warning Point. It will take CG Station Fort Lauderdale minutes to get a small boat on scene to evaluate the situation. The SCC CDO should consider the following initial actions:

1. Request that CG Station Fort Lauderdale dispatch a small boat to provide timely evaluation of the situation;
2. Inform the District 7 (dr) duty officer and operations center of the casualty. Secure a Federal Project Number from the National Pollution Funds Center

(NPFC). Request an over-flight be arranged via the District 7 Command Center.
3. Determine if the ship Person-in-Charge (PIC) is contracting for response services. If not, then inform the Sector Incident Management Division Supervisor to contact an oil spill response contractor and alert them of the need for response.
4. Contact ships agent.

The initial report received at 0530 from the CG Station Fort Lauderdale small boat, is that the vessel is hard aground and that a large quantity of oil is in the water and appears to be moving toward shore. Reports to Sector Miami from the vessel master state that a damage survey is being conducted by the crew but is not complete. Two tugs are on the way from Port Everglades to assist the vessel.

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

1. Can the leak be stopped by pumping oil from the damaged tank into other onboard tanks?
2. Notify NOAA Scientific Support Coordinator to request support to the Unified Command. Natural Resource Damage Assessment (NRDA) personnel will be integral partners in the response efforts to assess environmental damages and approve the salvage plan/vessel removal operations to prevent further damage to the reef system and shoreline.
3. Obtaining an oil spill trajectory from NOAA to determine when and where the spill is expected to hit the shoreline. Determine where to deploy the initial containment booms to reduce the spreading of the oil and protect sensitive shorelines in the path of the oil.
4. Request NOAA SSC consult with the RRT Region IV to utilize dispersants. NOAA SSC should be prepared to develop a dispersant plan. If approved/accepted, make preparations to deploy dispersants in accordance with dispersant plan as soon as possible.
5. Where to set up the command post for the response. Ensure State and vessel representative are notified of the location.
6. How many additional oil spill cleanup contractors will be needed to handle the cleanup? Will additional resources be necessary, Strike Team, cleanup monitors, boat crews, etc.?

An Incident Command Post is established at the Broward County Emergency Operations
Center by 0800. The Command Post is fully staffed by 0930. Using a trajectory model, NOAA estimates that the oil will begin coming onshore around 1200 today in the northern beaches of Broward County/Palm Beach county boundary.

The ship reports that the two assist tugs are available immediately today and their primary OSRO, NRC will be on-scene by 0800. The ship also reports that one fuel tank has been holed and there are no further damages found to the vessel, its cargo or its fuel tanks.

Response Strategy and Equipment:

The initial response strategy is:

- Secure the damaged tank from continuing to discharge;
- Boom-off the vessel;
- Conduct over-flights to map the location of the spill;
- Obtain a spill trajectory model to determine when and where the oil will impact shorelines. Move protection/recovery resources into the area as quickly as possible and deploy resources ahead of the spill;
- Request CG Gulf Strike Team support;
- Establish a marine safety zone around the vessel.

Follow-up actions include:

- Determine the sensitivity of the shorelines and develop a protection/recovery strategy using the sensitivity/protection maps in the Area Contingency Plan.
- Conduct a detailed damage assessment of the vessel and determine if additional products may be at risk of being released.
- Work with NOAA to conduct underwater surveys to initially assess damages to the coral reef system and determine best egress route to remove vessel.
- Develop vessel salvage plan working with Salvage Master, CG Salvage Engineering
- Response Team (SERT) and possibly NAVY SUPLSALV. The salvage plan should include taking appropriated actions to secure/lighter products as necessary to safely
- remove the vessel to limit further damages to natural resources.

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

- Containment Boom (18") to deflect oil away from sensitive shorelines and containment boom to hold oil from escaping the immediate area = 20,000 feet of containment & deflection boom.
- Boom (36") to boom off vessel = 4,000 feet;

- Near-shore skimmers to collect approximately free floating 8,000-10,000 gallons of oil = 3;

- Frac. Tanks to store/transport the recovered product = 3.

- Coast Guard small boats to enforce Marine Safety Zone = 2.

- (Potential) VOSS/OSRO offshore skimmer to assist collection of offshore oil.

Personnel:

Coast Guard Personnel needed to conduct this response over a two week period would include at a minimum:

12 = Pollution investigators/cleanup monitors
10 = OSC representative qualified personnel
2 = Casualty Investigators
2 = Coxswains (2-12 hr rotations)
2 = Qualified small boat crews (2-12 hr rotations)
5 = Personnel to staff Field Command Post (CG Station Fort Lauderdale)
12 = Personnel to staff Incident Command Post (Broward EOC)
6 = Support Personnel
53 = Total personnel needed

Response:

Primary response to the event would be by all personnel at Sector Miami and at least two small boats from CG Station Fort Lauderdale. This would be enough personnel to provide one security boat crew, one support boat crew; three land based pollution investigation/monitoring teams, two casualty investigators and personnel to staff the Field and Incident Command Posts. Additional personnel qualified to conduct pollution investigations and monitor cleanup operations would have to be obtained through the Seventh Coast Guard District DRAT.

Over-flight support would be provided by Coast Guard Air Station Miami. Requests should be made through the Seventh Coast Guard District Command Center.

Response time for Sector Miami personnel to be on-scene shore-side may take as long as
2.5 to 3 hours during an early morning event. Support personnel from the Gulf Strike Team historically take 8-12 hours to arrive without equipment once notified (air travel scheduling dependent). Local Reservists would likely be available to respond but funding to bring them on active duty may not be quickly resolved. TAD personnel from other Seventh Coast Guard District units could be available within

24-48 hours. Contractor furnished equipment located throughout the region could take up to 4 hours to arrive at the designated staging area(s).

Clean-up:

The equipment listed is the minimum necessary to conduct an initial cleanup of product working 24 hours a day for 7-12 days. If dispersants are not approved, very little of the product will be lost due to evaporation and some will disperse into the water column which will be unrecoverable. The oil that enters the exposed beaches, marshes and mangroves presents the biggest problem for cleanup. Whether the mangroves or marshes should be entered to conduct cleaning operations or if/when to employ water washing or whether to just boom the area with sorbent boom and let the tidal action wash some of the free floating oil out of the area will be based on recommendations made by the shoreline cleanup and assessment team along with input from DEP and NOAA scientists. This part of the cleanup could take several months to complete. The Unified Command will be guided by the SSC/NRDA staff in making this decision on when final cleanup is considered to have been completed.

2300 Worst Case Discharge and Scenario

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.

Worst Case Discharge Scenario(s): At 0600 on a Sunday morning the worst case discharge scenario involves one of three scenarios:

- a fully loaded tank ship anchored off Port Everglades is allided into by a cargo ship also maneuvering to anchor; or

- a fully loaded tank ship moored in Port Miami (Fisher Island) is allided into by an inbound/outbound container ship which loses navigational control.

In either scenario, the damaged tank ship sustains heavy damage along its port or stbd side but it is still seaworthy and under its own power. At least two cargo tanks are ruptured with the adjacent longitudinal and transverse bulkheads fractured. The Master is able to contact Sector Miami and its PIC for further direction. The second vessel may or may not be heavily damaged depending on the angle of impact.

The Sector Command Center (SCC) Command Duty Officer (CDO) is notified at 0615 that a tank ship carrying various fuels has been struck as described above. The tank ship is heavily damaged along a section of the port/stbd side hull but still

seaworthy and under power. Initially, two port/stbd wing cargo tanks have been penetrated with the adjacent longitudinal and transverse bulkheads fractured. The oil from the damaged tanks is in the water and spreading rapidly. The tank vessel remains in its location and immediately attempts to transfer cargo to available tanks.

By 0630, SCC CDO notifies the Command Cadre, recalls the Incident Management Division, and ensures all emergency notifications are made: District 7 Command Center, NOAA, FWCC, FL DEP, and State Warning Point. The CDO further instructs the Command Center watch standers to immediately call in all available Sector personnel. The FOSC also requests immediate assistance from the Gulf Strike Team and CG Salvage Engineering Response Team (SERT).

CG Stations Fort Lauderdale and Miami Beach are in close proximity of the incident site, as applicable, thus can be mobilized immediately. It will take the Sector personnel about two hours to arrive to CG Base Miami Beach or Port Everglades Incident Command Post. The SCC CDO should consider the following initial actions.

1. Immediately dispatch the applicable CG Station small boat to provide timely evaluation of the situation.
   PortMiami scenario - Consider evacuating the remaining vessels at CG Sector/Station facilities to prevent loss of operational availability due to free floating oil; attempt to relocate to the nearest CG facility until able to return to home unit.

2. Inform the District 7 (dr) duty officer and operations center of the casualty. Secure a Federal Project Number from the National Pollution Funds Center (NPFC). Request an over-flight be arranged via the District 7 Command Center.

3. Determine if the ship Person-in-Charge (PIC) is contracting for response services. If not, then inform the Sector Port Assessment Team Supervisor to contact available oil spill response contractors and alert them of the need for response (NRC, MSRC, Resolve Marine, etc.).

4. Contact ships agent.

Due to heavy free floating oil, the CG small boat may not be able to approach the ship or may stall due to oil drawn into the engine cooling inlets. The initial report received at 0700 from the CG Helo On-scene, is that the port/stbd side of the tank ship above the water line is damaged, intact and appears stable but severe leakage is observed in area of damaged tanks. No injuries have been reported. The allision has resulted in the sudden release of 50,000 gallons of No. 6 oil. Release would be

instantaneous, occurring within one hour of the collision. The total potential discharge is 20,000 barrels or 840,000 gallons.

The wind is from the south at approximately 5-10 MPH with unlimited visibility. Seas are 2-4 feet at the anchorage. Air and water temperatures are 75 and 80 degrees F, respectively.

1. No medium or major spills have occurred in the Sector Miami AOR in recent history mainly due to highly scheduled and controlled ship movements to/from the ports of
   SE Florida. Transits to tank ship moorings are short and channels are narrow thus all ship movements are tightly controlled by the port pilots and/or harbor master (PEV). However allisions are likely due to the close proximity of moored vessels to the channel making this scenario a real possibility especially in inclement weather. Tank ships arriving to PortMiami/Port Everglades carry many fuels (JP-5, Diesel, gasoline, etc.) and No.6 oil was selected for its resistance to evaporate or dissipate.

2. Hazard assessment: MSDS information for No. 6 oil will be used. Although the product is frequently heated to aid in flow rate, another hazard to No. 6 oil is that a chemical may be added to make the product less viscous. It's important to obtain a copy of the ship's onboard cargo MSDS to ascertain if a chemical is mixed with the product and its associated hazards. Expect high kill rate to wading birds in the immediate area of the oil until the chemical has evaporated. During the initial days of the incident, if a chemical has been added, it will rapidly evaporate, increasing exposure risk in the immediate area of oil pools and possibility of responder respiratory problems developing. Air monitoring on site and at various locations downwind must be conducted. This information should be used to assist in the development of the site safety plan.

3. Vulnerability analysis: Intra-coastal waterways, mangroves and Biscayne Bay are the most environmentally sensitive areas of PortMiami scenario. This area hosts numerous important resources such as living coral reefs, mangroves, turtle nesting areas, manatees, shellfish and many bird nesting areas.

   The Port Everglades anchorage scenario could impact coastal beaches and nesting areas.

   Reference applicable ESI maps for accurate natural resources threatened.

4. Risk assessment: Oil discharged inside the jetties during the flood cycle, would be further pushed inward rapidly towards the inner harbor north/south with

prevailing currents and wind action. Oil impacting the shoreline and sensitive habitat is inevitable.

Oil discharged at the anchorage location would likely be pushed in a north/northwest direction by prevailing currents and winds. Oil impacting the shoreline and sensitive habitat is likely.

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

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

1. Can the tank ship internally transfer cargo from the damaged tanks to available tanks and voids or be boomed off for immediate lightering?

2. Notify NOAA Scientific Support Coordinator to request support to the Unified Command. Natural Resource Damage Assessment (NRDA) personnel will be integral partners in the response efforts to assess environmental damages and approve the salvage plan/vessel removal operations to prevent further damage to the reef system and shoreline.

3. Obtaining an oil spill trajectory from NOAA to determine when and where the spill is expected to hit the shoreline. Determine where to deploy the initial containment booms to reduce the spreading of the oil and protect sensitive shorelines in the path of the oil.

4. Anchorage scenario - Request NOAA SSC consult with the RRT Region IV to utilize dispersants and/or in-situ burning. (Can fire boom equipment be obtained and deployed?) NOAA SSC should be prepared to develop a dispersant and/or in-situ burning plan(s). If approved/accepted, make preparations to deploy tactics in accordance with the applicable plan as soon as possible.

5. Notify all Port Administration and port agents of the incident and consider rerouting of inbound shipping.

6. What additional resources are needed (MSRC, NRC, Gulf Strike Team etc.) and how many additional cleanup monitors, boat crews, etc. will be needed to handle the clean-up?

7. Where to stage response equipment.

8. Where to set up the Incident Command Post for the response. Ensure State and vessel representatives are notified of the location.

9. What sensitive areas are at risk? The greatest risk is the potential for damage to the coral reefs, sea grass ecosystems, mangroves and coastal vegetation found in the area. Of secondary importance is the impact to the port shipping and loss of public use (and subsequent revenue) of the numerous beaches and parks located in the affected geographic region. The sensitive areas are mapped out in detail in the Environmental Sensitivity maps contained in Volume II of the Plan.

The FOSC decides to initially establish the Incident Command Post at Sector Miami due to the need to have communications with Coast Guard cutters and aircraft. However, due to the size of the incident, the FOSC should consider moving the Unified Command Post to the applicable County Emergency Operations Center as the response organization expands to address the size of the incident. The Responsible Party may desire to contract another location due to cost which should be acceptable as long as the Unified Command organization can be accommodated as well as connectivity, public affairs and security issues can be met.

The Response & Prevention Departments report to the Sector and begin activating contractors, updating all involved agencies, determine surge staffing to the SCC and requesting the NOAA SSC to obtain a trajectory of the spill.

Initial On-Scene investigation, evaluation and recommendations:

The Investigation Team would attempt to determine the amount and direction of oil discharged, assess the general condition of the two vessels, and report back to the FOSC. They should make recommendations as to the immediate disposition of the second ship.

Response Strategy and Equipment:

The initial response strategy is:

- Secure source of discharge by transferring cargo to other tanks to a level below the damage/fractures as practicable;

- Boom off the vessel;

- Evaluate the stability of both vessels;

- Conduct over-flights to map the location of the spill;

- Obtain a spill trajectory model to determine when and where the oil will impact shorelines. Move protection/recovery resources into the area as quickly as possible and deploy resources ahead of the spill;

- Request CG Gulf Strike Team support;

- Establish a marine safety zone around the vessel.
- Locate staging areas and deploy equipment (in harbor – shallow water boom and skimmers, coastal – ocean boom, fire boom and skimmers, airport – dispersants and associated equipt). NOTE: in-situ burning should be conducted off shore and outside of 6 miles of the coastline unless RRT Region IV allows alternate strategy.

Follow-up actions include:

- Determine the sensitivity of the shorelines and develop a protection/recovery strategy using the sensitivity/protection maps in the Area Contingency Plan.

- Conduct a detailed damage assessment of the vessels and determine if additional products may be at risk of being released.

- Develop vessel salvage plan working with Salvage Master, CG Salvage Engineering Response Team (SERT) and possibly NAVY SUPLSALV. The salvage plan should include taking appropriated actions to secure/lighter products as necessary to safely remove the vessel to limit further damages to natural resources.

- The Incident Command Post should be moved to the applicable County Emergency Operations Center as the response escalates in size and scope.

- Procedures for acquiring additional resource assistance: the Logistics Section is tasked with locating and obtaining equipment as the needs are identified. Locating sources include using the corporate knowledge of the CG National Strike Force and the Contractors involved.

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

1. Boom:

- Anchorage scenario - approximately 386,000' of boom is required to prevent oil from impacting beaches immediately north of the anchorage.
- PortMiami scenario - approximately 386,000' of boom is required to prevent oil from marshes, mangroves and water intakes.

2. Skimmers: 46 skimmers are required at a minimum. 75 percent of these must be capable of operating in water depths of less than 6 feet.

3. Oil Spill Removal Vessels (OSRVs): 3 vessels needed at a minimum: MSRC's FLORIDA RESPONDER (Miami)(if available), NRC's LIBERTY (Miami), and the Coast Guard's VOSS System (Miami).

4. Aircraft: minimum of 1 helicopter for dedicated sorties (pollution mapping; FOSC trips, etc.) and periodic use of fixed wing for video mapping and potential dispersant applications. FAA assistance will be required to establish flight restrictions for the airspace surrounding the tank ship.

5. Oil storage vessels/tanks: 18 large tank barges will be required to support the deep water skimming operations and transport the recovered oil/water mixture to shore for disposal. Another 30 small tank barges will be required to support the shallow water skimming operations.

6. Support vessels: 15 appropriate sized vessels/tugs capable of towing the deep water skimming systems and shuttling barges to shore. Another 20 smaller vessels will be needed to support the shallow water skimming operations. Approximately 200 small utility boats for tending skimmers, tending boom and other logistical support will be needed.

Personnel:

Response personnel needed to conduct this response exercise over a 3-6 month period would include at a minimum:

1. Incident Command Organization: At full development will require about 55 Coast Guard officers and senior enlisted personnel in supervisory positions as well as 14 State agency representatives, 4 NOAA representatives, 2 Fish & Wildlife representatives, 5 local agency representatives and 4 responsible party representatives. An estimated 36 junior Coast Guard personnel would fill miscellaneous command support functions and 4 C G boats and 8 boat crews for continuous operations until "right-sized" for prevailing activities.

2. Field Operations: Estimate a minimum of 55 Coast Guard enlisted personnel for field teams. The field personnel required from other agencies is estimated to be about 75 total.

3. Contractor personnel: Difficult to estimate because of the variability of manpower requirements for different response strategies. Including boom deployment and tending, skimmer operations, shoreline cleanup and logistical support, personnel levels expected to reach 1000 within the first week and stabilize at up to about 5000 within 3 weeks depending on the extent of shoreline impacts.

4. Miscellaneous personnel: Wildlife rescue efforts can be expected to draw over 300 volunteers in 3 or more collection/rehab sites. The additional requirements for salvage operations, investigations, and similar efforts cannot be projected with any accuracy.

Response:

A spill of this magnitude located in the environmentally sensitive areas of SE Florida and Biscayne Bay will involve government agencies at all levels and create intense public interest. There will also be a significant local monetary impact due to the impact on shipping schedules and economy connected to the tourism industry (hotels, sport fishing, conventions, etc.).

Initially, the Unified Command will be established as the response progresses. The most critical administrative task is getting the representatives from the many government agencies online so there is a minimum delay in implementing the initial response strategy. With the large number of involved agencies, each with their own responsibilities, without proper coordination every issue has the potential to become a point of conflict. Outreach to the RDSTF to stand up its Multi-agency Coordination (MAC) Group may be needed to coordinate support to the local and regional government agencies. The most critical operational task is the rapid procurement of adequate boom, including fire boom, and/or dispersant equipment if in-situ burning or dispersants is to be effectively employed.

The primary response to the event would be the initial use of all Sector Miami personnel. This would include adequate personnel for at least two land based pollution investigation teams, two casualty investigators and surge personnel to staff the SCC and Incident Management Division. Personnel qualified to conduct pollution investigations and monitor cleanup operations could be accessed through Seventh Coast Guard District DRAT. Additional management support would be needed to oversee deployment and support of the displaced cutters and boats/crews.

If not assigned an air asset, over-flight support would have to be provided by Seventh Coast Guard District Command Center.

Response time for all resources: The containment boom is scheduled to begin arriving in the area within 1-3 hours, initially from the local Coast Guard, State and contractor stockpiles. The rest of the identified boom and trained personnel and equipment needed to deploy the boom and should arrive over the next 12-24 hours. Fire boom arrival is estimated within 24-48 hours. Small portable skimmers and the large skimmers in MSRC's and NRC's Miami inventory should arrive on scene within 4-6 hours. The three OSRV's could begin arriving within 6-12 hours. The majority of the larger skimmers is located in Jacksonville and could begin arriving in the area in approximately 10-12 hours. National Strike Force and Navy SUPSALV assets will take up to 8-12 hours to reach the area (flight availability dependent). Contractor furnished equipment could take up to two hours to stage at designated staging areas. Additional resources outside the region would take a minimum of eight hours to arrive after they were called. Personnel from other Strike Teams would probably be available within 24-48 hours.

The response time for the Sector to be fully manned and operational at the Incident Command Post could take as long as 2-4 hours. Reservists are locally available but funding to provide them for significant events in the past has not been forthcoming. Anticipate as many as 10 to volunteer their services part time at no cost along with many CG Auxiliarists. TAD personnel from other Seventh Coast Guard District units could be available within 24-48 hours.

The response strategies used will be drawn from the NOAA Scientific Support Coordinator's (SSC's) recommendations and shoreline response strategies listed in NOAA's Shoreline Countermeasures Manual for Tropical Coastal Environments.

Response strategies by location of the spill are described below:

1. Offshore: Containment offshore will be accomplished using a combination of dispersants and standard open water boom including fire boom if available and a viable tactic. Boom should be deployed around the vessel to contain as much oil as possible. The oil in the standard boom arrangements away from the vessel will be removed using skimming systems. The offshore response strategy is to remove as much oil as possible using dispersants, open water skimming, and in-situ burning if appropriate.

2. Near shore: Very little near shore boom will be deployed initially. The limited amount of boom available will either be used offshore or for use in the inlet protection strategies. As the response progresses, sensitive shorelines will be protected as resources become available.

3. Shoreline: The majority of all boom deployed in the anchorage scenario will be in an effort to prevent the oil from reaching beaches and nesting sites. The boom used must be suitable for very shallow water. This operation will be very labor intensive and will require constant monitoring of the placements. Planned boom deployment locations are detailed on charts located in Volume II of the Area Contingency Plan.

4. Inland: The majority of all boom deployed in the PortMiami scenario will be in an effort to minimize the migration of oil north and south within the shallow waters of the intra-coastal waterway and marshes. The boom used must be suitable for very shallow water. This operation will be very labor intensive and will require constant monitoring of the placements. Planned boom deployment locations are detailed on charts located in Volume II of the Area Contingency Plan.

5. Sensitive areas: Most of the SE Florida coastline, Biscayne Bay, and many areas within the intra-coastal waterway are considered sensitive areas. Many areas are designated as critical habitat, marine sanctuaries and/or national/state parks. By using the above strategies for the given scenarios, it is hoped that the amount of oil reaching the designated sensitive areas is minimal. With consultation from the NOAA SSC and RRT Region IV it may be necessary to "sacrifice" one area as a natural collection point to save many others.

Cleanup:

The mechanical cleanup stage of the operation will involve offshore skimming operations and cleaning the many miles of docks, sea walls, and beaches that may become impacted. This part of the operation is expected to last 3 to 6 months depending on the extent of shoreline impact.

The dispersant activities and in-situ burning tactics are anticipated for no longer than 3 days. After this time, the oil will have will have emulsified to an extent dispersants/in-situ burning is no longer effective. The larger skimmer systems will be needed for approximately 14 days. After that time, the majority of the oil will be on the shoreline and operations will consist mainly of cleaning of beaches and man-made shore structures (docks, sea walls, etc.) using sorbents, portable skimmers and pressure washers.

Significant impacts will occur to mangrove-lined shorelines if oiled. The Shoreline Cleanup and Assessment Teams (SCAT), the NOAA SSC and the DEP would make recommendations to the FOSC on the best approach to clean/protect these sensitive

resources. This part of the cleanup could take many months and will require hundreds of thousands of feet of sorbent boom and materials.

Storage and disposal of oil spill generated wastes will become be a significant issue during the incident. Numerous waste storage areas will be established with roll-off boxes and Frac tanks to store solid and liquid product. In addition, barges and OSRV's will need to be off-loaded to continue response operations. Options include local incineration of solid oily waste at designated staging areas and/or transporting the material over the road to the Waste to Energy Plants in Miami-Dade and Broward counties and/or specific hazmat landfills outside the region. Liquid wastes will also likely need to be transported to recycling facilities in Dade and Broward Counties. Annex 6b contains a list of these facilities. The disposal options will be evaluated by the Disposal Group Supervisor of the Planning Section and coordinated with the Florida Department of Environmental Protection representative.

A determination will have to be made as to when the cleanup is considered complete. The FOSC will solicit guidance from the SSC and the SOSC representative before making this decision. The decision will be based on over-flight information, the feasibility of continuing oil removal operations offshore, the daily recovery rate of operating skimmers, and the amount of oil remaining on the impacted shorelines. At some point in the operation, the removal actions will cause more damage to the environment than the oil presents.

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

Under development 2022

4000 Risk Assessment

The possibility exists for a WCD to occur anywhere in Southeast Florida given the high volume of deep-draft vessels (tank and non-tank vessels), the prevalence of oil and chemical terminals, and tug/tank barge composites. In addition, the unpredictable and sudden severe weather during transitional seasons, river fog in the winter and afternoon thunderstorms during the summer increase the risk.

4100 Possible Sources of WCD

Area Oil Pollution Risks

Threats – facilities/installations: most facilities in the Sector Miami AOR are required to have Facility Response Plans (FRP) due to the quantity of oil transferred

as cargo or bunkering and/or stored onsite. A copy of the Facility Response Plan for each facility is maintained by Sector Miami. A potential exists for a spill to occur during offloading, storage, and transfer of product at each of these facilities. Potential spills are described in each facility FRP in terms of the average most probable, maximum most probable and worst case discharges. The primary petroleum products being transferred/stored at these facilities include: Aircraft fuels (JP-5, JP-8, Jet A, Avgas), No 2 fuel oil, No. 6 fuel oil, diesel fuel, gasoline, propane, asphalt, crude oil (export) and lube oil.

Threats – road/ship transport: The largest concern from a release occurring on the highway system is from an accident involving a tanker carrying gasoline and/or diesel fuel. Although pipelines deliver fuel from storage tanks in Port Everglades to Miami Dade, Broward and USAF airports, no pipelines exist to distribute vehicle fuel stocks to distribution centers in South Florida. Over 1000 tankers depart Port Everglades daily to provide this need. An accident on US-1 resulting in an overturned tanker truck near one of the numerous canals and bridges running along the coast could result in a significant discharge of petroleum products into a sensitive marine ecosystem.

Another facility in the PortMiami (Fisher Island) receives via tank ship and distributes No. 6 Oil and diesel fuel to marine customers and ships via bunker barge. Additionally, the vessels are boomed-off and are under continuous surveillance during unloading operations. These actions limit the potential risk of an "operational" spill escaping the containment areas.

Offshore

Modern technology has significantly improved the capability to explore for oil and gas reserves in deep water throughout the Gulf of Mexico and Caribbean basin. This new type of industry presents

numerous threats in the quantity of oil discharged, ability to secure the source at the wellhead and scale of oil recovery response. See below for the International Offshore Drilling Incident Worst Case Scenario for further details under 5000.

Area Hazardous Material Risk

Threats - facilities/installations: In this region, there are a few facilities which store hazardous materials in bulk. While most are located inland (chlorine liquid/gas for disinfection of water), there is one medium sized propane storage facility in located in Port Everglades. Propane is brought into the port via ocean-going barge.

Threats - road/ship transport: Tank trucks carry and deliver propane to several propane storage facilities located throughout the AOR. Other sources of hazmat are non-bulk, shipped by containers and delivered overland via truck.

Offshore
Threats - ship transport: There is very limited knowledge regarding types and quantities of HAZMAT that may be transported in bulk offshore of the SE FL coast. However, it is likely that significant quantities of Hazmat are routinely moved through Sector Miami's AOR while en-route to other ports.

Modern technology has significantly improved the capability to explore for oil and gas reserves in deep water throughout the Gulf of Mexico and Caribbean basin. This new type of industry presents numerous threats in the quantity of oil discharged, ability to secure the source at the wellhead and scale of oil recovery response. See also the International Offshore Drilling Incident Worst Case Scenario for further details.

Pipelines
Two pipelines lead from Port Everglades to supply local airports with fuel. The Everglades pipeline, owned by Buckeye Pipelines, is 10'in diameter, single high pressure (>1000 psi) and leads to Miami International Airport. The Citgo pipeline is 8" in diameter, single high pressure and leads to Fort Lauderdale International Airport. These pipelines are within the inland zone. Most, if not, all accesses to a navigable waterway are contained within canals and gates.

4101 Vessel Traffic
Vessel Traffic Considerations: The Southern Straits of Florida area is a major maritime traffic route, and averages approximately 2,000 to 2,500 commercial vessel transits per month, many transiting to SE Florida ports. In the event of a catastrophic pollution incident, mariners should be notified of the potential threat and traffic routing modifications should be considered to minimize potential hazards and limit the possibility of contaminating additional vessels with pollution. Sector Miami should liaise with port captains, harbor masters, and shipping agents to notify arriving and vessels of the incident and take appropriate evasion courses near the affected area and hull monitoring for potential oiling.

A WCD for a vessel is defined as loss of a vessel's entire cargo in adverse weather conditions. There is a significant volume of oil that is transported, stored, or consumed as fuel within in the Southeast Florida area. The largest foreseeable vessel discharge could result from a collision between two vessels.

4200 Spill Activity
The USCG MISLE database and Sector Miami's unit records were analyzed for the Sector Miami's FOSC Zone. Below is a record of the Worst Case Discharges and releases.

MISLE CASE #	DATE	LOCATION, MATERIAL, AMOUNT
	23NOV87	HILLSBORO INLET, DIESEL FUEL, 4500 GAL (APPROX)
	28MAR91	MIAMI, BUNKER C FUEL, 7000 GAL, POTENTIAL
	19JUN91	PORT EVERGLADES, NO. 6 OIL, 600 GAL
	15NOV94	PORT EVERGLADES, IFO/DIESEL FUEL, 170,000/44,000 GAL POTENTIAL
	19NOV96	KEY BISCAYNE, IFO/DIESEL FUEL, 57,000/30,000 GAL POTENTIAL
	04FEB98	PORT EVERGLADES, IFO/DIESEL FUEL, 40/18 TONS POTENTIAL

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 will be beyond the ability of the Southeast 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/Vessel/Pipeline/Offshore response plan will be implemented.
- A WCD scenario will draw major media and governmental interest.

4500 Meteorological Conditions

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.

Tropical cyclones (hurricanes and tropical storms) are severe but infrequent, with the season extending from June 1 through November 30. Extra-tropical cyclones (low-pressure systems) occur frequently during winter and spring and are likely to produce occasional rough conditions in the area during this time. Extreme weather conditions during an actual spill may inhibit aerial surveillance of a slick and oil recovery operations.

4600 Planning Scenarios

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

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

- 1,200 barrels or 10% of the WCD volume when calculating the MMPD.
- 50 barrels 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 Offshore Facility WCD Scenario

There are no offshore facilities operating within the Sector Miami's AOR. However, it would be prudent to list the information for the numerous offshore facilities operating within the New Orleans FOSC Zone as a spill from one of these wells could impact Sector Miami's AOR.

INTERNATIONAL OFFSHORE DRILLING INCIDENT WORST CASE DISCHARGE

Background

In response to increasingly disastrous potential of offshore drilling platform oil spills such as the Deepwater Horizon spill, a Worst Case Discharge (WCD) scenario for this potential was created to provide sufficient planning to respond to a dynamic discharge of this scope.

The Deepwater Horizon (DWH) incident in 2010 resulted in a significant number of lessons learned and elevated concerns regarding offshore drilling operations and the United States' capabilities to
respond to and mitigate the potential impacts from a drilling platform Worst Case Discharge (WCD) in the offshore environment. These lessons learned have been thoroughly documented in the Deepwater Horizon Incident Specific Preparedness Review (ISPR) and Deep Water: The Gulf Oil Disaster and the Future of Offshore Drilling: Report to the President (http://www.oilspillcommission.gov). The ISPR specifically recommends a full review and update to all ACP's to include the following in response to an actual WCD:

- Identification and prioritization of environmentally and economically sensitive areas;
- Near-shore containment strategies;
- Offshore control and removal strategies; and
- Identification of the equipment, trained personnel, and response resources needed to implement the strategies.

Additionally, a number of Caribbean basin nations have shown interest, or have commenced planning to conduct drilling operations. Due to their close proximity to the US coastline, this could also present an environmental threat to the US Exclusive Economic Zone (EEZ), Territorial Seas, Coastal and Inland waterways and shorelines. The impacts from a drilling platform WCD scenario in one of these nations' territorial

seas would likely result in a Spill of National Significance (SONS) and would significantly impact the Sector Miami Captain of the Port Zone (COTP).

Potential threats of an International Oil Drilling Platform Worst Case Discharge (WCD)

The primary threat addressed by this planning scenario is the risk of a significant oil spill resulting from an anticipated increase in the exploration activities for offshore oil and gas resources in the territorial seas of other nations adjacent to the United States. Trajectory modeling has indicated that a spill originating from these sites has the potential to impact US waters and shoreline areas depending on the amount and duration of the spill. If a WCD were released from a number of these sites, the trajectory modeling suggests that the oil could reach US waters within 2-3 days and have potential shoreline impacts within 5-7 days. However, oil characteristics and environmental conditions may significantly impact the trajectory of a spill. Therefore, these timelines are only intended for planning purposes. The windows of opportunity to disperse, burn and mechanically recovery the spilled product will depend on the characteristics of the oil spilled and the environmental conditions at the time of the spill.

Immediately following a spill, the windows of opportunity should be determined for the various response techniques, and then used to establish initial response priorities. In addition to the issues associated with oil spill impacts in the marine and coastal environment, a drilling platform WCD magnitude spill could disrupt maritime traffic through the impacted region causing Marine Transportation System (MTS) disruptions for the US and its trading partners.

SE Florida Oil Platform Worst Case Discharge (WCD) Response Planning Estimate

Following study of the Deepwater Horizon incident, a WCD consensus estimate was developed by CG and NOAA planners to address challenges of a large enough spill that would encompass any smaller scenarios to achieve regional preparedness planning of required equipment, personnel, and protective strategies to protect the environmentally and economically sensitive areas of Florida. As a result of this increased threat from international offshore drilling, the WCD scenario for SE Florida is an uncontrolled release of 75,000 barrels (bbls) of oil per day for 30 days.

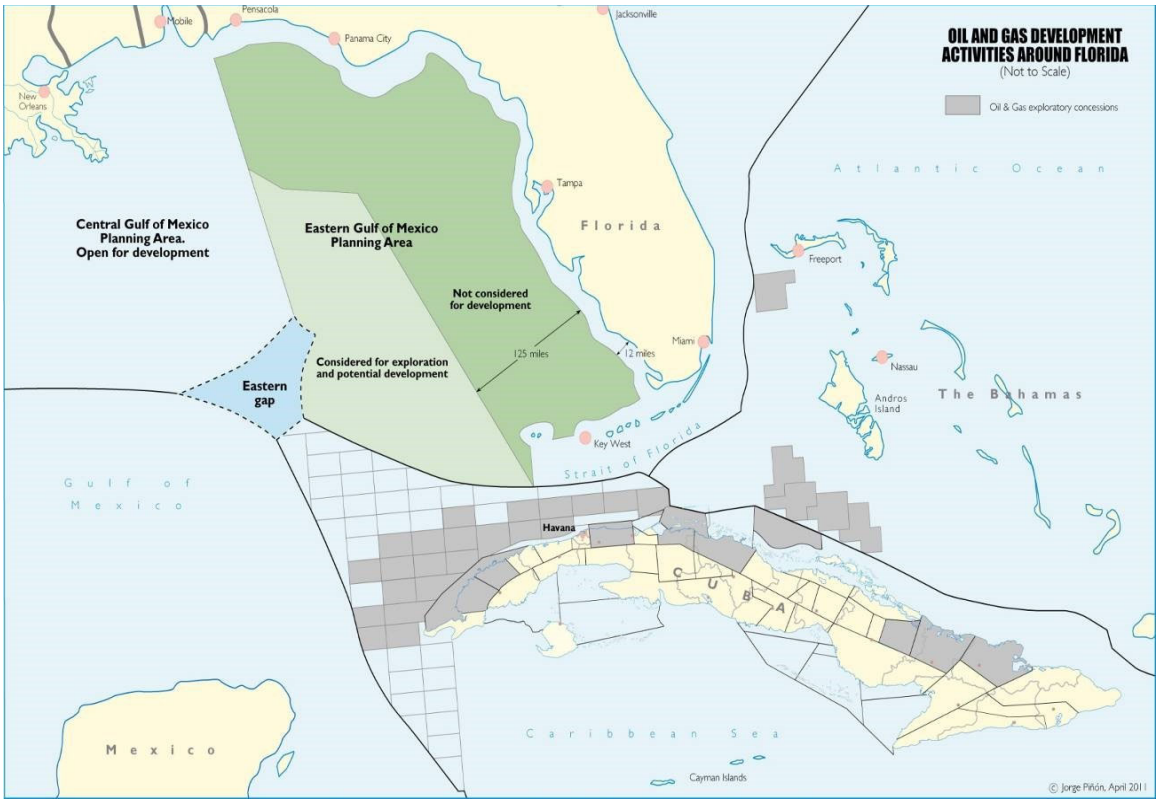

FIGURE 5100-1: Eastern Gulf of Mexico and Caribbean Oil Drilling Sites

Crisis Communications Planning

The lessons learned from the DEEPWATER HORIZON offshore response and M/V COSCO BUSAN allision oil spill demonstrated that in a response of this magnitude, public interest and scrutiny will be intense, and that timely and accurate information will be critical to maintain public confidence in the command structures to resolve the emergency. Media training is critical to all who will speak to the media on behalf of the Unified Command. Until formal Public Affairs Guidance is promulgated by the Unified
Area Command of an incident, the SE Florida Area Committee may rely upon CG District Seven Public Affairs staff or liaison with the SE Regional Domestic Security Task Force – Public Affairs Group to provide support to the Unified Command for the immediate and continuous requests for information from the media and public.

At the outset of the incident, a press release should be drafted and released to address the Search and Rescue actions involved with the incident. As soon as possible, a second press release should be released announcing the establishment of the Unified Command, and should include the initial actions taken to response to the pollution threat posed by this type of Worst Case Discharge.

SEFL ACP
Risk Analysis: Area Planning Scenarios, Annex B

A Joint Information Center should be established as soon as possible with representatives from each member agency of the Unified Command to coordinate the public affairs activities of all participating agencies. The Coast Guard, in its role as the as the Federal On-Scene Coordinator, should provide the Public Information Officer (PIO) for the response.

Offshore drilling rig incidents present particular challenges in status reporting due to difficulty in obtaining at-time, accurate, and reliable information. Therefore, CG public affairs policy dictates that information provided to the media on flow rate is based only on fact and not conjecture. In the absence of factual information, public affairs policy should ensure that information providers acknowledge the uncertainty and efforts to obtain reliable information.

International Oil Drilling Platform Worst Case Discharge Scenario

At 0400 on a Sunday morning, the Deepdrill Nine, an ultra-deepwater dynamically positioned, semi-submersible offshore oil drilling rig, explodes in the Florida Straits for unknown reasons in adverse weather conditions. The offshore rig is fully engulfed in flames. The fire has spread to an area around the rig on the waters' surface. The crew is abandoning the rig. The free flowing crude oil is burning at the surface, in 4 to 6 foot seas. The wind is from the south at approx. 25 knots with visibility reduced during squalls to less than ½ mile. Air and water temperature are 75 and 85 degrees F, respectively.

The CG District Seven Command Center is notified of the event at 0415 that an offshore drilling rig suddenly exploded in a position approximately 50 nautical miles south of Key West and positioned in the Florida Gulf Stream Current. The rig is fully engulfed in flames and has broken free from its well-head, leaving free-flowing crude oil to discharge into the Florida Straits. Several crewmembers are severely injured. A "MAYDAY" was issued prior to the crew abandoning the rig.

Initial Actions: CG Sector Key West received the "MAYDAY" and tasked a USCG Patrol Boat to divert to the last reported position of the rig vessel to investigate.

CG Sector Miami is placed on immediate standby to provide Search and Rescue support as directed. The initial information passed to the patrol boat is that the vessel exploded after an uncontrolled fire ignited and has broken free from the well head with no way of stopping the discharge of oil from the well. When the patrol boat arrived on-scene and located the injured crew in lifeboats, the Master informed the patrol boat commanding officer that the last calculated rate of flow could be up to 75,000 barrels per day. Several of the rig's crewmembers are critically injured and require immediate treatment for any chance of survival. The patrol boat confirmed the drill rig was the

Deepdrill Nine exploratory drilling rig, located in the waters of Cuba's Exclusive Economic Zone. The patrol boat cannot stabilize the injured rig workers, and has departed the scene with the rig's crewmembers onboard.

Sector Miami actions should include:

(1) All CG Sector Miami Stations should be placed on B-0 for immediate sentry patrol tasking;

(2) Full incident management team (IMT) staffing should be activated in accordance with the Sector Miami Watch, Quarter, Station Bill (WQSB);
(NOTE: it will take Sector personnel approximately two hours to arrive to CG Base Miami Beach and set-up an initial incident command post)

(3) The SCC CDO should also conduct the following initial actions:

(a) Keep the District 7 (dr) duty officer and operations center informed of Sector status and preparatory activities. Once the IMT has set-up the initial incident command post, obtain the contact number(s) for routing incoming calls.

(b) Secure a Federal Project Number from the National Pollution Funds Center (NPFC).

(c) Inquire status of any current reconnaissance flights from the District 7 Command Center.

Notifications and Initiation of Response

Upon receiving notification of an incident, the FOSC should follow the initial actions outlined to ensure:

(1) Signatory members of the Area Committee are immediately notified of a significant event;
(2) The USCG chain of command is briefed to ensure that necessary response mechanisms are activated;
(3) Notification of all federal, state, local, commercial, and non-government response agencies; and
(4) Activation of appropriate response resources.

Additionally, the following considerations should be made in the event of a suspected or potential offshore drilling platform WCD scenario:

(1) Request assistance from the USCG Gulf Strike Team;

(2) Request assistance from the NOAA Scientific Support Coordinator (SSC) and begin developing initial spill trajectory modeling;
(3) Request Florida Fish and Wildlife Conservation Commission (FWCC) to support affected wildlife surveys, assessments, and response planning (e.g. turtles, manatees, etc.);
(4) Request aerial overflights of the affected area to assess damage, conduct Search and Rescue (SAR), and monitor for oil discharge;
(5) Identify location to set-up the Unified Incident command Post. Ensure other responding agencies and elements are notified of ICP location; and
(6) Identify sensitive areas that are at risk. The greatest risk is the potential for damage to the sea-grass ecosystems, mangroves, and coastal vegetation found in the area. Secondary importance is the loss of public use (and subsequent revenue) of the numerous beaches and parks. The ESAs are mapped out in detail in the Geographic Response Plan (GRP) maps.

Development of Response Strategies

After the existence of an offshore oil drilling platform WCD scenario is confirmed and initial actions are taken, the following should occur as soon as reasonably possible:

(1) Risk assessment: SE Florida is comprised of many environmentally and economically sensitive areas that could be negatively affected with long term or even potentially permanent impacts. This area hosts numerous important resources, such as living coral reefs, mangroves, turtle and crocodile nesting areas, many bird nesting areas, high public use beaches/shoreline and extensive residential development. Identify resources at risk, prioritization of sensitive areas, and request necessary resources to conduct an efficient response. Oil discharged south of the Key Biscayne, could be carried north towards Biscayne Bay to Lake Worth Inlet, Palm Beach by the Gulf Stream and pushed westward by wind action. Oil impacting the shoreline is inevitable and incursion into inner waters is highly possible.

(2) Hazard assessment: Material Safety Data Sheet Information (MSDS) for "Mayan" crude oil will be used. During the initial days of the incident when the oil is burning, the hazards are greatly increased due to the inherent risks of working around burning
oil and the possibility of respiratory problems developing. Air monitoring on-site and at various downwind locations may be required thus must be planned for. This information should be used to assist in the development of the site safety plan.

(3) Seasonal considerations: This scenario could occur during any time of the year. The most severe weather threat is experienced from June through November, the traditional hurricane season, but on average, the winds and seas are strongest during the

late fall and winter months of October through March. Sea turtles nest from March through October, with the greatest risk from May through September.

(4) Vessel Traffic Considerations: The Southern Straits of Florida area is a major maritime traffic route, and averages approximately 2,000 to 2,500 commercial vessel transits per month, many transiting to SE Florida ports. In the event of a catastrophic pollution incident, mariners should be notified of the potential threat and traffic routing modifications should be considered to minimize potential hazards and limit the possibility of contaminating additional vessels with pollution. Sector Miami should liaise with port captains, harbor masters, and shipping agents to notify arriving and vessels of the incident and take appropriate evasion courses near the affected area and hull monitoring for potential oiling.

Critical Decisions

(1) Should the International Offshore Drilling Response Plan (IODRP) be activated?

Immediately initiate discussions with the Seventh Coast Guard District Commander to activate the International Offshore Drilling Response Plan (IODRP), and consult with Regional Response Team 4 (RRT4) to consider the use of dispersants and in-situ burning.

(2) Can fire boom and/or dispersant equipment be obtained and deployed prior to the oil getting too close to shore?

There is currently 1500 feet of fire boom pre-staged in the SE Florida This fire boom along with associated equipment can be ready for deployment within twelve hours of request. In addition there is 16,500 feet of fire boom located in Houston Texas, 1000 Feet located in Maine, 2,000 feet in Lake Charles, LA, 1500 feet located in Port Fourchon, LA, 1000 feet in New Iberia, LA, 500 feet in Boston, MA, 500 feet in Seattle, WA, 1000 feet in Everett, WA and 500 feet in Honolulu, HI. MSRC has Air America Flight Center out of Daytona Beach, FL under contract to conduct aerial remote sensing and observations for In-situ operations In addition National Response Corp has a DC-6 and other contracted aerial spotter aircraft resources located in OpaLocka, FL .

Approximately 9000 gallons of dispersant (COREXIT 9500) are stored in Port Everglades. The National Response Corp. OSRV LIBERTY moored in Miami features a vessel deployment applicator. Approximately 2200 gallons (COREXIT 9500) are stored on board a dedicated dispersant aircraft located in Punta Gorda, FL and is capable of being deployed within 2 hours of notification. Additional significant dispersant supplies can be delivered rapidly from various pre-staged US storage locations of the Gulf of Mexico region.

Authorization and determination to use these alternative response technologies are strictly controlled through a consultation process with the National Response Team / Regional Response Team IV. References regarding the consultation process and procedures for use can be found in Section 6300 of the ACP and:

http://www.nrt.org/production/NRT/RRTHome.nsf/Allpages/newrrt_ivopsmanual.htm

Decision to deploy these strategies should be made as early as possible in order to mobilize the necessary personnel and equipment prior to any oil entering the 3NM boundary line from the SE Florida shoreline. Pre-spill trajectory modeling based on historical data indicates that oil may reach the near shore zone in 2-3 days, but varying environmental conditions may change these models in an actual event.

(3) Do the on-scene weather conditions permit burning?

In-situ burning generally is most effective in conditions of 20 knots of wind or less and 3-5 feet sea state or less. In order to sustain a burn, the thickness of oil corralled in fire boom should be at least 2-3 mm thick. More severe environmental conditions may not be conducive to burn operations. Additionally, oil from an offshore incident may experience extensive weathering due to the wave action and anticipated travel time from the source to US waters. This weathered oil may prove to be significantly more difficult to ignite and/or sustain burn.

(4) What additional resources are needed (MSRC, NRC, Gulf Strike Team, etc.)?

Organic response resources in the SE Florida are insufficient to staff an effective response organization from an uncontrolled offshore drilling platform spill. The tactics and strategies for containment, protection, and recovery should be identified and the necessary resources requested. Due to the logistics and time involved with moving these resources into the area, the requests should be made as soon as feasible.

(5) Where to stage response equipment?

Staging areas should be identified based on operational needs and areas potentially impacted based on the trajectory modeling of the oil. At its peak, over 7000 vessels were involved in the Deepwater Horizon spill, significant support and resupply will be required to maintain a large offshore response and near shore booming. Staging areas will need to be established and readied as soon as possible. Any public use facilities (boat ramps, parks) that will be closed/dedicated for the response efforts need to be documented for any future monetary claims of loss of public use.

(6) How and when to enact a Crisis Communications Team, and begin preparing a first press release?

One of the most critical elements of a response of this magnitude is that of public and media relations. Due to the environmental sensitivity and economic importance of the marine environment in SE Florida, there is significant public scrutiny planning efforts in response to a WCD emanating from an offshore drilling platform. It can be widely assumed that this scrutiny would be amplified exponentially during an actual incident. Therefore, it is critical to establish a Crisis Communication Team and address SAR and pollution response efforts immediately.

(7) Where to set up the initial Incident Command Post (ICP) for the response?

The ICP may initially be established at Sector Miami due to the need to have communications with Coast Guard cutters and aircraft. However, due to the size of the incident, the Incident Commander may consider moving the ICP to several different locations including County Emergency Operations Centers (EOCs) or surrounding areas as the response organization expands to address the size of the incident. Potential ICPs are identified below. Considerations for ICP locations need to incorporate adequate berthing, food, and conference facilities with sufficient IT support.

(8) What sensitive areas are at risk?

The greatest risk is the potential for damage to the coral reefs, sea-grass ecosystems, mangroves, and coastal vegetation found in the area. Secondary importance is the loss of public use (and subsequent revenue) of the numerous beaches and parks located in SE Florida. The sensitive areas are mapped out in detail in the Environmental Sensitivity Indices (ESI) and Geographic Response Plans (GRP) (Appendix 9730).

(9) Volunteer Management

Pictures of oiled wildlife from the Deepwater Horizon spill will cause a significant number of concerned citizens to patrol beaches. Immediate efforts to liaise with County Emergency Mangers should occur to recommend activation of designated volunteer coordinators. Volunteer Management in SE Florida is discussed in Annex 6a.

Trajectory Modeling of a Worst Case Discharge

Upon activation and establishment of the SE Florida Unified Command, the NOAA oil trajectory models will be the primary means for monitoring and tracking the speed and direction of the movement of the spill.

The Gulf Stream is an intense, warm ocean current in the western North Atlantic Ocean. It moves north along the coast of Florida and then turns eastward off of North Carolina, flowing northeast across the Atlantic.

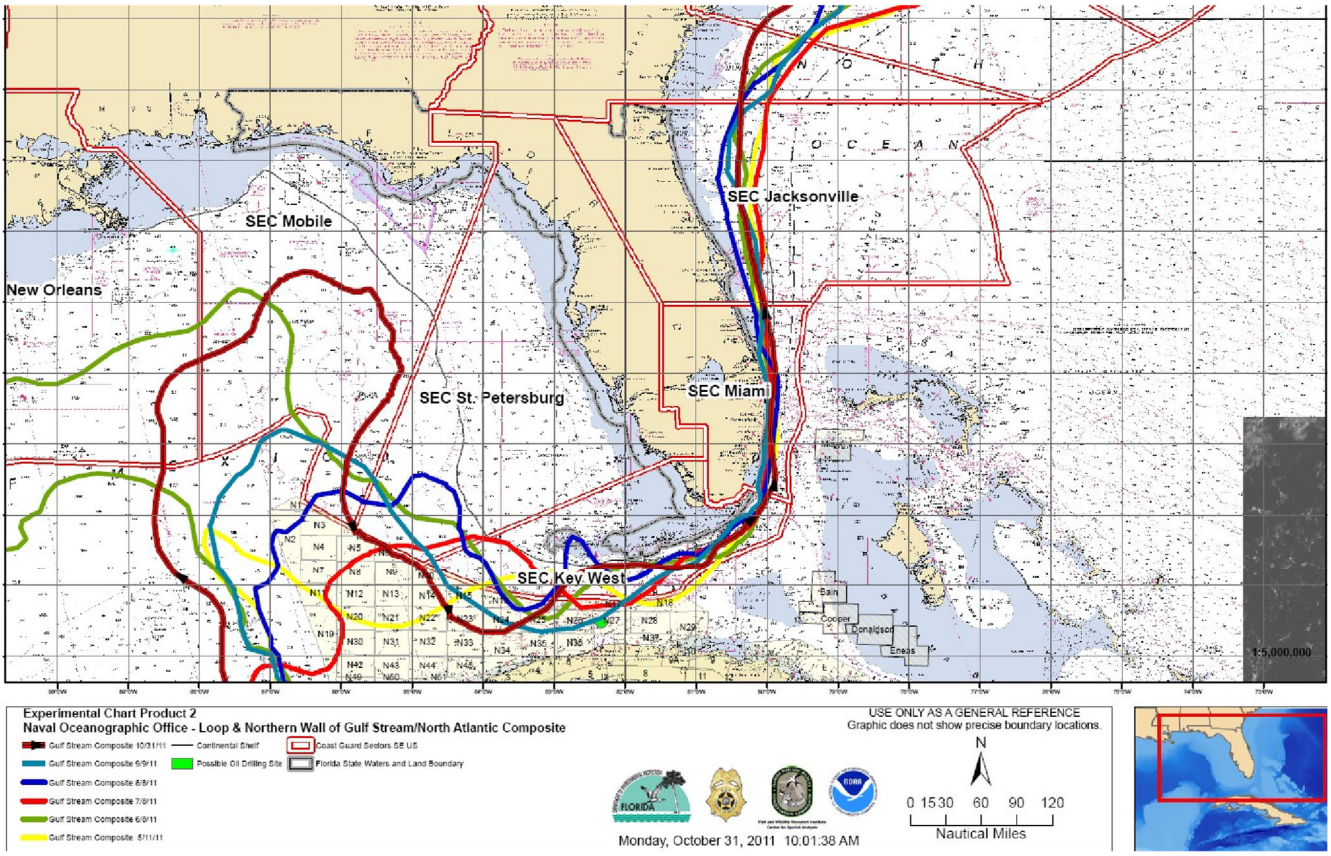

FIGURE 5100-2 The Gulf Stream Through The Florida Straits (May-Oct 2011)

According to NOAA, the velocity of the current is fastest near the surface, with the maximum speed typically about 5.6 mph (9 km/h). The average speed of the Gulf Stream, however, is 4 mph (6.4 km/h). The current slows to a speed of about 1 mph (1.6 km/h) as it widens to the north. The Gulf Stream transports nearly four billion cubic feet of water per second, an amount greater than that carried by all of the world's rivers combined.

Given the strength of the Gulf Stream Current, a release of crude oil from one of the predesignated oil exploration sites will immediately be affected by the ocean currents, so the scientific trajectory model will play a critical role in determining the most probable areas of concern.

Determine the Likely Characteristics of the Oil

The Responsible Party (RP), NOAA Scientific Support Coordinator (SSC), Environmental Unit personnel or other technical specialists will predict the probable physical characteristics of the oil from the spill after it has been weathered and transported over days or weeks. Effective pollution response strategies will account for the expected weathering of the oil including the probability that much of the oil will change characteristics over time and may have taken the form of tar balls or tar patties.

When crude oil (or a heavier refined product) floats on the ocean surface, its physical characteristics change. During the first few hours of a spill, the oil spreads into a thin slick. Winds and waves tear the slick into smaller patches that are scattered over a much wider area. Various physical, chemical, and biological processes change the appearance of the oil. These processes are generally called "weathering." Initially, the lighter components of the oil evaporate much like a small gasoline spill. In the cases of heavier types of oil, such as crude oil or home heating oil, much of the oil remains behind. At the same time, some crude oils mix with water to form an emulsion that often looks like chocolate pudding. This emulsion is much thicker and stickier than the original oil. Winds and waves continue to stretch and tear the oil patches into smaller pieces, or tar balls. While some tar balls may be as large as pancakes, most are coin-sized. Tar balls are very persistent in the marine environment and can travel hundreds of miles.

It is critically important that response operations continue to adjust and adapt plans based on the scientific and incident specific conditions, including on-scene and projected weather conditions. As the characteristics of the oil change, tactical plans and protection strategies must also change.

Spill of National Significance – Layered Response Strategy

A spill of this magnitude located near the environmentally sensitive areas of the SE Florida will involve government agencies at all levels and create intense public interest. There will also be a significant local monetary impact due to the majority of the economy being connected to the tourism industry. This incident meets the criteria of a Spill of National Significance (SONS); the FOSC should request that designation and activation of the SONS organizational structure. However, only the Coast Guard Commandant is empowered to declare a SONS in the coastal zone. Initially, the Incident Command System/Unified Command will be established in accordance with the SE Florida Area Contingency Plan. However, as the response progresses, the SONS organizational structure will likely be implemented. The most critical administrative task is getting the representatives from the many government agencies on line and briefed on the circumstances of this disaster so there is a minimum delay in implementing the initial response strategies.

National Incident Commander (NIC). The NIC will assume the role of the FOSC in communicating with affected parties and the public, and coordinating federal, state, local, and international resources at the national level. This strategic coordination will

involve, as appropriate, the National Response Team (NRT), Regional Response Team (RRT), the Governor(s) of affected state(s), and the mayor(s) or other chief executive(s) of local government(s). Other NIC responsibilities will include: lead national level communications and develop strategic objectives; coordinate interagency issues; coordinate federal, state, local, and international issues; and oversee Unified Area Command activities for effective response.

Florida Peninsula Area Command. In an offshore drilling platform WCD scenario, the Seventh Coast Guard District Commander will initiate and supervise the establishment of a Florida Peninsula Area Command, to activate the International Offshore Drill Response Plans (IODRP), and also coordinate the plans and flow of personnel and resources to support the affected Coast Guard Sectors.

As depicted in Figure 3, in an offshore drilling platform Worst Case Discharge scenario, multiple levels of plans, preparations and activities will take place concurrently based on pre-established geographic zones.

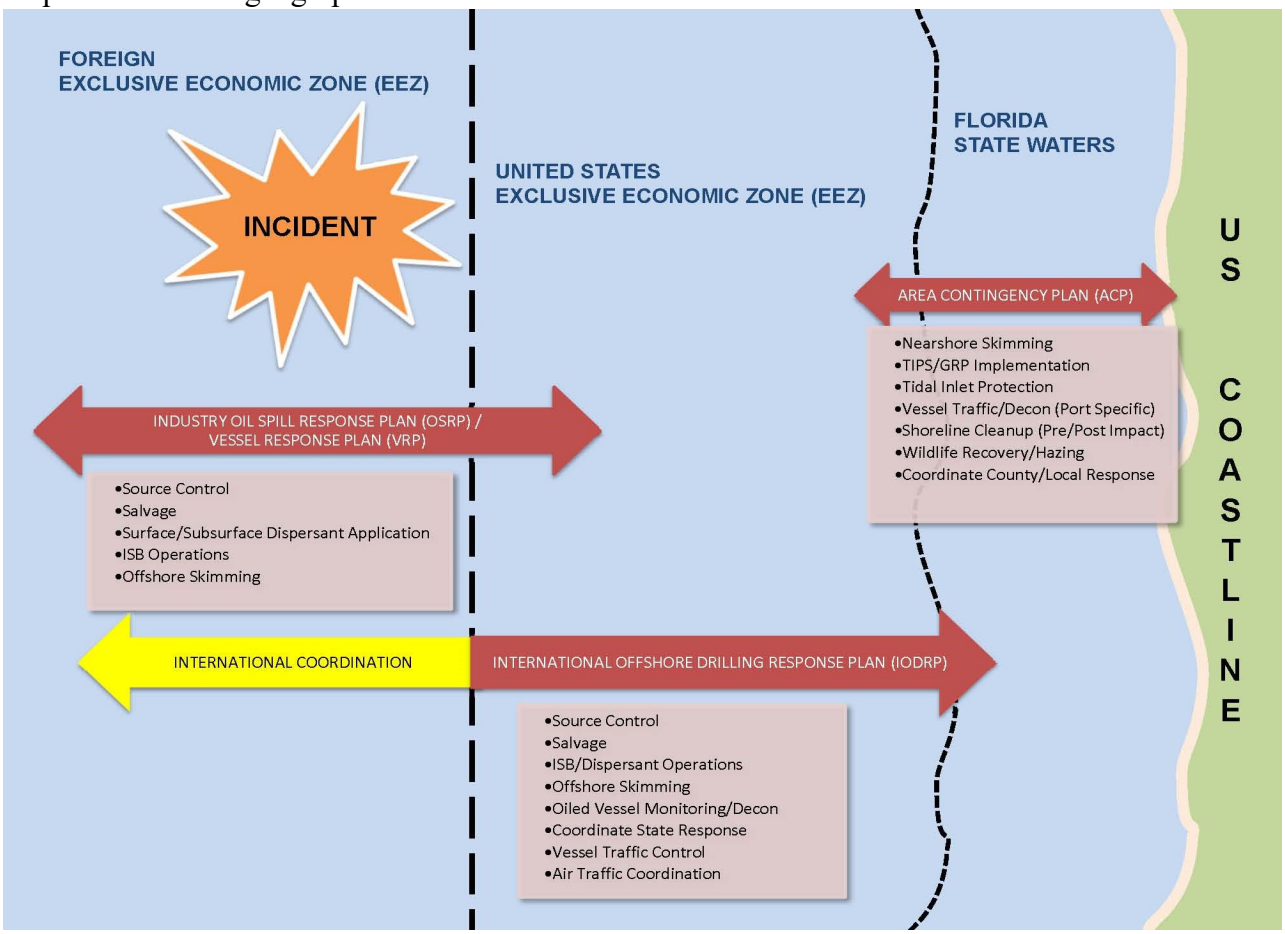

FIGURE 5100-3 Geographic Planning and Response Zones

Prioritization of Critical Resources. Critical Resources will be managed across the Florida Peninsula; response and recovery activities will require significant assets not typically on-hand in the SE Florida and other areas along the Florida coastline. The NIC and/or Area Commander will establish a Resources Section within the Area Command that will identify, prioritize, coordinate and distribute those critical response resources (boom, skimmers, collection equipment) that are determined to be most critical during the WCD incident, and prioritize the allocation of these resources.

SE Florida Response Efforts. The primary initial response activities would involve monitoring activities offshore and responding to reports of stranded tar balls along the shoreline which could involve a majority of Sector Miami personnel, including qualified Coast Guard Auxiliary personnel. For planning purposes, this could require:

- up to three cutters for offshore sentry patrols;
- 2-3 land-based Federal On-Scene Coordinator Representative (FOSCR);
- four 2-person Pollution Responder teams to respond to reports of tar balls;
- 2 extra Sector Miami Command Center watchstanders per watch dedicated for receiving and documenting reports of offshore oil and stranded tar balls ashore;
- Consider set-up/deployment of Coast Guard Vessel of Opportunity Skimming System (VOSS).
- Consider initial outreach to potential Vessel of Opportunity (VOO) list of participants
- Additional support activities and personnel include:
- Incident management staffing in accordance with the Watch Quarter Station Bill (WQSB);
- 3-4 logistics support staff for contacting additional resources needed to assist;
- Aerial observation via continuous over-flight support via I-213 requests to Seventh Coast Guard District Command Center or established Unified Area Command (UAC).

The response time for the Sector to be fully manned and operational at the Incident Command Post could take as long as 8 hours. Reservists and Coast Guard Auxiliarists who reside in SE Florida may be available to respond within 12-24 hours. Support personnel from the Gulf Strike Team historically take 12-24 hours to arrive with minimal equipment. Additional personnel from other Seventh Coast Guard District units, as well as Coast Guard Vessel of Opportunity Skimming System (VOSS) and Spilled Oil Recovery System (SORS) units, will be immediately requested and will begin arriving within 24 hours. Additional qualified pollution response personnel and equipment as needed for at-time demands would have to be accessed through Seventh Coast Guard District Disaster Response and Assessment Team (DRAT).

Prioritization of Environmentally Sensitive Areas. All near shore and shoreline strategies, plans, and tactics must carefully consider the impact of any protection efforts on the environment. Large areas of SE FL coastline are considered environmentally sensitive areas, including turtle nesting areas, mangroves and Biscayne National Park,

and near shore coral beds and/or Essential Fish Habitat (EFH). This is especially important in this WCD scenario, in which there is a prolonged discharge up to and/or exceeding 30 days. As learned during the Deepwater Horizon incident, protection efforts in shallow waters and tidal flats and near strong currents may actually do more harm to the environment than the pollution threat. The priority focus in the layered response strategy is to stop the flow of oil at its source, and using the strategy of offshore collection booming and in-situ burning to keep the amount of tar balls reaching the coastline to a minimum. The deployment of the offshore deflection boom, Tidal Inlet Protection Strategy booming and skimmers in the tidal inlets is meant to prevent any tar balls migrating from the Gulf Stream from reaching the more sensitive internal water areas throughout the SE FL region.

Layered Response Strategy. As depicted in Figure 3, the layered response strategies employed in this WCD scenario will be drawn from lessons learned from the Deepwater Horizon incident and also the NOAA Scientific Support Coordinator's (SSC) recommendations and shoreline response strategies listed in NOAA's Shoreline Countermeasures Manual for Tropical Coastal Environments. Response strategies are already included in the SE FL Area Contingency Plan for the Tidal Inlet Protection Strategies (TIPS) and Geographic Response Plans (GRP), and will be updated by region using the trajectory model and predicted potential impacts. Guidance on how the TIPS and GRP's would be prioritized during a response.

Assuming that the IODRP will be activated and a Unified Area Command (UAC) stood up during a WCD scenario, the following is a description of the operations and responsibilities involved in the Layered Response Strategy as depicted in Figure 3:

(1) Source and Offshore Operations. The Florida Peninsula Area Command or National Incident Command (NIC) will be responsible for leading and coordinating the offshore response efforts and source control to a WCD.

(a) Subsurface Response-Source Control. All source control efforts and subsurface, underwater and relief well response efforts will be the responsibility of the Responsible Party and/or the National Incident Commander.

(b) Rig Site Response. Coordination of the Rig Site response at the Semi-Submersible Exploratory Drilling Rig will be led by the Responsible Party and/or the National Incident Commander.

(c) Offshore Response. The offshore response strategy is to remove as much oil from the ocean surface as possible using in-situ burning, dispersants and open water skimming. Containment, Countermeasures and Cleanup Skimming vessels would be deployed, including: Gulf Strike Team VOSS (Vessel of Opportunity Skimming System) and Open Water Oil Containment and Recovery System (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 three OWOCRS from the National Strike Force (NSF) located in Mobile, AL, could also provide support. Tank barges would also be required to pump recovered oil into if offshore recovery were attempted. Storage capacity in tank barges would be necessary for storage, separation and transportation of recovered oil.

The use of Alternative Response Technologies (ART), including dispersants and in-situ burning, may also be authorized for use in compliance with the policies of the Regional and National Response Teams.

(2) Nearshore Operations. The top priority of all nearshore response efforts will be to prevent the oil from passing through tidal inlets into the shallow waters and more sensitive areas. Coordination and prioritization of the nearshore response efforts will follow the Tidal Inlet Protection Strategies (TIPS) and Geographic Response Plan (GRP) sections of the SE FL Area Contingency Plan and will take into account the NOAA Trajectory model for the WCD spill. These initial strategies cover all 15 tidal inlets of the SE Florida region from Biscayne Bay to Sebastian Inlet. The proposed strategies emphasize flood-tidal conditions, and the basic assumption is that the WCD pollution threat (tar balls) will be coming from the open Atlantic Ocean via the Gulf Stream.

(a) In SE Florida, approximately 98,000 feet of boom are regionally available with all sources considered. Many of the Tidal Inlet Protection Strategies (TIPS) will include inlets that will be very difficult to boom due to strong currents, changing tides and large expanse. Additionally, the decision to deploy a TIPS in the same geographic location as a Geographic Response Plan (GRP) is highly likely. In this case and due to the extremely limited response resources available, it is important to employ a prioritization strategy that takes into account operational realities and net environmental benefits.

Shoreline protection and response efforts will be coordinated by trajectory analysis. The boom, anchoring system and other response equipment used must be suitable for shallow water and sensitive environment (corals/sea grasses). The shoreline response strategy will be very labor intensive and will require constant monitoring of the placements. Vehicles would also be required. The number and type of vehicles would depend largely on the areas and severity of shoreline impact. 4x4 Trucks would be needed to mobilize the required small boats and personnel transport vehicles such as buses or vans would be necessary to mobilize response and clean up personnel.

(b) Required Resources for Tidal Inlet Protection Strategies. Prioritization of inlet protection efforts will be based on the NOAA trajectory models of the projected movement of the oil. A region-wide response to the offshore drilling platform WCD

scenario for the TIPS in the SE Florida could require the following estimated amount of equipment to prevent tar balls from marshes, mangroves and water intakes:

(1) Boom:

- Northern Division (Palm Beach, Martin, St. Lucie, and Indian River Counties) –
  Deflection Boom: approximately 43,116 feet
  Protection Boom: approximately 15,669 feet

- Southern Division (Upper Keys, Miami-Dade, and Broward Counties) - Deflection Boom: approximately 29,842 feet
  Protection Boom: approximately 9,166 feet

(2) Skimmers: although the assumed threat will be oil coalesced into tar balls by the time it migrates to the SE Florida region, some offshore skimming operations are identified as needed at inlet openings or due to limited natural landside collection locations must be positioned where vacuum trucks would normally perform the collection.

- Northern Division (Palm Beach, Martin, St. Lucie, and Indian River Counties) – approximately 8-16 combination or near shore and off shore skimmers

- Southern Division (Upper Keys, Miami-Dade, and Broward Counties) – approximately 7-14 combination or near shore and off shore skimmers

(3) Oil Spill Removal Vessels (OSRVs): 1 vessel needed on call for “spot” reports of large oil mats or for surface application of dispersant.

(4) Aircraft: minimum of 1 fixed wing aircraft for dedicated sorties (pollution mapping; FOSC trips, etc.) and periodic use of fixed wing for video mapping and potential dispersant applications. FAA assistance may be required to establish flight restrictions for the airspace surrounding the trajectory path (real or forecasted).

(5) Oil storage vessels/tanks: this type of asset will be highly dependent to the number of skimmers involved. It is estimated that approximately a combination of 10-30 small tank barges and/or vacuum trucks would be required to support the deep water skimming operations, shallow water skimming operations, and transport the recovered oil/water mixture to shore for disposal.

(6) Support vessels: 2-5 appropriate sized vessels/tugs capable of towing the deep water skimming systems and shuttling barges to shore. Another 20 smaller vessels to support the shallow water skimming operations. Approx 200 small utility boats for tending skimmers, tending boom and other logistical support.

(c) Required Resources for Geographic Response Plans (GRP) Prioritization of the GRP's is contingent upon the trajectory of the oil, deployment of the TIPS, and affected sensitive areas. The 2012 update of the GRP's calls for approximately 70 of boom and identifies 196 sensitive areas.

(d) Shoreline Pre-Cleaning. Prior to shoreline impact of free floating tar balls or mats, activation of the Volunteer Coordination Plan will mobilize volunteer teams in order to conduct pre-cleaning of non-oiled debris. Operations will consist of moving any stranded non-oiled debris beyond the high water mark (wrack line), but short of vegetated areas, to reduce the amount of potentially oiled debris and simplify recovery of tar on shorelines.

(e) Shoreline Cleanup. The trajectory model and the scientific recommendations as to what form of oil or tar balls is expected, will both be used to develop response tactics. If the WCD spill trajectory indicates tar balls are predicted for potential impact to any area of the SE Florida region

(f) Geographic Subdivision Monitoring Plan. Using the geographic subdivisions shown in the Geographic Response Plan, properly trained Shoreline Cleanup Assessment Team (SCAT) and shoreline cleanup personnel will be pre-positioned in those identified GRP subdivision areas with the highest probability of pollution impact to ease planning, reporting, and logistical support.

Prioritization of Critical Resources. Critical resources will be defined and managed through the Florida Peninsula Area Command. Recovery activities will require significant assets not typically on hand in the SE Florida region and other areas along the Florida coast. The NIC and/or Area Commander will establish a Resources Section within the Area Command that will identify (through communications with local regional Incident/Unified Commands), prioritize, coordinate and distribute those critical response resources (boom, skimmers, collection equipment) that are determined to be most critical during the WCD incident, and prioritize the allocation of these resources within the response organization.

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

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

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

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

5100 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 SEFL ACP, 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.

5101 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.

5102 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.

5103 Wildlife Support

SEFL ACP
Risk Analysis: Area Planning Scenarios, Annex B

If wildlife is threatened due to a spill, MSRC and CGA have resources available for Shell, which can be utilized to protect and/or rehabilitate wildlife. Wildlife support resources are identified in the Shoreline Protection & Wildlife Support status board.

5200 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

Southeast Florida Area Contingency Plan (SEFL ACP)

Fish and Wildlife and Sensitive Environments Plan (FWSEP)

Annex C

July 2024

Record of Changes

Change Number	Change Description	Part Number	Change Date	Name
1				
2				
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1000 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.

2000 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 SEFL 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 following Region 4 RCP annexes:

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

Additionally, applicable to FL waters, the Florida's Wildlife Contingency Plan for Oil Spill Response | FWC (myfwc.com) is an excellent source of FWSEP information developed jointly by the USCG, FWC, USFWS, Florida DEP, and NOAA for the RRT-4 RCP.

3000 Environmental Consultation Requirements

There are three environmental consultation categories:

3100 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.

- Biological Opinion for the Preauthorized Use of Dispersant & In-Situ Burn Operations
- Solidifiers USFWS from 2006, Annex J: Oil Spill Countermeasures (p.396)
- Solidifiers MNFS from 2006, Annex J: Oil Spill Countermeasures (p.402)

3200 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.

- State Historic Preservation Office (SHPO) Notification, Coordination and Consultation (Federal/State of Florida Guidance), Annex 7.
- 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.

3300 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.

In addition to the annexes listed under emergency consultation, the following annexes are also applicable to Endangered Species Act (ESA), Essential Fish Habitat (EFH), or National Historic Preservation Act (NHPA):

- 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.
- All-inclusive Listed Species Spreadsheet, Site Profile - RRT IV Plans, Policies and Guidance - NRT of the RRT-4 RCP.

Southeast Florida Area Contingency Plan (SEFL ACP)

Hazardous Substance Response

Annex D

May 2022

Record of Changes

Change Number	Change Description	Section Number	Change Date	Name
1				
2				
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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 SEFL ACP users with information specific to responses to hazardous substance releases, including WMD incidents.

Many SEFL AC member agencies have specific responsibilities during and following a hazardous substance incident, including a WMD or other terrorist act (chemical, biological, or radiological). The SEFL ACP is a good general guide for interagency coordination and resources during a response to any type of oil or hazardous substance incident.

This annex identifies standard operating procedures for entering and leaving sites, accountability for personnel entering and leaving sites, decontamination procedures, recommended safety and health equipment, and personal safety precautions. The plan includes a list of emergency response equipment appropriate to the various degrees of hazard based on EPA's four levels of protection (Levels A through D). The priority of response is to mitigate the affects of the hazardous substance release while protecting responders and the community.

Background Information

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) (40 CFR part 300) establishes the National Response System (NRS) as the federal government's response management system for emergency response to releases of hazardous substances into the environment of the United States.

During a HAZMAT incident, EPA will usually provide OSCs in the inland zone, and the USCG will generally provide OSCs in the coastal zone. The OSC coordinates all federal containment, removal, and disposal efforts and resources during an incident under the NCP or the National Response Framework (NRF). The OSC is the point of contact for the coordination of federal efforts with those of the local response community.

Agencies other than EPA or USCG might provide the OSC depending on the incident. While EPA and USCG have primary responsibility under federal laws and regulations, under CERCLA, DOD, DOE, and other federal agencies provide OSCs for incidents for which they have responsibility for releases of hazardous substances. If a federal agency – other than EPA, USCG, DOD, or DOE – has responsibility for an incident, they only provide the OSC if the incident involves non-emergency removal actions.

When a discharge or release is discovered or reported, the pre-designated OSC is responsible for immediately collecting pertinent facts about the discharge or release to evaluate the situation. Based on the evaluation, if the OSC decides a federal emergency response action is necessary, he or she works with state and local emergency response teams, local police and firefighters, and/or other federal agencies to eliminate the danger.

While all significant hazardous substance releases must be reported to the NRC, many inland responses are effectively handled without any direct involvement by the federal government.

Others require federal assistance when the incident exceeds state and local capabilities. In other words, the federal government acts as a "safety net" for state, local, tribal, and private party responders.

1100 Scope

This hazardous materials/substances Section outlines the local, state, and federal actions needed to properly mitigate a release of hazardous substances into the environment. This Section provides considerations and recommendations to consolidate the actions by various agencies and organizations in support of the progression of the response.
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.

Federal Policy

In the event of a disaster, when the National Response Framework (NRF) is activated to assist an impacted State, we will pursue the use of Robert T. Stafford Disaster Relief and Emergency Assistance Act funding to reimburse allowable costs incurred in support of their activities under Emergency Support Function-10 (ESF #10) "Hazardous Materials Annex." In the aftermath of a disaster, where the responsible party of a pollution incident is either unknown or non-responsive, it is appropriate to use Stafford Act funding as the federal mechanism to address the pollution threat. This Stafford Act funding can be used in the discovery, assessment, evaluation, containment, countermeasure, cleanup, disposal, and documentation phases of the response/removal action. Stafford Act funding can be used to address all the pollutants identified within the NRP which includes those pollutants normally responded to using the Oil Spill Liability Trust Fund (OSLTF) and the Comprehensive Environmental Response, Conservation, and Liability Act (CERCLA) Fund.

FEMA Mission Assignment. The affected State will request a Mission Assignment from FEMA to address pollution issues. The EPA will facilitate ESF #10 Mission Assignments for EPA and Coast Guard actions. For activities within each State, Mission Assignments can be expected to be issued for the following efforts:
Activation of the ERT-A;

- Technical Assistance/Assessment work; and
- Direct Federal Assistance/Response work.

If coastal zone is or has the potential to be impacted by the disaster, the EPA will attach specific tasking within the Mission Assignment to support Coast Guard actions. The EPA will then initiate an Inter-agency Agreement (IAG) with the Coast Guard to support Coast Guard costs under the Mission Assignment until reimbursed by the Stafford Act.

Oil Spill Liability Trust Fund (OSLTF) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) Fund. The use of the OSLTF and the CERCLA Fund should be avoided during Stafford Act declarations where the pollution event was caused by the disaster or emergency. However, if the Stafford Act funding process stated in this guidance is not fulfilling the immediate funding needs of the OSC, the pollution funds may always be used. Funding for pollution incidents commenced prior to a Stafford Act declaration or from sources not potentially impacted by the disaster shall be completed using the applicable pollution fund.

1302 Florida State

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

1302.1 Evacuations, Shelters, and Shelter-in-Place

Chapter 252 of the Florida Statutes (State Emergency Management Act, as amended) authorizes county emergency management agencies in each county of the State of Florida for the formulation of local disaster preparedness plans and for the authority to utilize the resources necessary to cope with a disaster emergency. This includes the power to direct and compel the evacuation of all or part of the county's population from threatened or stricken areas necessary for the preservation of life and other disaster mitigation, response or recovery. If evacuation is necessary, evacuation routes will be dependent upon the particular hazard and at-time weather conditions. It's recommended that the County Emergency Manager or designated representative be integrated into any hazmat incident response that Sector Miami is involved with.

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.

	Oil	HazMat	Biological	Radiological	Disaster
Florida	FDEP	FDEP	FDEP	FDEP	FDEP
Federal	EPA/USCG	EPA/ USCG/ DoD	EPA/ USCG	EPA/USCG/ DOE/DoD/NRC/ NASA	FEMA

The USCG has developed an All-Hazards Incident Management Handbook which provides some guidance as to organizational set-up and roles/responsibilities for hazardous substances as well as mass-casualty incidents. These are found in Chapter 15 (Multiagency Coordination under the NRF), Chapter 19 (Mass Casualty/Mass Rescue), Chapter 20 (Oil Spill), and Chapter 21 (Hazardous Substance) of the USCG Incident Management Handbook (IMH).

Should a HazMat incident grow in complexity, a Unified Command organization will be established to integrate all jurisdictional responsibilities. Figure 1 is an illustration of the agencies and/or entities that could serve in the Unified Command and General Staff. The list of agencies is not exclusive.

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

Radiological Incident: Department of Energy (Coordinating Agency)

Biological Incident: Public Health Department, CDC

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

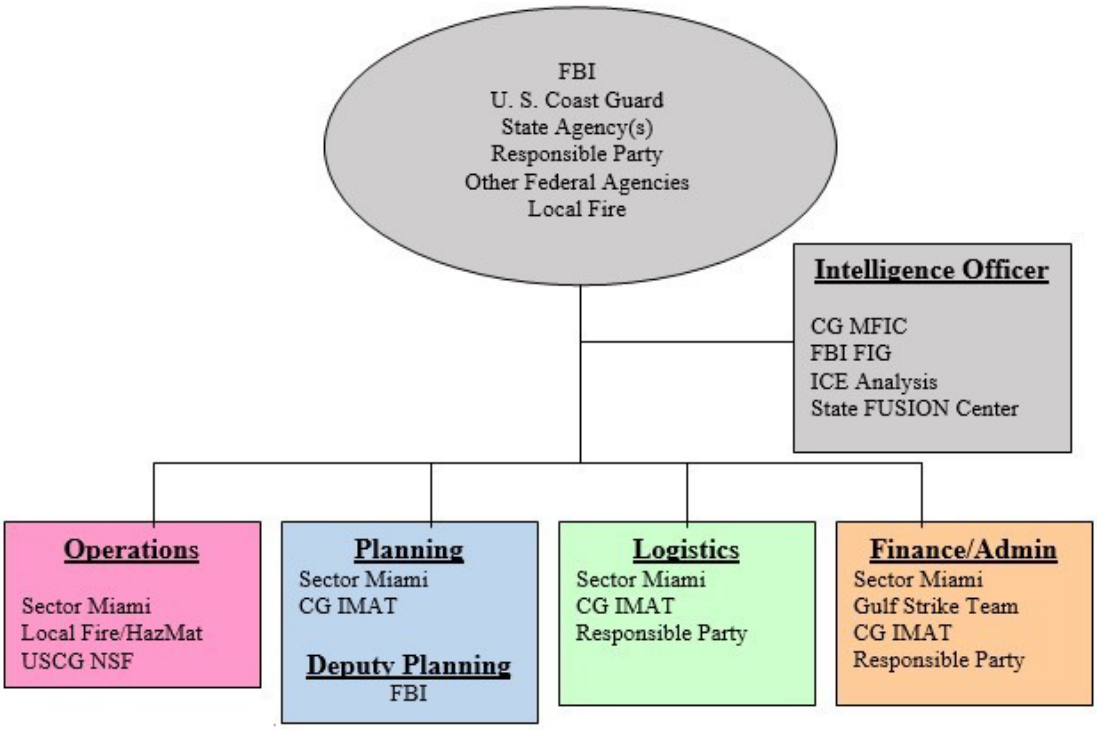


FIGURE 2000.1 (Example) HazMat Incident Unified Command Organization

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.

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 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 Warning Point at 1-800-320-0519 / 850-644-4636. The State Warning Point 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 Warning Point 24/7 at 1-800-320-0519 / 850-815-4001

https://www.naccho.org/membership/lhd-directory?searchType=standard&lhd-state=FL#card-filter

Emergency Contact phone numbers for Florida Department of Environmental Protection:

https://floridadep.gov/dleer/oer/content/emergency-contact-numbers

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.

2304.1 Actions to Protect Others

Site Security: Within the limitations of their PPE, responders need to establish site security early. Control ingress to and egress from the site. Controlling the site will help to contain and avoid the spread of contamination.

Communicate the Hazard Warning to Others: Include involvement of 911 dispatchers in the communications chain so that they can tell other responders about the hazards. Inform dispatch of local wind direction, ingress routes, staging areas, and other information that can be passed to follow-on responding units.

Health and Safety Plan. The ICS Compatible Site Safety and Health Plan is designed for safety and health personnel that utilize the Incident Command System (ICS). It is compatible with ICS and is intended to meet the requirements of the Hazardous Waste Operations and Emergency Response regulation (Title 29, Code of Federal Regulations, Part 1910.120). The plan avoids the duplication found between many other site safety plans and certain ICS forms. It is also in a format familiar to users of ICS. Although primarily designed for oil and chemical spills, the plan can be used for all hazard situations including WMD response. Refer to the generic ICS formatted Site Safety Plan.

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.

The Unified Command and the type of incident to which it is responding, will dictate the agency that will fill the role of Deputy Operations for Response and Recovery. Below is a representation of the agencies and/or entities that could serve as the Operations Section Chief and Deputy Operations Section Chiefs:

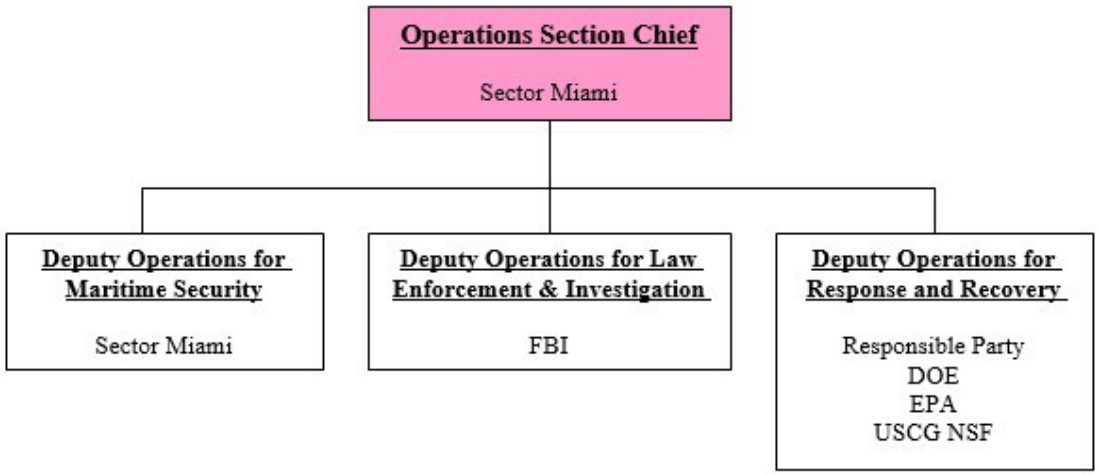


FIGURE 3000-1 (Example) HazMat Incident Operations Section Organization

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).

Entity	Location	Phone Number	Capabilities
Federal			
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
Florida State			
National Guard 44th Civil Support Team	Starke, FL	(904) 682-8419	TIC, WMD, RAD
National Guard 48th Civil Support Team	Pinellas Park, FL	(727) 318-6046	TIC, WMD, RAD

For a complete listing, see the following link to the: Hazardous Materials Response Special Teams Capabilities and Contact Handbook.

Testing laboratories for Toxic Industrial Chemicals (TICs), Toxic Industrial Materials (TIMs), Chemical or Biological Warfare Agents (WMD), and Radiological (RAD) materials can be located below under section 3200 Laboratory Assistance and Resources.

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
Centers for Disease Control and Prevention	Laboratory Response Network (LRN) - A collaborative effort of federal, state, military, and private labs to aid in response efforts of a TIC, WMD, or RAD event.	800-232-4636 http://www.bt.cdc.gov/lrn
EPA Environment Response Laboratory Network (ERLN)	A network of agency, State environmental, commercial and other Federal laboratories who will provide integrated, rapid analysis using standardized diagnostic protocols, and procedures.	https://www.epa.gov/emergency-response/environmental-response-laboratory-network
EPA Laboratory Compendium	Network of EPA national labs, state public health, and private labs to aid in a water security event, in addition to TIC, WMD, and RAD events.	703-818-4200 https://www.epa.gov/emergency-response/erln-lab-compendium-fact-sheet
Association of Public Health Laboratories (APHL)	State Public Health Laboratories-Emergency Contact Directory.	http://www.aphl.org/AboutAPHL/contactus/Pages/default.aspx
National Environmental Laboratory Accreditation Program (NELAP)	Current listing of accredited environmental labs and their primary accreditation body, in addition to types of sample media the labs can analyze.	http://www.nelac-institute.org/accred-labs.php http://www.nelac-institute.org/content/NELAP/accred-bodies.php
National Environmental Method Index (NEMI)	Search all chemical, biological, microbial, toxicity, and physical methods in NEMI.	https://www.nemi.gov/home/
EPA Method Collection	Standard Analytical Methods (SAMs) for environmental measurement and regional EPA laboratory contact information.	http://www.epa.gov/fem/methcollectns.hrm

4000 Planning

4100 Coordination with other Hazardous Materials Planning

Planning for hazardous substance response happens at a number of levels throughout the SEFL AC'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 SEFL ACP serves as the primary response planning document for the federal and state response agencies in the SELAC boundaries.

There is not a significant quantity of hazardous materials stored within the SE Florida region. It is assumed that response actions to Hazmat incidents within the port(s) and surrounding areas will normally be responded to by one of the flowing agencies depending on location of the incident.

Applicable County and/or City Fire Rescue Department HazMat Unit, or FL Department of Environmental Protection

4101 Hazard Analysis and Inventory

Hazard analysis is a necessary component of comprehensive emergency planning for a community. It is a three-step decision-making process comprised of hazard identification, vulnerability analysis, and risk analysis. This section focuses primarily on hazard identification.
The first task in conducting such an analysis is to complete an inventory of the hazardous materials present in the community and to determine the nature of the hazard. This is a key step because it permits planners to describe and evaluate risks, and to allocate resources accordingly. This information should be available to the Area Committee through the SERC or LEPC. These materials include fuels and chemicals such as chlorine. Such materials should be given special attention (vulnerability analysis) in the planning process.
In this context, a hazard is any situation that is capable of causing injury or impairing an individual(s) health. During the process of identifying hazards, facilities or transportation routes will be pinpointed that contain materials that are potentially dangerous to humans. The identification of hazards also should provide information on:

- The types, quantities, and location(s) of hazardous materials in the community, or transported through a community; and

- The nature of the hazard that would accompany incidents, such as explosions, spills, fires, and venting to the atmosphere.

In identifying hazards, hospitals and educational and governmental facilities should not be overlooked since they all contain a variety of chemicals. Major transportation routes and transfer points, such was airports, vessels in port, railroad yards, and trucking terminals, should also be included in the overall hazards identification plan. SARA Title III planning provisions address many of these potential transportation risk areas by requiring facility cooperation in plan preparation and by including specific risk areas as well as a wide range of chemical handlers, from manufacturers to service-related businesses.
Risk analysis includes the probable damage that may occur if a chemical incident occurs. Information that is necessary for risk analysis includes:

- The type of risk to humans, such as an acute, chronic, or delayed reaction.
- The groups that are most at risk.
- The type of risk to the environment, such as permanent damage or a recoverable condition.

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

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 SELACP, state, and local regulations. 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

There are a number of contractors in the SE Florida region 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.

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 the SEFL ACP.

County Emergency Operations Centers

- Responsible for the coordination of all law enforcement and fire rescue activities,
- utilizing primarily the 800MHz emergency communications platform
- During the response, maintains adequate communication facilities and establishes alternative communications
- As established by the cognizant Police Dept/Sheriff's Office; executes emergency regulations and written directives concerning traffic control and the establishment of open routes for traffic and keeping thoroughfares free for necessary civilian and military movements
- Execute contingency plans and written directives for the control of panic situations, the prevention of looting, the enforcement of Emergency Preparedness regulations and other law enforcement requirements during and following a disaster.

Local/County Fire and Rescue

The counties and major cities within the Sector Miami AOR are protected by full-time fire suppression teams, HazMat response Teams (HRT), and emergency medical services (EMS). Any HazMat incident, regardless of accidental of intentional cause, will be manaed in accordance with the responding fire station Standard Operating Procedures (SOP). If a situation is so severe that it exceeds the City/County Fire and Rescue Department's ability to respond, a state-wide Mutual Aid Agreement (MAA) is activated to provide to provide assistance, namely neighboring City/County Fire Dept, State Division of Forestry, and Florida Fish and Wildlife Conservation Commission. Primary Responsibilities and Tasks for the Responding Fire Station

- Prepare and execute plans to disperse firefighting equipment and personnel to minimize the risk to the community from a HazMat release.
- Plan for the acquisition of additional HazMat Response Teams and equipment required during an emergency through the use of establish Mutual Aid Agreements (MAA).
- Maintain adequate command and communications facilities for coordinating response normal operations and liaison with the affected County Emergency Operations Center

5200 Contractor Support

There are a number of contractors in Southeast 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;
- 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, 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 33 CFR - Navigation and Navigable Waters 40 CFR - Protection of the Environment 40 CFR 300 - NCP 49 CFR - Transportation	Titles can be found online at the following web address: https://www.gpo.gov/fdsys/browse/collectionCfr.action?collectionCode=CFR
Safety		
	NIOSH Manual of Analytical Methods	http://www.cdc.gov/niosh/docs/2003-154
	OSHA Guidance Manual for Hazardous Waste Site Activities	http://www.osha.gov/Publications/complinks/OSHG-HazWaste/4agency.html
	Agency for Toxic Substances & Disease Registry (ATSDR), Medical Management Guidelines for Acute Chemical Exposures: includes information on physical properties, symptoms of exposure, standards and guidelines, personal protection, decontamination, and care for first responders, pre-hospital, and hospital providers.	http://www.atsdr.cdc.gov/MMG/index.asp
Chemical Properties		
	Centers for Disease Control and Prevention (CDC) Chemical Specific Information	http://emergency.cdc.gov/agent/agentlistchem.asp
	ATSDR Chemical Specific 2-Page Info Sheet	http://www.atsdr.cdc.gov/toxfaqs/index.asp
	NIOSH Pocket Guide to Chemical Hazards	http://www.cdc.gov/niosh/npg/
	ACGIH TLVs and BEIs	http://www.acgih.org/tlv-bei-guidelines/policies-procedures-presentations/overview

	The Merck Index	https://www.rsc.org/merck-index?e=1
First Responder References		
	EPA OCS Blue Book- A collection of field related resources	http://www.epaosc.org/_bluebook/bluebook.asp
	CSX Transportation Emergency Response to Railroad Incidents	http://csxhazmat.kor-tx.com/
	DOT Emergency Response Guidebook (Note: This is generally updated every 4 years).	http://www.phmsa.dot.gov/hazmat/library/erg
	ATSDR - HazMat Emergency Preparedness Training and Tools for Responders	http://www.atsdr.cdc.gov/hazmat-emergency-preparedness.html
Military References		
	USAMRIID Medical Management of Chemical Casualties Handbook USAMRIID Medical Management of Biological Casualties Textbook of Military Medicine (TMM) Defense against Toxin Weapons Manual	http://www.usamriid.army.mil/education/instruct.htm

Southeast Florida Area Contingency Plan (SEFL ACP)

Marine Fire Fighting and Salvage

Annex EMay 2022

Record of Changes

Change Number	Change Description	Section Number	Change Date	Name
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

Table of Contents

1000 Introduction

This section of the Area Contingency Plan (ACP) outlines the USCG responsibilities and provides response guidelines for a marine fire. A marine fire emergency is defined as any emergency that poses a threat to the port's facilities or vessels through fire or the potential for fire.
A marine fire can occur through a variety of catalysts including, but not limited to, collision, hot work, explosion, arson, terrorism, and carelessness. It is understood that numerous other incidents may occur within the port, but it is felt that they are addressed adequately in other existing plans.

1010 Purpose and Objectives

Major marine firefighting incidents will likely require the coordinated efforts of federal, state, and local resources to carry out the appropriate level of response required. The purpose of this plan is to provide guidance to the Captain of the Port (COTP) and jurisdictional fire agencies concerning fighting fires on vessels to ensure coordinated response to marine fires occurring throughout the Southeast Florida region.

This regional contingency plan has the following major objectives:

(1) To ensure the safety of first responders, protect lives, property, and the environment within the ports and communities of Southeast Florida;

(2) Identify jurisdiction and clarify lines of authority and support during a response;

(3) Maintain Marine Transportation System (MTS) and marine commerce;

(4) Protection of the environment;

(5) Preserve property; and

(6) Secure a relationship among responsible federal, state, and local jurisdictions and commercial facilities so that resources may be employed to affect a swift, well-coordinated response to vessel and waterfront fire emergencies.

1020 Scope

The Marine Firefighting Plan is prepared and maintained by USCG Sector Miami. The data recorded in this Plan reflects input from the Marine Firefighting Subcommittee of the Southeast Florida Area Committee and encompasses all navigable waters, adjacent facilities and areas within the COTP Miami Zone (33 CFR 3.35-10).

1030 Definitions

Captain of the Port (COTP): The Coast Guard officer designated by
Commandant, USCG, to exercise federal responsibility for the safety and security of ports and waterways in a specific geographic area. For purposes of this Plan, COTP means COTP Sector Miami.

Dangerous Cargo Manifest: The Dangerous Cargo Manifest (DCM) is a listing of all hazardous material cargo on a vessel and contains a great deal of information of interest to emergency response teams. Vessel information includes name, call sign, flag, port of loading/discharge, and date. Cargo information includes proper shipping name, gross weight of cargo, hazard class, types of package, storage locations, and emergency response telephone number. Only hazardous materials subject to 49 CFR or the International Maritime Dangerous Goods (IMDG) code may be listed on the DCM.

Emergency Operations Center: County and state-run facilities with extensive inter-agency communications and coordination capabilities. It will be activated during significant emergencies such as a Level II fire as defined in this Plan.

Fire Control Plan: A copy of this plan is prominently displayed in a weather tight enclosure, located outside the deckhouse (usually near the brow) for the assistance of shoreside firefighting personnel. It contains a set of general arrangement plans showing, for each deck, the fire control stations, fire-resistant and fire-retardant bulkheads. It also contains particulars of the fire detection, manual alarm, fire extinguishing systems, fire doors, means of access/egress to different compartments, and ventilating systems including locations of dampers and fan controls.

Hazardous Materials: These are materials which, when commercially transported, are designated by the US Dept of Transportation (DOT) as presenting an unacceptable risk to health, safety, and property. These materials are carried by vessel in accordance with US DOT or USCG regulations. Regulations applicable to the transportation of hazardous materials by vessel type include:

- Title 49 CFR, Subchapter C (Packaged Materials)
- Title 46 CFR, Subchapter D (Tank Vessels)
- Title 46 CFR Subchapter O (Certain Bulk Dangerous Cargoes)

International Shore Connection: This device is used to connect the water system piping of the vessel with the water supply on the shore. International Code requires that the ship have a connection with the ship's fire system threads on one end and the international bolted flange on the other end. National Fire Code (NFPA 1405) requires the shoreside fire department to have a connection with the shoreside fire department's threads on one end and the international bolted flange on the other end.

Marine Chemist: A technician certified through the National Fire Protection Association (NFPA) to determine if enclosed spaces are Safe for Workers and Hotwork or other operational restrictions for overhaul after the fire has been extinguished. The Marine Chemist should also be consulted for any fires involving hazardous materials.

Marine Fire Fighting Work Group: A functional subcommittee of the Southeast Florida Area Committee, which examines local policy issues and concerns regarding firefighting in the COTP area. This group will be comprised of USCG and local/state firefighting agencies to enhance inter-agency coordination.

National Fire Protection Association (NFPA): An international non-profit organization of technical experts established in 1896 to reduce the worldwide burden of fire hazards by providing codes and standards, research and education. Many of these codes and standards have been incorporated by reference into federal and local regulations. NFPA 1405 – Guide for Land-based Fire Fighters Who Respond to Marine Vessel Fires is referenced in this plan as the accepted practices to be followed when responding to marine fires in COTP Miami zone.

Navigation and Inspection Circular (NVIC) 2-10: Guidance for Implementation and Enforcement of the Salvage and Marine Firefighting Regulations for Vessel Response Plans (VRP) as required by See 33 CFR 155 Subpart I.

Ports and Waterways Safety Control Act (PWCS) of 1972: Mandates an increased supervision of port operations to prevent damages to structures in, on, or adjacent to the navigable waters of the U.S., and to reduce the possibility of vessel cargo loss, danger to life, property, and the marine environment.

Regional Response Team (RRT): Each RRT maintains a Regional Contingency Plan (RCP) and has state, as well as federal government, representation. EPA and the Coast Guard co-chair the RRTs. RRTs are planning, policy and coordinating bodies and do not respond directly to the scene. The RRT provides assistance as requested by the On-Scene Coordinator during an incident. South Florida resides in Regional Response Team IV zone. (See also http://www.rrt4.nrt.org/)

Safety Data Sheet (SDS): Formally known as Material safety Data Sheets (MSDS) under the old OSHA Standard, the SDS is a designed to communicate complete information about a chemical or mixture and how to mitigate any issues with handling or storage. The SDS is comprised of sixteen sections detailing information as to the fire problems, health hazards, toxicity, and reactivity of the chemical or product for which the SDS was written.

Safety Zone: A safety zone is a water area or a water/shoreside area to which, for safety or environmental protection purposes, access is limited to authorized persons, vehicles or vessels. The safety zone is established by the COTP to protect vessels, structures, and shore areas. The safety zone can be fixed or mobile around a moving vessel. The COTP may direct who and what may operate within the safety zone.

Salvage Company Representative: A person or company contracted to either assist in the firefighting effort or stabilize/recover the vessel following the fire for final disposition. The salvage representative may be contracted by the owner/operator of a vessel or a regulatory agency (local, state, federal) when the owner/operator has not responded in a timely manner. The agency decision to contract a salvor should be the function of a unified command.

Security Zone: Security zones are designated areas of land, water, or land and water established for such time as is necessary to prevent damage or injury to any vessel or waterfront facility to safeguard ports, harbors, territories, or water of the United States, or to secure the observance of rights and obligations of the United States. The security zone is established by the COTP or CG District Commander. The designation of a security zone may only be made for areas within the territorial limits of the United States.

Strike Team: A Coast Guard component comprised of highly trained professional cadre who maintain and deploy with specialized equipment and expertise to support Federal responses to pollution and salvage incidents. South Florida resides in the Gulf Strike Team zone home ported in Mobile, AL.

Vessel response Plan (VRP): Regulated vessels are required to maintain a shipboard spill mitigation plan also referred to as a Vessel Response Plan.
See also NVIC 02-10 above.

1040 Acronyms

BNTM	Broadcast Notice to Mariners
COTP	(USCG) Captain of the Port
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	(US) Code of Federal Regulations
CWP	Clean Water Act
DCM	Dangerous Cargo Manifest
EOC	(County) Emergency Operations Center
FOSC	Federal On-Scene Coordinator
FRP	Facility Response Plan
GST	(USCG) Gulf Strike Team
IC	Incident Commander
IMDGC	International Maritime Dangerous Goods Code
MTR	Marine Transportation Related (facility)
MTS	Marine Transportation System
NFPA	National Fire Protection Act
NRC	National Response Center
NTSB	National Transportation Safety Board
NVIC	Navigation and Vessel Inspection Circular
OPA-90	Oil Pollution Act of 1990
OSLTF	Oil Spill Liability Trust Fund
PWSA	Ports and Waterways Safety Act
QI	Qualified Individual
RRT	Regional Response Team
SDS	Safety Data Sheet
SAR	Search and Rescue
UC	Unified Command
USC	United States Code
VRP	Vessel Response Plan

2000 Authority, Responsibilities and Policy

2010 Federal Policy

This section is written in accordance with the U.S. Coast Guard Marine Environmental

Response (MER) and Preparedness Manual, COMDTINST M16000.14A, which requires Captains of the Port (COTP) to develop current and effective contingency plans, supported by the port community, providing adequate response by the available federal, state, municipal and commercial resources to fires and other port emergencies.

The Federal Fire Prevention and Control Act of 1974 (PL 93-498), declares that firefighting is and should remain a state and local function and in as such the fire department within whose jurisdiction the vessel or facility is located is the responsible fire suppression agency and is in charge of all firefighting efforts. Although the Coast Guard clearly has an interest in fires involving vessels or waterfront facilities, jurisdictional authorities are principally responsible for maintaining the necessary firefighting capabilities within U.S. ports and harbors and up to 3 NM from the coastline boundary as directed by the Governor or applicable County emergency operations center (EOC).

The Coast Guard, under the provisions of the Port and Waterways Safety Act (PWSA) (33 USC 1221), has broad authority to prevent damage to, or the destruction/loss of any vessel, bridge or any other structure on or in the navigable waters of the United States. This responsibility extends not only to ships and their crew; but also personnel responsible for structures in, on, or immediately adjacent to the navigable waters of the United States, or the resources within these waters.

Under this statute, the COTP has the authority to:

- Direct the anchoring, mooring, or movement of a vessel;
- Specify times of vessel entry, movement, or departures to, from, or through ports, harbors or other waters;
- Restrict vessel operations in hazardous area or, under hazardous conditions to vessels which have particular operating characteristics, or capabilities; or
- 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 structure immediately adjacent to those waters.

The Oil Pollution Act of 1990 (OPA 90) mandates that owners and operators of vessels and Marine Transportation Related (MTR) facilities must identify response resources with firefighting capability. 33 CFR Part 154 requires MTR facilities that do not have adequate firefighting resources located at the facility or which cannot rely on sufficient local firefighting capability must identify and ensure the availability of adequate resources within 24 hours. 33 CFR Part 155 requires that vessel owners and operators must identify commercial resources capable of deploying to the port within 24 hours.

2020 State Policy

Florida State Statute 252 (Emergency Management) gives the State Director of Emergency Management (FLDEM) authority to provide support from available personnel, equipment, and other resources of state agencies and political subdivisions of the state that may be necessary to reinforce emergency management agencies in areas stricken by the emergency. This support is

normally provided through the County emergency operations center (EOC) as a coordinating body, however direct assignment to the jurisdictional Fire Chief may also occur if urgency demands.

2030 Local Responsibility

The owner/operator of a waterfront facility and the master of a vessel moored at a facility have a vested interest in the protection of the crew, facility, vessel and cargo. In the event of a fire, prompt notification must be given to jurisdictional response agencies. The vessel/facility should contact the jurisdictional fire department by calling 911 and/or hailing the United States Coast Guard via VHF CH-16 if unable to call 911 due to poor reception.

It is essential that both County emergency management officials and COTP be notified immediately of any marine fire. Notifications should be conducted in accordance with section 4040 of this annex for rapid, efficient dissemination of information. Local standard operating procedures may dictate additional notifications.

The fire department within whose jurisdiction the vessel/facility lies or is moored is the responsible fire suppression agency and is in charge of all firefighting efforts. The fire department which has jurisdiction will:

- Act as Incident Commander;
- Establish a command post when acting as IC;
- Request necessary personnel and equipment including fire boats, scene support, and appropriate medical aid;
- Determine the need for, and request mutual aid;
- Notify the COTP. Make all requests for Coast Guard/federal personnel, equipment, and waterside security through the COTP;
- Establish liaison with police departments for landside traffic and crowd control, scene security, and evacuation;
- Provide portable communications equipment or designate a commonly used frequency to response personnel from outside agencies to establish an interagency communications network.

In order to fulfill its obligation, which cannot be delegated, the jurisdictional fire department may request mutual aid assistance from neighboring fire departments and/or support for other agencies either directly or through its respective County EOC (ex: statewide mutual assistance agreement). In port areas where a vessel is underway or at anchor and near the boundary between adjacent counties or cities, such that the exact location of the vessel is not easily determined, the fire department closest to the site shall respond in accordance with the state-wide mutual aid agreement[1] until a position can be fixed by the Coast Guard, pilot, or master. If another department has jurisdiction, a transition process will occur and the relieved fire department will then provide support as requested.

[1] The State of Florida state-wide Mutual Aid Agreement is authority for signatory local governments to request and receive reciprocal emergency aid and assistance in emergencies too extensive to deal with unassisted and to ensure the timely reimbursement of costs incurred by the assisting local government.

2040 Captain of the Port (COTP) Responsibility

Coast Guard Policy on Firefighting – While the Ports and Waterways Safety Act (33 USC 1221) empowers the COTP with broad authority to protect the vessels, facilities, and critical marine infrastructure from damage caused by marine fires in or along the navigable waters of the United States, this authority does not preempt the jurisdictional Fire Chief's responsibility and authority for firefighting. Under this policy, the COTP Sector Miami works with port authorities and local government within their area of jurisdiction to maintain current and effective contingency plans to support the port community, including its fire departments, to ensure coordination of federal, state, municipal and commercial resources that respond to fires and other incidents. This policy is consistent with the Federal Fire Prevention and Control Act of 1974 (PL 93498) which states that firefighting is and should remain a state and local function.

COTP Sector Miami will:

- Render assistance and support as available commensurate with its level of training and adequacy of equipment;

- Work with port authorities and local governments within its jurisdiction to maintain a current and effective marine firefighting plan supported by the port community fire departments to ensure coordination of responding entities to marine fires and other incidents; and

- Incorporate firefighting contingency planning in each port's response plan in accordance with this chapter.

The Coast Guard is designated as the primary search and rescue (SAR) agency in the maritime region. First priority must remain the saving of those from peril at sea and this will be undertaken without delay while firefighting resources are being notified and requested to respond.
During a major fire aboard a vessel or waterfront facility, the COTP is responsible for:

- Assume Incident Command for a burning vessel underway or at anchor when:
  - The fire department with jurisdiction is unable to respond.
  - No fire department has jurisdiction.
  - The vessel owner/operator (responsible party) does not take appropriate action as required by their approved Vessel Response Plan (VRP).

- Assume the role of IC if the firefighting response is inadequate or nonexistent
- Participate in the Unified Command when multiple agencies are able to respond;
- Evaluate the necessity to re-locate moored and anchored vessels;
- Assume operational control of all Coast Guard forces on-scene;
- Establish safety or security zones as necessary;
- Provide information on involved waterfront facilities;
- Provide information on the location of hazardous materials on the vessel or at the facility, if available;
- Provide technical data on ship's construction, stability and marine firefighting capabilities;
- Respond to oil or hazardous material discharges;

- Obtain tugs to assist in relocating moored or anchored vessels;
- Alert owners/operators of terminals or vessels at risk;
- Liaise with port administrators to manage the shipping queue (if affected).

The local community cannot rely on Coast Guard assets as the primary firefighting resource. The COTP will convene a Unified Command to constantly monitor all activities involved in responding to the marine fire event, support the jurisdictional Fire Chief as forward incident commander and develop an integrated response plan. Senior representatives from assisting departments/agencies should comprise the Unified Command for consultation to determine options and methods to conduct a coordinated response. The County emergency operations center (EOC) provides an excellent central location for joint agency responses.

If additional resources are needed, they could be requested through the applicable County EOC (statewide mutual assistance agreement) or District Seven Command Center. For SAR operations, the largest CG vessel on scene, or as directed by COTP, will assume On-Scene Commander and will act as the command and control platform. Upon the conclusion of rescue operations, an assessment will be made by the Unified Command as to the continued need for all SAR units on scene. The operations will then shift to firefighting, salvage, and support of the safety zone (if established). The Unified Command will then prioritize those and other needed functions as needed with the designated Fire Chief responsible for all firefighting functions. If unassigned by the Unified Command, the COTP will act as the liaison between the Coast Guard, other response organizations and the media

2050 Owner/Operator Responsibility

2051 Vessels

This plan is not intended to relieve the vessel owner/operator (Master) or restrict their fundamental responsibility for safety or security of their vessel. The Master provides a vital role to the incident commander in vessel orientation, on-board cargo and stores, crew accountability and other vital information needed to safely extinguish the fire. It must be recognized, however, that the jurisdictional Fire Chief and/or designee is the most experienced in the art of firefighting and will be designated overall incident commander of the fire response.

The Master, officers, and crew shall assist in the firefighting effort with the Master being the liaison between the Incident Commander (IC) and the vessel crew. The Master should provide the IC with crew members to act as guides, and shall control the actions of his crew. The Master shall not normally countermand any orders given by the jurisdictional fire fighters in the performance of their duties unless that action taken or planned clearly endangers the safety of the vessel or crew. In the absence of the Master, the senior deck officer will act for the Master.

2052 Waterfront Facilities

Ultimate responsibility for the facility rests with the Terminal Manager. The Manager is not relieved of his duties, and as such must assist responding firefighting organizations in every way. The manager can provide detailed information on layout, location of hazardous materials, and may provide additional personnel to assist fire fighters.

Most waterfront facilities rely on jurisdictional/port fire departments for fire protection and suppression response. Therefore, in the event of a marine fire, facility owners/operators are responsible for ensuring safety of facility personnel as well as providing the IC with information regarding the facility's layout and dangerous materials.

3000 Planning and Response Considerations

3010 Levels of Response

The Not all marine disasters require the full response set forth within this plan. The following parameters may be used as a guide in determining the scale and size of response organization required given the prevailing emergency conditions:

Level I Response – Local command structure – A marine casualty involving a vessel or facility that does not pose a major threat to the port. Examples include pleasure craft, small vessels in boatyards, houseboats, etc. This level of disaster is normally managed by one jurisdictional fire department with minimal additional state and/or federal waterside support.

Sector Miami shall be notified immediately in accordance with section 4040 of this annex and will send a pollution response representative to the scene who will provide direct liaison to the COTP.

Section 8000 of this annex depicts a Level I Response Organization for planning purposes.

Level II Response – Unified Command structure – A marine casualty on a vessel or facility that has the potential to be a significant risk to the port or life. Examples include small freight vessels in Miami River, container fires aboard container ships, cruise ship fires, tug fires, any ship/barge fires, ships directed to anchorage, etc. This level of disaster may involve two or more fire departments with mutual aid, commercial firefighting capabilities, and direct state and/or federal waterside support requiring the coordination of County EOC and dispatch centers.

In the event of a major shipboard or facility fire, the COTP will request the designation of an IC. The jurisdictional Fire Chief and/or designee serves as the IC until it is deemed necessary to establish a UC. The COTP maintains the responsibility for the safety of the waterway and adjacent area.

A unified command post will be established by the jurisdictional fire department and notifications coordinated through the County EOCs and/or Sector Miami Command Center.

Sector Miami will dispatch an incident management team of appropriate size and organizational qualifications who will represent the COTP in the unified command to coordinate any support and resources outside the existing mutual aid agreements. Examples include stability calculations, obtaining salvage consultation, networking with port officials to move the affected or adjoining vessels, etc.

Responses to complex marine fire involving multiple agencies should organize in accordance with the USCG Incident Management Handbook (IMH) Chapter 21. The members of the UC must jointly determine objectives, strategy, and priorities.

Section 8000 of this annex depicts the minimum staffing of a Level II Response Organization for planning purposes.

3020 High Risk Areas and Cargoes

Passenger Vessels: Port Miami and Port Everglades are the largest cruise ship ports in the world and home to the largest cruise ships. Cruise ships arrive throughout the year with the peak of the season starting in November and lasting through April. The Port of Palm Beach caters to the "day-cruise" industry with several arrivals/departures daily and short cruise service to the Bahamas. These vessels are constructed and crewed with prescribed firefighting capabilities and may request firefighting support if a fire grows in severity.

In addition, numerous excursion vessels of various sizes and capacities transit throughout interior waterways; including larger vessels capable of carriage of 100+ passengers. These vessels have varying firefighting capability and are likely to require fire suppression support while evacuating their passengers.

The Fisher Island Ferry in Miami features five passenger ferries that operate continuously as the only transportation to/from the community of Fisher Island: Pelican (120 ft.), Flamingo (120 ft.), Eagle (120), Heron (120 ft.), Eagle 2 (152 ft.), Pelican 2 (152 ft.), and Osprey (152 ft.). Each ferry features fixed CO_2 system installed in the engine room, fire pump (140+ GPM), two fixed firefighting stations, portable fire extinguishers, and trained crew with specific assignments (Vessel Fire Bill).

Container Ships – Port Miami/Miami River, Port Everglades, and Port Everglades receive container ships which carry a myriad of packaged goods, finished products, food, and scrap. A fire could start from the cargo within or mechanical failure such as a refrigerator unit (packaged food/fruit cargo).

A fire aboard these ships could occur in transit and quickly overwhelm the crew's ability to suppress. Past workshops with the Marine Firefighting Workgroup have determined that these scenarios will be typed as a Level II response. The ship will be directed to the nearest anchorage and a Unified Command will be organized incorporating commercial firefighting resources. See Annex 4 to this Plan.

Bunkering: Vessels of all types take on fuel bunkers in the ports. Bunkers are usually received from a barge alongside the vessel while it is tied up to a facility. Vessels also regularly bunker via tank truck in Fort Pierce and Miami River.

In 2022/2023, newly built cruise ships will feature liquefied natural gas (LNG) as an alternative fuel. LNG bunkering operations will occur within Port Miami and Port Everglades while ships are moored in the port and thus may increase risk for a potential fire. Additional safety and security protocols will be enacted during these bunkering operations.

Barges: Barges are used to transport bulk fuel to vessels for bunkering and to/from shoreside storage tanks. Many tank ships arriving in Port Everglades and Port Miami are actually integrated tug/barges (ITB). Propane is transported (under pressure at ambient temperature) to Port Everglades and offloaded at Berth 11.

Military Vessels: These vessels are normally berthed at Port Everglades (midport), Port Miami (Terminal J) or Palm Beach. They may arrive alone or in a fleet involving more than one port.

Recreation Vessels: Southeast Florida has the largest concentration of recreation vessels per capita in the US. Vessels ranging from small jet skis to large yachts in excess of over 200 ft commonly traverse in the ports and waterways of the SE FL region. Most vessels are fiberglass construction and can be quickly consumed if a fire occurs on-board. Response to these fires are normally coordinated through the jurisdictional Fire Chief and at the vessel's moored location or near-offshore adrift.

The following areas within the Southeast Florida region store regulated liquids in bulk and/or have other particular risks:

Port Everglades – major storage (160+ tanks) with three primary petroleum-offloading berths, each with four loading arms, for gasoline, diesel, Aviation Fuel ("Avgas"), ethanol, and jet fuel. These berths are numbered 7, 9, and 13. (A ship using these berths is typically large enough to occupy the adjacent berth so as a shorthand berths 7/8 are referred to a berth 7, berths 9/10 as berth 9, and berths 12/13 as berth 13.

Berth 11 has loading arms for propane and is not used for other petroleum products.

Berth 5 is a secondary berth, with no loading arms, and is used primarily for black products such as 6 oil or asphalt.

Berth 8 is used for asphalt barges using hose pits

There are no separate offloading positions at either berth 10 or 12.

Berth 14 is used for diesel receipts for the FPL power plant. Typically one receipt every other year.

A fire suppression system is installed for berths 7, 9 and 13. The system consists of detection equipment, foam tanks, fixed monitors, hose reels, and a dedicated fresh water fire pump. Berths 7 and 9 contain two 1,000 gpm monitors and berth 13 has a three 750 gpm monitors. Deluge foam/water sprinklers cover each berth's containment area. Each berth also has a 1 1/2" manually operated foam reels adjacent to each foam monitor. In addition two 150# dry chemical extinguishers are present on each of the three berths plus two 30# dry chemical extinguishers per berth.

Optical infra-red detection is fitted to each of the three canopies and these alarms are remotely monitored.

Each of the tugs stationed at Port Everglades is equipped for firefighting and is outfitted with a monitor system that drafts seawater.

Port Miami – Fisher Island - Intermediate fuel oil ("No. 6 oil") and diesel fuel is stored in 12 storage tanks on the island. This facility is restocked by tank ships/ITBs and is distributed via barge to ships within the port and Miami River. The tanks are located near the waterfront. A marine fire at this location may also impact the Fisher Island ferries (see above potential impact).

Miami River – a narrow waterway extending from the south of the Port Miami 5.5 miles into the city. Marine traffic in this area includes small container and break-bulk ships, large recreation vessels and a repair/rebuild shipyard (RMK/Merrill Stevens). Many moveable bridges cross the river. A marine fire anywhere on the river could close the river to traffic and potentially impact/damage nearby bridges. Shipping companies in Miami River are major suppliers of goods to the Caribbean region and any prolonged closure of the river would result in severe negative after-effects to those economies.

Port of Palm Beach – features two storage tanks (150,000 bbls capacity) diesel fuel, four storage tanks (200,000 bbls capacity) asphalt, and six storage tanks (approx. 200,000 capacity) molasses. These tanks are located away from the waterfront.

Fort Pierce – Derecktor Shipyards focuses on maintenance and repair of custom ("mega") yachts more than 200' in length (900 ton) primarily built of steel and/or aluminum. These vessels are serviced at floating docks, dry docks, and shore side storage areas. There is no bulk storage of VOC's (diesel, gasoline, MEK, etc.) at the site.

3030 Minimum Information Required

Once the notification of a marine disaster has been received it is important that the receiving agency, whether it be a jurisdictional fire department, State/County EOC, or the Coast Guard, ascertain the necessary facts/data to correctly dispatch the needed resources contain the fire in a timely manner.

Specific critical information is needed from on-scene personnel and responding entities to ensure a successful firefighting/salvage response organization can be formed. Many of the ship design particulars may be retrieved from the vessel's Shipboard Oil Pollution Emergency Plan (SOPEP) and the Vessel Response Plan (VRP). Coordination with vessel responders as identified in the VRP is crucial to obtaining this information promptly.

A Marine Firefighting Notification Checklist is included in Appendix 2 of this plan.

At a minimum, the following information should be retrieved/known:

- <u>All Incidents</u>
    - Safety status of the crew;
    - Proximity to navigation hazard;

- On-scene weather conditions;
- Forecasted weather conditions;
- Contracted resources;
- Potential damage/breaches in hull;
- Potential for spill or plume;
- Status of ground tackle;
- Communications nature and schedule;
- Quantity/nature of cargo/fuel/ballast;
- Status of propulsion and steering.

- Grounding

  - Pre-casualty drafts;
  - Post-casualty drafts;
  - Vessel stability;
  - Tide height at grounding;
  - Location;
  - Depths of soundings;
  - Time/height of next high tide;
  - Liquid level of all tanks; □ Availability of salvage resources; □ Bottom type.

- Fire

  - Status of shipboard fire pumps;
  - Status of fixed firefighting systems;
  - Stability of vessel;
  - Status of dewatering systems;
  - Risk of further damage to vessel;
  - Status of emergency electrical systems;
  - Availability of on-board firefighting resources

3040 Initial Response Coordination

Prompt notification to the jurisdictional fire department is the first and most important step in mobilizing the necessary response resources. Initial notification of a fire will normally be received by the jurisdictional fire department through the 911 network for facility fires and vessels within the port or to the Coast Guard through channel 16 VHFFM for vessels underway within the port or off shore.

The jurisdictional fire department will assume incident command for all fires within the port and offshore out to 3 NM. Assistance to areas further offshore will be determined by distance, sea state, and prevailing weather and in agreement with the COTP.

The COTP may establish a Safety Zone around the response site at any time during the response to protect the attending responders and control traffic in and around the area as needs dictate. The COTP will also query the vessels and cargoes in the fire zone to determine any additional safety precautions such as relocating their vessels or active monitoring exposed areas/cargoes. Local shipping agents will be notified of any potential involvement or delays in arrival to or departure from their assigned moorings. When conditions warrant, a broadcast notice to mariners and/or marine safety information bulletin will be made to alert the port community and any imposed navigation restrictions.

3041 Vessel Response Plan (VRP)

The U.S. Coast Guard mandates that every vessel's Vessel Response Plan (VRP) include the name of a fire and salvage company to provide firefighting response capabilities. In the event that a jurisdictional /commercial marine firefighting response is readily available and can mitigate the damage to the vessel before the vessel's listed fire and salvage company can arrive on-scene, the available firefighting response may be used instead of the vessel's listed company. Below is the response timeframe for marine firefighting as required by 33 CFR 155.4030 (b):

Marine Firefighting			
	At Pier (hours)	CONUS: Nearshore area; inland waters; and OCONUS: < or = 12 miles from COTP city (hours)	CONUS: Offshore area; and OCONUS: < or = 50 miles from COTP city (hours)
Assessment & Planning			
(A) Remote assessment and consultation	1	1	1
(B) On-site fire assessment	2	6	12
Fire Suppression			
(A) External firefighting teams	4	8	12
(B) External vessel firefighting systems	4	12	18

Table 3041.1 Salvage and Marine Firefighting Response Timeframes

3050 Access for Firefighting

Few disasters provide optimal circumstances. A facility fire may occur in a little used warehouse space where access is difficult. A vessel fire may occur while at anchor/underway away from the resources necessary to combat it or in lower decks limiting the efficiency of firefighting water. Vessel fires will be fought at the scene and in most cases, while moored at their facility location to allow jurisdictional fire departments to combat the fire. However, vessels other than those aground or involved in a collision are generally mobile and may be maneuvered away from further

damage and brought to a location (other mooring, anchorage, etc.) to optimize the fighting of the fire.

The COTP has final authority in:

- Ordering/allowing movement of a burning ship;
- Creating accesses or penetrations into a hull of a ship or other issues involving hull integrity;
- Opening flooding boundaries or other issues involving stability

3060 Incident-Specific Considerations

The COTP approaches response to a burning ship from a "systems" perspective. The Marine Transportation System (MTS) is a term used to include the entire marine environment used by various stakeholders for transportation, recreation, and commerce. The possibility of having a ship sink in a key navigation channel or anchorage, or spreading the fire to other port assets must always be evaluated. Risk evaluations and cost-benefit analysis (public safety, environment, commerce, and property) are employed with a broad vision of the best interest to the entire port.

3061 Port Entry/ Anchorage Considerations

A situation where a request for entry into the port by a burning vessel under declaration of "force majeure" is possible (e.g., container ship with containers on fire). The authority to deny vessel entry rests solely with the COTP. Following a workshop convened in 2015 with regional firefighting agencies and industry, it was decided that any vessels arriving to port with an active fire on-board will be directed to the below applicable anchorages (See also section 9000 of this annex):

Port Everglades Anchorage: shall be the primary firefighting location for ships inbound for Port Everglades. Following the initial notification from the ship Master, the ship will be directed to the anchorage to receive assistance as needed. A safety zone of 500-1000 feet may be established around the ship to ensure safety to the public and flexible access to the ship. (See also section 9000 of this annex)

1) The Unified Command Post may be established at the Port Everglades Emergency Operations Center.

Port Miami Anchorage: shall be the primary firefighting location for ships inbound for Port Miami. Following the initial notification from the ship Master, the ship will be directed to the anchorage to receive assistance as needed. (See also section 9000 of this annex).

1) The Unified Command Post may be established in the Base Miami Beach Classroom.

Port of Palm Beach Anchorage: shall be the primary firefighting location for ships inbound for Port of Palm Beach. Following the initial notification from the ship Master, the ship will be directed to the anchorage to receive assistance as needed. (See also section 9000 of this annex)

1) The Unified Command Post may be established in the Port of Palm Beach 4th floor Operations Area.

Potential afloat command posts platforms include:

- Coast Guard cutter (e.g. CGC ETHERIDGE, etc.);
- Municipal Fireboats;
- State marine units (e.g. FWCC M/V RANDALL);
- Industry Fireboats (Resolve Marine, National Response Corp., etc.).

The COTP will request a fire department liaison be provided aboard any CG floating Incident Command Post. If a fire department establishes a floating Incident Command Post, the COTP will provide a CG liaison officer. If an industry vessel is the primary firefighting platform, both a Coast Guard and jurisdictional Fire Chief liaison should also be deployed aboard.
Once the decision to order the vessel to anchorage is made:

- Review Appendix 4 for the location within the applicable anchorage as recommended by the FL Department of Environmental Protection;
- Establish a Safety Zone of 500-1000 feet (minimum) encircling the anchorage site to ensure safety to the public and flexible access to the ship.
- Issue a Broadcast Notice to Mariners (BTNM) to Mariners
- Remain alert to potential for immediate rescue of crew members
- Remain alert to potential for vessel sinking
- Remain alert to severe weather and potential to drag anchor (corals, grounding, etc.)
- Establish environmental (sheens) monitoring for potential risk to sensitive habitats
- Establish atmospheric (burning toxics) monitoring

3062 Movement of Burning Ship Considerations

If in port, moving a burning ship to safer (or more capable) location to fight the fire may be requested/considered.

The following information will be normally gathered and considered prior to making a decision to allow/order movement of a burning ship:

- Location and extent of fire;
- Desired location/moorage;
- Status of shipboard firefighting equipment;
- Vessel condition; possibility of vessel capsizing or sinking;
- Class, amount and nature of cargo;
- Possibility of explosion and/or release of hazardous materials pollution (oil/fuel/hazmat);
- Consultation from harbor pilots and towboat operators to determine their procedures for handling emergency movement of vessels and response times;
- Hazard to crew or other resources where vessel is presently located;
- Potential for spread of fire to pier, nearby vessels/structures or other port assets along the transit;

- Maneuverability of the vessel (dead ship, etc.) and status of shipboard firefighting equipment;
- Potential impact on bridges travel under (Miami River);
- Pier access and firefighting resources available at new location;
- Present and forecast weather;
- Change in jurisdiction or government agency input; consultation with elected officials (mayor, city commissioner, etc.).

Once the decision to move the burning vessel is made, refer to the follow-on anchorage items above.

3063 Vessel Fighting at the Pier Considerations

If the vessel is moored in one of the major ports (Port Miami, etc.), immediate firefighting activities may be led by port/jurisdictional firefighting departments. Due consideration should be given to onboard firefighting procedures to help extinguish the flame. If the Vessel Response Plan is activated, a Salvage Master and commercial firefighting company may assist (or relieve) the initial firefighting team(s). This action does not supersede the authority of the jurisdictional fire department, only supplements/relieves the initial firefighting team(s).

- Establish the Unified Command comprised of COTP, jurisdictional Fire Chief,
- Vessel PIC, others jurisdictional agencies as appropriate;
- Set adequate Safety Zone to protect public and other vessels;
- Issue BTNM
- Consider assistance from special teams (SUPSALV, CG Strike Team (atmospheric monitoring), CG SERT, etc.)

3064 Firefighting aboard a Military Vessel

Response to a fire onboard a military vessel, whether U.S. or foreign, is handled in a different manner than a fire onboard a private/commercial vessel. Military vessel crews are highly trained for fires on their vessels, using their firefighting procedures, equipment, and familiar with the layout of the vessel. The commanding officer on a military vessel has ultimate authority on whether or not to allow outside firefighting organizations onboard to augment firefighting efforts.

However, the following actions should be taken by the jurisdictional firefighting responders upon notification of a fire onboard a military vessel:

- Establish a Unified Command comprised of COTP, jurisdictional Fire Chief, Military Ship Liaison or senior officer, and other jurisdictional agencies as appropriate;
- Upon arrival, the Fire Chief should report to the ship's quarterdeck to engage with the ship's Command Duty Officer (CDO) to determine if they're assistance is required;
- If firefighting assistance is required, the CDO and Fire Chief will determine location of the forward command. Once established, all information regarding the fire will be relayed to the Unified Command along with communication procedures between the ship's crew and the attending municipal firefighting team(s). The Fire Chief (or designated team leader)

will be responsible for managing resources, personnel and staging of equipment onboard the ship.

- If no firefighting assistance is required then the jurisdictional Fire Chief may assign one firefighting engine/team to remain on-scene for standby purposes. The
- Fire Chief may then remain with the Unified Command as long as needed;
- The Fire Chief / Unified Command may request additional resources in accordance with the state-wide mutual assistance agreement. (See section 6000 of this annex).

3065 Firefighting at a Waterside Facility

Initial response operations will be the responsibility of the facility manager/operator in unison with the jurisdictional Fire Chief. The response to a facility fire is essentially the same as a vessel fire. For regulated facilities, amplifying information can be found in the Facility Response Plan (FRP).

3066 Firefighting at a Marina

SE Florida is home to several marinas in the region, many capable of accommodating a multitude of yachts including those 200' and greater in length moored closely to each other. These marinas may provide hotel services (electrical, water, sewage, etc.) and transfer fuel from landside truck delivery. Most, if not all vessels in a marina are composed of fiber-reinforced plastic ("fiberglass"). A fire in a marina can quickly escalate and involve adjacent yachts to the fire's origin.

Every marina usually features basic firefighting equipment (hydrant, hoses), and will contact the nearest fire department for assistance (911). The jurisdictional Fire Chief will normally be the IC with the COTP coordinating the response in a support role in these incidents. The COTP is responsible for ensuring the owner of the vessel/marina remediates any pollution resulting from the fire.

3067 Environmental Considerations During Firefighting Responses

Oil and hazardous materials may enter the water during firefighting water run-off and dewatering operations. Additionally, commonly used firefighting agents are considered marine contaminants as well. Examples include:

- PKP (Purple Potassium Powder) used in LNG fires
- AFFF (Aqueous Fire Fighting Foam) polar and non-polar used in burning liquids

Containment and recovery of these materials is an important environmental consideration. The determination to fight the fire over the environmental concerns will continually need to be evaluated to the prevailing conditions (burning containers, potential for sinking the vessel, potential for escalation/explosion, etc.).

At a minimum, the jurisdictional County Environmental Manager, FLDEP, and/or Region Response Team 4 should be notified of the incident for emergency consultation to develop

appropriate pollution prevention protocols from discharges of firefighting water and dewatering operations.

Examples include double booming to catch residual sheening during dewatering or even the use of frac tanks.

3068 Air Monitoring Considerations

The smoke plume from a fire usually rises several hundred to several thousand feet. It then levels off and is blown by the wind in a narrow, and often meandering band while dissipating. After that it moves about according to weather conditions. Some parts of the plume occasionally dip back down toward the surface but the majority of the smoke usually stays well up in the air. If the wind is blowing toward a populated area there must be reasonable assurances that people will not be exposed to excessive concentrations of pollutants. The particulates released into the atmosphere by smoke from a fire are a concern to many people. Monitoring of populated areas should be conducted to keep population centers safe.

3070 Dewatering

Dewatering and vessel stability considerations need to be addressed before firefighting water is applied to the fire. Although vessels will have bilge pump capacity, these pumps are limited to pumping water that settles into the lowest areas of the vessel; they are also susceptible to clogging. Moving and operation of portable pumps aboard a vessel/barge will require hoisting equipment and personnel in addition to those assigned to the fire fighting.

3080 Delays in Resource Arrival

- Due to distinct nature of the Sector Miami Area of Responsibility with five distant ports, response planners and incident commanders must be cognizant that resource delays may be encountered;
- Protracted operations, such as during Level II responses, will require relief of first responding units and mutual aid elements that may be traveling long distances;
- Responding fireboats to fires in the Miami River may be significantly slowed by closed bridges that cross the river.

3090 Assist Tugs

In nearly all marine fire situations, tug companies should be contacted early in the planning phase to evaluate their capability and willingness to provide towing assist and transportation services to burning ships.

They may also be called upon to move barges or moored vessels in close proximity of the fire or provide logistical support to firefighting teams.

3100 Fire Boats

Refer to Section 6000 of this annex for local and regional marine firefighting capabilities.

3110 Communications

The FCC has designated three frequencies, 154.126, 154.260, and 154.290 MHz, as the Fire Mutual Aid Radio Systems (FMARS) to provide for common communications between firefighting units from different agencies operating at a common incident.

In addition, the following may be utilized as a working frequency/channel during a fire response:

Radio Frequencies
VHF-FM Channel 21A
VHF-FM Channel 22A
VHF-FM Channel 81A
800 MHz

Table 3110.1 Emergency Operations Working Frequencies

Complications may arise if responding units do not have access to FMARS. To ensure all assets are able to communicate consider starting communications on Channel 16 and transferring to an alternate frequency within Table 3110.1.

4000 Marine Fire Fighting Response

4010 Marine Firefighting Guidance

Land based fire fighters will normally fight fires at waterfront facilities using conventional structural firefighting tactics. Vessel fires require entirely different strategy and tactics commonly taught in Marine Firefighting courses.

All incident-specific firefighting strategies and tactics will be developed and evaluated using the extensive information and advice in NFPA Standard 1405, Guide for LandBased Fire Fighters Who Respond to Marine Fires.

Coast Guard activities are also to be in accordance with Chapter 8, CG Marine Safety Manual, Volume VI, COMDTINST 16000.11(series).

The Coastal Management Program is responsible for the maintenance and protection of the state's coastal wetlands. The main function of the Office of Coastal Management is the regulation of uses in the Florida coastal zone, especially those which have a direct and significant impact on coastal waters. It is the goal of the Office of Coastal Management to protect, develop, and restore or enhance the resources for the state's coastal zone. Their link can be found: Florida Coastal Management Program | Florida Department of Environmental Protection

State Policy

Florida State Statute 252 (Emergency Management) gives the State Director of Emergency Management (FLDEM) authority to provide support from available personnel, equipment, and other resources of state agencies and political subdivisions of the state that may be necessary to reinforce emergency management agencies in areas stricken by the emergency. This support is normally provided through the County emergency operations center (EOC) as a coordinating body, however direct assignment to the jurisdictional Fire Chief may also occur if urgency demands.

Local Policy

The owner/operator of a waterfront facility and the master of a vessel moored at a facility have a vested interest in the protection of the crew, facility, vessel and cargo. In the event of a fire, prompt notification must be given to jurisdictional response agencies. The vessel/facility should contact the jurisdictional fire department by calling 911 and/or hailing the United States Coast Guard via VHF CH-16 if unable to call 911 due to poor reception.

It is essential that both County emergency management officials and COTP be notified immediately of any marine fire. Notifications should be conducted in accordance with section 4040 of this annex for rapid, efficient dissemination of information. Local standard operating procedures may dictate additional notifications.

The fire department within whose jurisdiction the vessel/facility lies or is moored is the responsible fire suppression agency and is in charge of all firefighting efforts. The fire department which has jurisdiction will:

- Act as Incident Commander;
- Establish a command post when acting as IC;
- Request necessary personnel and equipment including fire boats, scene support, and appropriate medical aid;
- Determine the need for, and request mutual aid;
- Notify the COTP. Make all requests for Coast Guard/federal personnel, equipment, and waterside security through the COTP;
- Establish liaison with police departments for landside traffic and crowd control, scene security, and evacuation;
- Provide portable communications equipment or designate a commonly used frequency to response personnel from outside agencies to establish an interagency communications network.

In order to fulfill its obligation, which cannot be delegated, the jurisdictional fire department may request mutual aid assistance from neighboring fire departments and/or support for other agencies either directly or through its respective County EOC (ex: statewide mutual assistance agreement). In port areas where a vessel is underway or at anchor and near the boundary between adjacent counties or cities, such that the exact location of the vessel is not easily determined, the fire department closest to the site shall respond in accordance with the state-wide mutual aid agreement until a position can be fixed by the Coast Guard, pilot, or master. If another department has jurisdiction, a transition process will occur and the relieved fire department will then provide support as requested.

4020 Basic Priorities of Firefighting

It is impossible to anticipate every task or activity that will be required to effectively respond when dealing with a major marine fire. There are, however, several basic priorities which must be addressed particularly in the case of a vessel fire at sea. Operational firefighting priorities listed in order are:

Rescue: Life safety must always be the first consideration in any fire or emergency situation. When lives are in danger, the IC must quickly assess whether the situation first necessitates immediate removal of personnel.

Exposures: The fire should be fought so as to prevent the spread of fire on or off the vessel. Typical exposures include flammable liquid or gas tanks, open stairways, explosives, or any other substance which would accelerate or aid the spread of the fire.

Confinement: The effort to establish control over the fire through impeding the fire's extension to non-involved areas and limiting the fire to its area of origin. To accomplish proper containment:

- Secure all closures and generally all ventilation (unless personnel are trapped inside the space);
- Establish primary fire, smoke, and flooding boundaries. Primary boundaries are critical to the control of a fire;
- Monitor and cool the boundaries, as necessary (if steam is produced when sprayed with a fog pattern, continue to cool the surface), on all six sides of the fire (fore, aft, port, starboard, above, and below).

Extinguishment: The main body of the fire should be attacked and suppressed. The goal is to cease combustion by disrupting the cycle of the fire tetrahedron. Tactics and agents to be used will be determined by the fuel source, amount of fuel/surface area and location of the fire.

Stability: The introduction of large amounts of water for firefighting can significantly alter the center of gravity of a vessel. Experts from the Marine Safety Center, National Strike Force, of Navy Supervisor of Salvage should be consulted for stability calculations and advice. In addition to responder safety issues, listing can hamper the firefighting effectiveness by:

Difficulty in maintaining a foam blanket;

- Location of shipboard fire pump intakes above waterline
- Location of sumps to fixed dewatering system unable to fully dewater space;
- Shifting of unsecured equipment and machinery (failures to securing mechanisms) exaggerating degradation of stability.

Overhaul: Actions to complete incident stabilization and begin the shift to property conservation. Considerations during overhaul include:

- Hazards from structural conditions at the fire scene;
- Atmospheric conditions (air packs should remain mandatory in the case of interior fire overhaul due to the likely presence of toxic vapors, carbon monoxide, and low oxygen levels);
- Monitor scene to ensure the fire will not re-ignite (ex: integrity of foam blanket, etc.)
- Determination of the fire's point of origin and source of ignition;

- Access control of watertight doors to manage flooding boundaries (stability and free surface effect).

Detailed photographic records of the fire scene prior to clearing any debris is highly recommended to aid in post fire investigations.
Ventilation: Ventilation tactics will vary depending upon the location and conditions of the fire. Generally, all ventilation on a vessel will initially be secured and all dampeners shut upon receipt of a fire alarm. The purpose in ventilation shutdown is both to decrease the flow of oxygen to the fire area and to begin the containment process.
De-Watering and Salvage: As noted in NFPA 1405, basic stability data should be gathered during the initial stages of the incident:

- Drafts should be monitored at least every 30 minutes to identify any changes in stability;
- Vessel listing should be monitored at least every 15 minutes to quickly identify any changes in stability;
- Monitoring should continue at least four hours after water flow has stopped;

4030 Response Sequence

Action in response to a fire incident is broken into five phases for this plan's purposes:

Phase I Discovery and Notification
Phase II Evaluation and Initiation of Action
Phase III Assessment of the Situation
Rescue>>Exposure>>Confinement>>Extinguishment>>Overhaul/Salvage
Phase IV Demobilization
Phase V Documentation and Cost Recovery (Collection of Lessons Learned)

4040 Notifications and Dispatch

Regional Contact	Radio Frequency / Channel	Emergency Contact Number
USCG Sector Miami	VHF-FM 16	350-535-4472
FL State Watch Office	24 hours	(850) 413-9911 1-800-320-0519
Fire Department	Radio Frequency / Channel	Emergency Contact Number
Miami-Dade Fire Rescue	800 MHz	Fire Alarm Office Chief 786-336-6618 (24 hrs)
City of Miami Fire Rescue	800 MHz	911
City of Miami Beach Fire Rescue	800 MHz	786-856-6380

Broward County Sherriff's Officer Fire Rescue Port Everglades	800 MHz	911
City of Fort Lauderdale Fire Rescue	800 MHz	954-557-2774 (24 hrs) 954-828-3561 (Boat House)
Palm Beach County Fire Rescue	800 MHz	Fire Ops Officer (24 hrs) 561-712-6552 Dispatch Sup (24 hrs) 561-712-6550
Riviera Beach Fire Rescue (Port of Palm Beach)	800 MHz	Duty Fire Chief 561-843-0976 (24 hrs) Duty Ops 561-371-3979 (24 hrs)
City of Boca Raton Fire Dept.	800 MHz	(561) 367 - 6700
Martin County Fire Rescue	800 MHz	(772) 220-7000 (772) 220-7170
Indian River County Fire Rescue	800 MHz	(772) 226-3281
St Lucie County Fire Rescue	800 Mhz	(772) 621–3501

4050 Command Posts and Jurisdictional Command

To effectively combat a major fire, an Incident Command Post (ICP) must be established as soon as possible. A command post provides several critical services:

- A single central site for command and control of the response. This reduces confusion among response personnel;
- Ready access to continuous communications between on-scene and off-scene personnel.

The nature and location of the fire will be the deciding element in determining which agency assumes incident command or if a Unified Command involving numerous contributing jurisdictions should be established. Incident Command must be established as early as possible in the incident to ensure effective use of personnel and equipment.
Upon arrival of the first response unit, the senior response officer assumes incident command, assesses the situation, determines what additional assistance is needed, and reports conditions observed to the emergency dispatch center for relay to all jurisdictional agencies.
During the course of an incident (from arrival to clean-up), the lead agency may change as incident conditions change. Response management for incidents occurring to vessels underway, at an anchorage, and shore side are discussed in the following sub-sections.

4060 Unified Command

In instances where several jurisdictions are involved or several agencies have a significant management interest or responsibility, a unified command with a lead agency designation may be more appropriate for an incident than a single command response organization. Generally, a unified command structure is called for when:

- The incident occurs within one jurisdiction but involves several agencies with management responsibility due to the nature of the incident or the resources needed to combat it;
- The incident is multi-jurisdictional in nature because it affects or has the potential to affect several jurisdictions.

4061 Coordination of Special Resources

Requests for federal resources and Special Teams should be submitted through the COTP (USN-Supervisor of Salvage, International Cargo Bureau, USCG National Strike Force, etc.). All resources and Special Teams made available will normally come under the direction and the control of the COTP unless otherwise agreed upon by the COTP and the jurisdictional Fire Chief. State and local agency resources and Special Forces made available during an incident will normally come under the direction and control of the jurisdictional Fire Chief unless otherwise agreed upon by the jurisdictional Fire Chief.

Commercial firefighting resources (Resolve Marine, NRC, etc.) may be ordered as required by the VRP or requested by the COTP (e.g. anchorage). In such instances, a company liaison will be required in the Unified Command response organization.

4062 Resolution of Disputes

Disputes will normally be resolved at the lowest level possible. If conflict continues, the issue will be referred to the command post for resolution between the COTP and jurisdictional Fire Chief.

4070 Termination of Response Activities

The jurisdictional Fire Chief will make this decision after consulting with the COTP unless it is a Level II response where the Unified Command will determine cessation of activities.
Note: Although firefighting efforts may be terminated, the vessel/facility should maintain a fire watch for at least 48 hours after the fire is out.

4071 Post-Incident Resolution Issues

When the crisis phase of the incident has concluded, several follow-on activities may occur including:

- Port entry protocols for ships at anchor;
- Investigation into the incident (joint agency, NTSB, underwriter, etc.);
- USCG and/or Classification Surveyor assessment of hull seaworthiness;
- Lay-up potential or Classification Society proposal to allow vessel to transit to shipyard for repairs;
- Other activities deemed appropriate for incident specifics.

4072 Financial Documentation and Cost Reimbursement

In general, the USCG is self-funding in participating in firefighting activities through its Operating Expenses funds. Under some limited circumstances, the Oil Spill Liability Trust Fund (OSLTF) or Comprehensive Environmental Response, Compensation, and Liability (CERCLA) Trust Fund of 1980 and OPA '90, P.L. 101-380, may be available to reimburse firefighting expenses. This is limited only to those situations where the fire is fought specifically to abate the potential for a pollution incident. Firefighting activities related to the safety of life or property are generally not contracts for responding to discharges that pose substantial threat to public health or welfare.

See ACP Section 6060 for more information.

County and Municipal Fire Department outlays shall be funded through their normal funding mechanisms and/or reimbursed through State DEM reimbursement process.

5000 Plan Administration

5010 Exercises

Joint training and exercises are necessary to ensure smooth coordination in the event of an actual fire or incident. Realistic exercises also demonstrate the capabilities of the various organizations involved. These exercises also expose potential gaps in policy, organization, and/or resources as well as create opportunities to improve the plan.

This plan should be exercised triennially. COTP Sector Miami will schedule periodic exercises, workshops, and seminars with jurisdictional fire departments, port facilities and government agencies within the various ports of the Southeast Florida region. COTP Sector Miami recommends that each jurisdictional fire department or response organization coordinate with the port facilities and shippers in their respective jurisdictions to develop a training and exercise schedule. The COTP will also assist coordination with other organizations if a larger exercise is requested. For assistance in arranging an exercise, contact:

Commander
Attn: Emergency Management and Force Readiness Division
USCG Sector Miami
100 MacArthur Causeway
Miami Beach, FL 33139

5020 Training

Training is the cornerstone of a successful response. Effective training extends from a simple walk-through of a ship's compartmentation and Vessel Firefighting Plan for responder orientation, agency-sponsored focused workshops and courses to detailed courses provided by academia and clarification societies. Such training might discuss ship construction and basic stability, shipboard/facility firefighting, salvage coordination, and hazardous material response. Suggestions for other training, volunteer speakers and general comments should be directed to:

Commander
Attn: Emergency Management and Force Readiness Division
USCG Sector Miami
100 MacArthur Causeway Miami Beach, FL 33139

For further information consult National Fire Protection Association; NFPA 1405: Guide for Land-Based Fire Fighters Who Respond to Marine Vessel Fires.
Ultimate responsibility for the facility rests with the Terminal Manager. The Manager is not relieved of his duties, and as such must assist responding firefighting organizations in every way. The manager can provide detailed information on layout, location of hazardous materials, and may provide additional personnel to assist fire fighters.

Most waterfront facilities rely on jurisdictional/port fire departments for fire protection and suppression response. Therefore, in the event of a marine fire, facility owners/operators are responsible for ensuring safety of facility personnel as well as providing the IC with information regarding the facility's layout and dangerous materials.

5030 Plan Review

This Plan as well as the entire Southeast Florida Area Contingency Plan is available for review on the USCG Homeport website at:

https://homeport.uscg.mil/Lists/Content/DispForm.aspx?ID=1746&Source=/Lists/Conten%20t/DispForm.aspx?ID=1746

Revisions/comments may be made to Sector Miami Emergency Management & Force Readiness Staff. The COTP is responsible for the administration of this Plan and will keep it current by convening a meeting with the Marine Firefighting Subcommittee of the Southeast Florida Area Committee. This committee will meet at least annually to review this Plan for accuracy and/or revision.

The Marine Firefighting Workgroup of the Southeast Florida Area Committee is comprised of representatives from each of the ports of Miami, Port Everglades, Palm Beach and Fort Pierce. A separate record will be maintained of any scheduled or ad-hoc Planning meetings with the roster and minutes available for review by all Southeast Florida Area Committee members.

Any changes and/or revisions will be annotated in the Record of Changes.

5040 Memorandums of Agreement/ Memorandums of Understanding

Developed and signed agreements will be archived here.

6000 Local and Regional Firefighting Organizations and Capabilities

County Fire Rescue Departments	Resource Description
Miami-Dade Fire Rescue (MDFR) _____ Port Miami, Miami River west of NW 27th Avenue, and non-City of Miami jurisdiction in Miami-Dade County from Haulover to Manatee Bay including Everglades response	1-55' fireboat / 8000 GPM (PortMiami) 1-50' fireboat spare / 8000 GPM (PortMiami) 1-55' fireboat / 8000 GPM (Haulover Marina) 1-36' Rapid Response Vessel (County-wide) 1-29' SAFE Boat / 500 GPM (Port Miami) Foam Distribution System (1500 Gallons AFFF) Dewatering Capabilities Shipboard Firefighting Teams Dive Team Air Rescue Capabilities Maritime Support Truck (Regional) 4 x Airboat's (Everglades)
Broward County Sheriff's Fire Rescue _____ Battalion 6 – Port Everglades	1-45' fireboat/ 500 GPM Foam Distribution System Dive Team
Palm Beach County Fire Rescue _____ Lake Worth Inlet, Boynton Inlet and Jupiter Inlet	2 Air Boats Air Rescue Capability Land-based Dive Team Land-based phone distribution system
Indian River County Fire Rescue	1-27' fire boat, "deluge gun" forward 60 GPM also fixed Dewatering pump 7200 GPH Dive Team
St Lucie County Fire Rescue	Utilizes travel packs for deploying/firefighting aboard CG Station Fort Pierce rescue boats

City Fire Rescue Departments	Resource Description
City of Miami Fire Rescue _____ All marinas from Haulover to Black Point Marina, and Miami River	2-50' fire boats/ 7000 GPM each Foam Distribution System Dive Team

City of Miami Beach Fire Rescue _____ Miami Beach marinas and Key Biscayne	1-28' fire boat/ 1000 GPM Foam Distribution System UAS (Drone) FLIR
City of Fort Lauderdale Fire Rescue _____ Port Everglades through BSO Fire Rescue	1-43' fire boat/ 4000 GPM 1-29' fire boat/ 1000GPM Foam Distribution System Dive Teams
City of Riviera Beach Fire Rescue _____ Port of Palm Beach	Land-based only
Indian River Shores Fire Rescue _____ Fort Pierce Inlet to Sabastian Inlet	1-27' Boston Whaler - fixed fire pump / 400 GPM turret can be attached to a "Y" gate for a second hose 1-15 RHIB quick launch vessel Dive Team

Commercial Fire Response Teams	Resource Description
Resolve Marine Group	1-4000 GPM Portable Fire Pump Multiple 200-5500 GPM Dewatering Pumps 1100 Gals Firefighting Foam Multiple (<= 1500 GPM) Cargo Lightering Pumps 8-person Firefighting Team 8-person Salvage Team
T&T Salvage	1-2650 GPM Portable Fire Pump (< 4hrs) 1-1500 GPM Portable Fire Pump (<18 hrs) 7-1500-6000 Portable Fire Pumps (<24 hrs) UAS (Drone) (<6 hrs)

The COTP/FOSC, under the SEFLAC, has established and convened a Salvage and Marine Firefighting Subcommittee to advise on maritime matters. 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 will also serve as a mechanism by which threats are communicated to port stakeholders and other Committees (i.e. Area Maritime Security Committee, WCFAC, Local Emergency Planning Committees, and Port Safety Council).

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. 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.
- Developing and maintaining a Training & Exercise Program (i.e. consolidated list of training resources).
- Promoting effective incident response measures that maintain or enhance operational efficiencies and minimize impact to legitimate trade.

7000 Marine Firefighting Quick Response Sheet (QRS)

Updated: 20 November 2019
MS_03

SECTOR MIAMI

CGTTP 3-56.1
Command Center QRCs TTP

MARINE FIRE / EXPLOSION (Vessel / Facility) STOP COMPLETE MARINE CASUALTY QRC	Date / Time
Short Title:	MISLE
Watchstander:	CIC : ☐ Yes or ☐ No

INITIAL INFORMATION COLLECTION – AWARENESS			
Incident type:		Location:	
REPORTING SOURCE INFORMATION			
Name:	Phone:	Vessel name:	Doc #:
R/S Address if calling from shore:			
VESSEL INVOLVED			
Type:			
Vsl Name:	Flag:	Doc / IMO#:	POB:
POB accounted for?	Vessel in immediate danger?		
Length:	Cargo:	Fuel onboard:	Hazards:
Pollution: Real / Potential? (If there is a potential reference Pollution QRC)		Product Type / Quantity:	
Have tanks been sounded? (If no, direct them to)		Is source of pollution secured?	

What actions has the Responsible Party taken?		
Barge Info:	Number of barges:	Cargo:
Is vessel blocking the channel? HAZNAV?		
Vessel Master Name / Address / Phone:		
Master's Name / Phone #:		
Agent's Name / Phone #:		

INJURIES / DEATH *IF YES, USE MEDEVAC QRC*	
How many injuries / Deaths?	Name of Individual(s):
Individuals job / position:	Nature of Injury:

ON SCENE WEATHER

VISIBILITY	WIND	SEA CONDITION		TEMPERATURE	
	Direction / Speed	Height	Direction	Air	Water

SUNRISE / SUNSET	TIDAL CURRENT	NEXT TIDE		MISCELLANEOUS
	Direction / Speed	High/ Low	Time / height	

INITIAL ACTIONS

_____ Determine Marine Incident to be

- ☐ Major
- ☐ Significant
- ☐ Serious

_____ Is there a potential of pollution? If yes, refer to pollution QRC

_____ Initiate CIC (if applicable)

_____ Open MISLE case (if applicable)

_____ Complete Initial SAR Check sheet / related QRC(s) (if applicable)

_____ Contact 911

_____ Notify National Response Center (NRC)

_____ Determine the need to brief any other personnel (FAC, IMD, IO, etc)

_____ Contact vessel / facility security officer if appropriate.

_____ Collect and distribute information from all LE databases (if applicable).

_____ Determine appropriate Security / Safety Zone *refer to Implement Safety/Security Zone QRC*

_____ Issue SMIB

_____ Send Command E-Mail to !PREV and !IMD distribution

PLANNING

_____ Receive or develop tactical plan

_____ Conduct ORM

_____ Brief P-Call

PEACE MODEL – IDENTIFY HAZARDS

☐ Planning	☐ Event Complexity	☐ Asset Selection	☐ Communications	☐ Environment

STAAR MODEL – IDENTIFY OPTIONS

☐ Spread out	☐ Transfer	☐ Avoid	☐ Accept	☐ Reduce

OPERATIONAL EXECUTION

_____ Dispatch appropriate unit

_____ GAR score from responding unit(s). _____☐ Green(0-23) ☐ Amber(24-44) ☐ Red(45-60)

Concerns_____

CC GAR

Assets GAR Scores:	Supervision:	Planning:	Crew Selection	Total GAR Score:_____
	Crew Fitness:	Environment	Complexity:	☐Green (0-23) ☐Amber (24-44) ☐Red (45-60)

_____ Monitor case

_____ Reevaluate plan for asset concerns as needed

CONCLUSION

_____ Send Command E-Mail to !CASE CLOSED distribution list

_____ Submit MISLE Case for review

POLICY/PROGRAM INFORMATION

References:

a. United States Code Annotated (USCA) Title 46, Chapters 61 & 63
b. Code of Federal Regulations (CFR), Title 33, Part 173
c. Code of Federal Regulations (CFR), Title 46, Parts 4 & 197
d. Marine Safety Manual, VOL V, COMDTINST M16000.10A
e. Critical Incident Communication, COMDTINST 3100.8A
f. USCG & National Transportation Safety Board Memorandum of Understanding (MOU)
g. Coast Guard Addendum, COMDTINST M16130.2

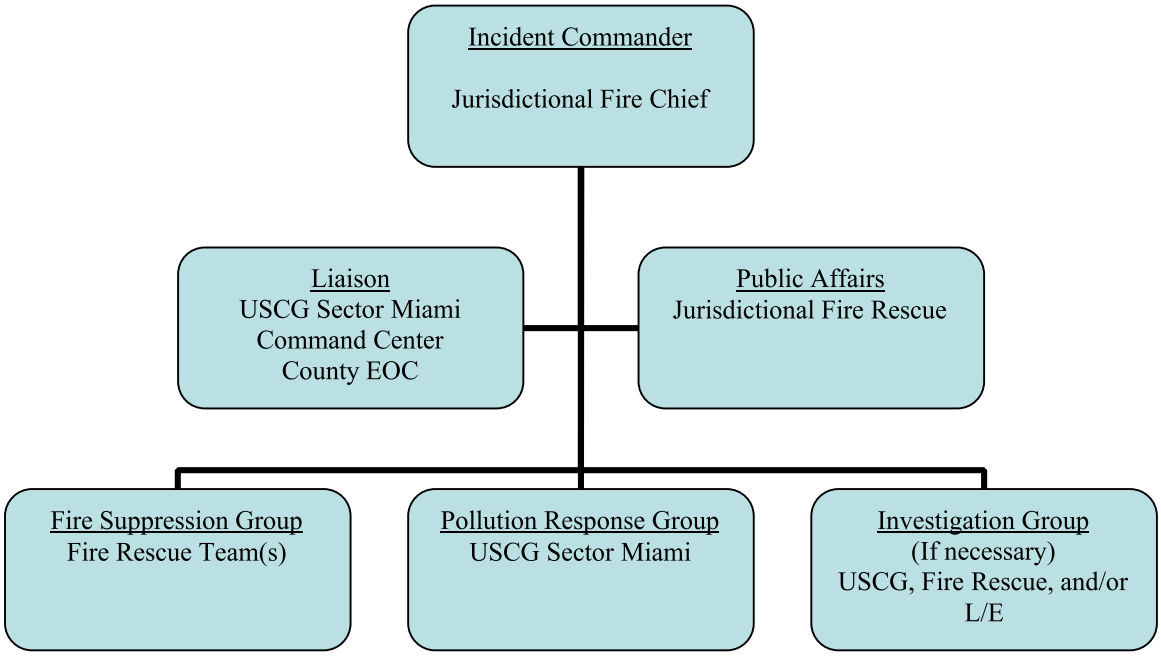
Marine casualties are any casualty or accident involving any vessel, other than a public vessel, if it occurs on U.S. navigable waters, waters of U.S. territories/possessions, or subject to U.S. jurisdiction; or involve any U.S. vessel that is not a public vessel anywhere. Casualties include but are not limited to events such as:

1. Any fall overboard, injury, or loss of life of any person.
2. Any occurrence involving a vessel that results in:
   a. Grounding;
   b. Stranding;
   c. Foundering;
   d. Flooding;
   e. Collision;
   f. Allision;
   g. Explosion;
   h. Fire;
   i. Reduction or loss of a vessel's electrical power, propulsion, or steering capabilities;
   j. Failures or occurrences, regardless of cause, which impair any aspect of a vessel's operation, components, or cargo;
   k. Any other circumstance that might affect or impair a vessel's seaworthiness, efficiency, or fitness for service or route; or
   l. Any incident involving significant harm to the environment.

   Any occurrence of injury or loss of life to any person while diving from a vessel and using underwater breathing apparatus.

8000 Recommended Response Organization

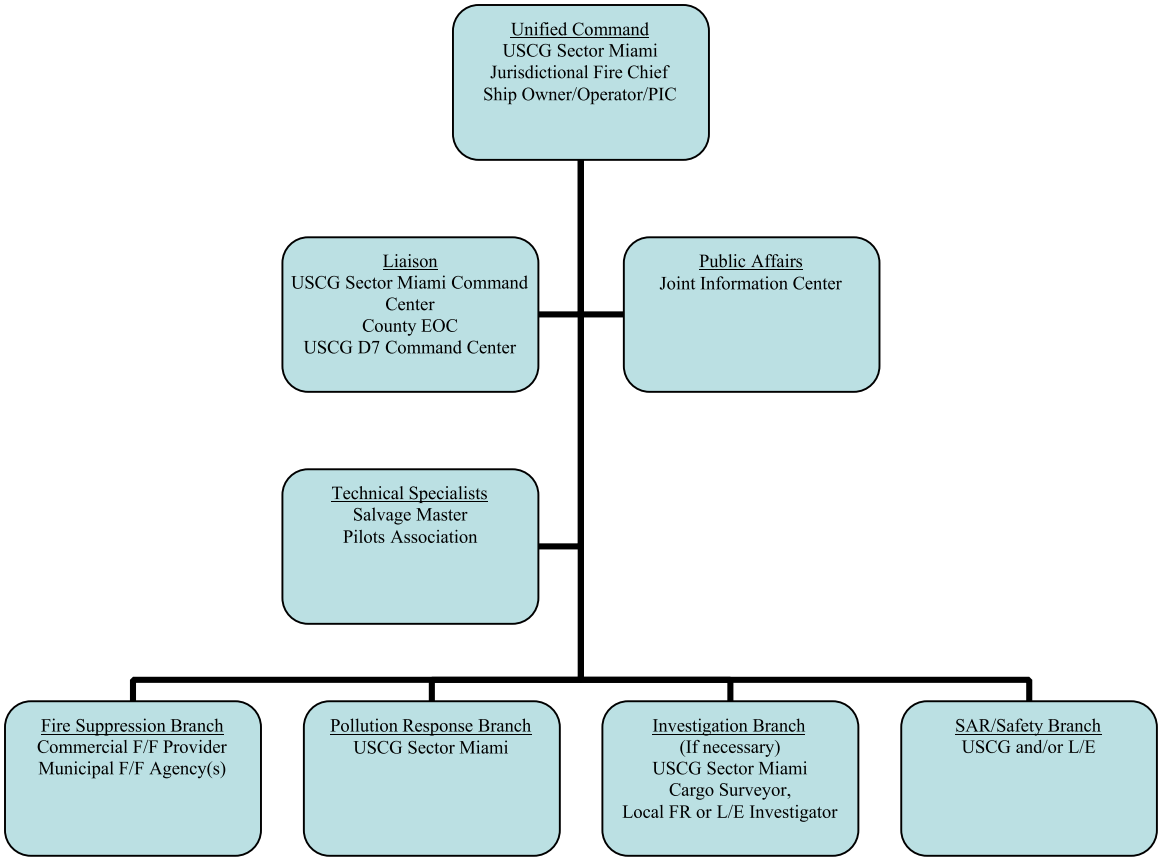
Level I Response Organization



Notes:

1) Once the fire suppression is complete and resources demobilize, Incident Command may shift as agreed upon between the responding agencies.

Level II Response Organization

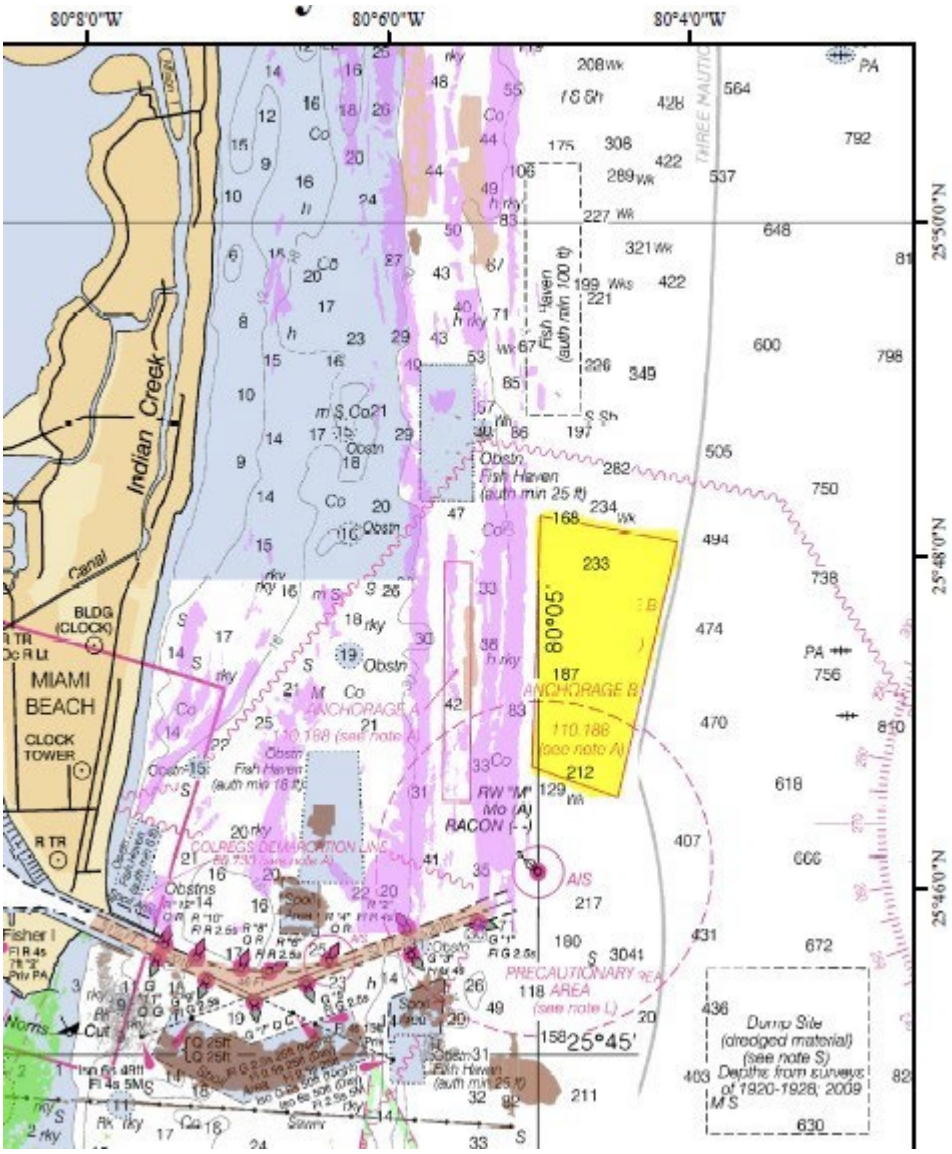


Notes:

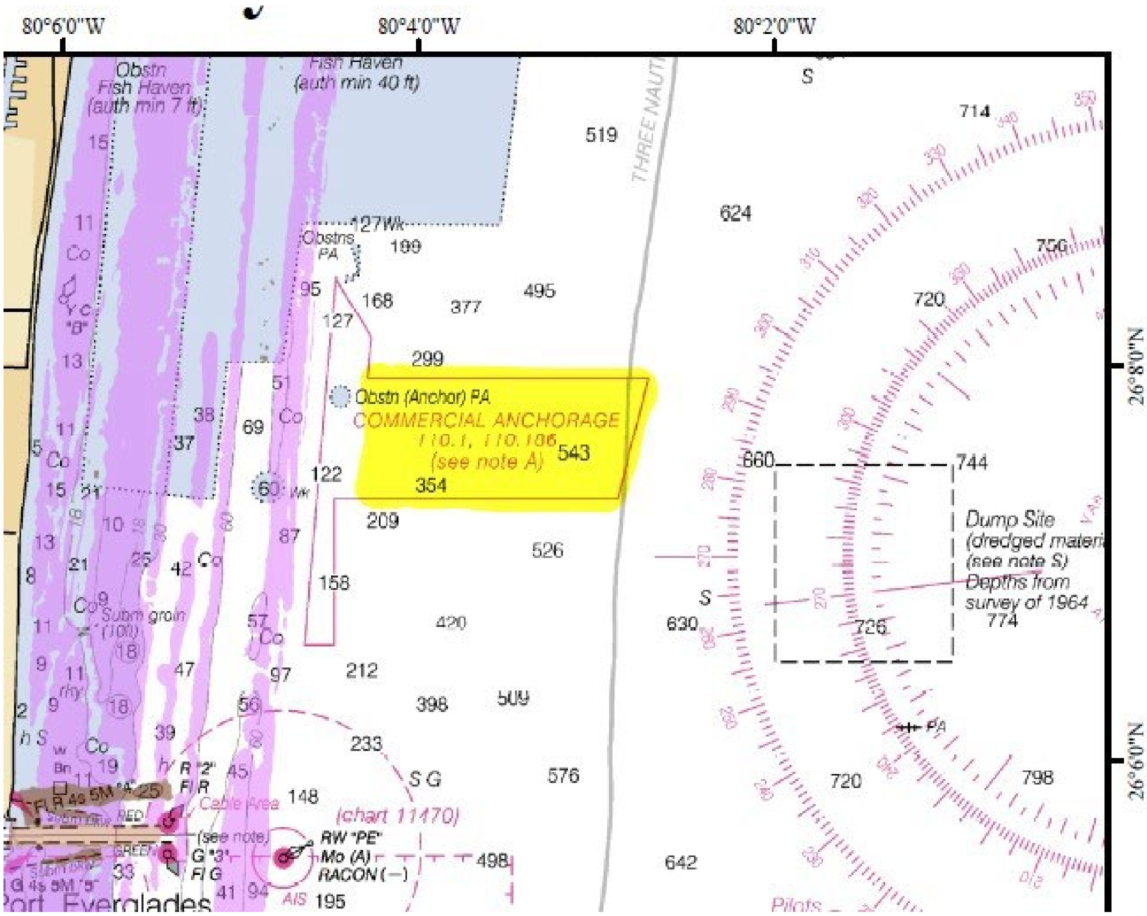
1) This organization assumes a scenario within an anchorage or other offshore locations and is only for planning purposes; actual organization should be flexible to address all issues/challenges present for actual incident.
2) Once the fire suppression is complete and resources demobilize, Incident Command may shift as agreed upon between the responding agencies.

9000 Recommended Marine Firefighting Anchorages

Port Miami Anchorage B



Port Everglades East Anchorage


80°6'0"W
80°4'0"W
80°2'0"W
26°8'0"N
26°6'0"N
Obstn
Fish Haven
(auth min 7 ft)
Fish Haven
(auth min 40 ft)
Obstns
PA
Obstn (Anchor) PA
COMMERCIAL ANCHORAGE
(see note A)
THREE NAUT
Dump Site
(dredged materi
(see note S)
Depths from
survey of 1964
Subm groin
Cable Area
(chart 11470)
(see note)
RW "PE"
Mo (A)
RACON (−)
R "2"
Fl R
G "3"
Fl G
Port Everglades
Pilots

Southeast Florida Area Contingency Plan (SEFL ACP)

Planning and Response Tools

Annex F

May 2024

Record of Changes

Change Number	Change Description	Part Number	Change Date	Name
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

Table of Contents

1000 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 SEFL ACP planning area. To maximize efficiency, all tools are hyperlinked and incorporated by reference into this ACP.

2000 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.

3000 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.

Southeast Florida Area Contingency Plan (SEFL ACP)

Response Protocols: Volunteers

Annex G

May 2022

Record of Changes

Change Number	Change Description	Section Number	Change Date	Name
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

Table of Contents

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

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 commutations 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

- 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

- 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.

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.

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

- 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.

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

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.

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 FL DEP 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 FWCC 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.

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:

- 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 life 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

To assist with the handling of affiliated volunteers the Florida volunteer coordinator can be found at:

http://www.nationalservice.org/about/contact/statecommission.asp.

https://www.volunteerflorida.org/

Volunteer Florida
3800 Esplanade Way
Suite 180
Tallahassee, FL 32311

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.

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): _____

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: _____

2600 Volunteer Timesheet

Volunteer Name: _____
Telephone Number: _____

Date	Start Time	Stop Time	Total Hours	Functions Performed/ Daily Supervisor

Supervisor Signature: _____

Southeast Florida Area Contingency Plan (SEFL ACP)

Natural Disaster Response Plan

Annex H

May2022

Record of Changes

Change Number	Change Description	Section Number	Change Date	Name
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

Table of Contents

1000 Introduction

Oil and chemical production and storage facilities in southeastern Florida are susceptible to dangerous hurricanes and severe weather. More than 30 hurricanes have passed close to the Florida coastal zone in the last century, causing severe damage from wind and storm surge. Onaverage, 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 most of southeastern Florida is very difficult as the roads and supporting infrastructure are either floodedor destroyed by the storm. High water, waterways closures, and obstructions, in what were deemedas safe navigable waters prior to the hurricane, eliminate many conventional transportation methods.

Unlike most oil discharges and chemical releases, where there is a single point source at one location from which the spill spreads, the pollution associated with hurricanes and tropical storms are usually widespread throughout more than 2,500 square miles of southeastern Florida, due to wide distribution of oil and chemical production activities within the State. In addition to pollution from production facilities, oil storage tanks, and pipelines, there will typically be smaller discharges of refined oil products such as diesel fuel and gasoline from fishing vessels, small fuel storage tanks, as well as trucks and automobiles. In addition to the massive amounts of oil spilled, the total destruction caused by a storm can leave tens of thousands of containers of industrial hazardous materials and household hazardous waste dispersed throughout the area.

Pollution response, under the umbrella of the National Response Framework (NRF), will be successful because of the plans, capabilities, and partnerships forged in accordance with the National Contingency Plan (NCP), combined with the effective use of the Incident Command System (ICS). However, the NCP should not get lost in the shuffle of the massive federal, state and local response associated with the full implementation of the NRF.

One of the most essential keys to successfully responding to a natural disaster is effective management of large amounts of discrete pollution targets at one time. Incident management teams must ensure that the data management tools 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 onlyfor assistance under the Stafford Act, not for assistance provided that would normally fall under an agency's independent authorities or responsibilities. For example, the Coast Guard would not receive an MA for search and rescue activities conducted offshore after a hurricane because this would be a mission conducted under the Coast Guard's statutory authority.

MAs are typically assigned by FEMA to address actions required under one of the 15 different Emergency Support Functions (ESFs) described in the NRF. The NRF establishes a comprehensive all-hazards approach to enhance the ability of the Federal government to manage domestic incidents. Consequently, the ESFs are categorized around the major response and recovery functions associated with an incident, such as ESF 1 – Transportation, ESF 9 – Search and Rescue, and ESF 10 – Oil and Hazardous Materials. The Coast Guard has primary for ESF 9 and ESF 10. Therefore, the Coast Guard may receive tasking by FEMA under several MAs for different ESFs; e.g. an air station launches a helicopter to provide damage assessments for FEMA (ESF-5 Emergency Management) and launches a second helicopter to provide transportation (ESF-7 Logistics Management and Resource Support) for disaster personnel and supplies.

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

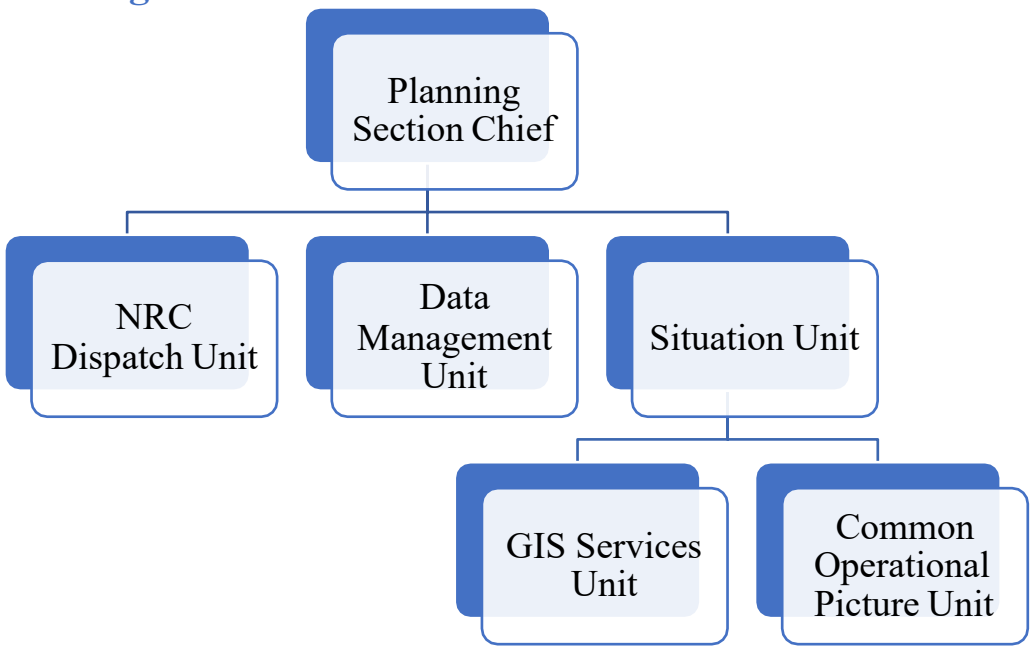
3101 Hazard Evaluation Group (HEG)/Branch.

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 conductdata 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 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

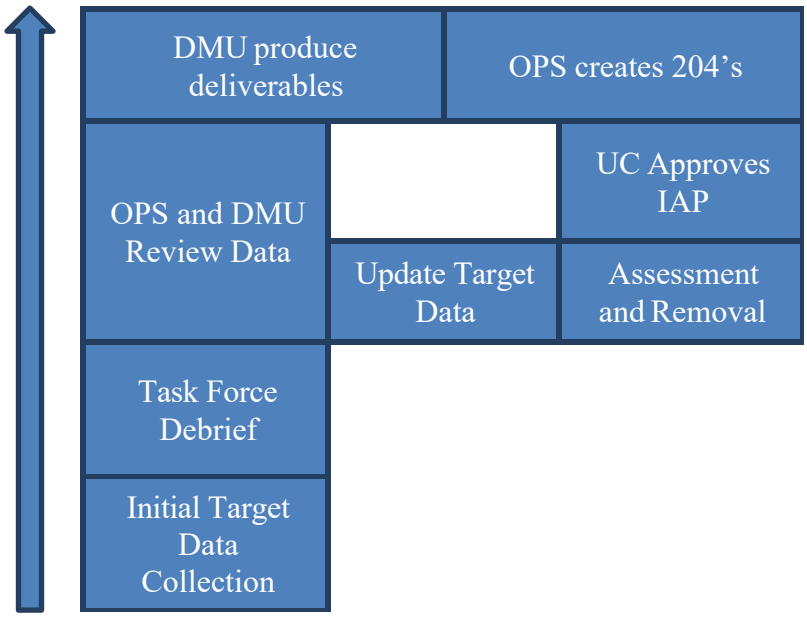
The Surface Assessment Team (ground and/or water) and other group task forces will conduct more detailed documentation and complete a more thorough field data collection process because ground assets generally travel slower and have more time to make detailed observations. The field data collection forms will contain most all the data fields.

4207 Procedures for Processing Field Data

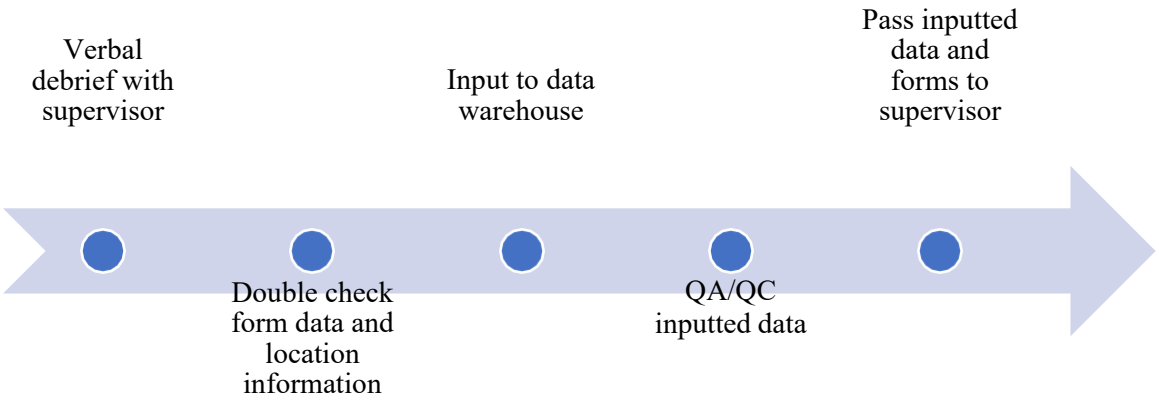
The most challenging aspect of data processing is ensuring that the incoming data is of high quality. In order to overcome this challenge, it has to be emphasized to field personnel the importance of thorough observations and proper documentation. The quality of the incoming data will directly affect 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.

Data Field	Format	Valid Values
Date Initially Assessed	YYYYMMDD	Date that target was first discovered
Field Team Initially Assessed	AAA0	Three letters and one number – the field team which discovered target
Daily Number	Three digit number	000 to 999, resets each day for each team
Date Updated	YYYYMMDD	Date that entry to spreadsheet is modified, this will allow for tracking the timeline of changes to target information
Field Team Updated	AAA0	Three letters and one number – tracking which field team has provided updated information about target
Location Name	BLANK BAYOU	Waterway, street, landmark, etc
Responsible Party	BLANK ENERGY	When known
Target Latitude	DD.DDDDDD	Positive Number, 0 to 90
Target Longitude	DD.DDDDDD	Negative Number, 0 to 180
Grid	A00	One letter and two numbers
Hazardous Category **Not explicitly in form**	OIL or HAZ	To delineate for OPS
HAZ Type **Only for HAZ targets (CERCLA)**	Three letter code	DRM = Drum CYL = Cylinder TOT = Tote BCK = Bucket TNK = Tank FAC = Facility **DBL = Debris Line (not a single target)**
HAZ Count **Only for HAZ targets (CERCLA)**	Number	Number, or approximate number, of HAZ targets within a debris field or contained within the specified target

Data Field	Format	Valid Values
Oil Type **Only for oil targets (OPA 90)**	Three letter code	VSL = Vessel PPL = Pipeline FAC = Facility WHD = Wellhead SHN = Sheen UNK = Unknown, Mystery Source
% Coverage **Only for oil targets (OPA 90)**	Percentage of area being covered by product	Percentage of oil within the given length, width
Length **For 2D targets**	Number in feet	For debris fields and oil targets
Width **For 2D targets**	Number in Feet	For debris field and oil targets
Capacity	Number in Gallons	5, 55, 250, 1000, UNK, Worst Case Discharge
Discharge/Release Amount	Number in Gallons, lbs, cubic meters **1 Oil Barrel = 42 US gallons**	50, 100, 10000, UNK – units of measure need to be noted!
Condition	Three letter code	DNO = Damage-No Discharge/Release DDR = Damaged-discharge/release NOD = No damage FIR = Fire EMG = Emergency UNK = Unknown

Data Field	Format	Valid Values
Status	Three letter code Color designation is for target maps	RED FAR = Further Assessment Required RP = Requires RP action SOP = Requires Special Ops YELLOW MIT = Mitigation underway RDY = Ready for stakeholder site visit and sign off GREEN INF = Item not found REF = Refer to other agency (and agency is noted in comments) LIP = leave in place and no further action NFA = No Further Action REM = Removed and brought to pad RRP = Removed by RP DIS = Disposed SGN = closed by stakeholder site visit and sign off
Concurrence	Drop-down	*No Concurrence (No Sign-off)* *No Further Action (Signed-off)* *Referred to Regulatory Agency (Signed-off)* *Unfounded (Signed-off)*
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 Start:	End:
Date (YYYYMMDD):			
Evaluation by: Foot / Boat / Airboat / Helicopter / Plane		Weather: Sun / Cloud / Fog / Rain / Snow / Windy	
Start Latitude:		Start Longitude:	
End Latitude:		End Longitude:	
Name	Organization	Phone	
Unique Identifier: *(i.e. 20130801_HEB1_002)*			
Date (YYYYMMDD):	**Team Name (ABC#)**	**Daily Seq Number:**	
Latitude (dd.dddddd):		Grid:	
Longitude (dd.dddddd):		Responsible Party:	
Location Description:		**HAZ Type:**	**Oil Type:**
		HAZ Count:	**% Coverage:**
Capacity: gallons/lbs/cubic meters			
Discharge/Release Amount: gallons/lbs/cu m		Length: feet	Width: feet
Condition:		Status	
Action Taken:			
Recommendations:		Resource Needs:	
Comments:		Photographs:	
Primary NRC:		Support NRC:	
Unique Identifier: *(i.e. 20130801_HEB1_002)*			
Date (YYYYMMDD):	**Team Name (ABC#)**	**Daily Seq Number:**	
Latitude (dd.dddddd):		Grid:	
Longitude (dd.dddddd):		Responsible Party:	
Location Description:		**HAZ Type:**	**Oil Type:**
		HAZ Count:	**Oil % Distr:**
Capacity: gallons/lbs/cu m			
Discharge/Release Amount: gallons/lbs/cu m		Length: feet	Width: feet
Condition:		Status	
Action Taken:			
Recommendations:		Resource Needs:	
Comments:		Photographs:	
Primary NRC:		Support NRC:	

6000 Aerial Hazard Evaluation Form

Field Team:		TIME - 24hr Format Start:	End:
Date (YYYYMMDD):			
Evaluation by: Foot / Boat / Airboat / Helicopter / Plane		Weather: Sun / Cloud / Fog / Rain / Snow / Windy	
Start Latitude:		Start Longitude:	
End Latitude:		End Longitude:	
Name	Organization	Phone	
Unique Identifier: *(i.e. 20130801_HEB1_002)*			
Date (YYYYMMDD):	**Team Name (ABC#)**	**Daily Seq Number:**	
Latitude (dd.dddddd):		Grid:	
Longitude (dd.dddddd):		Responsible Party:	
Location Description:		**HAZ Type:**	**Oil Type:**
		HAZ Count:	**% Coverage:**
Capacity: gallons/lbs/cu m			
Discharge/ReleaseAmount: gallons/lbs/etc		Length: feet	Width: feet
Condition:		Status	
Action Taken:			
Recommendations:		Resource Needs:	
Comments:		Photographs:	
Primary NRC:		Support NRC:	
Unique Identifier: *(i.e. 20130801_HEB1_002)*			
Date (YYYYMMDD):	**Team Name (ABC#)**	**Daily Seq Number:**	
Latitude (dd.dddddd):		Grid:	
Longitude (dd.dddddd):		Responsible Party:	
Location Description:		**HAZ Type:**	**Oil Type:**
		HAZ Count:	**Oil % Distr:**
Capacity: gallons/lbs/cu m			
Discharge/Release Amount: gallons/lbs/cu m		Length: feet	Width: feet
Condition:		Status	
Action Taken:			
Recommendations:		Resource Needs:	
Comments:		Photographs:	
Primary NRC:		Support NRC:	

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 foottraffic in the marsh. Walking boards should not be placed in un-oiled marsh areas or landwardof 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 thefringe 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 shallvessels run over the top of or across the marsh grasses. Stopping or landing a vessel on top ofthe 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.

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 increasedpublic 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 undernormal 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 degradenaturally. If the decision is to allow oil stain or sporadic coat to degrade naturally, monitoringof 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 environmentalbenefit. 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 WildlifeRehab 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 SHPO
- 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 tomonitor 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 225-765-2377
    - Report dolphins to 1-877-WHALEHELP (1-877-942-5343)
- Perform site visits & work from waterway, paved surfaces or existing roadways whenever possible to minimize impacts to sensitive habitats.
- Select vehicles and equipment which are least likely to disturb soils/sediments and keep loading to a minimum to reduce ground pressure (on unpaved surfaces).
- 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 ofactionable 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 andother 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 orNational 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 shallvessels run over the top of or across the marsh grasses. Stopping or landing a vessel on top ofthe marshes is prohibited.
- All vessel approaches to the marshes shall be limited to grounding the bow of the vessel on thefringe 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 anchoringsystems, 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 habitatareas 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 previouslymade 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 withindesignated 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 tominimize impact
- Avoid posted/marked or other high bird use areas and minimize activities in critical habitatareas 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 trafficin the marsh. Walking boards should not be placed in un-oiled marsh areas, and no foot trafficor other entry by response personnel or equipment should occur in these un-oiled areas unlessapproved 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 coordinatedwith Environmental Unit.
- Water channels shall be used for navigation through the marshes. Under no circumstances shallvessels run over the top of or across the marsh grasses. Stopping or landing a vessel on top ofthe 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 collectedfield observations and data can sufficiently justify concurrence
- Potentially high risk targets may require aerial inspection or site inspection to achieveconcurrence.

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.

Concurrence	**Definition**	**Example**
No Concurrence (No Sign-off)	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
No Further Action (Signed-off)	UC determines that no further action is required and cleanup endpoints have been met	- UC concurs that endpoint has been met for a given target -Orphan container left in place in a satisfactory condition
Referred to Regulatory Agency (Signed-off)	UC determines that another agency is better suited to take responsibility for the target based on authority and jurisdiction and notes agency in comments field. Target responsibility is handed off.	-LDEQ assumes responsibility for target -USFWS, LDWF, LDEQ and/or Corps of Engineers
Unfounded (Signed-off)	Target lacks the minimum information to be further investigated	-Unsubstantiated reports -No lat/long info -No known pollution threat

NOTE: For initialization of "Concurrence" field, each entry will be populated with No Concurrence (Pending) and this will be the default value for new entries.

All targets on graphical representations shall conform to the following convention:

- All targets Open and No Sign-off will be shaded red
- All targets Closed and No Sign-off will be shaded blue
- All targets Closed and Signed-off will be shaded green
- All oil targets will be a circle with a black border and black dot in the centroid
- All HAZMAT targets will be a triangle with a black border and black dot in the centroid

11000 Target Site Inspection Form

1. GENERAL INFORMATION	Date (ddmmyy)	Time (24h rs Local Time)	Tide Height LMH
Site Name:			
SCAT Division/Grids:			
Inspection By: Foot -Airboat -Boat -Other		Sun- Clouds- Fog -Rain- Snow -Windy	

2. INSPECTION TEAM	Name , Organization , and Signature	

3. Grids	Description of Shoreline Surveyed:

4 SHORELINE TYPES	Select Primary (P) and Secondary (S) Habitat Types Present		
	Marsh or Wetlands (includes Floating Marsh)		Manmade Structures
	Tidal Flats/Mud Flats		Wave-cut Scarps
	Shell or Mixed Sand & Shell Beaches		Other:

5 CLEANUP ENDPOINTS	**REFER TO ENDPOINTS (09 SEPTEMBER 2012)**

Yes No

Has Operations remediated the target such that all endpoints been reached?

If no, please explain:

Other oiling conditions or observations:

6 RECOMMENDATIONS

Yes No Recommend Additional Active Cleanup (Stage 1). Comments:

Yes No Recommend continued maintenance of passive sorbent recovery for sheens (Stage 2). Comments:

Yes No Site meets the interim cleanup endpoints (Stage 3). Recommend natural recovery for residual pollution.

Photos taken? Yes – No Additional Comments: Yes – No (if yes, see attached)

Southeast Florida Area Contingency Plan (SEFL ACP)

Unconventional Oil Response

Annex L

May 2022

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1000 Introduction to Unconventional Oil Response Plan

1100 Pre-Incident

Recent events have brought this new threat to the attention of only portions of the response community. Many areas still lack the awareness or experience related to responding to incidents involving unconventional oils. Furthermore, responders may be unfamiliar with the parties potentially involved in an incident and their associated responsibilities, capabilities and resources. Therefore, similar to all hazard scenarios, all stakeholders must meet, communicate, plan, train, and practice/exercise accordingly.

1200 Training Opportunities

The previously mentioned ambiguities surrounding unconventional oils and the Coast Guard's unfamiliarity with responding to incidents involving rail transportation requires additional training for Coast Guard responders. Suggested training opportunities include:

- Crude by Rail (PER-327) Source: Security & Emergency Response Training Center (FEMA Funded); on-line version available; www.sertc.org
- Tank Car Specialist (PER-290), source: Security & Emergency Response Training Center (FEMA Funded); www.sertc.org
- HAZMAT Incident Response (MS-503), source Environmental Protection Agency (Coast Guard TQC Funded); www.tracenpetaluma.com/tqc/school
- Oil Spill Control (MS-505), source Texas Engineering Extension Service (Coast Guard TQC Funded); www.tracenpetaluma.com/tqc/school

1300 Exercises

Until the level of knowledge and proficiency is adequate, multiple exercises involving stakeholders should be conducted. Afterwards, an annual exercise involving key stakeholders will be appropriate. It is very important to include the shippers and carriers (railroads) in these exercises.

2000 Initial Phase

Incidents involving more volatile unconventional oils such as Eagle Ford or Bakken crude oils should be approached and managed as hazardous material incidents [2]. For incidents involving unconventional oils, the preliminary assessment is complicated due to a variety of issues.

Oil produced in shale formations can vary greatly from each geographic region and even within the same formation [1]. Therefore, unconventional oil transported on the same unit train may have hazard variations amongst carloads.

Tank cars carrying unconventional crude oil can also be found in manifest trains, which carry multiple commodities [2]. Therefore, responders must consider the potential impact of tank cars containing other hazardous commodities with tank cars carrying unconventional crude oils [2].

Currently, unconventional oils whether a more volatile Eagle Ford or more stable Black Wax oil, are transported under the shipping name "Petroleum Crude Oil" and UN1267. This leaves responders with ambiguities and a false sense of security when assessing the threat. Furthermore,

companies associated with the transportation of unconventional oils may use generalized crude oil safety data sheets (SDS), formerly Material Safety Data Sheets (MSDS), which may not include specific product hazards for the exact oil being transported [1]. Therefore, it is paramount responders carefully consider the incident-specific product(s) and recognize hazard variations may exist [1].

Responders can determine what specific commodities and associated hazards may be involved in an incident by obtaining shipping papers such as the train consist, contacting the shippers or rail carriers' emergency contact number, and obtaining product specific SDSs (i.e. Black Wax, Eagle Ford, or Bakken SDS). The conductor will have the complete train consist immediately available [2]. The origination facility will also have actual lab sampling of the specific product makeup. Additionally, field observations of placards, labels, container shapes, and marking from a safe distance can provide and validate information. Traditional response advisors such as the National Oceanic and Atmospheric Administration's (NOAA) Scientific Support Coordinator (SSC), Coast Guard's National Strike Force, and Environmental Protection Agency's Environmental Response Team should also be consulted for assistance with hazard assessment and risk evaluation.

The risks of personnel intervening directly in the incident should be evaluated. Limitations of people and resources available on site should be considered. The level of risk is influenced by not limited to; the hazardous nature of the material involved including sub-components, quantity of material involved, status of container(s) and breach/release scenarios, proximity of exposure, nature of terrain, and availability of resources such as adequate foam supply [2].

2100 Potential Hazards

As note earlier, responders must carefully consider the incident-specific product(s) and situation while also recognizing hazard variations may exist. Below is generalized information provided by the Emergency Response Guide number 128 for UN1267, Petroleum Crude Oil [3]:

- Highly flammable, will be easily ignited by heat, sparks, or flames.
- Vapors may form explosive mixtures with air.
- Vapors may travel to source of ignition and flash back.
- Most vapors are heavier than air. The vapors will spread along ground and collect in low or confined areas.
- Run-off to sewer may create fire or explosion hazards
- Container may explode when heated
- Many liquids are lighter than water

The following questions from the Region 4 LEPC may aid responder in estimating the potential impact [2]:

- What is the proximity to people, property, and the environment?
- Is the container(s) and or product on fire?
- Are other tank cars at risk?
- Do you have the capability of successfully controlling the fire spread?
- Has the container been breached and is product releasing?
- Where will the container and its contents likely travel?
- How and when will the contents get there?
- What harm will occur when the contents (plume, slick, etc…) get there?

- What is the actual amount spilled and the maximum spill potential?

3000 Initiation of Action

Based on the results of the preliminary assessment, if adequate resources are not present, they must be requested/ordered immediately. Air monitoring for the applicable flammable and toxic concentrations should be started as soon as possible. A comprehensive air monitoring plan should be developed to ensure the safety of all personnel involved and help facilitate operations.

Initial site management and control is crucial [2]. The incident area must be isolated and secured, including the evacuation of or sheltering in place of any people at risk. Ignition sources must also be secured or removed. Appropriate secure perimeters and entry control points should be established to prevent unauthorized personnel from entering the site [2]. Tape, barricades, traffic cones, or fire service/law enforcement resources can be used to establish and maintain perimeters [2]. The location of the restricted area should be communicated to all personnel operating on scene and the public through public communication systems, such as safety broadcasts [2]. The Emergency Response Guide can be used to provide initial guidance for the aforementioned actions [2].

3100 Evacuation of an Area

As note earlier, responders must carefully consider the incident-specific product(s) and situation while also recognizing hazard variations may exist. In addition, environmental factors such as weather, topography, and surrounding physical structures must be taken into consideration. Consult NOAA SSC for refinements to initial evacuation area and hot zone. Below is generalized information provided by the Emergency Response Guide number 128 for UN1267, Petroleum Crude Oil [3]:

- For a large spill consider initial downwind evacuation for at least 1000', and
- If rail car or tank car is involved in fire, isolate for 1/2 mile in all direction; also consider initial evacuation for 1/2 mile in all directions

The incident site assessment should begin from a safe distance; upwind, uphill, upstream etc… The specifics of each incident must be considered, however as a general rule: the more volatile material in the unconventional crude oil may be present in high concentrations, which creates an inhalation hazard [2]. Furthermore, products of combustion may also include toxic constituents [2]. Therefore, responders should wear self-contained breathing apparatuses (SCBAs) to avoid potential exposure. Deviations from the aforementioned will be dictated based on the Incident Commander and Safety Officers assessment of air monitoring results and other situational factors.

An Incident Command Post should be established as soon as possible outside of the impacted area [2]. Furthermore, a Unified Command (UC) should be established consisting of those agencies and organizations, which have legal or jurisdictional responsibilities [2]. The Incident Commander should consider additional support and resources from regional, state, or federal partners [2]. In addition, non-emergency local, regional, and municipal entities may play a role and need to be integrated into the command structure (i.e. public works, transportation department) [2].

3200 Emergency Response Actions

3201 Fire

As note earlier, responders must carefully consider the incident-specific product(s) and situation while also recognizing hazard variations may exist. Below are some generalized, scenario based response actions provided by the Emergency Response Guide number 128 for UN1267, Petroleum Crude Oil [3]. In the event of a:

- **Small Fire:**
  - Use dry chemical, CO2, water spray or regular foam
- **Large Fire:**
  - Provide water spray, fog, or regular foam
  - Do not use straight streams (can create slop-over)
  - Move containers from fire area, if possible without risk
- **Fire involving Tank or Car/Trailer Loads:**
  - Fight fire from maximum distance or use unmanned hose holders or monitor nozzles
  - Cool containers with flooding quantities of water until well after fire is out
  - Withdraw immediately in case of rising sound from venting safety devices or discoloration of tank(s)
  - Always stay away from tanks engulfed in fire
  - For massive fire, use unmanned hose holders or monitor nozzles; if this is NOT possible, withdraw from area and let burn

Remember that all of these products have very low flash points and the use of water spray when fighting fire may be inefficient. For mixtures containing alcohol or polar solvent, alcohol-resistant foam may be more effective.

Runoff from fire-fighting should be prevented from entering storm/sewer systems and sensitive areas [2]. Proper authorities should be notified of potentially contaminated water [2]. Runoff may be flammable and/or toxic and should be contained, treated, and disposed of in accordance with applicable laws and regulations [2].

3202 Spill

As note earlier, responders must carefully consider the incident-specific product(s) and situation while also recognizing hazard variations may exist. Below are some generalized, scenario based response actions provided by the Emergency Response Guide number 128 for UN1267, Petroleum Crude Oil [3]. In the event of a spill or a leak:

- Eliminate all ignition sources (no smoking, flares, sparks or flame in immediate area)
- All equipment used when handling the product must be grounded
- Do not touch or walk through spilled material.
- Stop leak if you can do without risk.
- Prevent entry into waterways, sewers, basements or confined areas.
- A vapor suppressing foam may be used to reduce vapors.
- Absorb or cover with dry earth, sand, or other non-combustible material and transfer to containers.
- Use clean non-sparking tools to collect absorbed material.
- For large spill, dike far ahead of liquid spill for later disposal

When enacting any strategies such as berms or dikes that will potential collect or concentrate the spilled material; the trade-off between spill mitigation and the associated increased exposure and flammability hazards from the collected concentration of material/vapors must be considered. NOAA SCCs can be contacted to provide guidance.

3203 Boom Deployment
Initial booming strategies should include exclusion and diversion, keeping oil from sensitive areas, water intakes, and preventing the material and its associated vapors from collecting in confined areas such as under piers, wharfs, and docks.

4000 Containment, Countermeasures, and Cleanup Phase

The timing and status of the overall incident will dictate post-emergent containment, countermeasures, and cleanup strategies and tactics. Pivotal benchmarks may include extinguishment of fire with no re-flash risks and safe air monitoring results/readings.

Post-fire, smaller spills without fire, or after the lighter volatile portions of the unconventional oils have evaporated (dependent on quantity spilled and environmental factors) response methods for conventional crude oil incidents may be similarly (not exactly) utilized. Based on air monitoring results, if the threat of hazardous vapors concentrations (exposure or flammability) through containment and/or collection of material is minimal or not present, then booming strategies such as containment or diversion to collection areas may be deployed.

Additionally, the selection of response equipment both manual and mechanical such as skimmers, vacuum trucks, and absorbent/adsorbents can be utilized similarly to conventional crude oil response guidelines and standards. However, as previously mentioned, the incident specific situation and information should ultimately dictate the response strategies and tactics selection. As such, unconventional oils such as Bakken and Eagle Ford are naturally highly dispersible. These oils will submerge into the water column rendering water booming and skimming operations ineffective. On smaller canals or land-based incidents the use of berms or man-made collection points/pools may be appropriate. The use of under-flow dam may also be appropriate depending on the type of oil or its fate/reaction.

Alternative response technologies such as dispersant, in-situ burn, surface washing agents, bioremediation, solidifiers, and herding agents may be considered. However, as noted earlier, unconventional oils exhibit properties different than conventional crude oil. Therefore application of the aforementioned alternative response technologies may be ineffective. For example, a very high percentage of unconventional oils such as Bakken and Eagle Ford disperses naturally into the water column. As a result, use of dispersants is typically not beneficial. Additionally, in-situ burning is typically not recommended for the more volatile unconventional oils such as Bakken or Eagle Ford because the fire may become hard to control. On the other hand, burning of oil sands may be an option; however the efficacy is limited if weathered.

5000 References

[1] Gulf Strike Team (2014) Bulletin Supplement; Responder Awareness – North American Crude Oil Shipments

[2] Mason, S. & Gafford, H. (2015) Region 4 LEPC Update Volume 28, No.2 February 2015
[3] Transport Canada, U.S. DOT, Secretariat for Communications and Transport & Chemistry Information Center for Emergencies (2012). Emergency Response Guide.

Southeast Florida Area Contingency Plan (SEFL ACP)

State Historic Preservation Office (SHPO) Notification, Coordination and Consultation (Federal/State of Florida Guidance)

Annex M

May 2022

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1100 Purpose

This Annex outlines the relationship between the Florida State Historical Preservation Office (SHPO) 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).

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 USCG Sector Mobile FOSC, or their representative, will be responsible for ***initiating contact*** with the FL SHPO, conveying to the SHPO the location of the impacted/potential impacted area, and the types and locations of associated response actions. The Division of Historical Resources within the Florida Department of State's the Office of Cultural, Historical and Information Programs serves as the SHPO for the State of Florida and are responsible for the protection of cultural resources (such as historic structures, cemeteries, and archeological sites) across Florida. 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 known cultural resource or if there is a reasonable likelihood unknown cultural resources could be threatened, and whether there is a necessity for formal consultation.

If the SHPO determines that no known cultural resources exist in the response area and there is a low likelihood of resources being present, the SHPO will provide their determination in the form of an email back to the FOSC, or their representative. 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 SHPO along with any guidance regarding unknown resources.

If the SHPO determines that the described activities will impact known resources, or there is a reasonable likelihood of resources being present, 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). Other State agencies such as the Florida Department of Environmental Protection (DEP) and the Florida Wildlife Conservation Commission (FWC) may be included/updated on **the consultation process but the consultation MUST be federally undertaken between the FOSC and the SHPO**. 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 mouth of the Miami River. 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 "There are no known historic properties in the proposed response area and there is a low likelihood of such resources being present. Our office has no concerns for the proposed response action." 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 Everglades National Park. Upon review of information and materials conveyed by the USCG FOSC, the SHPO determined that a historic property was present in or immediately adjacent to the response area, or that there was a reasonable likelihood that such a resource was in or immediately adjacent to the response area.

Upon receiving this information, the USCG, as the lead federal agency, initiated formal consultation with the SHPO per 36 CFR 800. The USCG worked with SHPO to determine if any historic properties are present in the response area and would be impacted by the proposed actions. USCG will work with the FL SHPO to implement appropriate best management practices to avoid, minimize, or mitigate adverse effects. Upon completion, the USCG FOSC, or designated representative, ensured that all Section 106 consultation documents are filed within the unit-specific administrative record.

Table 1 Contact Info				
Agency	Name	Title	Email	24-hr
FL Office of Cultural Development	Dr. Tim Parsons	Director, Division of Historical Resources (alternate contact)	Timothy.parsons@dos.myflorida.com	850-245-6300
FL Office of Cultural Development	Kelly Chase	Supervisor, of Federal and State Compliance Review (lead contact)	Kelly.chase@dos.myflorida.com	850-245-6333
USCG Seventh District	Forest Willis	Incident Management and Preparedness Advisor	Forest.A.Willis@uscg.mil	305-415-6676

Southeast Florida Area Contingency Plan (SEFL ACP)

Initial Reporting Form

Annex P

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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: _____

_____

Southeast Florida Area Contingency Plan (SEFL ACP)

Contacts: USCG Documentation POCs (DOCL ICS Form 207)

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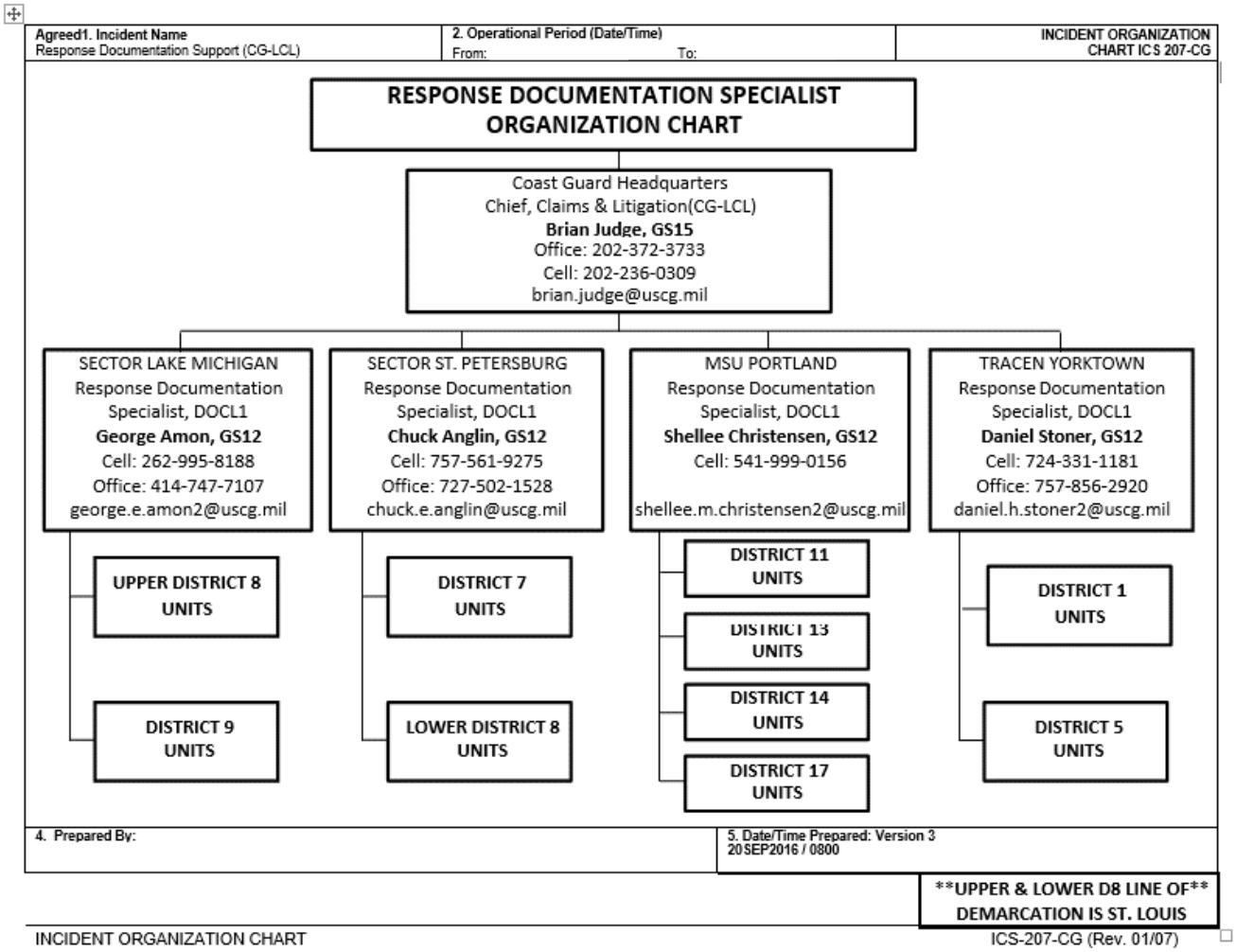
1000 Type 1 Documentation Unit Leader Support by District



Southeast Florida Area Contingency Plan (SEFL ACP)

Risk Analysis: Shoreline Cleanup Methods

Annex AA

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1000 Introduction

The best cleanup method for a particular shoreline segment will be determined during the shoreline assessment process. Teams will usually visit each contaminated shoreline segment and inventory the geological and ecological resources in order to select the most appropriate cleanup method(s). This annex provides shoreline cleanup matrices for use in the selection process of a particular cleanup method(s).

2000 Major Shoreline Types

A total of 10 types of shorelines were identified for the purposes of oil spill cleanup recommendations in the southeast Florida region. Each shoreline type is not intended to represent a coastal landform, although in some cases a shoreline type may be a landform. From the perspective of developing a relevant oil spill shoreline classification, all coastal landforms have shorelines. A knowledge of the coastal landform shoreline is important for trafficability, access, habitat sensitivity, oil behavior, and cleanup method selection. In all cases, spilled oil that reaches the shoreline impacts the intertidal zone, in some cases storms can disperse the oil onto subaerial surfaces. This is the reasoning used in developing the shoreline classification specifically for oil spill cleanup assessment and operations focused on the intertidal zone. The following section identifies the 10 shoreline types, providing information on physical characteristics, distribution, sediment texture, and landform associations within coastal Florida. There may be some cases where different shoreline types overlap. This overlapping structure occurs when a coastal landform has multiple shoreline types. An example of this is a prograding river delta where freshwater marsh and forested swamps are fronted by muddy tidal flats. Overlap may also be a function of seasonal variability, a summer fine sand beach versus a winter fine sand perched beach. Similar shoreline types are faced with similar response strategies and cleanup methods. On a shoreline cleanup operation, the knowledge of the types and amounts of shoreline oiled will allow you to accurately forecast manpower and logistical needs rapidly and accurately.

2100 Shoreline Type

2101 – Exposed Man-Made Structures and Rocky Shores
2102 – Exposed Wave-Cut Platforms
2103 – Fine to Medium Grained Sand Beaches
2104 – Course Grained Sand Beaches
2105 – Mixed Sand and Gravel Beaches
2106 – Exposed Riprap and Gravel Beaches
2107 – Exposed Tidal Flats
2108 – Sheltered Man-Made Structures and Riprap
2109 – Sheltered Tidal Flats, Vegetated Low Banks, and Hyper-Saline Tidal Flats
2110 – Freshwater Marshes, Swamps, Salt/Brackish Water Marshes, Scrub/Shrub Wetlands, and Mangroves

For additional information on the Southeast Florida area shorelines types, use the link below:

- https://response.restoration.noaa.gov/sites/default/files/Characteristic_Coastal_Habitats.pdf

For additional information on oil characteristics and oil spill responses, use the links below:

- https://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/resources/characteristics-response-strategies.html

- Oil-Spill-Response-Field-Manual_2014.pdf

For information on Environmental Sensitivity Index (ESI) Maps and Data, use the link below:

- Environmental Sensitivity Index (ESI) Maps and Data | response.restoration.noaa.gov

For more information on response methods please see section 6000 of the ACP, Response Protocols

Southeast Florida Area Contingency Plan (SEFL ACP)

Risk Analysis: Places of Refuge Policy

Annex BB

May 2022

Record of Changes

Change Number	Change Description	Section Number	Change Date	Name
1				
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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 the safely make repairs and stop the loss of oil or other hazardous substances. Disabled ships need to be repaired in order to resume safe navigation and prevent a shipwreck resulting in the loss of fuel and/or cargo. If leaking ships are not repaired, spilled oil and hazardous substances may affect the public health, environmental resources, and shorelines.

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

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

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

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

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

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 forces 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.

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

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 the SEFL ACP.

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
[ ] 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

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 SEFL AC 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 SEFL AC should gather information on all potential Places of Refuge within the boundaries of the committee.

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
[ ] 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
[ ] 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

Southeast Florida Area Contingency Plan (SEFL ACP)

Public Health and Safety: Environmental Health Support Guidance

Annex DD

May 2022

Record of Changes

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1				
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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 contaminates, 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** 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:** https://www.naccho.org/membership/lhd-directory?searchType=standard&lhd-state=FL#card-filter
- **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).

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

Specific ATSDR expertise can be found at:

- American College of Medical Toxicology Consultation Services: Directory of Inpatient Medical Toxicology Services: http://www.acmt.net/Directory_of_Inpatient_Medical_Toxicology_Services.html

- American College of Medical Toxicology Consultation Services: Agency for Toxic Substances and Disease Registry Consultation Network: http://acmt.net/ATSDR_Consultation_Network.html

- ATSDR Medical Management Guidelines: http://www.atsdr.cdc.gov/MMG/index.asp

- ATSDR's Toxicology FAQs for Chemical Agents http://www.atsdr.cdc.gov/toxfaqs/index.asp

2000 Notifications

- Primary / Initial: Poison Control Center at 800-222-1222
- Florida Department of Environmental Protection: https://floridadep.gov/dleer/oer/content/emergency-contact-numbers
- Florida State Warning Point 1-800-320-0519 / 850-815-4001
- Florida Department of Environmental Protection, Office of Emergency Response (Tampa) – 813-470-5700 / 5920

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

- 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 Warning Point at 1-800-320-0519 / 850-644-4636. The State Warning Point 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 Warning Point 24/7 at 1-800-320-0519 / 850-815-4001

https://www.naccho.org/membership/lhd-directory?searchType=standard&lhd-state=FL#card-filter

Emergency Contact phone numbers for Florida Department of Environmental Protection:

https://floridadep.gov/dleer/oer/content/emergency-contact-numbers

Southeast Florida Area Contingency Plan (SEFL ACP)

Response Protocols: Disposal

Annex GG

May 2022

Record of Changes

Change Number	Change Description	Section Number	Change Date	Name
1				
2				
3				
4				
5				
6				
7				
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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
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).

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*."

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 mixes, 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;
- 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.

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 LEVELS		ANALYTICAL METHODS
		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 LEVELS		ANALYTICAL METHODS
		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 LEVELS		ANALYTICAL METHODS
		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

PARAMETER	WASTE CODE	MAX. ALLOWABLE LEVELS		ANALYTICAL METHODS
		TCLP (mg/L)	TOTAL (mg/kg)	
TCLP SEMI-VOLATILES (Acid Compounds)				
o-Cresol	D023	<200.0	4000	SW-846-1311/SW-846-8270
m-Cresol	D024	<200.0	4000	SW-846-1311/SW-846-8270
p-Cresol	D025	<200.0	4000	SW-846-1311/SW-846-8270
Cresol, Total	D026	<200.0	4000	SW-846-1311/SW-846-8270
Pentachlorophenol	D037	<100.0	2000	SW-846-1311/SW-846-8270
2,4,5-Trichlorophenol	D041	<400.0	8000	SW-846-1311/SW-846-8270
2,4,6-Trichlorophenol	D042	<2.0	40	SW-846-1311/SW-846-8270

PARAMETER	WASTE CODE	MAX. ALLOWABLE LEVELS		ANALYTICAL METHODS
		TCLP (mg/L)	TOTAL (mg/kg)	
TCLP HERBICIDES				
2,4-D	D016	<10.0	200	SW-846-1311/SW-846-8080
2,4,5-TP (Silvex)	D017	<1.0	20	SW-846-1311/SW-846-8080
TCLP PESTICIDES				
Chlorodane	D020	<0.03	0.6	SW-846-1311/SW-846-8080
Endrin	D012	<0.02	0.4	SW-846-1311/SW-846-8080
Heptachlor	D031	<0.008	0.16	SW-846-1311/SW-846-8080
Lindane	D013	<0.4	8	SW-846-1311/SW-846-8080
Methyoxychlor	D014	<10.0	200	SW-846-1311/SW-846-8080
Toxaphene	D015	<0.5	10	SW-846-1311/SW-846/8080

PARAMETER	WASTE CODE	MAX. ALLOWABLE LEVELS		ANALYTICAL METHODS
		TCLP (mg/L)	TOTAL (mg/kg)	
GENERAL				
pH	D002	≤ 2.0 ≥ 12.5		SW-846-9045
Ignitability (Liquids Only)	D001	>140.0 F (60 C)		SW-846-C7
Free Liquids		NO FREE LIQUIDS allowed at Landfills (must pass Paint Filter)		SW-846-9095
PCB's		<50 mg/kg or ppm		SW-846-8080
TPH		Varies by Disposal facility and/or disposal application		SW-846-8015, EPA 418.1 API-(GC/FID), ASTM-D3987-85/SW-846-9070

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 maybe 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
- 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

https://floridadep.gov/waste/permitting-compliance-assistance/content/solid-waste-guidance-memos-documents

https://www.wm.com/us/en/location/fl

4300 Florida Commercial E&P Waste Facilities

https://floridadep.gov/waste/permitting-compliance-assistance/documents/hazardous-waste-facility-list

4400 Florida Commercial Hazardous Waste Treatment, Storage & Disposal Facilities (TSDF)

https://floridadep.gov/waste/permitting-compliance-assistance/content/hazardous-waste-compliance-and-enforcement

https://floridadep.gov/waste/permitting-compliance-assistance/documents/hazardous-waste-facility-list

Temporary Storage and Disposal Facilities (TSD's)

NAME	ADDRESS	SERVICE	PHONE NUMBER
Magnum Tank Service Inc.	1280 N.E. 48th St. Pompano Beach, Fl. 33064		(954) 785-2320
Cliff Berry Inc.	P.O. Box 13079 Port Everglades Station Fort Lauderdale, Fl. 33316		(954) 763-3390
Perma Fix Inc.	3701 S.W. 47th Ave. Suite 109 Davie, Fl. 33314		(954) 583-3795