Southeast Louisiana Area Contingency Plan

Environmental Sensitivity Maps
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Report All Spills
to
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6023790

U.S. Department of Transportation
United States Coast Guard

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16465
6 Feb 2003

From: Commanding Officer, Marine Safety Office
Morgan City

To: Distribution

Subj: SOUTHEAST LOUISIANA AREA CONTINGENCY PLAN; LETTER OF PROMULGATION

Ref: (a) Southeast Louisiana Area Contingency Plan dated September 1996

1. As mandated by the Oil Pollution Act of 1990 (OPA 90), the 2003 revision of the Southeast Louisiana Area Contingency Plan (ACP) has been completed and is effective upon receipt. This plan provides a mechanism for coordinated responses to discharges of oil or releases of hazardous materials within the Captain of the Port Morgan City's Area of Responsibility. The Southeast Louisiana Area Committee developed this ACP, in accordance with the OPA 90. Marine Safety Office Morgan City and the Louisiana Oil Spill Coordinator's Office co-chair the Area Committee; other federal/state/local agencies and industry representatives participate as members.

2. This edition of the ACP has been changed to incorporate the Incident Command System (ICS) format using the guidelines of National Interagency Incident Management System (NIMS) ICS. This ACP also utilizes the United States Coast Guard's Template and Management System.

3. The Area Committee will continue to revise and improve the ACP. Comments and recommendations regarding this plan are welcome and should be addressed to any member agency on the Area Committee. Recommendations will be addressed during regularly scheduled Area Committee meetings.

4. This plan is effective upon receipt and supercedes reference (a).

Stephen P. Garrity
Captain, U.S. Coast Guard
Co-Chair, Area Committee

Roland Guidry
Louisiana Oil Spill Coordinator
Co-Chair Area Committee

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1000 Introduction

1100 Introduction Authority

Legislation: Section 4202 of the OPA of 1990 (OPA 90) amended Subsection (j) of Section 311 of the FWPCA (FWPCA) (33) U.S.C. 1321 (j) to address the development of a National Planning and Response System. As part of this system, ACs were established for each area designated by the President. These ACs are comprised of qualified personnel from Federal, State, and local agencies. Each AC, under the direction of the FOSC for the area, is responsible for developing an ACP which, when implemented in conjunction with the NCP, shall be adequate to remove a worst case discharge of oil or a HAZMAT, and to mitigate or prevent a substantial threat of such a discharge, from a vessel, offshore facility, or onshore facility operating in or near the geographic area.

Area Committees: Each AC is also responsible for working with State and local officials to pre-plan for joint response efforts, including appropriate procedures for mechanical recovery, dispersal, shoreline cleanup, protection of sensitive environmental areas, and protection, rescue, and rehabilitation of fisheries and wildlife. The AC is also required to work with State and local officials to expedite decisions for the use of dispersants and other mitigating substances and devices.

FOSC Jurisdiction: The functions of designating areas, appointing AC members, determining the information to be included in ACPs, and reviewing and approving ACPs have been delegated by Executive Order 12777 of 22 October 1991, to the COMDT of the U.S. CG (through the Secretary of Transportation) for the coastal zone, and to the Administrator of the EPA for the inland zone.

Coastal Zone: The term “coastal zone” is defined in the current NCP (40 CFR 300.5) to mean all U.S. waters subject to the tide, U.S. waters of the Great Lakes, specified ports and harbors on inland rivers, and the waters of the EEZ. The CG has designated as areas those portions of the COTP zones within the coastal zone. For these designated areas, ACs will prepare ACPs. The COTP zones are described in CG regulations (33 CFR Part 3).

ACP Development: Before OPA 90, the FWPCA required the Federal agencies responsible for emergency response in the inland and coastal zones to prepare a LCP consistent with the NCP. Through the AC process, the ACP is intended to replace the former COTP LCP with a document that better represents the interests and needs of those who work and reside within the zone. As such, the AC replaces the Emergency Task Force previously required under FWPCA and the “Multi-Agency Local Response Teams” (MALRTs) that currently exist in several ports.

1110 Pollution Investigation Authority

Several federal, state, and local agencies have a direct role in the enforcement of applicable laws and regulations associated with a discharge, or substantial threat of a discharge, of oil into the navigable waters of the U.S. The investigation into alleged violations of the many applicable laws and regulations require a coordinated effort among the many agencies involved. As a preliminary step to enhance the effectiveness of investigative activities and limit the potential negative impact of these activities upon the cleanup and removal actions associated with an incident, the following agencies have been identified as having a direct, field-oriented role in the initial stages of these events.

1120 Involved Agencies

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

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

Other federal, state, or local agencies may have a direct, field-oriented investigative role concerning a discharge or substantial threat of a discharge of oil, as circumstances dictate.

1130 Guiding Principles

The following general statements summarize the primary guiding principles associated with these direct, field-oriented investigations.

Investigative and response actions must interfere with each other as little as possible. Investigative efforts often involve the collection of evidence in a timely manner. This requires investigative efforts and evidence gathering during the high-intensity emergency phase of removal actions. Every effort must be made to coordinate investigative activities to minimize the impact on response and removal efforts. Simply separating investigative and removal functions amongst distinct and different individuals or groups serves to mitigate any potential interference one activity may have on the other. Conversely, individual investigators must understand the concerns of those directing response efforts to minimize the impact of the incident on public health, welfare, and the environment.

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

Investigations into, for example, cause, liability, and violations of applicable laws and regulations are a reality. The various federal, state, and local agencies discussed above will be involved in an investigative role as applicable.

Investigative roles, efforts, and degree of interest will vary from incident to incident. Investigative interest and activity will be a function of the scope, size, impact, location, and causes of the incident.

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

1200 Geographic Boundaries

1210 Area of Responsibility

1210.1 COTP Morgan City Zone

One of the largest zones on the Gulf coast, ranging approximately 150 miles east to west, and out to 200 miles offshore. There are hundreds of miles of interconnecting waterways and bayous, making the zone vast and some areas extremely remote and hard to reach. Most areas of the zone are considered environmentally sensitive and difficult to protect.

The zone is very diverse with respect to the many types of industry, including:

a LOOP (Louisiana Offshore Oil Platform);

b Numerous offshore and onshore production platforms;

c Large amounts of towing traffic, moving large quantities of oil or HAZMAT;

d Numerous transfer facilities;

e Thousands of miles of underground pipelines;

f Several large shipbuilding companies.

There are over 20,000 miles of oil and natural gas pipelines, 12,000 of which are offshore, 550 transfer facilities, and 2500 wellheads within this zone.

1210.2 Parishes Contained Within This Zone

Acadia	Lafourche
Assumption	St. Martin
Iberia	St. Mary
Jefferson (SW portion)	Terre Bonne
Lafayette	Vermillion

1210.3 Geographic Boundaries

The geographic boundary of this plan is the COTP zone as defined in 33 CFR 3 and further limited by the "coastal zone" as defined in the NCP. This definition will be modified through the regulatory process to include the offshore boundary.

1210.4 Land-Side Boundary

"The boundary of the Morgan City Marine Inspection Zone and the COTP Zone starts at 28o50' N. latitude, 88o W. longitude; thence due west to 28o50' N. latitude, 89o27' 06" W. longitude; thence northwesterly to 29o18' N. latitude, 90o00 W. longitude; thence northwesterly along the northern boundaries of Lafourche, Assumption, Iberia, and St. Martin parishes; thence westerly along the westerly boundary of Lafayette Parish; thence northwesterly along the northern boundary of Acadia Parish; to an intersection with 92o23' W. longitude; thence south along 92o23' W. longitude to the sea".

Through an MOU between the CCGD8, and EPA, Region VI; EPA and the USCG have agreed to cooperate in response to oil and HAZMAT spills and releases within this zone. The MOU, which is included in this Plan for reference, states that the USCG, COTP Morgan City, shall provide the FOSC for all spills and releases within the coastal zone, and EPA shall provide the FOSC for all spills and releases within the inland zone. The coastal zone shall be defined as all areas south of the GIWW, including territorial waters, waters of the contiguous zone, and waters of the high seas (exclusive economic zone) to a distance of 200 miles seaward of the shoreline or line of demarcation. COTP Morgan City shall also be the primary response agency for all spills and releases within the Atchafalaya Basin (floodway) north of the GIWW at Morgan City, including Grand Lake, Six Mile Lake, and Berwick Bay, north to Sherburne, LA (the northern border of St. Martin Parish).

The purpose of this Section is to describe the USCG/EPA boundaries between coastal and inland zones for the purpose of providing On-Scene Coordinators in Region IX-Mainland.

MEMORANDUM OF UNDERSTANDING

BETWEEN

THE U. S. ENVIRONMENTAL PROTECTION AGENCY

REGION 6, DALLAS, TEXAS

AND

THE EIGHTH COAST GUARD DISTRICT

CONCERNING RESPONSE BOUNDARIES

FOR

OIL AND HAZARDOUS SUBSTANCES POLLUTION INCIDENTS

PURPOSE

The purpose of this memorandum is to delineate the geographic areas of responsibility for the predesignated Federal On-Scene Coordinator (OSC) for pollution response pursuant to the National Oil and Hazardous Substances Pollution Contingency Plan and the Instrument of Redelegation for the Comprehensive Environmental Response, Compensation and Liability Act.

AGREEMENT

The U.S. Coast Guard (USCG) will provide the predesignated Federal OSC for releases of oil and hazardous substances into the environment in the waterways specifically named and coastal of a line described below.

Commencing at the intersection of US 90 and the Mississippi State line, westerly along US 90. Continuing along US 90 southwesterly to the intersection with I-510. Then south on I-510 and primary State Road 47 to the levee on the Left Descending Bank (LDB) of the Mississippi River. Then continuing upriver on the LDB to the U.S. 90 highway bridge. Then across the US 90 bridge to the levee on the Right Descending Bank (RDB) of the Mississippi River. Then upriver on the RDB to the Harvey Locks on the Gulf Intracoastal Waterway (GIWW).

Then south and westerly along the GIWW to Morgan City, Louisiana including the Atchafalaya River to the Texas and Pacific Railroad bridge in Melville, Louisiana, Grand Lake, Six Mile Lake, and Berwick Bay. Continuing along the GIWW to the Calcasieu River, including the Calcasieu River to the Southern Pacific Railroad bridge and the following bodies of water: Moss Lake and Lake Charles, Louisiana.

Continuing from the junction of the GIWW with the Calcasieu River westerly, into and including Sabine Lake, and the Neches River to its intersection with I-10 in Beaumont, Texas. Then

along the GIWW towards Port Arthur, Texas including Taylors Bayou south of Highway 73. From Port Arthur, Texas along the GIWW to, and including, East Bay, Galveston Bay, Clear Lake, Dickinson Bay, Moses Lake, Swan Lake, Jones Lake, Trinity Bay, and the Houston Ship Channel, to the turning basin in Houston, Texas. The Houston Ship Channel includes: Buffalo Bayou to Highway 59, Brays Bayou to the Broadway Street Bridge, Sims Bayou to Highway 225, Vince Bayou to North Ritchie Street, Hunting Bayou to I-10, Greens Bayou to I-10, Boggy Bayou to Highway 225, Tucker Bayou to Old Battleground Road, Carpenter's Bayou to Sheldon Road, San Jacinto River to I-10, Spring Bayou, Goose Creek to Highway 146, and Cedar Bayou to Spur 55. Continuing at the junction of West Bay and the GIWW in Galveston, Texas, westerly along the GIWW to the Port of Freeport, Texas, including Chocolate Bay, the Old Brazos River and the New Brazos River up to the Missouri-Pacific Railroad Bridge in Brazoria, Texas.

Then southerly along the GIWW through and including: the Colorado River to 28-52N Latitude, Lavaca River to 28-50N Latitude, Chocolate Bay to 96-40W Longitude, Cox Bay, Keller Bay, Lavaca Bay to 96-40W Longitude, Turtle Bay, Culver Cut (West Branch Colorado River to 28-42N Latitude and entire Middle Branch), Robinsons Lake, Crab Lake, Mad Island Lake, Salt Lake, Carancahua Bay, Tres Palacios Bay to 28-47N Latitude, Oyster Lake, Blind Bayou, Powderhorn Lake, La Salle Bayou, Broad Bayou, Boggy Bayou,, and Matagorda Bay.

Continuing south through San Antonio Say including: Corey Bay, Victoria Barge Canal, Guadalupe River to 28-30N Latitude, Goff Bayou, Hog Bayou, Green Lake, Buffalo Lake, Alligator Slide Lake, Mission Lake, Guadalupe Bay, Hynes Bay, Twin Lake, Mustang Lake, and Jones Lake.

Then, continuing through Mesquite Bay including: Dunham Bay, Long Lake, and Sundown Bay.

Continuing southerly through St. Charles Bay including: Burgentine Creek to 28-17N Latitude, Salt Creek to 28-16N Latitude, and Cavaso Creek to 97-01W Longitude.

Then, through Copano Bay including: Mission River, Mission Bay, Chiltipin Creek to 97-18W Longitude, Aransas River to 97-18W Longitude, Swan Lake, Copano Creek, Port Bay, and Salt Lake. Then southerly including: Little Bay, Aransas Bay, Conn Brown Harbor, Redfish Cove, Redfish Bay, LaQuinta Channel, Nueces River to US 77, Rincon Industrial Channel, Rincon Bayou, Nueces Bay, Tule Lake, Corpus Christi Inner Harbor, Oso Creek, Oso Bay, and Corpus Christi Bay.

Continuing south, through and including:- Packery Channel, Cayo Del Grullo, Cayo Del Infiernillo, Laguna De Los Olmos, Laguna Salada, Petrolina Creek, Comitas Lake, Alazan Bay, Baffin Bay, Port Mansfield Harbor, Four Mile Slough, Arroyo Colorado River to 26-12N Latitude, Callo Atascosa, Arroyo Colorado Cutoff, Laguna Vista Cove, South Bay, Vadia Ancha, Bahia Grande, San Martin Lake, and the Brownsville Ship Channel.

Where the Coastal Area is defined by a body of water such as a bay or lake, it includes small bays or lakes encompassed therein, but does not include waters tributary thereto unless specifically named.

On the Mississippi River, commencing from river mile 504.0 south to the coastal boundary at New Orleans (downriver of which will be considered USCG jurisdiction entirely), encompassing the area riverward between the levee on the LOB and the RDB, and including Lake Pontchartrain.

This agreement will become effective August 1, 1984.

Signed By:
Dick Whittington, P. E.
Regional Administrator
U. S. Environmental Protection Agency
Region 6, Dallas, Texas
On June 12, 1984

Signed By:
W. N. Stewart, Rear Admiral
U. S. Coast Guard
Eighth Coast Guard District
New Orleans, Louisiana
On July 10, 1984

1210.5 Sub-Unit (MSU Houma, LA)

MSU Houma, a sub-unit of MSO Morgan City, is responsible for responding to spills and releases in the COTP Morgan City zone that occur east of 91o W. longitude.

Due to the geographic characteristics of the zone, areas of particular attention are discussed below. These are isolated areas in all four corners of the zone, with few points of access.

1220 Area Subdivision: Eastern zone

1220.1 Port Fourchon

Located in the southeastern corner, this is a remote area with only one major highway offering access. There are numerous offshore platforms due south of this area. The barrier islands located here are environmentally sensitive and also critical for ecological balance in LA.

1220.2 Houma

Located 80 miles from Port Fourchon, Houma is a busy city that supports an active marine industry and has many waterways nearby including the Houma Navigation Canal, Bayou Terrebonne, GIWW and Bayou Lafourche.

1230 Area Subdivision: Western zone

1230.1 Morgan City

Located in the center of the Captain of the Port zone, Morgan City is home to many facilities and large shipbuilding companies including McDermott, Swiftships, and Conrad's. Morgan City is also home to the Berwick Bay Vessel Traffic System and numerous oil field related companies. There are numerous waterways here as well including the GIWW, Belle River, Atchafalaya River, Bayou Chene, and Wax Lake.

1230.2 ICY

Located on the western border of the zone, approximately 90 miles from Morgan City, ICY is home to many transfer facilities and docks. ICY provides the only means of access to the west end of the zone. This geographic area is very remote, and investigations can be difficult to pursue. Water bodies include the GIWW, the Vermilion River, and Vermilion Bay.

1240 Local Geography

1240.1 Bays, Lagoons, And Estuaries

Bays, lagoons, and estuaries are water bodies, which occupy river valleys and elongated areas between barrier islands and the mainland, and are inseparably part of a more complex coastal system.

1240.2 Coastal Wetlands

Coastal wetlands are made up of salt marshes, flooded by tidal action, and fresh water marshes or swamps that are maintained by a permanently high water table and heavy rainfall.

1240.3 Made Land And Spoils

Made land includes areas composed of dredged bay, barrier, marsh, and delta sediments (sand, mud, and shell) used to fill shallow bay areas and wetlands for development and industrial purposes. Permeability of this fill material is highly variable, as are its other physical properties. Spoil is waste sand, mud, and shell dumped into the water bodies or on adjacent lowlands during channel and canals dredging and oysters shell production. Shallow waters over some spoils areas can become quite warm and oxygen deficient by midsummer.

1240.4 Coastal Barriers

These highly permeable sand bodies are elongated islands parallel to the shoreline and are separated from the mainland by lagoons and estuaries. Local relief of the islands is from sea level to 50 feet; width is from 0.5 to 3.0 miles.

1240.5 Coastal Uplands

Coastal plains are flat uplands that occur landward from bays, lagoons or open Gulf and extend from sea level.

1240.6 Fog

Late night and early morning fog is common in midwinter but is very rare in the summer. Along the immediate coast, fog will not likely form until daybreak.

1300 Area Committee Purpose & Objective

1310 Preparedness and Planning

The AC for the COTP Morgan City zone is a spill preparedness and planning body made up of Federal, State, and local agency representatives. The COTP, as pre-designated Federal OSC, will coordinate the activities of the AC and direct the development of a comprehensive ACP that it is consistent with the NCP. The AC will not be activated specifically during a response since they have no direct role as a response body. However, all agency members within the AC have roles of varying significance as indicated within this plan and dependent upon the severity and complexity of the spill.

1320 Coordinati on

This ACP describes the strategy for a coordinated Federal, State and local response to a discharge or substantial threat of discharge of oil or a release of a HAZMAT from a vessel, offshore facility, or onshore facility operating within the boundaries of the COTP Morgan City zone. This plan addresses response to a most probable discharge, a maximum most probable discharge, and a worst case discharge including discharges from fire or explosion. Planning for these three scenarios covers the expected range of spills likely to occur in this area.

1330 Scenarios

For purposes of this plan, the most probable discharge is the size of the average spill in the area based on historical data available. The maximum most probable discharge is also based on historical spill data, and is the size of the discharge most likely to occur taking into account such factors as the size of the largest recorded spill, traffic flow through the area, hazard assessment, risk assessment, seasonal considerations, spill histories and operating records of facilities and vessels in the area, etc. The worst case discharge for a vessel is a discharge of its entire cargo in adverse weather conditions. The worst case discharge from an offshore or onshore facility is the largest foreseeable discharge in adverse weather conditions.

1340 Plan objectives

a. Provide a predetermined coherent plan for a multi-agency coordinated effort by all applicable agencies in response to a spill;

b. Adequately define the roles of the Pre-designated FOSC, and particular state and local agency representatives;

c. Identify strategies available to the FOSC and supporting agencies;

d. Identify shortfalls and weaknesses in the response structure; and

e. Serve as a guide for the development of Facility and Vessel Response Plans as required from the marine industry by OPA 90.

To accomplish this, the ACP must address, at a minimum, the economically and environmentally sensitive areas within the area, the response equipment (quantity and type) available within the area (this includes Federal, State, and local government and industry owned equipment), response personnel available, equipment and personnel needs compared to those available, protection strategies, and other considerations necessary to ensure public safety and protection of the environment. The FWPCA, as amended by OPA, requires that this plan be adequate to remove a worst case discharge 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. The body of this plan provides general operating policies and procedures, the AC organization, and a general action plan/check list for responding to oil discharges and HAZMAT releases. The appendices provide specific information necessary to supplement the general guidelines and action plan, and are referenced in the body of the plan.

1350 Notification

A very important part of emergency response is a quick and effective notification system. The Emergency Notification List identifies agencies and individuals that are required to be notified of a reported discharge and optional notifications, which depend on the facts of a case. The Emergency Notification List also identifies the appropriate notifications for activating the Federal, State and local government response organizations (including the Natural Resource Trustees) described in Appendix A. It is critical that criteria for notification be agreed upon and that a 24-hour contact be available to whom to provide notification. The appendices represent the specific information necessary to supplement the body of the plan. Each case will require varying levels of detail and the appendices provide the detailed information necessary to mount an appropriate response.

1360 Plan Consistency

This plan is consistent with the NCP and RCP. The USCG DRAT reviews and maintains a copy of all ACPs in the District and assists in ensuring that all waters and shorelines within the District are covered and that adjacent ACPs (EPA and USCG) are integrated with each other. The DRATs also ensures resources of adjacent areas are considered for inclusion as second tiers of response equipment.

Subcommittee participants may include facility owners/operators, shipping company representatives, cleanup contractors, emergency response officials, marine pilots associations, academia, environmental groups, consultants, response organizations and concerned citizens. The OSC will appoint subcommittee members. The OSC directs the Area Committee's development and maintenance of the Area Contingency Plan.

1400 National and Area Response System

1410.11 National Response Team (NRT)

The NRT's membership consists of 15 federal agencies with responsibilities, interests and expertise in various aspects of emergency response to pollution. The EPA serves as chairman and the Coast Guard serves as vice-chairman of the NRT, except when activated for a specific incident. The NRT is primarily a national planning, policy and coordination body and does not respond directly to incidents. The NRT provides policy guidance prior to an incident and assistance as requested by an OSC via an RRT during an incident. NRT assistance usually takes form of technical advice, access to additional resources/equipment, or coordination with other RRTs.

1410.12 Regional Response Team (RRT)

There are 13 RRTs, one for each of the ten federal regions and Alaska, the Caribbean and Pacific basin. Each RRT has Federal and State representation. EPA and the Coast Guard co-chair the RRTs. Like the NRT, RRTs are planning, policy and coordinating bodies, and do not respond directly to incidents. The RRTs develop Regional Contingency Plans for their regions. These plans address region specific issues and provide guidance to the OSCs for developing their plans. The RRTs also provide on level of review for the Area Contingency Plans. The RRTs may be activated for specific incidents when requested by the OSC. If the assistance requested by an OSC exceeds and RRT's capability, the RRT may request assistance from the NRT. During and incident the RRT may either be alerted by telephone or convened. The cognizant RRTs will also be consulted by the OSC on the approval/disapproval of the use of chemical countermeasures when that decision has not been preapproved.

1410.13 Area Committee

The primary role of the Area Committee is to act as preparedness and plan body. Area Committees are made up of experienced environmental/response representatives from Federal, State and local government agencies with definitive responsibilities for the area's environmental integrity. Members are empowered by their own agency to make decisions on behalf of the agency and to commit the agency to carrying out roles and responsibilities as described in this plan. The predesignated Federal On-scene Coordinator for the area will serve as chair of the Committee. He/she will designate the vice-chair, select the Committee members, and provide general direction and guidance for the Committee. The OSC should solicit the advice of the RRT to determine appropriate representatives form federal and state agencies. The Area Committee is encouraged to solicit advice, guidance, or expertise from all appropriate sources and establish subcommittees as necessary to accomplish the preparedness and planning tasks.

Subcommittee participants may include facility owners/operators, shipping company representatives, cleanup contractors, emergency response officials, marine pilots associations, academy, environmental groups, consultants, response organizations and concerned citizens. The OSC will appoint subcommittee members. The OSC directs the Area Committee's development and maintenance of the Area Contingency Plan.

1500 National Response System

1510 National Response System

The NRS was developed to coordinate all government agencies with responsibility for environmental protection in a focused response strategy for the immediate and effective clean up of an oil or HAZMAT discharge. The NRS is a three tiered response and preparedness mechanism that supports the pre-designated Federal OSC in coordinating national, regional, local government agencies, industry, and the RP during response.

a. The NRS supports the responsibilities of the FOSC, under the direction of the FWPCA's federal removal authority. The FOSC plans and coordinates response strategy on scene, using the support of the NRT, RRT, ACs, and responsible parties as necessary, to supply the needed trained personnel, equipment, and scientific support to complete an immediate and effective response to any oil or HAZMAT discharge.

b. The NRS is designed to support the FOSC and facilitate responses to a discharge or threatened discharge of oil or a HAZMAT. The NRS is used for all spills, including a SONS (SONS). When appropriate, the NRS is designed to incorporate a UCS and control support mechanism (UCS) consisting of the FOSC, the State's Incident Manager (or, state OSC) and the RP's Incident Manager. The UCS 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.

c. A UCS establishes a forum for open, frank discussions on problems that must be addressed by the parties with primary responsibility for oil and HAZMAT discharge removal. A UCS helps to ensure a coordinated, effective response is carried out and that the particular needs of all parties involved are taken into consideration. The FOSC has the ultimate authority in a response operation and will exert this authority if the other members of the UCS are not present, are unable to reach consensus within a reasonable time frame or at whatever times the FOSC deems necessary to expedite cleanup or protection actions.

d. During HAZMAT release responses in which local agencies may sometimes assume a leading role, the local agency may assume one of the UCS roles when a UCS is used. During responses to oil spills, local agencies are not usually involved as part of a UCS, but provide agency representatives who interface with the command structure through the Liaison Officer or the State representative. When a UCS is used, a Joint Operations Center and Joint Information Bureau shall be established if feasible. The Joint Operations Center should be located near and convenient to the site of the discharge. All responders (Federal, State, local and private) should be incorporated into the FOSC's response organization (Annex N, Figure 2) at the appropriate level.

Section 4201 of OPA 90 amended Subsection C of Section 311 of the FWPCA, to require the Federal OSC to "IAW the NCP and any appropriate ACP, ensure effective and immediate removal of a discharge, and mitigation or prevention of a substantial threat of a discharge, of oil or a HAZMAT: (i) into or on the navigable waters; (ii) on the adjoining shorelines to the navigable waters; (iii) into or on the waters of the EEZ; or (iv) that may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the U.S.

In carrying out these functions, the FOSC may:

a. remove or arrange for the removal of a discharge, and mitigate or prevent a substantial threat of a discharge, at any time;

b. direct or monitor all Federal, State, and private actions to remove a discharge; and

c. recommend to the COMDT that a vessel discharging or threatening to discharge be removed and, if necessary, destroyed.

1510.1 FOSC-Dire cted Response

If the discharge or substantial threat of discharge of oil or HAZMAT is of such size or character as to be a substantial threat to the public health or welfare of the U.S. (including but not limited to fish, shellfish, wildlife, other natural resources, and the public and private beaches and shorelines of the U.S.), the FOSC shall direct all Federal, State, and private actions to remove the discharge or to mitigate or prevent the threat of the discharge.

1510.2 Federal Policy

Under OPA, the Federal government has the authority to direct response efforts to ensure the RP cleanup is satisfactory and timely. The FOSC has been designated as the federal official responsible for ensuring an effective and immediate removal of a discharge, and mitigation or prevention of a substantial threat of a discharge of oil or a HAZMAT. The FOSC's authority to direct response efforts apply for spills the FOSC deems to be a substantial threat to public health and welfare. In carrying out this responsibility, the FOSC may remove or arrange for the removal of a discharge, mitigate or prevent a substantial threat of a discharge. The FOSC may direct or monitor all Federal, State and private actions to remove a discharge; and remove and, if necessary, request authority to destroy a vessel discharging, or threatening to discharge, by whatever means are available. In all actions, the FOSC must act IAW the NCP and ACP, or as directed by the President.

1510.3 HAZMAT Guidance

While guidance for the ACP focuses primarily on oil discharge response at this time, the plan must eventually address response to both oil discharges and HAZMAT releases. Further guidance and boilerplate CERCLA and NCP policy on response to HAZMAT releases will be forthcoming at a later time for inclusion in the ACPs.

Federal law requires the Responsible Parties of a spill to report all discovered spills to the NRC.

The National Response System (NRS) (see **Figure 1000-A page 1-47**) was developed to coordinate all government agencies with responsibility for environmental protection, in a focused response strategy for the immediate and effective clean up of an oil or hazardous substance discharge. The NRS is a three tiered response and preparedness mechanism that supports the pre-designated Federal OSC in coordinating national, regional, local government agencies, industry, and the responsible party during response.

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

The NRS is designed to support the OSC and facilitate responses to a discharge or threatened discharge of oil or a hazardous substance. The NRS is used for all spills, including a Spill of National Significance (SONS). When appropriate, the NRS is designed to incorporate a unified command and control support mechanism (unified command) consisting of the OSC, the State's Incident Commander, and the Responsible Party's Incident Manager. The unified command structure allows for a coordinated response effort that takes into account the Federal, State, local and responsible party concerns and interests when implementing the response strategy. A unified command establishes a forum for open, frank discussions on problems that must be addressed by the parties with primary responsibility for oil and hazardous substance discharge removal. A unified command helps to ensure a coordinated, effective response is carried out and that the particular needs of all parties involved are taken into consideration. The OSC has the ultimate authority in a response operation and will exert this authority only if the other members of the unified command are not present or are unable to reach consensus within a reasonable time frame. During hazardous substance release responses in which local agencies usually assume a leading role, the local agency may assume one of the unified commander roles when a unified command is used. During responses to oil spills, local agencies are not usually involved as part of a unified command, but provide agency representatives who interface with the command structure through the Liaison Officer or the State representative. When a unified command is used, a Joint Operations Center and Joint Information Bureau shall be established. The Joint Operations Center should be located near and convenient to the site of the discharge. All responders (Federal, State, local and private) should be incorporated into the OSC's response organization **(Figure 1000-B page 1-48)** at the appropriate level.

1510.4 SONS

A SONS is that rare, catastrophic spill event which captures the nation's attention due to its actual damage or significant potential for adverse environmental impact. A SONS is defined as a spill which greatly exceeds the response capability at the local and regional levels and which, due to its size, location, and actual or potential for adverse impact on the environment is so complex, it requires extraordinary coordination of Federal, State, local and private resources to contain and clean up. Only the COMDT or the EPA Administrator can declare a SONS.

The response to a SONS event must be a coordinated response that integrates the FOSC's response organization with the SONS response organization.

It is important to recognize early when a spill may, due to size and complexity, exceed the capabilities of the zone for the FOSC who has overall responsibility for the response. In such cases and after consulting with CCGD8 in whose district the zone or zones may be impacted, the CCGD8 would declare the spill to be a spill of Regional Significance. In the case of a catastrophic spill, the CCGD8 would likely request that COMDT declare the spill a SONS and ensure that response resources are coordinated until the SONS response structure can be put in place.

It is expected that some spills may involve more than one COTP zone while remaining less than a SONS level, and that the respective COTP's would assume roles as lead and supportive FOSC (such as an offshore incident in one zone with beach impact in adjoining zones). The lead FOSC will generally remain with the incident location while support FOSC activities will remain with the affected FOSC. The CCGD8 will provide overall oversight to ensure a smooth and coordinated effort in this regard.

The response to a SONS event must be a coordinated response that integrates the OSC's response organization with the SONS response organization **(Figure 1000-C page 1-49).**

The Commandant of the Coast Guard alone is empowered to declare a SONS in the coastal zone, taking into account environmental risks, weather conditions, response capabilities, and the amount, or potential amount, of product spilled. A Coast Guard Area or District Commander may recommend to the Commandant that a SONS be declared. Factors to be considered in declaring a SONS might include:

a. Multiple OSC zones, districts, or international borders may be affected;

b. Significant impact or threat to the public health and welfare, wildlife, population, economy and/or property over a broad geographic area;

c. Protracted period of discharge and/or expected cleanup;

d. Significant public concern and demand for action by parties associated with the event; and,

e. The existence of, or the potential for, a high level of political and media interest.

Once the Commandant declares a SONS, the following actions will occur.

a. An Incident Area Commander will be designated.

b. Other Departments/Agencies will be notified.

c. A unified Area Command will be established.

d. All pre-designated ICS Area Command staff personnel will be placed on immediate alert.

1520 Incident Area Command System

The Incident Area Commander will have overall responsibility for the incident strategic management and will ensure the following:

Incident Commanders (FOSCs), covered by the Area Command are notified that an Area Command is being established.

The Incident Area Command team consists of the best qualified personnel with respect to their functional areas. The functions of Area Command require personnel that have experience in, and are qualified to oversee complex response situations.

The Incident Area Command organization operates under the same basic principles as does the Incident Command System. The Incident Area Command organization is kept as small as possible. The Incident Area Command organization will typically consist of the Incident Area Commander and Incident Area Command Logistics Chief, Planning Chief, Resources Unit Leader, Situation Unit Leader, Information Officer and Liaison Officer. Flexibility exists to add a Finance Chief and/or a Chief of Staff.

1520.1 General Organization

Incident Area Command is an organization established to oversee the management of a very large incident that has multiple Incident Command Response Organizations assigned to it. If the incidents under the authority of the Incident Area Command are multi-jurisdictional, a Unified Incident Area Command should be established. This allows each jurisdiction to have representation in the Area Command. Representatives to the Incident Area Command would typically be at the highest executive levels within a responding organization such as a state governor or direct representative, and CEO or President of the affected commercial entity.

For the incidents under its authority, Incident Area Command has the responsibility to:

a. Set the overall incident related strategic priorities.

b. Allocate critical resources based on those priorities.

c. Ensure that the incident is properly managed.

d. Ensure that incident objectives are met, and do not conflict with each other or with agency policy.

When an Incident Area Command is established, Incident Commanders (FOSCs), will report to the Incident Area Commander. The Incident Area Commander is accountable to the Commandant.

Although the general concept for a nationally significant response involves an oil spill, major natural disasters such as earthquakes, floods, or hurricanes create a large number of incidents affecting multi-jurisdictional areas. Due to their size and potential impact, these incidents provide an environment for the use of Incident Area Command as deemed appropriate by the lead federal agency.

In situations where multiple incidents are occurring, the use of an Incident Area Command makes the jobs of FOSCs more manageable for the following reasons:

1. Much of the inter-incident coordination normally required of each FOSC will be accomplished at the Incident Area Command level. Using an Incident Area Command organization allows the FOSCs and their response organization to focus their attention on their assigned incident.

e. Incident Area Command sets priorities between competing FOSC objectives and resource needs.

f. Incident Area Command ensures that established agency policies, priorities, constraints, and guidance are made known to the respective Incident Commanders.

It is important to remember that Incident Area Command does not replace the Incident Command level ICS organization or functions.

Incident Commanders under the designated Incident Area Commander are responsible to and should be considered as part of, the overall Incident Area Command organization. They must be provided adequate and clear delegation of authority.

1520.12 Suggested Composition of an ICS Area Command

The following represents a possible staffing structure for an ICS Area Command. The Incident Area Commander, whether at the District or Area level, may add positions and personnel to their staff as the situation dictates. It is important to note that some positions may be filled by personnel from other agencies such as GSA, FEMA, DOD, state government, or the responsible party. If the Incident Area Command is stood up at the District level, the Incident Area Unified Commander would be the District Commander and the corresponding staff would be from the appropriate District Response Group (DRG) as well as any other district resource.

Incident Area-Command Position	Suggested/Recommended Billet
ICS Area Unified Commander	USCG Area Commander
Deputy ICS Area Commander	Lant/PacArea(m)(O-6)
	G-MO (O-6) or CO NSFCC (O-6)
Liaison Officer	District (Pm)/RRT Co-Chair (O-6)
Information Officer	G-CP (O-6)
Protocol Officer	G-CC (O-5)
Public Affairs Officer	LANT/PAC AREA (ACP/PCP) (O-4)
Planning Section Chief	NSFCC CO/XO (O-6/5)
Situation Unit Leader	NSFCC PREP Team Leader (O-4)
Resource Unit Leader	NSFCC OPS (O-4)
Logistics Section Chief	MLC Lant/PAC (O-6)

1520.2 Establishment of Area Command

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

1530 RRT Structure

1540 Federal Response Plan

1550 Federal Radiological Response Plan

1600 Area Organizations and Policies

1610 National Response Policy

Section 4201 of OPA 90 amended Subsection (c) of Section 311 of the FWPCA, to require the Federal OSC to "in accordance with the National Contingency Plan and any appropriate Area Contingency Plan, ensure effective and immediate removal of a discharge, and mitigation or prevention of a substantial threat of a discharge, of oil or a hazardous substance -

a. into or on the navigable waters;

b. on the adjoining shorelines to the navigable waters;

c. into or on the waters of the exclusive economic zone; or

d. that may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States. In carrying out these functions, the OSC may:

   1. remove or arrange for the removal of a discharge, and mitigate or prevent a substantial threat of a discharge, at any time;

   2. direct or monitor all Federal, State, and private actions to remove a discharge; and

   3. recommend to the Commandant that a vessel discharging or threatening to discharge, be removed and, if necessary, destroyed."

If the discharge or substantial threat of discharge of oil or hazardous substance is of such size or character as to be a substantial threat to the public health or welfare of the United States (including but not limited to fish, shellfish, wildlife, other natural resources, and the public and private beaches and shorelines of the United States), the OSC shall <u>direct</u> all Federal, State, and private actions to remove the discharge or to mitigate or prevent the threat of the discharge.

1620 State Response Policy

Under the Louisiana Oil Spill Prevention and Response Act (LA.R.S. 30:2451 et seq.) the Oil Spill Coordinator, in consultation with the Department of Environmental Quality, is authorized to direct all operations resulting from actual or threatened unauthorized discharges of oil. The coordinator shall appoint a state-designated on-scene coordinator to act in the coordinator's absence in the event that the coordinator is unable to be physically present at the scene of the discharge (R.S. 30:2464). Under OPA 90, the President, upon recommendation of the Governor, has designated the Louisiana Oil Spill Coordinator's Office, the Louisiana Department of Environmental Quality, the Louisiana Department of Natural Resources, and the Louisiana Department of Wildlife and Fisheries as Natural Resource Trustees for the State of Louisiana. The Governor has designated the Oil Spill Coordinator as the lead administrative trustee.

Whenever it is determined the person(s) responsible for the discharge of the oil is taking adequate action to remove and mitigate its effects, the principle thrust of the state is to observe, monitor and provide advice and counsel, as may be necessary.

The State of LA has many valuable resources that may be called upon in the event of a major pollution incident. Some of these agencies and their capabilities include:

1620.1 LA Oil Spill Coordinator (LOSCO)

The designated state agency for coordination of oil spill response efforts. LOSCO provides the FOSC with coordination, liaison and communications with all LA State agencies and officials.

1620.2 LA Department of Environmental Quality (LADEQ)

The primary state agency that responds to reports of discharges oil and chemicals into the waterways, wetlands and natural drainage of the state. LADEQ conducts investigation and field analysis of potentially harmful effects of a spill. They maintain a staff of field biologists and chemists with expertise in their respective fields. LADEQ sets water standards for the state, determines admissible discharges from agriculture and industry, and is responsible for the collection of damages following a spill.

1620.3 State Highway Department

Can provide a variety of trucks and heavy equipment to assist with spill cleanup.

1620.4 State Police

They maintain the LA Statewide Emergency Response Plan, and serve as the primary response agency for HAZMAT incidents within the MSO Morgan City zone under this LCP. They also operate a HAZMAT Response Team, which may provide on-site entry into contaminated environments and toxic atmospheres of unknown vapor concentration using appropriate levels of personnel protective equipment (PPE). This team is an invaluable resource, which may provide risk assessment data, and provide real time monitoring and technical advice during the initial response phases of an incident. The LASP can also assist with crowd control, site security, and traffic control on public highways. MSO Morgan City notifies the LASP of all HAZMAT releases within the MSO Morgan City zone.

1620.5 Solid Waste Management Agencies

Designates suitable disposal sites for solid and liquid waste and dredged spoils generated during cleanup activities.

1620.6 LA Department of Wildlife and Fisheries

Conducts environmental impact studies and assesses threats to marine and aquatic life.

1620.7 LA Department of Health and Human Resources

Operates the Lower Mississippi River Water Works Warning Network, designed to give immediate notification of oil and HAZMAT spills or releases to the operators of water plant intakes along the Mississippi River and Bayou Lafourche. This advance warning to downstream water intakes is imperative to prevent contamination of public drinking water supplies.

1620.8 LA Department of Natural Resources

Conducts environmental impact studies and provides advice on preferred cleanup techniques.

1620.9 LA Department of Transportation and Development

Coordinate procurement of heavy equipment for spill abatement and cleanup and advise on off-site transportation for recovered HAZMAT.

1620.10 LA Office of Conservation (LOC)

Enforces state regulations on oil and gas production, both inshore and offshore. LOC also regulates production and transportation of transportation of crude oil and natural gas.

1620.11 LA Air Control Commission (LACC)

Responsible for air quality control maintains a group of experts capable of assessing air quality for providing advice to the FOSC and other.

1620.12 LA LP Gas Commission

Controls the handling/use of LPG in the state, and responds to incidents involving LPG.

In 1991, to work in conjunction with OPA 90, the State of LA enacted the OIL SPILL PREVENTION AND RESPONSE ACT wherein:

"...the release of oil into the environment presents a real and substantial threat to the public health and welfare, to the environment, the wildlife and aquatic life, and to the economy of the state. Further, the legislature declares that the purpose of this chapter is to assist the legislature in fulfilling its duties to protect, conserve, and replenish the natural resources of this state..."“...it is the intent of this Chapter to support, and compliment the OPA of 1990 (P.L. 101-380) and the federal law, specifically those provisions relating to the NCP for cleanup of oil spills and discharges, including provisions relating to the responsibilities of state agencies designated as natural resource trustees. The legislature intends this Chapter to be interpreted and implemented in a manner consistent with federal law."

The Office of the LA Oil Spill Coordinator was created to administer and enforce this act. During pollution response operations, the Coordinator acts as the leading authority and representative for the state. Their responsibilities include, but are not limited to:

2. Developing a statewide prevention and response plan

a. Providing coordinated response efforts from appropriate state agencies

b. Representing state interests to the FOSC during response efforts.

For further information regarding State response policy, refer to the Oil Spill Prevention and Response Act.

The State of LA has enacted a wide variety of state laws, which closely parallel federal requirements. These laws are intended to provide a legal basis for the enforcement of pollution prevention regulations. The State is encouraged to use its authority to compel potentially responsible parties to undertake response actions.

1630 Local Response System

1630.1 Local Government Departments/Agencies

Local agencies generally provide the first governmental response to the scene of an oil spill or hazardous substance release. Therefore, a local official generally will serve as On-Scene Coordinator, at least during the early stages of the event, and until the appropriate State or Federal agency representation arrives on-scene. The Emergency Services Coordinator, or in his absence a person designated by the Emergency Services Director, serves as On-Scene Manager pending arrival of representation of appropriate agency or organization. The Parish is responsible for directing and/or coordinating emergency operations in support of the U.S. Coast Guard efforts.

1630.2 Response organization

The UCS and control organization identifies the functional positions in the area response organization. The various agencies making up the AC have people serving in some or all of these positions. The UCS and control organization allows input during decision-making from the primary parties (FOSC, State, RP, and Natural Resource Trustee); however, the ultimate responsibility for directing all response actions always remains with the FOSC. To carry out the functions of spill response, the FOSC has a number of pollution responders sufficient to perform all functions during the normal level of response to a routine pollution incident; and the UCS and control organization can be adapted to any size spill. All functions necessary to respond to any size incident are included in the organization.

1630.3 FOSC Assessment

FOSC assesses the organizational needs based on the incident and determines the number of resources necessary to respond. For spills within the capabilities of the Area response organization, one person may perform several of the functions in the organization. As the incident grows and each function requires more time and effort, more people will be needed, but that is something the FOSC and Strategic Response Team must decide on a case by case basis. As the FOSC's organization grows, the State and local organization are expected to grow at the request of the FOSC or as those organizations deem necessary.

1630.4 Cohesion of Federal/State/Local Plans

(See Figure 4). The Federal, State and local governments have different response organizations. This plan integrates these diverse organizations into a cohesive response structure for the area. The procedure for activating Federal, State and local government response resources is located in the Emergency Notification List

1640 Local Response Policy

1640.1 USCG Investigation

CG policy mandates that all reported discharges be investigated. If CG personnel are not available due to manpower, budget, or other mission requirements, information obtained by other federal, state, or local government agencies may be used. It may be necessary to establish priorities for investigation of multiple incidents, which occur over wide geographic areas or within a short period of time. The magnitude of a discharge is not necessarily the determining factor as to which incidents should be investigated.

Other factors include, but are not limited to:

3. The type of pollutant discharged.

a. The quantity of pollutant discharged.

b. Whether the pollutant will rapidly dissipate or disperse, considering factors such as river current, weather, temperature, and viscosity or volatility.

c. Potential for fire or explosion, and toxicity to human, wildlife, and aquatic life.

d. Corrective actions being taken by a RP or concerned individual to control or mitigate the discharge.

e. If the RP is known, or suspected sources have been identified, prior offenses are taken into account.

f. The predicted impact on environmentally sensitive areas, using weather and spill trajectories.

g. Determining if the spill occurred in an environmentally sensitive area, recreational area, wildlife refuge, or if it can be expected to impact public water intakes.

h. The potential for further discharge either into navigable waters or onto adjoining shorelines.

The OSC representative will supervise all operations during federally funded removal actions. At least one USCG member will be on-scene during actions taken by the removal contractor. This will ensure the appropriateness of actions taken, especially considering the resulting costs to the federal government.

Supervisory functions include:

4. USCG personnel supervising each operational site where a federally funded cleanup is being performed.

i. Ensuring the OSC's instructions and priorities are carried out, and that recommended changes are forwarded to the OSC.

j. Completing all cost documentation IAW instructions contained in the CCGD8 SOP and NPFC Technical Operating Procedures.

k. Maintaining daily records of activities and expenditures by other federal, state, or local agencies whose costs may be reimbursed with federal funds.

l. Advising the contractor's on-scene supervisor of unsafe, unauthorized, or unsatisfactory operations IAW OSHA guidelines.

1640.2 Multi-Area Response

If an actual or threatened discharge or release moves from the area covered by one federal region or ACP into another area, the authority for removal or response actions also shifts. If a discharge or substantial threat of discharge or release affects areas covered by two or more local plans, the response mechanisms called for by both plans will be activated. The RRT must be notified if a discharge or release exceeds the boundaries of the COTP Morgan City zone. In this case, removal or response actions of all affected local zones or federal regions shall be fully coordinated. There will be only one OSC at any time during the course of a response operation. Should a discharge or a release affect two or more areas, the OSC shall be designated by joint agreement of the USCG, EPA and, if appropriate, DOD. In making this designation agreement, prime consideration will be given to the areas vulnerable to the greatest damage. The RRT will designate the OSC if EPA, USCG, and DOD members are unable to agree on the designation. The NRT will designate the OSC if members of one RRT or two adjacent RRT are unable to agree on the designation.

For additional and more specific actions, refer to 3000 (Operations)

1650 Responsible Party Response Policy

1650.1 RP Responsibility

Under OPA 90, the RP has primary responsibility for cleanup of a discharge. The response shall be conducted IAW their applicable response plan. Section 4201(a) of OPA 90 states that an owner or operator of a vessel or facility participating in removal efforts shall act IAW the NCP and the applicable response plan required. Section 4202 of OPA 90 states that these response plans shall:

5. be consistent with requirements of the NCP and ACPs;

a. identify the qualified individual having full authority to implement removal actions, and require immediate communications between that individual and the appropriate Federal official and the persons providing personnel and equipment pursuant to clause (iii);

b. identify, and ensure by contract or other means approved by the President, the availability of private personnel and equipment necessary to remove to the maximum extent practicable a worst case discharge (including a discharge resulting from fire or explosion), and to mitigate or prevent a substantial threat of such a discharge;

c. describe the training, equipment testing, periodic unannounced drills, and response actions of persons on the vessel or at the facility, to be carried out under the plan to ensure the safety of the vessel or facility and to mitigate or prevent the discharge, or the substantial threat of a discharge;

d. be updated periodically; and

e. be resubmitted for approval of each significant change.

1650.2 Response Plan Submission

Each owner or operator of a tank vessel or facility required by OPA 90 to submit a response plan shall do so IAW applicable regulations. The response manual will identify the qualified individual having full resources to implement removal actions; identify and ensure resources are available to respond to a worst case discharge (to the maximum extent practicable); describe drills and equipment testing provisions; and be submitted for approval, if required. The FOSC maintains a copy of all response plans for facilities within the specified COTP Zone. Facility and vessel response plan regulations, including plan requirements, are located in 33 CFR Parts 154 and 155, respectively.

[Note: Vessel response plans are evaluated and maintained at CG Headquarters in Washington D.C.]

1650.3 Liability

As defined in OPA 90, each RP for a vessel or a facility from which oil is discharged, or which poses a substantial threat of a discharge, into or upon the navigable waters or adjoining shorelines or the EEZ is liable for the removal costs and damages specified in Subsection (b) of Section 1002 of OPA 90. Any removal activity undertaken by a RP must be consistent with the provisions of the NCP, RCP, ACP, and the applicable response plan required by OPA 90. If directed by the FOSC at any time during removal activities, the RP must act accordingly. Each RP for a vessel or facility from which a HAZMAT is released, or which poses a substantial threat of a discharge, is liable for removal costs as specified in the CERCLA of 1980 (CERCLA) (42 U.S.C. 9601 et seq.).

The RP is required to respond immediately to cleanup or mitigate the effects of the discharge and is liable for the government's removal costs and damages as specified in OPA. Any action by a RP engaging in removal activities must be consistent with the provisions of the NCP, the RP's response plan required by OPA.

The CWA and OPA of 1990 establish maximum limitations on liability and actual removal costs incurred when the federal government undertakes removal actions. This liability is applicable to onshore and offshore facilities that transfer oil or HAZMAT in bulk, and all barges and vessels that carry oil or HAZMAT as cargo or fuel. Except when an owner or operator can prove that the discharge or release was caused solely by: an act of God, or; an act of war, or; negligence on the part of the U.S. government, or; an act or omission of a third party without regard to whether any such act or omission was or was not negligent, or; any combinations of the foregoing causes, the omission of a third party without regard to whether any such act or omission was or was not negligent, or; any combination of the foregoing causes, the limitations of liability are as follows:

a. For a tank vessel, the greater of –

    1. $1,200 per gross ton; or

2. in the case of a vessel greater than 3,000 gross tons, $10,000,000; or
3. in the case of a vessel of 3,000 gross tons or less, $2,000,000;

b. For any other vessel, $600 per gross ton, or $500,000, whichever is greater;

c. For an offshore facility, except a deep water port, the total amount of all removal costs plus $75,000,000; and

d. For an onshore facility or deep-water port, the $350,000,000.

1650.4 Negligence or Misconduct

If it can be shown that discharge or release was the result of willful negligence or willful misconduct within the knowledge of the owner or operator, gross negligence or the violation of an applicable Federal Safety construction or operations regulation such owner shall be liable to the U.S. government for the full amount of actual removal costs, regardless of these limitations. Additionally, the RP shall be liable without limitation if there is failure or refusal to report the incident, provide reasonable cooperation and assistance and to comply with orders.

1650.5 Act or Omission of Third Party

If it can be established that a discharge or threat of a discharge and the resulting removal costs and damages were caused solely by an act or omission of one or more third parties (or solely by such an act or omission in combination with an act of God or an act of war), the third party or parties shall be treated as the RP or parties.

1650.6 COFR Requirements

Vessels over 300 gross tons (except a non-self propelled vessel that does not carry oil as cargo or fuel) using any place subject to the jurisdiction of the United States and any vessel using the waters of the EEZ to transship or lighter oil destined for a place subject to the jurisdiction of the U.S., all offshore facilities, deep water ports including fixed or movable drilling units, must possess a valid COFR. This certificate provides proof that the owner or operator of each vessel or offshore facility has sufficient financial means to meet the maximum amount of liability to which the RP could be subject under the Act. A state may enforce, on the navigable waters of the state, the requirements for evidence of financial responsibility.

1650.7 Federal/State/Local Role in Incident Response

The Unified Command Structure provides for the incorporation of local government through Local Emergency Management Plans (Local Government Oil Spill Contingency Plans are a subset of this plan), STATE members, the responsible party and the Federal Government represented by the U.S. Coast Guard which is the pre-designated On Scene Coordinator (OSC) under the National Contingency Plan.

The Unified Command will consist of the U.S. Coast Guard, STATE, and the responsible party. The Unified Command will direct the tactical and strategic response to an oil spill with a unified position to insure clear direction to the responsible party and efficient utilization of resources. OPA 90 clearly establishes that the OSC has the ultimate responsibility for directing oil spill response including response objectives and strategies.

The U.S. Coast Guard in recognition of the vital role and interest local government and the State have in marine oil spills, has entered into a Memorandum of Agreement (MOA) with the State that formalizes designation of responsibilities and authority at the state and local level relative to marine oil spill planning and response.

Providing for the immediate removal of HAZMAT pollutants, or contaminants, released into or threatening release into the environment within the COTP Morgan City coastal zone. COTP Morgan City will not act as the pre-designated OSC for discharges or releases from hazardous waste management facilities or similarly chronic incidents. He may act as First Federal Official On-Scene in such instances, but shall turn over all response actions and authorities to the EPA OSC within 48 hours after the initiation of the response, or upon arrival of the EPA OSC.

a. Initiating immediate response actions when necessary at uncontrolled hazardous waste sites within the zone, pending arrival of the EPA OSC, who will continue the action to completion.

b. Providing for the removal of all discharges of oil within the zone, except for discharges from DOD vessels or facilities.

c. Conducting activities at the scene of a discharge or release in the inland zone as the First Federal Official On-Scene, until the arrival of the pre-designated FOSC (EPA, DOD, DOE, etc). This includes initiating federally funded removal actions or such actions as necessary to mitigate the effects of the discharge or release, and to limit or reduce the threat to public health and welfare or the environment. While serving as First Federal Official On-Scene, no federal funds may be obligated without prior consultation with the pre-designated FOSC.

d. Collecting pertinent facts about the discharge or release, such as: its source and cause; the existence of potentially responsible parties; the nature, amount, and location of discharged or released materials; the probable direction and time of travel of discharged or released materials; pathways to human exposure; potential impacts on human health, welfare, and safety; and potential impacts on natural resources or property which may be affected.

e. Setting priorities for protecting human health, welfare, and the environment.

f. Documenting appropriate response costs.

g. Directing response operations at the scene of a discharge or release; coordinating with appropriate federal, state, local, and private response agencies.

h. Consulting regularly with the RRT in carrying out responsibilities under the NCP, RCP, and this plan; and keeping the RRT informed of actions taken during response activities.

i. Evaluating incoming information and immediately advising FEMA of potential major disaster situations. In the event of a major disaster or emergency, under the Disaster Relief Act of 1974 (Pub. L. 93-288), the OSC will coordinate any response activities with the federal Coordinating Officer designated by the President. In addition, the OSC will notify FEMA of situations potentially requiring evacuation, temporary housing, and permanent relocations.

j. Notifying the HHS representative to the RRT in those instances where a possible public health emergency exists. Throughout response actions, the OSC may call upon the DHHS representative for assistance in determining public health threats and for advice on worker health and safety problems.

k. Taking appropriate action to respond to discharges or releases from facilities or vessels under federal jurisdiction when, in the opinion of the OSC, the responsible federal agency is not taking appropriate action or acting in a timely manner.

l. Advising the affected land managing agency and trustees of natural resources, as promptly as possible, of releases and discharges affecting federal resources under their jurisdiction and coordinating response activities with the appropriate agency to ensure protection of those resources.

m. Addressing worker health and safety concerns at a response scene.

n. Submitting POLREPS to the RRT and appropriate agencies as significant developments occur.

o. Ensuring all appropriate public and private interests are kept informed to the greatest extent practical and ensuring their concerns are considered throughout a response IAW section 300.39 of the NCP.

p. Immediate removal actions involving nuclear weapons shall be conducted IAW the joint Department of Defense, Department of Energy, and Federal Emergency Management Agency “Agreement for Response to Nuclear Incidents and Nuclear Weapons Significant Incidents” dated January 8, 1981. The LA Department of Environmental Quality, Nuclear Energy Division is prepared to assist, and should be consulted for any incidents involving nuclear wastes or weapons.

1650.8 COFR Examination

Any qualified CG officer or petty officer may board a vessel carrying oil in bulk (or other vessels which are required to have COFRs) and request the master or PIC to produce the COFR for examination. Failure to produce the required COFR, or if the CFR is expired, can result in the COTP issuing a denial or detention order. A denial order forbids entry of that vessel into the navigable waters of the U.S., or any port or place in the U.S. A detention order detains that vessel at its present port or location within those U.S. waters from which it is about to depart, until such time sufficient evidence is produced showing the requirements of financial responsibility have been met. This may be accomplished by the vessel agent providing a copy of the document, or in some instances by the boarding officer or other COTP member receiving verbal confirmation that the document is valid, from COMDT (G-MOR), M-F 0700-1700, Sat 0830-1700. The owner, operator, agent, or master of the vessel may petition the CCGD8(m), for review of a denial or detention order. The order remains in effect pending the outcome of the review, unless otherwise determined by the CCGD8. The CCGD8 may, upon review, affirm, set aside, or modify the order, and the appeal shall be acted upon within 10 days of receipt. Any vessel subject to the act which is found within the navigable waters without the necessary evidence of financial responsibility shall be subject to seizure by the forfeiture to the U.S

1650.9 Pollution Incidents Resulting From OCS Activities

POLREPS shall be submitted in the same manner as those for FWPCA incidents, except that the subject line shall include the term “OCS OIL”.

1660 Standard Response Structure

a. The OSC is the pre-designated Federal official responsible for ensuring immediate and effective response to a discharge or threatened discharge of oil or a HAZMAT. The USCG designates FOSCs for the coastal zones, while the EPA designates FOSCs for the inland zones.

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

c. Where appropriate, the FOSC shall establish a UCS consisting of the FOSC, the State IC, and the RP Incident Manager. The FOSC is responsible for assigning individuals from within the response community (Federal, State, local or private), as necessary, to fill the designated positions in the NRS incident level response organization. It should be noted, however, that one individual may fill several of the designated positions. These assignments will be predicated on the nature of the spill and the need for extensive manning. These positions and their responsibilities are as follows:

4. Public Affairs Officer - Coordinates the release of all media releases and the scheduling of press conferences related to the incident. The PAO

may also establish a Joint Information Bureau (JIB) to facilitate the coordinated release of available information.

5. Liaison Officer - Coordinates with other agencies, individuals, or groups involved in the response.
6. Safety Officer - Ensures the safety of all activities associated with the response and compliance with applicable safety laws and regulations. Also responsible for assessing hazardous and unsafe situations and developing measures for assuring personnel safety.
7. Historian - Records the chronology of events and documenting all pertinent activity relating to the spill. Pertinent message traffic, correspondence, etc. should be included in this documentation.
8. Response Operations Chief - Manages the tactical response to the discharge, including containment and cleanup efforts.
9. Planning Chief - Develops strategies for the containment and cleanup of the discharge.
10. Logistics Chief - Ensures that necessary personnel and equipment are obtained and delivered to conduct response operations.
11. Finance Chief - Manages fund expenditures, including documentation for claims and cost recovery. This position will typically be staffed by a DRAT (see Annex F, Appendix IV, Tab C) or NPFC representative.

d. FOSCs shall, to the extent practicable, and as soon as possible after the incident occurs, collect pertinent facts about the discharge, such as its source and cause; the identification of responsible parties; the nature, amount, and location of discharged materials; the trajectory of discharged materials; whether the discharge is a worst case discharge; the pathways to human and environmental exposure; the potential impact on human health, welfare, safety and the environment; whether the discharge poses a substantial threat to the public health or welfare; the potential impact on natural resources and property which may be affected; priorities for protecting human health and welfare and the environment; and appropriate resource documentation.

e. FOSC's efforts shall be coordinated with other appropriate Federal, State, local, and private response agencies. An FOSC may designate capable individuals from Federal, State, or local agencies to act as her/his on scene representatives. State and local governments, however, are not authorized to take care of actions under Subpart D of the NCP that involve expenditures of the OSTLF unless an appropriate contract or cooperative agreement has been established.

f. FOSCs should consult with the RRT, when necessary, in carrying out the requirements of the NCP and keep the RRT informed of activities under the NCP. The FOSC is responsible for addressing worker health and safety concerns at a response scene.

g. In those instances where a possible public health emergency exists, the FOSC should notify the Health and Human Services (HHS) representative to the RRT. Throughout response actions, the FOSC may call upon the HHS

representative for assistance in determining public health threats and call upon the OSHA and HHS for advice on worker health and safety problems.

h. FOSCs shall ensure that the trustees for natural resources are promptly notified of discharges. The FOSC shall coordinate all response activities with the affected natural resource trustees and shall consult with the affected trustees on the appropriate removal action to be taken. Where the FOSC becomes aware that a discharge may affect any endangered or threatened species, or their habitat, the FOSC shall consult with the appropriate Natural Resource Trustee.

i. FOSCs shall submit POLREPS to the RRT and other appropriate agencies as significant developments occur during response actions, through communications networks or procedures agreed to by the RRT and covered in the RCP.

j. FOSCs should ensure that all appropriate public and private interests are kept informed and that their concerns are considered throughout a response, to the extent practicable.

1660.1 SONS Response Structure

The SONS organization incorporates the UCS and control support mechanism, pre-designates key positions, defines their roles, clarifies the relationships of key functional elements, and integrates the use of CG Reservists (for CG directed responses). The SONS plan provides for significant augmentation of the regional organization by a national structure containing 6 key elements: the NIC, the Alternate National Incident Manager, the NIC's Chief of Staff, the Crisis Action Center/Emergency Operations Center (CAC/EOC), the SONS Area Operations Coordinator, and the NIC's staff. The role definition of each is as follows:

1660.2 National Incident Commander (NIC)

When a SONS is declared, the NIC will proceed to the scene, assume the role of FOSC and take strategic control of the situation. The principle responsibility of the NIC will be strategic management, ensuring that all possible actions are being taken to combat the spill, thereby reassuring the public that the full force of the formal response infrastructure is being utilized for the spill. The NIC should remain on scene to provide strategic coordination of the entire response effort for as long as the response exceeds regional capabilities. The COMDT will assign a Vice Admiral in the position of NIC.

Alternate NIC will be the CCGD8 in whose district the spill has occurred. As CCGD8, they will already be an integral part of the regional response structure, and will be in a position to continue liaison with the regional level officials and coordinate any resource issues with the adjacent districts or regions.

1660.3 Crisis Action Center (CAC)

The Chief of the CG Headquarters Office of Marine Safety, Security and Environmental Protection will direct the Headquarters CAC operations. The CAC Chief will be the key advisor to the COMDT of the CG and to the NIC during the incident.

1660.4 NIC Chief of Staff

The CO of the NSFCC will serve as the NIC's principal advisor and Chief of Staff. Since this Officer's primary duty is to prepare for response to a SONS, their response expertise will be invaluable to the NIC in developing and executing strategic plans. They will serve as advisor to the NIC while providing direct operational guidance to the pre-designated Area Operations Coordinators.

1660.5 Area Operations Coordinator

The Pre-designated OSC, as AC chair, will be designated as the Area Operations Coordinator because of requisite local knowledge of the response area and the political and commercial contacts to initiate and sustain a cleanup operation. For SONS, there will most likely be multiple Area Operations Coordinators, each retaining tactical responsibility for their own area.

1660.6 Support Staff

The NIC will require a number of staff elements to effectively manage and coordinate their responsibilities. This will facilitate rapid implementation during a SONS event and encourage the formation of a coordinated management team. The major staff components include a Support Operations Division, a Strategic Planning Division, a Logistics Division, and a Finance Division. An External Affairs Division has been added to deal with anticipated heavy public affairs and protocol workload.

1670 Incident Command System

1680 Area Exercise Mechanism

The opportunity to exercise this plan and components of this plan presents itself via the National Preparedness for Response Exercise Program (NPREP or PREP). The final PREP guideline booklet was published in August 1994 and is available at no charge by writing to: **TASC Dept Warehouse, 3341 Q 75th Ave, Landover, MD 20785**. The publication number is **USCG-X0191**. Additional PREP information can be found at the following web site: **www.dot.gov/dotinfo/uscg/hq/g-m/gmhome.htm**. The PREP guidelines also apply for vessel and facility plan holders. This following discussion focuses on the PREP requirements for the Planning Areas as designated in section 1400 of this plan. The Area exercises are divided into two classification categories; internal and external. The internal exercises are: Notification Drills (quarterly); Spill Management Team Tabletop Exercises (SMT-TTX) (annually); Equipment Deployment Exercises (annually); and, Government Initiated Unannounced Exercises (maximum of 4 per area per year). The external exercises are Government led Area exercises and Industry led Area exercises. The On-scene Coordinator (OSC) is responsible for planning, designing, and executing the internal exercises. The National Strike Force Coordination Center (NSFCC) is responsible for scheduling the external exercises and the appropriate OSC remains involved in the planning, design, and execution of the Government led Area exercises. The OSC will consult in exercise development and will participate as appropriate in the Industry led Area exercises.

The scope and objectives of internal and external Area exercises are detailed in the PREP guidelines. Members of the Area Committee and response community will be involved in each type of exercise to some degree, varying from the confirmation of a phone number to assisting in the design of a the scenario and performing as a controller or evaluator of the exercise.

Participation in the PREP and utilization of the PREP guidance will ensure that all federal exercise requirements mandated by OPA 90 have been met. The PREP program requirements are optional for vessel and facility plan holders. However, if PREP guidelines are not followed, plan holders will be required to meet the drill requirements in 33 CFR 155.1060 (vessels) or 33 CFR 154.1055 (facilities). As part of their normal operations, representatives of the Captain of the Port will be verifying that vessel and facility plan holders are conducting and recording required exercises.

1680.1 Exercises and Drills

1690 Federal Response Plan

16100 Federal Radiological Response Plan

***1700* Guiding Response Doctrine**

1710 Public vs. Private Resource Utilization

1720 Best Response Concept

1730 Cleanup Assessment Protocol (How Clean is Clean)

1740 Dispersant Pre-Approval/Monitoring/Decision Protocol

1750 In-situ Burn Approval/Monitoring/Decision Protocol

1760 Fish and Wildlife Acts Compliance (Migratory Bird Act, Marine Mammal Act, Endangered Species Act, etc)

1770 Protection of Historic Properties

1780 Alternative Response Technical Evaluation System (ARTES)

1790 Specialized Monitoring of Advanced Response Technology (SMART)

1800 **Reserved for Area**

1900 **Reserved for District**

11000 **Reserved**

Figure 1000 A

National Response System Concepts

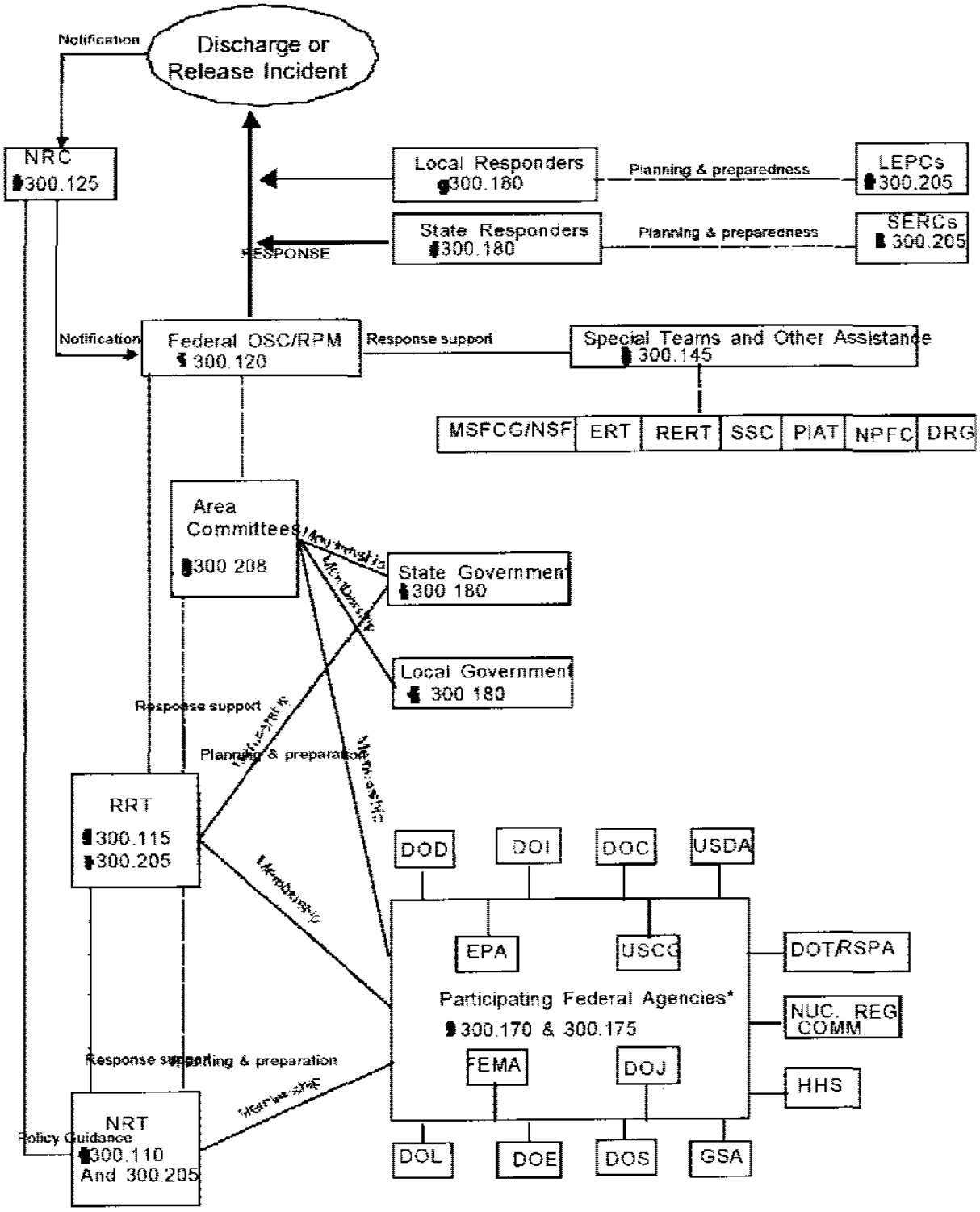
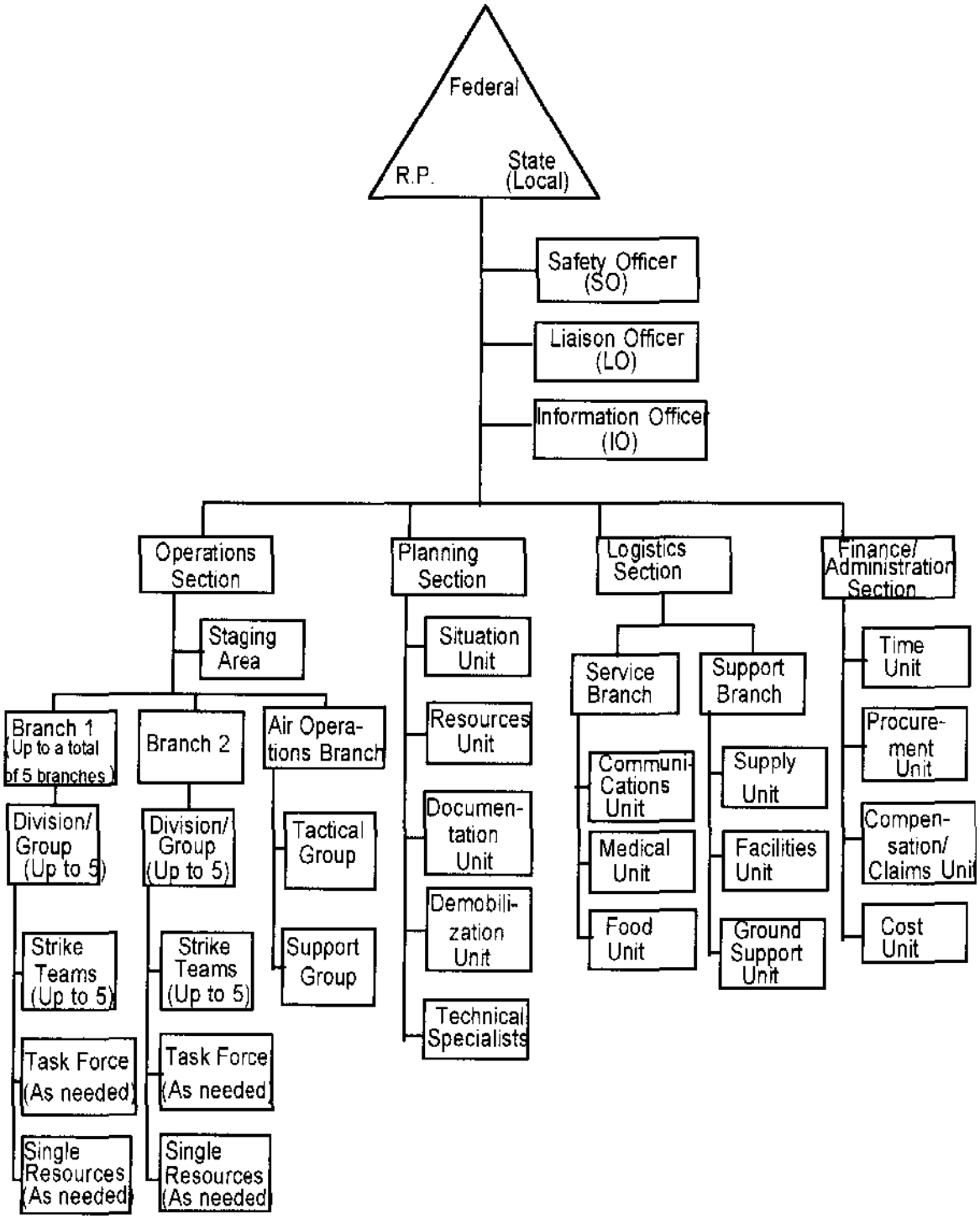


Fig. 1000-B

Standard Incident Command System



Suggested Incident Command System Area Command Organization

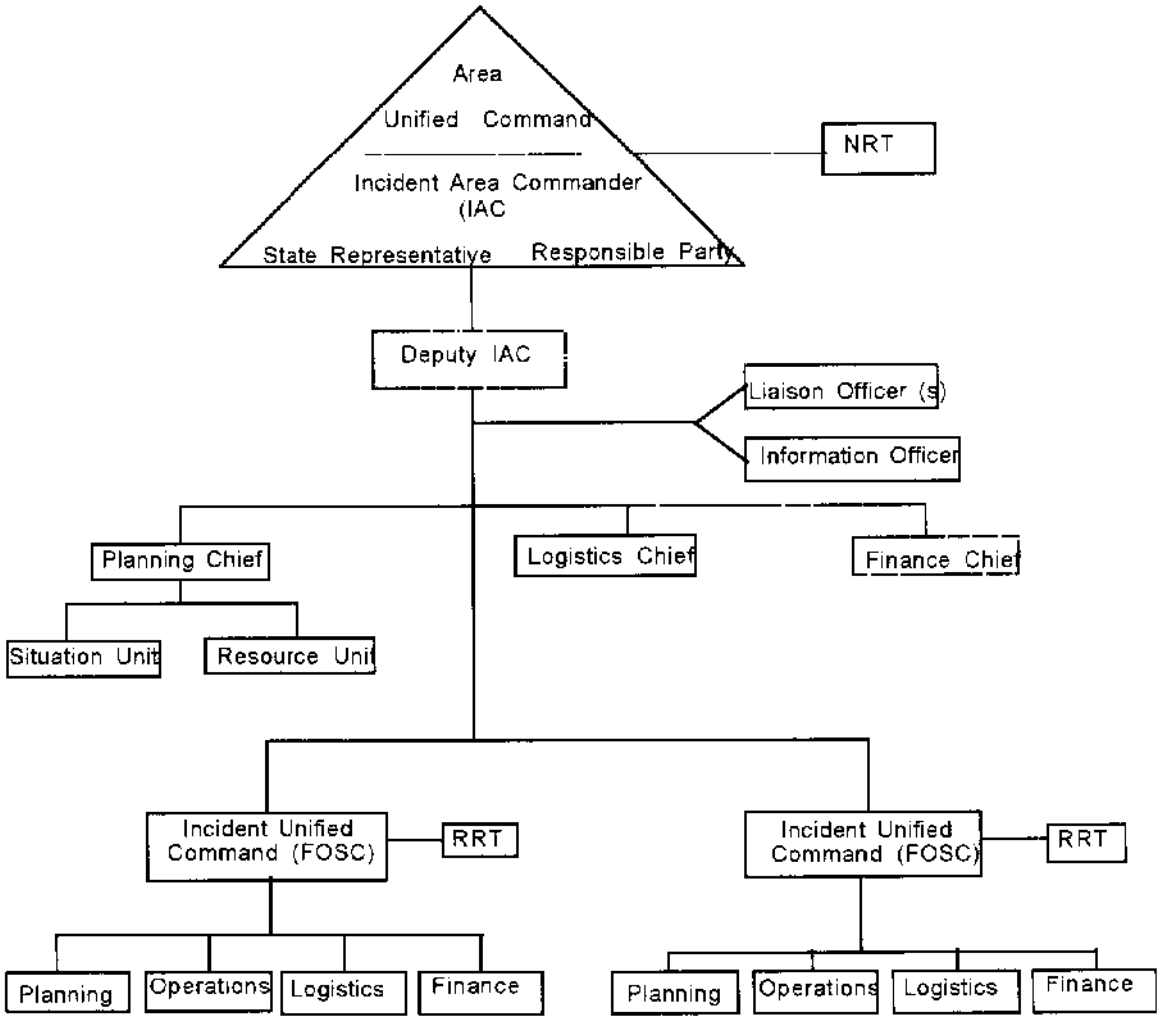


Figure 1000-C

11100 **To be provided by HQ and District.**

2000 Command

2100 Unified Command - Command Structure

The National Contingency Plan (NCP), 40 CFR 300, requires On-Scene Coordinators (OSCs) to direct response efforts and coordinate all other actions at the scene of a spill or release. The NCP further states that the basic format for the response management system is a structure that brings together federal and state agencies, and the responsible party, to achieve an effective response. The structure is commonly referred to as the Unified Command (UC). It should be noted that in this structure the OSC retains ultimate authority in a response operation for decisions relating to it. However, the OSC will exert his/her own authority independent of the UC only if other members are not present or are unable to reach consensus within a reasonable time frame.

To standardize response management within the marine safety field, the Coast Guard has adopted the National Interagency Incident Management System (NIIMS) based Incident Command System (ICS). While Vessel Response Plans (VRPs) and Facility Response Plans (FRPs) are required to have a management system compatible with the Area Contingency Plan, there is no requirement for VRPs and FRPs to follow strict ICS.

The ICS organization if built around five major functions that are applied on any incident, large or small. They are Incident Command, Operations, Planning, Logistics and Finance. A major advantage of the ICS organization is the ability to expand and contract organizationally as required by the incident. For some incidents only a few of the organization's functional elements may be required. For larger or more complicated responses, additional positions exist within the ICS framework to meet virtually any need.

Where appropriate, the OSC shall establish a unified command consisting of the OSC, the State Incident Commander, and the Responsible Party Incident Manager. The OSC is responsible for assigning individuals from within the response community (Federal, State, local or private), as necessary, to fill the designated positions in the NRS incident level response organization. It should be noted, however, that an individual might fill several of the designated positions. These assignments will be predicted on the nature of the spill and the need for extensive manning. These positions and their responsibilities are as follows:

a. Information Officer - Responsible for the coordination and release of all media releases and the scheduling of press conferences related to the incident. The PAO may also establish a Joint Information Center (JIC) to facilitate the coordinated release of available information.

b. Liaison Officer - Responsible for coordinating with outside agencies, individuals, or groups involved in the response.

c. Safety Officer - Responsible for the safety of all activities associated with the response and compliance with applicable safety laws and regulations. Also responsible for assessing hazardous and unsafe situations and developing measures for assuring personnel safety.

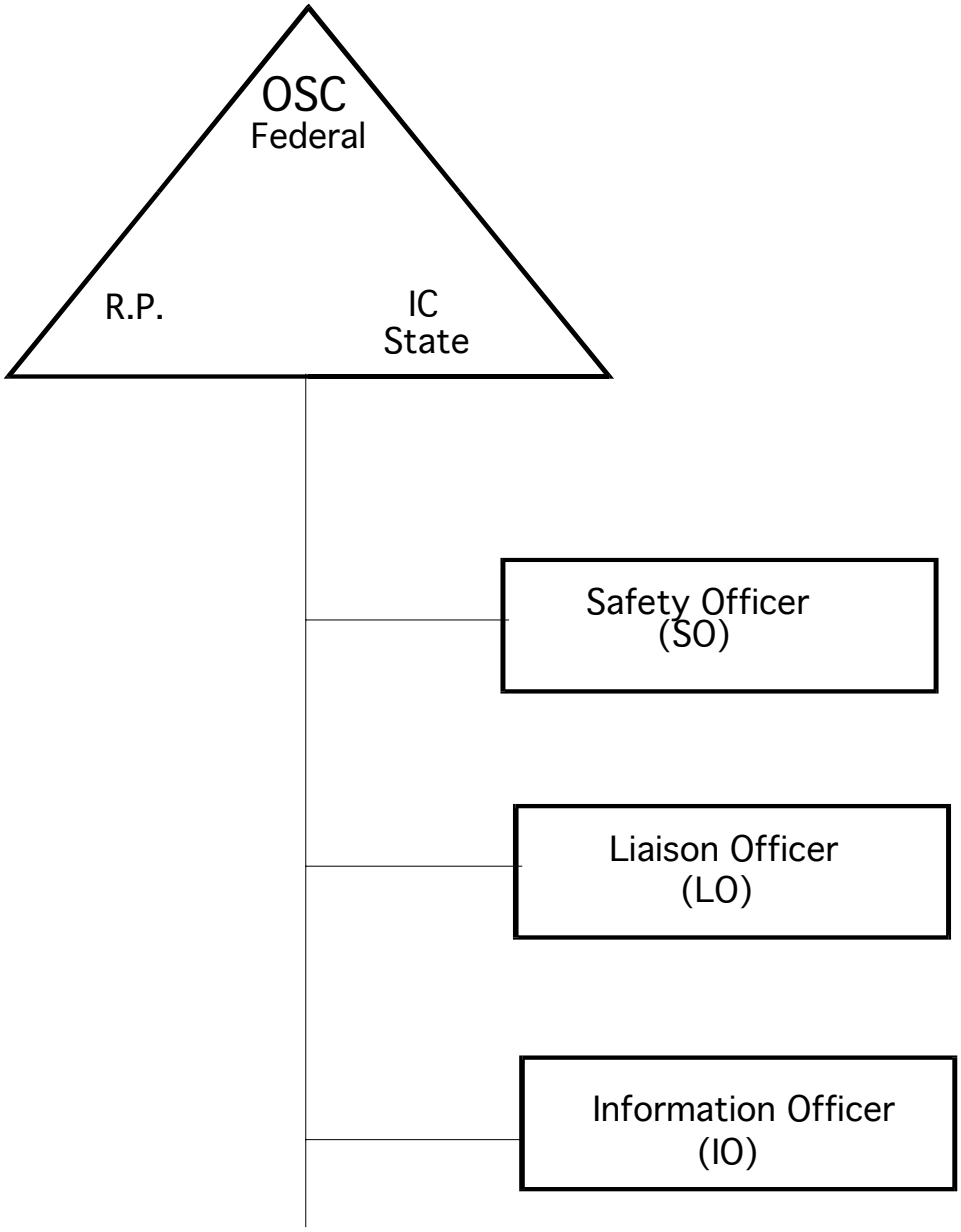
d. Historian - Responsible for recording the chronology of events and documenting all pertinent activity relating to the spill. All pertinent message traffic, correspondence, etc. should be included in this documentation.

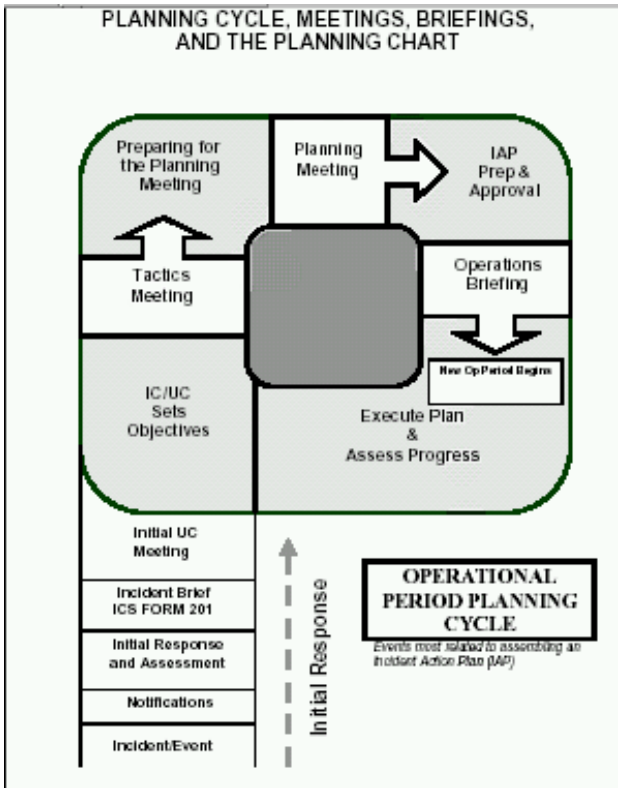
e. Response Operations Chief - Responsible for management of the tactical response to the discharge, including containment and cleanup efforts.

f. Planning Chief - Responsible for the development of strategies for the containment and cleanup of the discharge.

g. Logistics Chief - Responsible for ensuring that the necessary personnel and equipment are obtained and delivered to conduct response operations.

h. Finance/Admin Chief - Responsible for the accounting management of Fund expenditures, including documentation for claims and cost recovery. This position will typically be staffed by a DRAT or NPFC representative.


OSC
Federal
R.P.
IC
State
Safety Officer
(SO)
Liaison Officer
(LO)
Information Officer
(IO)



Based on a 12-hour operational period, the above planning cycle may be modified based on actual duration of operational period.

Establish Unified Command.
Complete notifications to all agencies: City, Parish, State, and Federal.
Proactively implement Unified Command elements in anticipation of response needs.

ABBREVIATIONS AND ACRONYMS

Agency Admin Rep	Agency Administrator Representative
Bus. Mgmt	Business Management
Comm. U. L.	Communications Unit Leader
Finance/Admin	Finance/Administration
R. U. L.	Resources Unit Leader
S. U. L.	Situation Unit Leader
Supply & Demob. U. L.	Supply & Demobilization Unit Leader

2120 Common Responsibilities

The following are responsibilities applicable to all ICS personnel:

a. Receive assignment, notifications, reporting location, reporting time and travel instructions from your home agency.

b. Upon arrival at the incident, check-in at designated check-in locations. Check-in locations may be found at:

   1. Incident Command Post

   2. Base or Camps, Staging Areas, Helibases

   3. Division Supervisors (for direct line assignments).

c. Agency representatives from assisting or cooperating agencies report to Liaison Officer at the Command Post after checking in.

d. All radio communications to Incident Communications Center will be addressed: (Incident Name) Communications".

e. Use clear text and ICS terminology (no codes) in all radio transmissions.

f. Receive briefing from immediate supervisor.

g. Acquire work materials.

h. Organize, assign and brief subordinates.

i. Complete forms and reports required of the assigned position and send material through supervisor to Documentation Unit.

j. Respond to demobilization orders.

k. Brief subordinates regarding demobilization.

2130 Unit Leader Responsibilities

Common responsibilities that must be accomplished by all Unit Leaders include:

a. Participate in incident planning meetings, as required.

b. Determine current status of unit activities.

c. Confirm dispatch and estimated time of arrival of staff and supplies.

d. Assign specific duties to staff; supervise staff.

e. Determine resource needs.

f. Develop and implement accountability, safety and security measures for personnel and resource

g. Supervise demobilization of unit, including storage of supplies

h. Provide Supply Unit Leader with a list of supplies to be replenished.

i. Maintain unit records, including Unit/Activity Log (ICS 214)

2140 ICS Levels

2140.1 Section

That organization level having functional responsibility for primary segments of incident operation such as: Operations, Planning, Logistics and Finance. The Section level is organizationally between Branch and Incident Commander. Lead title is Section Chief. Support Position is Deputy.

2140.2 Branch

That organization level having functional/geographic responsibility for major incident operations. The Branch level is organizationally between Section and Division/Group in the Operations Section, and between Section and Units in the Logistics Section. Lead title of the Branch is Branch Director. Support Position id Deputy.

2140.3 Division

The organization level having responsibility for operation within a defined geographic area or with functional responsibility. The Division/Group level is organizationally between the Task Force/Team and the Branch. (Also see Group.) Lead title of the Division is Division Supervisor.

2140.4 Group

Groups are established to divide the incident into functional areas of operations. Groups are composed of resources assembled to perform a special function not necessarily within a single geographic division. (See division). Groups are located between Branches (when activated) and Resources in the Operations Section. Lead title of the Groups is Group Supervisor.

2140.5 Strike Team/Task Force

A group of resources with common communications and a leader assembled for a specific mission. Lead title is Task Force Leader.

2140.6 Unit

The organizational element having functional responsibility for a specific incident planning, logistic, or finance activity. Lead title is Unit Leader. Support position is Manager.

2140.7 Single Resource

An individual, a piece of equipment and it's personnel complement, or crew or team of individuals with and identified work supervisor that can be used on an incident.

2200 Command/Staff Elements

In ICS, Unified Command is a unified team effort which allows all agencies with responsibility for the incident, either geographical of functional, to manage and incident by establishing a common set of incident objectives and strategies. This is accomplished without losing or abdicating agency authority, responsibility or accountability.

2210 On-Scene Commander (OSC)

The On Scene Coordinator (OSC)(referred to as the Federal On Scene Coordinator (FOSC) in 33 CFR300) is the pre-designated Federal official responsible for ensuring immediate and effective response to a discharge or threatened discharge of oil or hazardous substance. The U.S. Coast Guard designates OSCs for the U.S. coastal zones, while the U.S. EPA designates OSCs for the U.S. inland zones.

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

Where appropriate, the OSC shall establish a unified command consisting of the OSC, the State Incident Commander, and the Responsible Party Incident Manager. The OSC is responsible for assigning individuals from within the response community (Federal, State, local or private), as necessary, to fill the designated positions in the NRS incident level response organization. It should be noted, however, that one individual may fill several of the designated positions. These assignments will be predicated on the nature of the spill and the need for extensive manning.

The OSC shall, to the extent practicable, and as soon as possible after the incident occurs, collect pertinent facts about the discharge, such as its source and cause; the identification of responsible parties; the nature, amount, and location of discharged materials; the trajectory of discharged materials; whether the discharge is a worst case discharge; the pathways to human environmental exposure; the potential impact on human health, welfare, safety and the environment; whether the discharge poses a substantial threat to the public health or welfare; the potential impact on natural resources and property which may be affected, priorities for protecting human health and welfare and the environment; and appropriate resource documentation.

The OSC's effort shall be coordinated with other appropriate Federal, State, local, and private response agencies. An OSC may designate capable individuals from Federal, State, or local agencies to act as her/his on scene representatives. State and local governments, however, are not authorized to take actions under Subpart D of the NCP that involve expenditures of the Oil Spill Liability Trust Fund unless and appropriate contract or cooperative agreement has been established.

The OSC should consult with the RRT, when necessary, in carrying out the requirements of the NCP and keep the RRT informed of activities under the NCP. The OSC is responsible for addressing worker health and safety concerns at a response scene.

In those instances where a possible public health emergency exists, the OSC should notify the Health and Human Services (HHS) representative to the RRT. Throughout response actions, the OSC may call upon the HHS representative for assistance in determining public health threats. The OSC also may call upon the Occupational Safety and Health Administration (OSHA) and HHS for advice on worker health and safety problems.

The OSC shall ensure that the trustees for natural resources are promptly notified of discharges. The OSC shall coordinate all response activities with the affected natural resource trustees and shall consult with the affected trustees on the appropriate removal action to be taken. Where the OSC becomes aware that a discharge may affect any endangered or threatened species, or their habitat, the OSC shall consult with the appropriate Natural Resource Trustee.

The OSC shall submit pollution reports to the RRT and other appropriate agencies as significant developments occur during response actions, through communications networks or procedures agreed to by the RRT and covered in the RCP.

OSCs should ensure that all appropriate public and private interests are kept informed and that their concerns are considered throughout a response, to extent practicable.

2220 State Incident Commander (IC) TO BE DEVELOPED

2230 Representative of Responsible Party (RP) TO BE DEVELOPED

2240 Information Officer (IO)

The Information Officer is responsible for developing and releasing information about the incident to the news media, to incident personnel, and the other agencies and organizations as appropriate. Only on Information Officer will be assigned for each incident, including incidents operating under Unified Command and multi-jurisdictional incidents. The Information Officer may have assistants as necessary, and the assistants may also represent assisting agencies or jurisdictions.

Establish a single information center. (This may be called the Joint Information Center (JIC)
Contact the jurisdictional agencies to coordinate public information activities.
Establish information collection requirements.
Prepare initial information summary as soon as possible after arrival.
Observe constraints on the release of information imposed by Incident Command.
Obtain approval for release of information from Incident Command.
Prepare and disseminate news releases.
Attend meetings to update information releases.
Arrange for meetings between media and incident personnel.
Provide escort service and protective clothing to media personnel/VIPs
Respond to special requests for information
Obtain media information that may be useful to incident planning.
Maintain current information summaries and/or displays of the incident and provide information on the status of the incident to incident personnel.
Resolve conflicting information and bring media concerns to the Unified Command.

(See Section 9520.4 for additional info on Public Affairs)

2250 Safety Officer (SO)

The Health & Safety Officer is responsible for identifying and assessing hazardous and unsafe situations and developing measures for assuring personnel safety. The Health & Safety Officer will correct unsafe acts or conditions through the regular line of authority, although the Officer may exercise emergency authority to stop or prevent unsafe acts when immediate action is required. The Health & Safety Officer maintains awareness of active and developing situations, ensures the preparation and implementation of the Site Safety Plan, and includes safety messages in each Incident Action Plan. The Health & Safety Officer may have assistants as necessary, and the assistants may also represent assisting agencies or jurisdictions.

Identify hazardous or unsafe situations associated with the incident.
Ensure the preparation and implementation of the Site Safety Plan.
Review the IAP for safety implications.
Exercise emergency authority to stop and prevent unsafe acts.
Review and approve the Medical Plan.

2260 Liaison Officer (LO)

For incidents that are multi-jurisdiction, or have several agencies involved, a Liaison Officer position may be established on the Command Staff. The Liaison Officer responsibilities include:

a. Review Command Responsibilities

b. Provide a point of contact for assisting and cooperating Agency Representatives.

c. Identify Agency Representatives from each agency including communications link and location.

d. Maintain a list of assisting and coordinating interagency contacts.

e. Keep agencies supporting incident aware of incident status.

f. Monitor incident operations to identify current or potential inter-organizational issues and advise Incident Command as appropriate.

g. Participate in planning meetings, provide current resource status information, including limitations and capabilities of assisting agency resources.

h. Maintain unit/Activity Log.

2260.1 MAC Group

A Multi-Agency Coordination System (MACS) is a combination of facilities, equipment, personnel, procedures, and communications integrated into a common system with responsibility for coordination of assisting agency resources and support to agency emergency operations. Each MAC Group will be facilitated by a MAC Group Coordinator and include MAC Group Agency Representatives. The MACS will:

6. Evaluate new incidents.

a. Prioritize incidents:

Health and Human Safety

Environmental Areas Threatened

Real Property threatened

High damage potential

Incident complexity

b. Ensure agency resource situation is current.

c. Determine specific agency resource requirements.

d. Determine agency resources availability (available for out-of-jurisdiction assignment at this time).

e. Determine need and designate regional mobilization.

f. Allocate resources to incidents based on priorities.

g. Anticipate future agency/regional resource needs.

h. Communicate MACS “decisions” back to agencies/incidents.

i. Review policies/agreements for regional resource allocations.

j. Review need for other agencies involvement in MACS.

k. Provide necessary liaison with out-of-region facilities and agencies as appropriate.

2260.12 MAC Group Coordinator

The MAC Group Coordinator serves as a facilitator in organizing and accomplishing the mission, goals and direction of the MAC Group. The Coordinator will:

Facilitate the MAC Group decision process by obtaining, developing and displaying situation information.

Fill and supervise necessary unit support positions within the MAC Group.

Acquire and manage facilities and equipment necessary to carry out the MAC Group functions.

Implement the decisions made by the MAC Group.

2260.13 MAC Group Agency Representative

The MAC Agency Representative would be an individual assigned to represent their agency on a MAC Group and would act with full authority on behalf of the agency, which the individual represents with duties including but not limited to:

Ensure that current situation and resource status is provided by their agency.
Prioritize incidents by an agreed upon set of criteria.
Determine specific resource requirements by the agency.
Determine resource availability for out-of jurisdiction assignments and the need to provide resources in Mobilization Centers.
As needed, designate area or regional mobilization and demobilization centers within their jurisdiction.
Collectively allocate scarce, limited resources to incidents based on priorities.
Anticipate and identify future resource needs.

Review and coordinate policies, procedures and agreements as necessary.
Consider legal/fiscal implications.
Review need for participation by other agencies.
Provide liaison with out-of-the-area facilities and agencies as appropriate.
Critique and recommend improvements to MACS and MAC Group Operations.
Provide personnel cadre and transition to emergency or disaster recovery as necessary.

2260.14 MAC Situation Assessment Unit

The MAC Situation Assessment Unit (This is also referred to in some agencies and EOC's as the Intelligence Unit) in the MACS is responsible for the collection and organization of incident status and situation information. They evaluate, analyze and display information for use by the MAC Group. Functions include the following:

Maintain incident situation including location, type, size, potential for damage, control problems and any other significant information.

Maintain information on environmental issues, cultural and historic resources or sensitive populations and areas.

Maintain information on meteorological conditions and forecast conditions that may have an effect on incident operations.

Request/obtain resource status information from the Resource Unit or agency dispatch sources.

Combine, summarize and display data for all appropriate incidents according to established criteria.

Collect information on accidents, injuries, deaths and any other significant occurrences.

Develop projections of future incident activity.

2260.15 MAC Resource Unit

The MAC Resources Unit, if activated in a MACS, maintains summary information by agency on critical equipment and personnel committed and available within the MACS area of responsibility. Status is kept on the overall numbers of critical resources rather than on individual units. Functions can include the following:

Maintain current information on the numbers of personnel and major items of equipment committed and/or available for assignment.
Identify both essential and excess resources.
Provide resource summary information to the Situation Assessment

2260.16 MAC Information Unit

The MAC Information Unit is designed to satisfy the need for regional information gathering. The unit will operate an information center to serve the print and broadcast media and other governmental agencies. I will provide summary information from agency/incident information officers and identify local agency sources for additional information to the media and other government agencies. Functions are to:

Prepare and release summary information to the news media and participating agencies.
Assist news media visiting the MACS facility and provide information on its function. Stress joint agency involvement.
Assist in scheduling media conferences and briefings. Assist in preparing information materials, etc., when requested by the MAC Group coordinator.
Coordinate all matters related to public affairs (VIP tours, etc.). Act as escort for and facilitate agency tours of incident areas, as appropriate.

2270 Agenc y Representatives (AR)

Local Government Representative (LGR) is also called Agency Representative. One Agency Representative designated to be the LGR and will advise the State IC in the UC. LGR is also called the Local Response Coordinator (LRC) in the Local Plans and Regulations. The initial responding LGR could be replaced with another Agency Representative by the local MAC group after the MAC group is established and received their first briefing. The LGR should be familiar with the local and area plans and be capable of committing appropriate resources or be capable of obtaining commitments of resources from jurisdictions involved, and will be capable of obtaining or brokering permits for the operational area.

Major Responsibilities of the LGR:

Represents the local government as set forth in the Memorandum of Understanding for the local plan.
Meets the definition of an Agency Representative.
Obtains briefing from the LO or State IC.
Assists the LO with notification to other Agency Representative(s) and key local personnel.
Provides the LO with pertinent information on the availability of local MAC group.
Upon initial response, works with the LO to establish the local MAC group.
Works closely with the State IC in an advisory role while attending meetings.
Assists the State IC or Deputy Incident Commander (Deputy IC), in providing the first local MAC group briefing after the MAC group has been established provided the MAC's concerns and viewpoints with the State IC to the UC and assists in maintaining information flow between the State IC and MAC Group.

2280 Natural Resource Damage Assessment Unit (NRDA)

Natural Resource Damage Assessment (NRDA) is the process of identifying and quantifying the resource impacts and evaluating the value of impacted resources for the purpose of restoration. Successful pursuit of NRDA actions, either by the trustees alone or in cooperation with the RP(s), is a complex process comprising numerous tasks involving the interaction of scientists, economists, lawyers, and administrators. The DOI Rules and NOAA rules reduce some of the complexity by establishing as assessment process and providing a mechanism for determining the merits of going forth with the assessment and claim. The process provides a record of the trustee's decisions. NRDA is always separate from response to the spill.

2280.1 NRDA Representative

The NRDA Representative is responsible for coordinating NRDA needs and activities of the trustee NRDA teams with the ICS spill response operations. This includes close coordination with the Planning Section for obtaining timely information on the spill and injuries to natural resources. The NRDA Representative will coordinate with Scientific Support Coordinator, the RP and Legal specialists for possible coordination of NRDA or injury determination activities.

7. Attend appropriate planning meetings to facilitate communication between NRDA Team and ICS elements.

a. Identify site access, transportation support, logistics requirements and staffing needs to the proper ICS elements.

b. Interact with ICS elements to collect information essential to NRDA.

c. Coordinate sampling requirements with Sampling Specialists and the Situation Unit.

d. Coordinate with the Liaison Officer and the SSC to identify other organizations available to support NRDA activities.

e. Ensure that NRDA activities do not interfere or conflict with response objectives.

2280.2 Notification Procedure for Initiating NRDA Actions

In the event of a spill, each agency is responsible for notifying its own members of the NRDA Team. Individual federal, state, and local agencies may be notified through various channels depending on the size and location of the spill. In all incidents that might require NRDA action, the Louisiana Oil Spill Coordinator's Office will attempt to notify representatives from each of the trustee agencies expected to participate in the NRDA process.

2280.3 Investigation Representative

The Investigation Representatives report directly to their respective Incident Commanders. Both Federal and State investigative teams will coordinate their investigations within legal discovery guidelines. The Investigative Specialists operate as separate entities during the incident and are not normally part of the ICS. Investigation information may be provided to support the ICS, within legal guidelines.

a. Coordinate investigative activities with Legal Specialists, NRDA Representative, and Sampling Specialists.

b. Contact and coordinate with other response agencies already on scene.

c. Provide response essential information (amount of product discharged, location and nature of the source, health and safety hazards identified) developed as part of the investigation in support the Unified Command.

d. Complete investigation report and file with the appropriate jurisdiction.

2290 Safety

***2300* Media**

2310 Protocol for Access/Timing of Media Briefings

2320 Joint Information Center (JIC) Formation

During a major oil spill where media activity is expected to last several days, the lead Information Officer (IO) should establish a Joint Information Center (JIC) to coordinate the Public Affairs activities of participating agencies and parties. The role of the JIC is to:

a. Provide multiple phone lines for incoming calls, staffed by knowledgeable individuals;

b. Ensure State and Federal government Public Affairs Officers (PAOs) are available to the media;

c. Develop and produce joint news releases under the Unified Command, which must be approved by the State, Federal, and RP's Incident Commanders, and provide copies to the Unified Command and each Section of the ICS.

d. Schedule, organize, and facilitate news conferences.

It is recommended that the JIC be in the same building as the Command Center, but in a room separate from other sections. PAOs need to be close to the UC and other sections for effective communication flow, but not so close as to disturb response operations.

If possible, the set-up of the JIC and staffing will be in accordance with the NRT "JIC Model." Equipment needs for the JIC vary, dependent on the size and impact of the incident, and media and public interest levels.

If possible, a separate "Press Room" should be established for reporters' use, at spills that attracts a great deal of media interest. This room may be used by reporters covering the story, and would ideally be equipped with several phone lines and electrical outlets, and a couple of desks or tables and chairs. There should be a way to display maps, status boards, and other visual aids that could be used on-camera, and a table near the door for the late news releases, fact sheets, and advisories. If there is room for seating and podium with PA system, the pressroom is a good site for all formal news conferences. This allows TV news crews to setup cameras in advance, and reporters to do stand-ups and call-ins from an easy, central location.

2330 Media Contacts

This should be utilized as a media contact list to identify points of contact, phone numbers and fax numbers for wire services, television, radio and newspapers.

Government Resources
CCGD8 (dpa) is ready to assist an OSC by providing Public Affairs Specialists for media liaison and photo documentation. The D8 (dpa) staff may also be able to assist the Unified Command and JIC by making press releases, pictures and video available electronically to the media by downloading such information to a website. This office should be contacted early as the primary resource for public affairs assistance. A CG PIAT is also available to OSCs when additional personnel or expertise are required to accommodate the media. PIAT is a specialized, self contained, public affairs resource, which is available through the NRC, or the NSFCC. All public affairs resources will work directly for the OSC. In the event a JIC is established, the RP should be encouraged to provide a spokesperson to the JIC to facilitate "one stop shopping" for the media.

Wire Services: To be developed.

Television // The following media outlets are located in the zone:

KLFY CH-10, CBS P. O. Box 90665 Lafayette, LA 70381 (337) 384-6960	KATC CH-3, ABC P. O. Box 93133 Lafayette, LA. 70509 (337) 235-3333
WAFB CH-9, CBS 844 Government Baton Rouge, LA. 70821 (225) 383-9999	WBRZ CH-2, ABC 1650 Highland Rd. Baton Rouge, LA. 70802 (225) 387-2222
WDSU CH-6, NBC 520 Royal St. New Orleans, LA. 70130 (504) 527-0666	WVUE CH-8, ABC 1025 S. Jefferson Davis Pkwy. New Orleans, LA. 70125 (504) 486-6161
WWL CH-4, CBS 1024 N. Rampart New Orleans, LA. 70116 (504) 529-4444	WGNO CH-26, IND World Trade Center, #2 Canal St. New Orleans, LA. 70138 (504) 581-2600
Allens Cable TV, CH-7 P. O. Box 2643 608 Michigan St. Morgan City, LA. 70381 (985) 384-6960	

Radio // The following are located in this zone:

KQKI/KDLP 10 Pluto Rd. Bayou Vista, LA. 70342 (985) 395-2853	KMRC/KFXY 409 Duke Morgan City, LA. 70380 (985) 384-1420
KHOM 2306 W. Main Houma, LA. 70364 (985) 876-5466	KCIL/KJIN 906 Belanger Houma, LA. 70364 (985) 851-1020
KXOR 106 Ridgefield Rd. Thibodeaux, LA. 70301 (985) 446-5604	KTIB 108 Green Thibodeaux, LA. 70301 (985) 447-9006
KFMV/KFRA 103 Wilson Franklin, LA. 70538 (337) 828-5372	KLEB/KBAU 315 Callais Golden Meadow, LA. 70357 (985) 594-2752
KDEA 145 W. Main New Iberia, LA. 70560 (337) 365-6651	KAWE 2316 E. Main New Iberia, LA. 70560 (337) 365-3434
KROF Hwy 167 Abbeville, LA. 70510 (337) 364-1025	KWIR 145 W. Main New Iberia, LA. 70560 (337) 365-2401

Newspapers // The following are located within this zone:

The Daily Review 1014 Front St. Morgan City, LA. 70380 (985) 384-8370	St. Mary Journal 1016 Front St. Morgan City, LA. 70380 (985) 384-1350
The Bayou Catholic Hwy 311, Box 907 Houma, LA. 70364 (985) 868-7720	The Courier 3030 Barrow Houma, LA. 70364 (985) 873-7355
The Daily Comet P. O. Box 5238 Thibodeaux, LA. 70302 (985) 447-4055	The Franklin Banner 111 Wilson Franklin, LA. 70538 (337) 828-3706

The Daily Iberian 926 W. Main New Iberia, LA. 70560 (337) 365-6773	Lafourche Gazette P. O. Drawer G Larose, LA. 70373 (985) 693-7229
The Daily Advertiser P. O. Box 3208 Lafayette, LA. 70502 (337) 241-7354	Times P. O. Drawer 3528 Lafayette. LA. 70502

2400 **Consultation**

2500 **Reserved**

2600 **Reserved for Area**

2700 **Reserved for District**

2800 **Reserved**

3000 Operations

3100 Operations Section Organization

The Operations Section is responsible for all operations directly applicable to the primary mission. The Operations Section directs the preparation of unit operational plans, requests or releases resources, makes expedient changes to the Incident Action Plan as necessary and reports such to the Incident Commander (IC/UC). Includes the Recovery and Protection Branch, Emergency Response Branch, Air Operations Branch, and Wildlife Branch. The IC/UC will determine the need for a separate Operations Section at an incident or event. Until Operations is established as a separate Section, the IC/UC will have direct control of tactical resources.

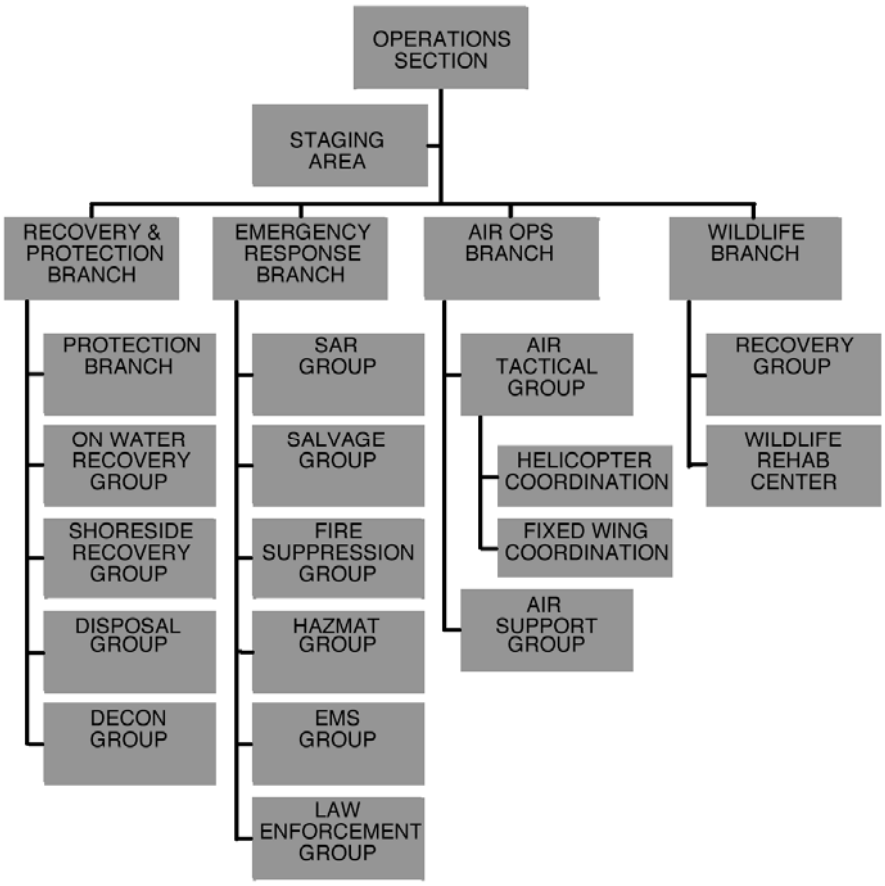


Figure 3-1 – Operations Section Diagram

3110 Operations Section Planning Cycle Guide

Figure 3-

ABBREVIATIONS & ACRONYMS

Agency Admin Rep:	Agency Administrator Representative
Bus. Mgmt:	Business Management

Comm. U.L.:	Communications Unit Leader
Finance/Admin:	Finance/Administration
R.U.L.:	Resources Unit Leader
S.U.L.:	Situation Unit Leader
Supply & Demob. U.L.	Supply & Demobilization Unit Leader

3120 Roles and Responsibilities

3120.1 Operations Section Chief

The Operations Section Chief is responsible for the management of all operations directly applicable to the primary mission. The Operations Chief activates and supervises elements in accordance with the Incident Action Plan and directs its execution; activates and executes the Site Safety Plan; directs the preparation of unit operational plans, requests or releases resources, makes expedient changes to the Incident Action Plans as necessary, and reports such to the Incident Commander. There is only one Operations Section Chief for each operational period. That person is normally (but not always) from the jurisdiction or agency which has the greatest involvement either in terms of resources assigned or area of concern.

a. Review Common Responsibilities (Section 2120).

b. Develop operations portion of Incident Action Plan.

c. Brief and assign operations personnel in accordance with Incident Action Plan.

d. Supervise the execution of the Incident Action Plan for Operations.

e. Request resources needed to implement the Operational tactics as part of the Incident Action Plan development (ICS 215).

f. Ensure safe tactical operations.

g. Make or approve expedient changes to the Incident Action Plan during the operational period as necessary.

h. Approve suggested list of resources to be released from assigned status (not released from the incident).

i. Assemble and disassemble teams/task forces assigned to operations section.

j. Report information about changes in the implementation of the IAP, special activities, events, and occurrences to Incident Commander as well as to Planning Section Chief

3120.2 Staging Area Manager

Under the Operations Section Chief, the Staging Area Manager is responsible for managing all activities within the designated staging areas.

a. Review Common Responsibilities (Section 2120)

b. Implement pertinent sections of the Incident Action Plan.

c. Establish and maintain boundaries of staging areas.

d. Post signs for identification and traffic control.

e. Establish check-in function as appropriate.

f. Determine and request logistical support for personnel and or equipment as needed.

g. Advise Operations Section Chief of all changing situation/conditions on scene.

h. Respond to requests for resource assignments.

i. Respond to requests for information as required.

j. Demobilize or reposition staging areas as needed.

k. Maintain Unit/Activity Log (ICS 214)

3120.3 Branch Director

The Branch Directors when activated, are under the direction of the Operations Section Chief, and are responsible for the implementation of the portion of the Incident Action Plan appropriate to the Branches.

a. Review Common Responsibilities (Section 2120)

b. Develop alternatives with subordinates for Branch control operations.

c. Attend planning meetings at the request of the Operations Chief.

d. Review Division/Group Assignment Lists (ICS 204) for Divisions/Groups within Branch.

e. Assign specific work tasks to Division/Group Supervisors.

f. Supervise Branch operations.

g. Resolve logistics problems reported by subordinates.

h. Report to Operations Chief when: Incident Action Plan is to be modified; additional resources are needed; surplus resources are available; hazardous situations or significant events occur.

i. Approve accident and medical reports (home agency forms) originating within the Branch.

j. Maintain Unit/Activity Log (ICS 214).

3120.4 Division/Group Supervisor

The Division and/or Group Supervisor reports to the Operations Section Chief or Branch Director when activated. The supervisor is responsible for the implementation of the assigned portion of the Incident Action Plan, assignment of resources within the division/group, and reporting on progress of control operations and status of resources within the division/group.

a. Review Common Responsibilities (Section 2120)

b. Implement Incident Action Plan for division/group.

c. Provide available Incident Action Plan to team/task force leaders.

d. Identify geographic areas or functions assigned to the divisions and groups.

e. Review division/group assignments and incident activities with subordinates and assign tasks.

f. Ensure that Incident Communications and/or Resources Unit is advised of all changes in status of resources assigned to the division and or group.

g. Coordinate activities with other divisions.

h. Determine need for assistance on assigned tasks.

i. Submit situation and resources status information to Branch Director or Operations Section Chief.

j. Report special occurrences or events such as accidents or sickness to the immediate supervisor.

k. Resolve logistics problems within the division/group.

l. Participate in the development of Branch plans for the next operational period.

m. Maintain Unit/Activity Log (ICS 214)

3120.5 Air Operations Branch/Director

If established separately at an incident, Air Operations will be activated at the Branch level within the Operations Section. Usually this is done on incidents, which may have complex needs for the use of aircraft in both tactical and logistical operations.

The Air Operations Branch Director, who is ground based, is primarily responsible for preparing the air operations portion of the Incident Action Plan. The Incident Action Plan will reflect agency restrictions that have an impact on the operational capability or utilization or resources such as night flying or hours per pilot. After the Incident Action Plan is approved, air operations is responsible for implementing its strategic aspects, those that relate to the overall incident strategy as opposed to those that pertain to tactical operations like specific target selection. Additionally, the Air Operations Branch Director is responsible for providing logistical support to helicopters operating on the incident. The Air Tactical Group Supervisor working with ground and air resources normally performs specific tactical activities including target selection, or suggested modifications to specific tactical actions in the Incident Action Plan.

a. Review Common Responsibilities (Section 2120)

b. Organize preliminary air operations

c. Request declaration or cancellation or restricted air space area.

d. Participate in planning meetings as required.

e. Participate in preparation of the Incident Action Plan.

f. Perform operational planning for air operations.

g. Prepare and provide Air Operations Summary Worksheet to the Air Support Group and Fixed Wing Bases.

h. Determine coordination procedures for use by air organization with ground Branches, Divisions, or Groups.

i. Coordinate with appropriate Operations Section personnel.

j. Supervise all air operations activities associated with the incident (ICS 220)

k. Establish procedures for emergency reassignment of aircraft.

l. Schedule approved flights of non-incident aircraft in the restricted air space area.

m. Inform the Air Tactical Group Supervisor or the air traffic situation external to the incident.

n. Resolve conflicts concerning non-incident aircraft.

o. Coordinate with Federal Aviation Agency.

p. Update air operations plans.

q. Report to the Operations Section Chief on air operations activities.

r. Arrange for an accident investigation team when warranted.

s. Maintain Unit/Activity Log (ICS 214).

3120.52 Air Tactical Group/Supervisor

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

(a) Review Common Responsibilities (Section 2120).

(b) Determine what aircraft (fixed wing and helicopters) are operating within the area of assignments.

(c) Obtain briefing from the Air Operations Branch Director or operations Section Chief.

(d) Manage air tactical activities based upon the Incident Action Plan.

(e) Establish and maintain communications with Air Operations, Fixed Wing Aircraft and Helicopter Coordinators, Air Support Group supervisor, and Fixed-Wing Bases.

(f) Coordinate approved flights on non-incident aircraft or non-tactical flights in restricted air space area.

(g) Coordinate dispersant, in-situ burning, and bio-remediation application through the Air Operations Branch Director.

(h) Obtain information about air traffic external to the incident.

(i) Receive reports of non-incident aircraft violating restricted air space area.

(j) Make tactical recommendations to approved ground contact (Operations Section, Branch Director, or Division Supervisor)

(k) Inform the Air Operations Branch Director of tactical recommendations affecting the air operations portion of the Incident Action Plan.

(l) Coordinate air surveillance mission scheduling and observer assignments with the Situation Unit Leader.

(m) Identify remote sensing technology that may enhance surveillance capabilities.

(n) Coordinate air surveillance observations and provide reports by the most direct methods available.

(o) Report on air surveillance and operations activities to Air Operations Branch Director.

(p) Coordinate application monitoring requirements with the Helicopter and Fixed Wing Coordinators and the Situation Unit.

(q) Report on air application activities to the Air Operations Director.

(r) Report on incidents/accidents.

(s) Maintain Unit/Activity Log (ICS 214).

3120.52.1 Helicopter Coordination/Coordinator

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

Review Common Responsibilities (Section 2120)
Determine what aircraft (fixed wing and helicopters) are operating within the area of assignments.
Obtain briefing form the Air Operations Branch Director or Operations Section Chief.
Manage air tactical activities based upon the Incident Action Plan.
Establish and maintain communications with Air Operations, Fixed Wing Aircraft and Helicopter Coordinators, Air Support Group Supervisor, and Fixed-Wing Bases.
Coordinate approved flights on non-incident aircraft or non-tactical flights in restricted air space area.
Coordinate dispersant, in-situ burning, and bio-remediation application through the Air Operations Branch Director.

Obtain information about air traffic external to the incident.
Receive reports of non-incident aircraft violating restricted air space area.
Make tactical recommendations to approved ground contact (Operations Section Chief, Branch Director, or Division Supervisor).
Inform the Air Operations Branch Director to tactical recommendations affecting the air operations portion of the Incident Action Plan.
Coordinate air surveillance mission scheduling and observer assignments with the Situation Unit Leader.
Identify remote sensing technology that may enhance surveillance capabilities.
Coordinate air surveillance observations and provide reports by the most direct method available.
Report on air surveillance and operations activities to Air Operations Branch Director.
Coordinate application monitoring requirements with the Helicopter and Fixed Wing Coordinators and the Situation Unit.
Report on air application activities to the Air Operations Director.
Reports on incidents/accidents.
Maintain unit/Activity Log (ICS 214)

3120.52.2 Fixed Wing Coordination/Coordinator

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

Review Common Responsibilities.
Determine type and quantity of aircraft operating within the incident area.
Determine fixed-wing aircraft capabilities and limitations.
Survey and report on potential problems within incident assignment area.
Coordinate air traffic control procedures with pilots, Air Operations, Air Tactical Group Supervisor, Helicopter Coordinator, and Air Support Group. f. Coordinate the use of communications frequencies for ground-to-air and air-to-air communication with the Air Tactical Group Supervisor and the Communications Unit.
Implement and monitor all air safety requirements and procedures.

Supervise all fixed-wing aircraft activities; receive assignments, brief pilots, assign missions, and report on mission completion; reassign as directed.
Coordinate activities as appropriate with Air Tactical Group Supervisor, Helicopter Coordinator, and ground operations personnel.
Immediately report accidents or incidents to the Air Tactical Group Supervisor and the Air Operations Branch Director.
Maintain Unit/Activity Log (ICS 214).

3120.6 Air Support/Tactical Group/Supervisor

The Air Support Group Supervisor is primarily responsible for supporting and managing helibase and helispot operations, and maintaining liaison with fixed-wing air bases. This includes providing: 1) fuel and other supplies, 2) maintenance and repair of helicopters, 3) keeping records of helicopter activity, and 4) providing enforcement of safety regulations. These major functions are performed at helibases and helispots. Helicopters during landing and takeoff and while on the ground are under the control of the air support group's Helibase or Helispot managers. The Air Support Group Supervisor reports to the Air Operations Branch Director.

a. Review Common Responsibilities.

b. Obtain copy of the Incident Action Plan from the Air Operations Branch Director, including the Air Operations Summary Worksheet.

c. Participate in Air Operations Branch Director planning activities.

d. Inform Air Operations Branch Director of group activities.

e. Identify resources/supplies dispatched for air support group.

f. Request special air support items from appropriate sources through logistics section.

g. Identify helibase and helispot locations from the Incident Action Plan or from the Air Operations Branch Director.

h. Determine need for assignment of personnel and equipment at each helibase or helispot.

i. Coordinate special request for air logistics.

j. Maintain coordination with air bases supporting the incident.

k. Coordinate activities with Air Operations Branch Director.

l. Obtain assigned ground to air frequency for Helibase operations from Communication Unit Leader or Communications Plan.

m. Inform Air Operations Branch Director of capability to provide night flying service.

n. Ensure compliance with each agency's operations checklist for day and night operations.

o. Ensure dust abatement procedures are implemented at Helibase and Helispots.

p. Provide crash-rescue service for helibases and helispots.

q. Ensure that Air Traffic Control procedures are established between Helibase and Helispots and the Air Tactical Group Supervisor, Helicopter Coordinator or Air Tanker/Fixed Wing Coordinator.

r. Maintain Unit/Activity Log (ICS 214).

3120.62 Helibase Manager

(t) Review Common Responsibilities.

(u) Obtain Incident Action Plan including Air Operations Summary Worksheet (ICS Form 220).

(v) Participate in Air Support Group planning activities.

(w) Inform Air Support Supervisor of helibase activities.

(x) Report to assigned helibase. Brief pilots and assigned personnel.

(y) Manage resources/supplies dispatched to helibase.

(z) Ensure helibase is posted and cordoned.

(aa) Coordinate helibase Air Traffic control with pilots, Air Support Group Supervisor, Air Tactical Group Supervisor, Helicopter Coordinator and the Takeoff and Landing Controller.

(bb) Manage chemical countermeasure loading operations.

(cc) Ensure helicopter fueling, maintenance and repair services are provided.

3120.7 Recovery and Protection Branch/Director

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

a. Review Common Responsibilities (Section 2120)

b. Participate in planning meetings as required.

c. Develop operations portions of Incident Action Plan.

d. Brief and assign operations personnel in accordance with Incident Action Plan.

e. Supervise operations.

f. Determine resource needs.

g. Review recommendations and initiate release of resources.

h. Report information about special activities, events, and occurrences to Operations Section Chief.

i. Maintain Unit/Activity Log (ICS 214)

3120.8 Protection Group Supervisor

Under the Recovery and Protection Branch Director, the Protection Group Supervisor is responsible for the deployment of containment, diversion, and absorbing boom in designated locations. Depending on the Size of the incident, the Protection Group may be further divided into teams, task forces and single resources.

a. Review Common Responsibilities (Section 2120)

b. Implement Protection Strategies in Incident Action Plan.

c. Direct, coordinate and assess effectiveness of protective actions.

d. Modify protective actions as needed.

e. Brief the Recovery and Protection Branch Director on activities.

f. Maintain Unit/Activity Log (ICS 214).

3120.9 On Water Recovery Group

Under the Recovery and Protection Branch Director, the On Water Recovery. Supervisor is responsible for managing on water recovery operations in compliance with the Incident Action Plan. The Group may be further divided into teams, task forces and single resources.

a. Review Common Responsibilities (Section 2120)

b. Implement protection Strategies in Incident Action Plan.

c. Direct, coordinate and assess effectiveness of on water recovery actions.

d. Modify protective actions as needed.

e. Brief the Recovery and Protection Branch Director on activities.

f. Maintain Unit/Activity Log (ICS 214).

3120.10 Shore Side Recovery Group Supervisor

Under the Recovery and Protection Branch Director, the Shore side Recovery Group Supervisor is responsible for managing shore side cleanup operations in compliance with the Incident Action Plan. The group may be further divided into Strike Teams, Task Forces and single resources.

a. Review Common Responsibilities (Section 2120)

b. Implement Recovery Strategies in Incident Action Plan.

c. Direct, coordinate and assess effectiveness of shoreside recovery actions.

d. Modify protective actions as needed.

e. Brief the Recovery and Protection Branch Director on activities.

f. Maintain Unit/Activity Log (ICS 214).

3120.11 Disposal Group Supervisor

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

a. Review Common Responsibilities (Section 2120)

b. Implement disposal portion of Incident Action Plan.

c. Ensure compliance with all hazardous waste laws and regulations.

d. Maintain accurate records or recovered material.

e. Brief Recovery and Protection Branch Director on activities.

f. Maintain Unit/Activity Log (ICS 214)

3120.12 Decon Group Supervisor

The Decon Group Supervisor Review Common Responsibilities (Section 2120)

a. Implement Decontamination Plan.

b. Determine resource needs.

c. Direct and coordinate decontamination activities.

d. Brief Site Safety Officer on conditions.

e. Brief Recovery and Protection Branch Director on activities.

f. Maintain Unit/Activity Log (ICS 214)

3120.13 Emergency Response Branch Director

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

a. Review Common Responsibilities (Section 2120)

b. Participate in planning meetings as required.

c. Develop operations portion of Incident Action Plan.

d. Supervise operations

e. Determine need and request additional resources.

f. Review suggested list of resources to be released and initiate recommendation for release of resources.

g. Report information about special activities, events, and occurrences to Incident Commander.

h. Maintain Unit/Activity Log (ICS 214)

3120.14 SAR Group Supervisor

Under the direction of the Emergency Response Branch Director, the SAR Group Supervisor is responsible for prioritization and coordination of all Search and Rescue missions directly related to a specific incident.

Review Common Responsibilities (Section 2120)

Prioritize Search and Rescue missions

Determine resource needs.

Direct and coordinate Search and Rescue missions.

Manage dedicated Search and Rescue resources.

Brief Emergency Response Branch Director on activities.

3120.14 Salvage Group

a. Review Common Responsibilities (Section 2120)
b. Coordinate development of Salvage Plan
c. Determine resource needs.
d. Direct and coordinate implementation of the Salvage Plan.
e. Manage dedicated salvage resources
f. Brief Emergency Response Branch Director on activities.
g. Maintain Unit/Activity Log (ICS 214)

3120.15 Fire Suppression Group/Supervisor

a. Review Common Responsibilities (Section 2120)
b. Prioritize response to fires related to the incident
c. Determine resource needs.
d. Direct and coordinate fire fighting mission.
e. Mange dedicated firefighting resources.
f. Brief Emergency Response Branch Director on activities.
g. Maintain Unit/Activity Log (ICS 214)

3120.16 Hazardous Material Group

The HAZMAT Group Supervisor is responsible for coordinating and directing all hazardous materials activities related to the incident.

a. Review Common Responsibilities (Section 2120)
b. Prioritize HAZMAT responses related to the incident.
c. Determine resource needs.
d. Direct and coordinate HAZMAT responses.
e. Manage dedicated HAZMAT group resources.

f. Brief Emergency Response Branch Director on activities.

g. Maintain Unit/Activity Log (ICS 214)

3120.17 Emergency Medical Services Group/Supervisor

Under the direction of the Emergency Response Branch Director, the Medical (EMS) Group Supervisor responsible for coordinating and directing all emergency medical services related to the incident.

a. Review Common Responsibilities (Section 2120)

b. Prioritize EMS responses related to the incident.

c. Determine resource requirements.

d. Direct and coordinate EMS responses.

e. Manage dedicated EMS resources.

f. Brief Emergency Response Branch Director on activities

g. Maintain Unit/Activity Log (ICS 214)

3120.18 Law Enforcement Group/Supervisor

a. Review Common Responsibilities (Section 2120)

b. Determine resource needs.

c. Direct and coordinate law enforcement response.

d. Manage dedicated law enforcement resources

e. Manage public protection action e.g. evacuations, beach closures, etc.

f. Brief Emergency Response Branch Director on activities.

g. Maintain Unit/Activity Log (ICS 214)

3120.19 Wildlife Branch/Director

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

a. Review Common Responsibilities (Section 2120)

b. Develop Wildlife Branch portion of the Incident Action Plan.

c. Supervise Wildlife branch operations.

d. Determine resource needs.

e. Review suggested list of resources to be released and initiate recommendation for release of resources.

f. Assemble and disassemble teams/task forces assigned to the Wildlife Branch.

g. Report information about special activities, events, and occurrences to Operations Section Chief.

h. Maintain Unit/Activity Log (ICS 214).

3120.20 Wildlife Recovery Group/Supervisor

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

a. Review Common Responsibilities (Section 2120).

b. Determine resource needs.

c. Establish and implement protocols for collection and logging of impacted wildlife.

d. Coordinate transportation of wildlife to processing station(s).

e. Brief the Wildlife Branch Director on activities.

f. Maintain Unit/activity Log (ICS 214)

3120.21 Wildlife Rehabilitation Center

Under the direction of the Wildlife Branch Director, the Wildlife Rehabilitation Center is responsible for receiving oiled wildlife at processing center, recording essential information, collecting necessary samples, and conducting training, stabilization, treatment, transport and rehabilitation for oiled wildlife. The center is responsible for assuring appropriate transportation to appropriate treatment centers for oiled animals requiring extended care and treatment.

a. Review Common Responsibilities (Section 2120)

b. Determine resource needs and establish processing station for impacted wildlife.

c. Process impacted wildlife and maintain logs.

d. Collect numbers/types/status of impacted wildlife and brief the Wildlife Branch Operations director.

e. Coordinate transport of wildlife to other facility.

f. Coordinate release of recovered wildlife.

g. Implement demobilization plan.

h. Brief the Wildlife Branch Director on activities.

i. Maintain Unit/Activity Log (ICS 214)

3200 Emergency Notification

3210 Initial Awareness, Assessment and Notification Sequence

This section contains discussions and procedures that are primarily CG-oriented. It should be used as a guide to understand required CG operations and actions. References will be made to various "phases." These phases, as found in the NCP, are listed below:

Phase I --- Discovery and Notification

Phase II—Preliminary Assessment and Initiation Of Action

Phase III - Containment, Countermeasures, Cleanup, & Disposal

Phase IV—Documentation and Cost Recovery

A substantial spill of oil usually has a responsible party (RP) who is aware that the discharge has occurred (as in the case of a vessel grounding or collision, or a tank or pipeline rupture at a facility, for example). The party responsible for a discharge of oil into the navigable waters of the United States is required by Federal law (40 CFR Part 302) to immediately report the discharge to the Coast Guard; and if the discharge occurs within the waters of the state of Louisiana, by the state law to report it to the state. Responsible parties meet their requirement under federal law by reporting the spill to the National Response Center or to the local Coast Guard Marine Safety Office. State law requires the report to be made to the Office of Emergency Services. However, persons other than the responsible party often make reports of oil spills (usually smaller ones) directly to the local Coast Guard MSO or to the NRC. The diagram below depicts the ways that the initial notification of an oil spill can be received, and the notification protocol that exists among the federal and state principals.

NRC USCG 1-800-424-8802

If possible: Local USCG Marine Safety Office

Morgan City (985) 380-5322

MSU Houma (985) 857-8507

New Orleans (504) 589-6196

Information to be collected and passed as part of the notification procedure is listed on the Incident Information Form. The minimum information required to be passed in indicated by an asterisk (*) on the form. The form designates responsibility and ensures accountability for the notification of other federal and state agencies and nonprofit/public interest groups. The intent is to show the chain of responsibility for notifications, rather than a specific notification check off list intended for use by all parties. No attempt has been made to represent the complete notification lists used by state and local government emergency contacts.

3210.1 Initial Assessment Check-off List

Task Coordinator: During normal working hours, this will usually be accomplished by the MSO's Chief, Marine Environmental Prevention Division. After hours, it shall be the designated PODO. A preliminary assessment shall be conducted to determine:

a. The magnitude and severity of the discharge.

b. The identity of the RP (or parties) or suspected polluters.

c. The threat to the public health and welfare and the environment.

d. The feasibility of containment and/or cleanup, or other appropriate countermeasures.

e. If jurisdictional authority exists for the Coast Guard to pursue pollution countermeasures, taking into consideration:

f. The location of the discharge in relation to the boundaries of the OSC zone.

g. A violation of the FWPCA or OPA90 did in fact occur. The criteria for this is: there was a discharge or substantial threat of a discharge of oil or designated HAZMAT into the navigable waters of the U.S. adjoining shorelines, or into or upon the waters of the contiguous zone, or in connection with activities under the OCSLA or the Deepwater Port Act.

h. "Navigable water" may be defined as waters of the U.S. including waters traditionally recognized as navigable, along with streams, creeks, lakes, and ponds which form their tributaries. Navigable waters includes territorial seas, internal waters of the U.S. that are subject to tidal influence, and internal waters not subject to tidal influence that are or have been susceptible for use, by themselves, or in connection with other waters, as highways for substantial interstate or foreign commerce. Storm drains and other artificial systems are extensions of waterways when an effluent flow could flow through them into the tributary system without passing through a treatment plant. A channel or bed may be considered navigable even without the actual presence of water if the potential exists in the near future for water to enter due to tidal fluctuations, seasonal flooding, or other occurrences.

i. Preliminary assessment shall be conducted using available information, supplemented when necessary and possible, by on-scene inspections. On-scene assessments may not be necessary if sufficient information can be obtained from witnesses at the scene of the discharge, or from the RP, or it is obvious from the size of the discharge or the circumstances that no threat exists to the public health or welfare or the environment. The following resources may be utilized when conducting the preliminary assessment:

j. Interview RP, witnesses, and other local, State, or Federal agencies at the scene. This interview may be conducted in person, by telephone, two-way radio, or other means.

k. On-scene assessment by the OSC representative(s). Consideration shall be given to safety concerns when exposing personnel to potentially hazardous conditions such as atmospheres containing high benzene vapor concentrations. Consult the Unit Safety Manual for further guidance.

l. Overflight by CG, commercial, or private aircraft. Discharges which cover an unusually large area, are located in remote areas or offshore, or are located near the boundaries of the zone may be assessed quicker and more effectively by this method. A high volume of commercial helicopter traffic is found in the COTP Morgan City zone. Valuable information may be obtained by aerial observations from these aircraft. A request for a CG overflight shall initially be made by telephone to the CCGD8(cc). This verbal request shall be followed by message.

3210.2 Initial Action Check-off List

Feasibility of Removal Operations: Preliminary assessment shall include a determination of the feasibility of removal operations. The OSC or their representative shall use their experience and judgment to evaluate the ability of a discharge to be contained and/or removed. Consideration shall be given to:

a. Will removal actions cause more damage to the environment than allowing the pollutant to naturally dissipate?

b. Can containment or cleanup be initiated before the pollutant disperses, making containment or cleanup impractical?

c. Can equipment be deployed without excessive risk to the life and health of personnel, or cause excessive environmental or private property damage?

d. Is the cost of cleanup excessive versus the negligible environmental impact to remote, environmentally non-sensitive areas?

e. Does the quantity of pollutant justify removal?

3210.3 Notification Check-off list TBD

3220 Notification Table

3220.1 Response Operations

a. Mobilize pollution response team (if necessary)

b. Public Affairs Officer - Prepare press statement to read along these lines "Yes we have received a report of a spill and are in the process of investigating. A formal press release will be prepared as soon as more information is received." It is critical to give accurate information to the press as quickly as possible. If no information is available, say so, but ensure that the press is given the information as soon as it is available.

c. Assess personnel safety - Determine personnel safety equipment needed based on potential and existing exposure:

1. Existing injuries
2. Exposure potential
3. Fire/explosion potential
4. Toxic gases
5. Personal protective clothing/equipment
6. Use unit Safety Occupational and Health Officer
7. Develop Site safety plan
8. OSHA training requirements
9. Identify nearby medical services

d. Evaluate severity of incident:

10. Conduct overflights (photos, video)
11. Classify the type and size of spill
12. Expected duration of spill
13. Acquire samples
14. Chemical/physical properties of material
15. Weather (12, 24, 48, 72 hour forecasts)
16. Oil movement or projected movement
17. Immediate HHS and environmental concerns
18. Extent of contamination
19. Property damage thus far?
20. News coverage thus far?
21. Assess fire/explosion hazard
22. Determine threat to public health
23. Secure or isolate the source
24. Stabilize the vessel/facility/pipeline
25. Extinguish fires
26. Secure/isolate the source
27. Define nature of incident; determine:

(1) RP;
(2) environmental impact;
(3) status of spill;
(4) movement of spilled product.

e. Determine environmental resources/vulnerable areas at risk.

f. Evaluate severity of incident and the need for additional resources:

28. Initial assessment of incident severity
29. Estimate duration of spill response efforts

g. Issue (as applicable)

30. NOFI

31. LOD of Source
32. Directive/Administrative Order

h. Activate initial spill assessment organization

33. Federal (FOSC Pollution Response Team)
34. State
35. Local

i. Initiate response strategy

36. Identify sensitive areas.
37. Confirm protection priorities. (local, State, Natural Resource Trustees)
38. Identify countermeasures to prevent shoreline impacts and protect sensitive areas.
39. Determine feasibility of using dispersants, in-situ burning, bioremediation, or other technologies.
40. Select initial strategy and appropriate response.

These actions shall normally be undertaken by the RP, but may be initiated by the FOSC if the source of the spill or the RP has not yet been identified. Every reasonable effort shall be made to persuade RP's to initiate these actions, emphasizing their liability for Federal government actions if the FOSC determines that actions taken by a particular RP are not sufficient or not performed in a timely manner.

3220.2 Extended Period Operations:

3220.21 Command Post

Typically, response efforts are coordinated through the MSO Morgan City OPCEN, staffed 24 hours. Response teams report onscene conditions and activities to the OPCEN. If a spill continues for several days and additional personnel become involved, a command post may be established to monitor cleanup efforts and to document personnel and equipment costs. The command post will be staffed by an FOSC representative and other unit personnel as necessary for cost accounting and crew relief. The command post may be established at MSO Morgan City or at the scene of the spill. The command post also serves as the connect point between the CG, state and other federal agencies. The command post at a remote location may also serve as an equipment staging area. Command posts are generally established ONLY for larger spills.

3220.22 Supervision & Direction

The FOSC representative shall supervise all operations. This means having at least one properly trained CG member on scene at all times during any actions taken by the removal contractor. This is to ensure the appropriateness of the actions taken. Supervisory functions shall include:

(a) Ensuring the FOSC's instructions and priorities are carried out, and recommended changes are forwarded to the FOSC.

(b) Completing all documentation per instructions contained in the CCGD8 SOP. Maintaining daily records of activities and expenditures by other federal, state, or local agencies whose costs may be reimbursed with federal pollution funds.

(c) Advising the contractor's foreman of unsafe, unauthorized, or unsatisfactory operations. All procedures, equipment, and products used by a Federal contractor must comply with OSHA guidelines, and the CG is responsible for following the requirements of the Federal Hazard Communication Plan in relation to dangers that may be encountered during contractor activities.

(d) POLREPS shall be submitted in the same manner as those for FWPCA incidents, except that the subject line, for OCS incidents, shall include the term "OCS OIL".

3220.23 Documentation/Identification of RP

3220.24 Actions Required When the RP Is Identified

Issue RP's a NOFI, informing them of a potential violation of the FWPCA and of their potential liability for any cost incurred by the federal government resulting from the actions taken to mitigate the effects of a discharge. The NOFI shall be served to all potential RP's by an officer or petty officer, acting on behalf of the FOSC, who is qualified for pollution response duties. It should normally be witnessed by a second CG member. The circumstances and content of the NOFI should be explained to the person being served before they are asked to sign the notice. The FOSC representative shall ask the recipients to date and sign with their title or company position. The FOSC shall likewise date and sign the NOFI, giving the person the original and retaining the copy for the CG pollution case documentation. If the person being served refuses to sign the NOFI, the circumstances will be noted on the NOFI, the FOSC representative and witness shall date and sign the notice, then the notice will be served. If the owner or operator or their representative is unavailable, or the pollution incident is not being investigated on scene, the NOFI may be sent certified mail, return receipt requested. The owner or operator, or their representative, shall be notified by telephone that the NOFI is being mailed.

3220.25 Evidence of Pollution/HAZMAT incident

Elements of a Violation:

(e) The five (5) elements necessary to prove a violation of the FWPCA are as follows:

1. There was a discharge of oil or HAZMAT
2. Into or upon the navigable waters of the U.S. adjoining shorelines, or waters of the contiguous zone, or waters of the high seas seaward to a distance of 200 miles in connection with activities conducted under the OCSLA, Deepwater Ports Act, or

the Magnuson Fisheries Conservation Act.
3. In a harmful quantity, defined as: For oil: Causes a visible film, sheen or discoloration in or upon the surface of the water or adjoining shorelines, or; causes a sludge or emulsion to be deposited beneath the surface of the water or onto adjoining shorelines, for other hazardous substances: Exceeds reportable quantity as listed in 40 CFR 117.
4. That the discharge was from a vessel or an onshore or offshore facility.
5. That the owner or operator of the vessel or facility at the time of the discharge (against whom penalty action may be taken) was identified.

(f) The PI should gather as much evidence to support a violation report. This will include but is not limited to witness statements, photographs, video recordings, and samples.

(g) The following steps should normally be taken to establish the elements of the pollution violation:

(h) Witness Statements - Interview all persons involved, including:

1. The owner or operator of the facility to determine circumstances which caused the incident, and actions being taken, or planned, to mitigate effects of the discharge and prevent reoccurrence.
2. The Master or PIC of the vessel.
3. Persons involved with the actual discharge, such as tankerman, Chief Mate or Engineer, or workers who may have operated equipment that controls cargo pumping or transfer operations.
4. Witnesses that may be able to provide additional information regarding the circumstances of the discharge or can substantiate or contradict another person's story.
5. Other federal, state, or local government officials that may be conducting similar investigations in the same incident.
6. Any other person who may have specific knowledge of this incident, or may be able to establish history of procedures associated with the operation of the facility or vessel.

(i) Obtain written statements from as many people above as necessary to provide written documentation of the elements of violation. In some cases it may only be necessary to obtain one statement from the PIC or RP to provide all necessary facts, and in other instances many statements may be necessary to obtain the complete story. Generally all persons who witnessed the incident may provide valuable statements, but those statements which only duplicate information in another statement need not be included in the pollution case.

(j) Statements from Civilian Personnel: The PI must provide a Privacy Act Statement. This statement explains the Federal government's right to obtain personal information, and its intended use. It is not mandatory that personal information is provided by a person being interviewed, nor are they required to provide a written statement.

(k) Non-English Speaking/Fluent: Occasionally, a witness may not read, speak, or write fluent English. In these instances it is acceptable to take an oral statement, in the presence of a witness or translator. The person giving the statement must be given the opportunity to review the statement for accuracy and be allowed to make any corrections they feel are needed. The statement should be signed by the person giving the statement, the investigator, and the witness, and should reflect that the statement was taken orally, with the witness' consent.

(l) Witnesses Who Refuse to Make Written/Oral Statements:

1. Some may do so if they fear reprisals by their employer. These persons should be informed that their right to disclose information regarding a pollution incident is protected by 33 USC 1367, and that they have the right to apply to the Secretary of Labor for investigation of unfair practices by an employer against an employee. This in no way guarantees impunity, and the CG cannot make any guarantees of their right to bring claim against employers who discriminate due to disclosure of information.

2. Much valuable information may be obtained from witnesses even though they are unwilling to make written or oral statements. Though information, which is voluntarily disclosed to an investigator but not documented, does not hold as much credibility as other evidence, the hearsay evidence may be used to substantiate other facts of the incident. The PI may have the second member of the investigation team act as a witness, making a written statement to be submitted with the case documentation.

(m) Statements of the PI: Members of a pollution response team, other than the investigator, may make written statements regarding their observations or actions during the investigation. It's not necessary for the PI to make a written statement as that person's statement is contained in the narrative summary of the pollution case.

(n) Photographs - One type of evidence that can be of great value during a pollution investigation is documentation by photography. Photographs should be taken from several views:

1. Showing the point of discharge.

2. Showing the complete route of pollutant from point of discharge to the water.

3. Showing the extent of environmental or economic impact of the pollutant. Several angles may be shown, both up close to

indicate the thickness, color, and composition of the pollutant, and an overall view showing the total area affected.

4. Showing an overall view of the area to establish a geographical reference.
5. Showing identifying markings, such as names of vessels or facilities.

(o) Oil Samples - Acquiring oil samples is the most frequently used method of obtaining physical evidence during investigations of pollution violation incidents.

1. As a minimum, three samples should be taken for each incident from:

(A) the spill itself;

(B) all suspected sources, and;

(C) a clean water sample taken upstream from the spill site.

Samples will be submitted to Central Oil Identification Laboratory (COIL) for a complete analysis.

(p) MSO Morgan City response teams consist of a minimum of two (2) personnel. These personnel are a trained PI and a pollution witness. Additional personnel may respond for training.

3220.26 Response Strategy

(q) Determine response level needed for incident:

(Use scenarios as general guide)

1. Most probable discharge
2. Maximum most probable discharge
3. Worst case discharge

(r) Evaluate special circumstances (if any):

1. Fire/explosion
2. Vessel grounding
3. Lightering operations
4. Salvage operations

(s) Implement support infrastructure: Determine response structure that will be used, and from there determine level of support needed to fill positions in the structure

1. Command post
2. Joint Information Center
3. Comms center
4. Electrical service
5. Public affairs/media relations
6. Telephone service (includes telefax, cellular phones, etc.)

7. Sewage/wa stewater
8. Parking
9. Security
10. Helicopter landing pad
11. Communications
12. Office facilities and supplies
13. Copier/telefax
14. Documentation forms
15. Case logbooks
16. Status boards
17. Charts/maps/reference publications
18. Briefing area
19. Resource Mobilization:

(t) Personnel: Determine personnel needed for response, and identify source of personnel. Ensure personnel are properly trained, and health and safety issues are addressed.

1. Special Teams
2. Reserve augmentation
3. Support
4. Augmentation
5. Volunteers

(u) Equipment:

1. Type of equipment needed
2. Quantity
3. Location - staging area

(v) Logistics:

To Support Personnel:

1. Food
2. Lodging
3. Additional clothing
4. Transportation
5. Personnel needs (boots, gloves, hardhats overalls, raingear, coats, etc.)

To Support Response:

1. Adequate communications

2. Command post - Establish command post in location to support response. Command post must be adequate in size to support the anticipated number of personnel.
3. Staging Areas
4. Air support (overflights)
5. CG and Auxiliary
6. Other agencies
7. Private sources

(w) Environmental & Economic Impacts:
1. Water intakes
   (D) Drinking water
   (E) Industrial
2. Transportation of fresh water supply
3. Fish, wildlife and habitat protection and mitigation of damage
4. Ensure coordination with NRDA personnel

(x) Funding and Cost Documentation Mechanisms:
1. FOSC access to the Fund
2. State access to the fund
3. Vendors - BOA policy

(y) Incident-Specific Response Organization and Strategy:
1. Strategic and tactical planning are ongoing processes.
2. Plan for use of multiple response techniques, as appropriate.
3. Revise response strategy, as necessary.
4. SONS Mobilization (different levels of a tiered response organization)
5. Determine personnel needs and training requirements.
6. Designate personnel/select BOA contractor.
7. Use of MOU/MOAs (Navy, GSA, etc.) for resources.
8. Assign tasks and responsibilities to resources.
9. Are local capabilities exceeded?
10. Organizational diagram
11. Establish means of communications
12. Choose location of command post

(z) Identify Response/Protection Priorities:
1. Protect human life and health
2. Minimize ecological impacts
3. Minimize societal and economic impacts

4. Natural collection areas, boom sites
5. Containment, response and removal techniques
6. Shoreline cleanup techniques/strategies
7. Pre-approved use of dispersants

3220.3 Containment And Cleanup

Pollution Countermeasures shall be taken as soon as possible after the discovery or notification of a discharge.

These actions include, but are not limited to:

a. Containing/monitoring the pollutant movements.

b. Warning the public of acute danger (if necessary).

c. Providing temporary drinking water sources.

d. Remo val/cleanup/disposal measures.

e. Broadcasting cautionary notices to marine traffic while response activities are being conducted.

f. Responding to the scene, as required, to locate and isolate spill sources or to identify the properties of the discharged pollutants.

These actions shall normally be undertaken by the RP, but may be initiated by the OSC if the source of the spill or the RP has not yet been identified. Every reasonable effort shall be made to persuade the RP to initiate these actions, emphasizing their liability for Federal government actions if the OSC determines that actions taken by the RP are not sufficient or performed in a timely manner.

3220.32 Protection

Containment should begin immediately upon the spill's detection. Rapid and effective response is necessary to limit the spread of the spilled material and/or to reduce or eliminate damage to the environment. The protection procedures depend upon the location(s) and the circumstances of the spill, its potential movement, and the area(s) to be protected.

3220.33 Notification Check-off List

Discharge of oil may be discovered through:

(aa) A report submitted by the vessel or facility PIC of the IAW statutory requirements;

(bb) Deliberate search by patrols; or

(cc) Random or incidental observation by government agencies or the public.

3220.34 Report of Spill

All reports of discharges should be made directly to the NRC at 1-800-424-8802. The NRC will, in turn, relay pollution reports to the applicable pre-designated On-scene Coordinator. If reporting to the NRC is not practicable, reports may be made to the USCG or EPA pre-designated OSC for the geographical area where the discharge occurs. If it is not possible to notify the NRC or pre-designated OSC immediately, reports may be made to the nearest CG unit, provided that the discharger notifies the NRC as soon as possible.

3220.35 MSO POC

MSO Morgan City Operations Center (OPCEN) serves as the POC for all incoming oil pollution reports within the COTP Morgan City zone. The OPCEN watchstander will receive reports from the NRC, RPs, other government and local agencies, and concerned citizens.

The watchstander will perform the following actions:

(dd) Receive pollution report, filling out the appropriate pollution report form. They shall insure all information is entered legibly and accurately. The reporting party should be asked to spell words, names, or phrases, which are unclear, particularly names of products or trade names, unfamiliar locations or waterways, and uncommon names of people. As much information as possible must be obtained. The pollution report should contain the following information (as applicable):

1. Date/time of report
2. Name of person receiving report
3. Name/address/telephone number of person reporting
4. Name/address/telephone number of responsible party
5. Date/time spill occurred
6. Substance discharged - if possible obtain exact name as shown in CHRIS, Material Safety Data Sheet (MSDS), or shipping papers, UN #, etc. Avoid nicknames or industry trade names if possible.
7. Size, appearance, speed and direction of slick
8. Source or possible source(s) and cause of discharge
9. Quantity discharged, or estimate, and how determined
10. Location of discharge (river mile, LAT/LONG, offshore block number, location of facility, etc.) Ensure discharge is located within the -OTP Morgan City zone.
11. On-scene weather conditions
12. If discharge was from a vessel:

    (F) Name of vessel

(G) Official number or State registration

(H) Name of Captain, tankerman, or person in charge

(I) Vessel particulars (length, gross tonnage, etc.) Vessel's current location and route

13. Name and phone number of contact (if different than reporting party)

14. Names of other agencies that reporting party has notified

15. NRC case number (if relayed by NRC)

16. Threat to public health and welfare, and environment

17. Immediately notify PODO.

18. For discharges or releases, which threaten to contaminate public drinking water supplies, notify the appropriate water intake plant.

19. Carry out instructions of the PODO, to include making notifications to other government or local agencies as applicable, and notifying Port Operations watchstanders when appropriate. Notifications shall be made according to the following guidelines:

(A) NRC - Discharges or releases reported by RPs who have no means to make notification to the NRC in a timely manner. This report may be relayed by telephone or message.

(B) EPA - Discharges or releases which impact or are anticipated to impact the Federal Inland zone; or discharges or releases which have occurred within the EPA zone and actions pursuant to First Federal Official On-scene are being conducted by COTP Morgan City.

(C) LOSCO - State Oil Spill Coordinator, who will in-turn contact:

(D) LA DEQ - Discharges which have impacted or threaten to impact LA State lands or natural resources, and; all releases, regardless of size, which occur in, or threaten to impact the MSO Morgan City zone.

(E) LADW&F - Any discharge or release which has impacted, or is anticipated to adversely impact: natural resources, wildlife or aquatic habitats, or endangered species.

(F) MMS - Any discharge or release which occurs outside of the contiguous zone (3 miles offshore or 3 miles past the Line of Demarcation) from an unknown source or from a production platform or drilling rig.

(G) Local Fire/Police/Emergency Response Agencies - Any discharge which has significant impact on areas within their jurisdiction, or if their assistance is required, and all releases of HAZMAT. The POC shall be the Parish Sheriff for the affected area.

(H) USFWS – Discharges or releases which threaten or impact migratory birds, coastal or inland interjurisdictional fisheries threatened or endangered species, or National Wildlife Refuges.

(I) Other FOSCs - For discharges or releases originating within the COTP Morgan City zone that impact or threaten to impact areas within their responsibility, or if their assistance is required during significant pollution incidents.

Telephone numbers for these and other agencies are contained in this Plan.

3220.36 State Notification Procedures and Reporting Requirements

Emergency Conditions:

In 1991 with the creation of the Louisiana Oil Spill Prevention and Response Act (LA.R.S. 30:2451 et seq.) came the requirement that the state setup a one call notification 24-hour ***HOTLINE*** number (LA.R.S. 30:2463) for all Oil and hazardous materials incidents occurring within the state. Notification of the one call state notification system for emergency releases shall satisfy all emergency reporting obligations of the person making the notification, including all emergency reporting obligations of such person to the Louisiana Oil Spill Coordinator's Office, Louisiana Department of Environmental Quality, other state agencies, and local response agencies (LA.R.S. 30:2366). The hazardous materials ***HOTLINE (877) 925-6595*** is staffed 24-hours a day 7 days a week by the Louisiana State Police Right-to-Know Unit. Any person or parties, both permitted or unpermitted, licensed or unlicensed, who have responsibility for facilities, vessels, transport vehicles, or sites from which an unauthorized gaseous, liquid, semisolid, or solid discharge of a hazardous material may be released on or into the air, water, or land environment within the boundaries of the state of Louisiana must contact the ***HOTLINE immediately*** (within 1 hour of the incident) to report any spillage which causes an emergency condition. (An emergency condition is any condition, which can reasonably be expected to endanger the health and safety of the public, cause significant adverse impact to the land, water, or air environment, or cause severe damage to property.) **In the event of an emergency condition notification must be made to the hotline regardless of the amount of the discharge (LAC 33:I.3915).** The hotline must also be immediately notified of any adverse change in the nature or rate of the discharge. Failure to report an incident constitutes a violation of the Louisiana Environmental Quality Act (LA.R.S. 30:2001 et seq.). Each day of failure to give the required notification shall constitute a separate violation (LAC 33:I.3909).

***3300* Tactical Response Priorities**

"Refer to Section 4300"

Response Priorities

12. Protect human life and health
13. Minimize ecological impacts
14. Minimize economic and public impacts

Determination of protection priorities
Determination of appropriate countermeasures
Determination of natural collection areas and boom sites throughout the area
Determination of containment techniques
Determination of removal techniques
Determination of shoreline cleanup techniques/strategies

While each response is incident specific, the strategy remains constant. The first priority is to protect human life and health, including the public, cleanup personnel, and CG personnel before, during, and after operations. Also vitally important is the protection of the environment by minimizing ecological, economic, and public impacts. Implementing and following logical and practical operations does this.

3310 General Hierarchy of Tactical Operational Priorities Initial Emergency Communication TBD

3320 General Weather and Current Patterns TBD

***3400* Tactical Response Options**

"Refer to Section 4400"

3410 Offshore Sensitive Areas

3420 Nearshore Sensitive Areas

3430 Shoreline Sensitive Areas

3440 Inland Sensitive

3450 Wildlife Recovery/Rehabilitation Operations

***3500* Operational Reports and Required Permits**

In addition - See Section 6300

3510 Federal Reports

3510.1 Notice of Federal Interest

A NOFI is issued to the RP or suspected RP during an oil spill or HAZMAT discharge investigation. Any PI can issue it to any suspected spiller during a spill investigation. The NOFI states that if they are responsible and don't take appropriate cleanup actions to resolve the situation that the USCG, under OPA 90, will assume the cleanup operations and the RP may be subject to additional penalties. Under the FWPCA, the owner, operator, or PIC of a vessel or facility may be assessed a civil penalty of up to $25,000 dollars/day, or up to 3 times the cost incurred by the OSTLF. If the FOSC determines that the RP is taking the proper cleanup and removal actions, that will be taken in account when assessing the civil penalty for the discharge. Reference COMDTINST M16000.11, Coast Guard Marine Safety Manual, Volume VI, Chapter 7.B.3.a.

3510.2 Notice of Federal Assumption

A NOFA states to RP's that their efforts to cleanup the discharge have been found unsatisfactory and the USCG will assume responsibility for cleanup operations from the time the NOFA is issued, to mitigate the situation. The RP may be billed for all cost incurred by the federal government. Notice of Designation Reference COMDTINST M16000.11, Coast Guard Marine Safety Manual, Volume VI, Chapter 7.B.3.d.

3510.3 Letter of Designation

OCS Activities: Oil pollution investigations and response activities for pollution incidents resulting from OCS activities closely parallel those under the FWPCA, but there are a few significant differences. OPA 90 requires a formal LOD confirming the source of the spill be issued to the RP. The purpose of the LLOD is to trigger the claims advertising obligation of the owner, operator, or guarantor of the alleged pollution source. Like a NOFI, a separate LOD shall be issued to each owner, operator, or guarantor of an incident.

a. The LOD shall be in letter form, and shall contain the following information:
    1. Name of the vessel or offshore facility being designated as the source of the oil pollution.
    2. Location, dates, and time of the incident.
    3. Quantity of oil involved.
    4. Procedures for accepting or denying the designation.
    5. Initial requirements of advertising the incident.
    6. Name, address, and telephone number of COTP Morgan City, or their designated representative, where further communication regarding the incident, advertisement of the incident, or denial of designation should be directed.
    7. If the LOD will be delayed due to the determination of the need for public advertisement, a NOFI shall be issued, indicating that a LOD will follow.

b. Authorization to Issue LOD: Current policy requires that authorization be obtained from the OSLTF OPA 90 manager, at COMDT initiated by telephone and followed by a message.

c. Acceptance by Designated Source: The owner, operator, or guarantor of a source designated in a LOD may deny a designation within 5 days after receipt of the written letter. This denial must be in writing and be submitted to COTP Morgan City, identifying the LOD that was issued. Failure of the party named in a LOD to deny the letter does not, in and of itself, constitute acceptance of liability under OPA 90 for losses resulting from the incident.

d. Public Advertisement Determination: The OPA 90 Program Manager shall determine when the incident requires public advertisement to advise potential claimants of the spill. This determination, provided in writing, shall take into consideration the following:

   1. Nature and extent of the economic losses that have occurred or are likely to occur
   2. Persons who are likely to incur economic losses
   3. Geographical area that is affected or is likely to be affected
   4. Most effective method of reasonably notifying potential claimants of the designation and procedures for submitting claims
   5. Relevant information or recommendations submitted by the owner, operator, or guarantor of the designated source.

e. Advertisement Methods: Ads must be made within the area designated by the COMDT, or their designated representative, (CCGD8 Program Manager). They shall also determine the frequency and geographical coverage of advertisement. The advertisement shall be made by one or more of the following methods:

   6. Paid advertisement in a newspaper.
   7. Public service announcement on commercial radio and television stations.
   8. Notice posted in marinas, marine supply stores, bait and tackle shops, or similar commercial establishments.
   9. News release to all newspapers, radio and television stations.
   10. Item published in the Notice to Mariners.

f. Advertisements Elements: The advertisement shall contain the following:

   11. Location, dates, and time of the incident.
   12. Geographical area affected.
   13. Quantity of oil involved.
   14. Name, or other description, of the source, as shown in the LOD.
   15. Identity of the owner, operator, or guarantor f the source.
   16. Name, address, telephone number, office hours and work days of the person or persons to whom claims are to be presented and from whom claim information can be obtained.

3510.4 Use of the OSTLF

If removal operations are not initiated immediately, or in a timely manner, as determined by the FOSC or his/her representative, the FOSC is authorized to initiate federally funded actions by utilizing the OSTLF. Reference COMDTINST M16000.11, Coast Guard Marine Safety Manual, Volume VI, Chapter 7.

3510.5 Situation/Pollution Reports Guidance (SITREP/POLREP)

Reference COMDTINST M16000.11, Coast Guard Marine Safety Manual, Volume VI, Chapter 7.B.6.b.(1). The POLREP format can be found in Volume VII of the Marine Safety Manual, Figure 7-7.

3520 State Reports

FOSC Reports will be submitted as determined necessary by the RRT for a particular incident.

The OSC shall submit a complete report to the RRT on the removal operation and all actions taken within one year, or at the earliest possible convenience, following the conclusion of a major oil discharge, or; major release of a HAZMAT, pollutant, or contaminant, or when requested by the RRT.

This report shall record the incident as it developed and shall identify, in detail, the actions taken, resources committed, and any problems encountered. The OSC shall include a recommendation outlining any suggested changes of policies or procedures.

The format of this report shall be as follows:

15. Summary of Events - A chronological narrative of all events, including:

    (ee) Location of the HAZMAT, pollutant, or contaminant release, or oil discharge. For oil discharges indicate whether the discharge was in connection with activities being conducted under the OCSLA, the Trans-Alaska Pipeline Authority Act, or the Deepwater Port Act

    (ff) Cause of the discharge or the release

    (gg) Initial situation

    (hh) Efforts to obtain response by responsible parties

    (ii) Organization, including State participation

    (jj) Resources committed

    (kk) Content and time of notice to natural resource trustees relating to injury or possible injury to natural resources

    (ll) Comments on Federal or State NRDA activities and efforts to replace or restore damaged natural resources

    (mm) Details of any threat abatement action taken under CERCLA or the CWA

    (nn) Treatment/disposal/alternative technology approaches pursued and followed

    (oo) Public information/community relations activities.

Effectiveness of Removal Actions - A candid and thorough analysis of removal actions taken by:

1. The RP(s);
2. State and local forces;
3. Federal agencies and special teams, and;
4. Contractors, private groups, and volunteers (if applicable).

Difficulties Encountered - A list of problems affecting response with particular attention to problems of intergovernmental coordination.

Recommendations - from OSC, including at a minimum:

16. Means to prevent a recurrence of the discharge or release
17. Improvement of response actions
18. Any recommended changes in the NCP, RCP, ACP, or plans developed under Section 303 of SARA and other LEPCs.

Required Enclosures to the Report:

19. Maps, charts, photographs, or diagrams of the areas affected by the spill
20. MSIS printouts
21. All POLREPS
22. Radio, telephone, and other applicable logs
23. A copy of the cost summary report (for Federally funded removals).
24. Photographic documentation of the response, arranged chronologically.
25. Any other documentation necessary to supplement the information in the OSC report.

Report Routing: A copy of this report shall be forwarded to the Secretary of the NRT at the same time it is submitted to the RRT. The RRT is required to forward the report to the NRT, via COMDT (G-MER), within 30 days after the RRT has received the OSC report.

3520.1 Cleanup and Abatement Orders

A Clean Up and Abatement Order can be issued by the State. It would include information such as:

"Any person who discharges oil into marine water, upon order of the administrator, shall do all of the following:

a. Clean up the oil.
b. Abate the effects of the discharge.
c. In the case of a threatened discharge, take other necessary remedial action.

Upon failure of any person to comply with a cleanup or abatement order, the Attorney General or a district attorney, at the request of the administrator, shall petition the superior court for that parish for the issuance of an injunction requiring the person to comply with the order. In any such suit, the court shall have jurisdiction to grant a prohibitory or mandatory injunction, either preliminary or permanent, as the facts may warrant." (Government Code Section 8670.62)

3520.2 Cease and Desist Orders

When the administrator determines that any person has undertaken, or is threatening to undertake, any activity or procedure that (1) requires a permit, certificate, approval, or authorization under this chapter, without securing a permit, or (2) is inconsistent with any of the permits, certificates, rules, regulations, guidelines, or authorizations, previously issued or adopted by the administrator, or (3) threatens to cause or substantially increases the risk of unauthorized discharge of oil into the marine waters of the state, the administrator may issue an order requiring that person to cease and desist. (Government Code Section 8670.69.4)

To successfully meet these strategies, the following tools may be used:

a. Proper containment techniques (including, but not limited to, deflection, isolation, protection booming)

b. Site safety and access control

c. Remo val techniques

d. Disposal techniques

These protection priorities should be used in conjunction with the Louisiana Coastal Sensitivity Atlas; however, Louisiana State resource trustees should also be contacted through the Louisiana Department of Environmental Quality Hotline (225) 324-1234 to obtain more specific information. Include this list of protection priorities with your copy of the sensitivity atlas. This list was compiled by the Morgan City Area Planning Subcommittee with the following two principles of spill response in mind:

e. Limit the extent of the spill

f. Attempt to protect resources by the priorities listed in this tab.

Since no single list can be all-inclusive and applicable to spills in all places, the following general rules are provided to guide spill responders in assigning protection priorities:

NOAA has developed a set of systematic atlases for each coastal state in the U.S. that describe the sensitivity of coastal environments and wildlife to spilled oil. RPI International, Inc. produced the atlas for LA entitled, "Sensitivity of coastal environments and wildlife to spilled oil, LA." This atlas ranks the sensitivity of a particular environment on a scale of 1 to 7, with the highest number being the most sensitive. This ranking classification is called an environmental sensitivity index (ESI) by RPI. The NOAA atlas identifies developed/unforested upland as the least sensitive environment and mangroves as the most sensitive environment in LA.

3530 Methodology: Protection Priorities and Methodology of Environmentally Sensitive Areas.

Through resources in the scientific community and from resource trustees, the FOSC is equipped with many tools necessary to make decisions and evaluate plans for the protection of environmentally sensitive areas. It is important to establish a sound methodology to determine these immediate strategies in the first few hours of a material spill until the SSC can arrive and provide these services to the FOSC.

In the early stages of a spill, the following actions need to take place:

Identify the hazardous characteristics of the material:

This includes material type, properties (API, Specific Gravity, Pour Point, flash point, source country, specific name, estimated quantity, rate of discharge) and characteristics.

Location of Spill: This includes latitude, longitude, geographic vector (bearing and range from a prominent location), and geographic description (local name of location, etc.)

On Scene Conditions: This includes wind direction and speed, sea direction and height, tidal movement, air temperature, water temperature, and source of data.

Ecological Inventory:

- Refer to the Sensitive Area Chartlettes in Section 4000.
- Refer to USF&W Gulf Coast Ecological Inventory chart to, as best as possible, identify the area and animal life actually or potentially impacted (birds, fish, plants, mammals, and invertebrates).
- Refer to ESI (RPI) charts for a more detailed list of resources as well as shoreline types (lists shoreline types, biological resources in as in (a) above, refuges and parks, spill response access such as boat ramps and marinas).

Establish Strategies:

- Refer to the product characteristics
- Identify shoreline type codes.

- Highlight portion indicating shoreline type.
- Make recommendation on primary and conditional strategies. As a general rule, priorities establish:

  vegetated vs. non-vegetated

  natural vs. modified

  public vs. private

3540 General Hierarchy of Tactical Operational Priorities Initial Emergency Communication

As A General Rule:

Immediately boom canals, water intakes, and outlets.

Protect vegetated shorelines before non-vegetated shorelines.

Protect natural shoreline before modified shoreline.

Protect public lands before private lands.

The priority list is divided into three groups; A, B, and C with the highest priority being "A"

Priority "A" is further subdivided into three priority groups:

A1 - Protect public Health

(pp) Storm drain outlets

(qq) Public drinking water intakes

(rr) Public utility water intakes

A2 - Protect Threatened and endangered species and their designated critical habitats.

A3 - Protect habitat and species concentrations.

(ss) Designated wildlife refuges and game management areas

(tt) Wildlife concentrations (seasonal variation)

(uu) Vegetated wetlands and shorelines

(vv) Public oyster seed grounds

(ww) Commercial and recreational fisheries management areas

(xx) Coastal restoration projects

Priority "B" areas:

(yy) Other public lands

(zz) Cultural and historic sites

(aaa) Exposed tidal flats

(bbb) Shell beaches and rip-rap

(ccc) All other beaches

Priority "C" areas:

(ddd) Sheltered rocky shores and sea walls

(eee) Private recreation areas and facilities

(fff) Marinas

(ggg) Private and industrial raw water supplies

3550 General Weather and Current Patterns

3560 Tactical Response Options

a. Immediately boom canals, water intakes, and outlets.

b. Protect vegetated shorelines before non-vegetated shorelines.

c. Protect natural shoreline before modified shoreline.

d. Protect public lands before private lands.

LA's coastal region contains a great variety of environments of varying sensitivities to spills. More than 40 percent of coastal wetlands in the U.S. occur here and this habitat is highly sensitive to various types of spills. In contrast, this region also contains many miles of sandy beaches that represent less sensitive habitats to spills. Because of these contrasting geological settings, the FOSC is faced with developing the capabilities to respond to a spill in a wide range of habitats and in one of the most complex and sensitive coastal regions in the U.S.

3570 Offshore Sensitive Areas

3580 Nearshore Sensitive Areas

3590 Shoreline Sensitive Areas

35100 Inland Sensitive (See Section 4200)

35110 Wildlife Recovery/Rehabilitation Operations

***3600* Reserved**

***3700* Reserved for Area**

***3800* Reserved for District**

***3900* Reserved**

4000 Planning

4100 Planning Section Organization

The Planning Section is responsible for the collection, evaluation, and dissemination of tactical information related to the incident, and for the preparation and documentation of Action Plans. The section also maintains information on the current and forecasted situation, and on the status of resources assigned to the incident. Includes the Situation, Resource, Documentation, and Demobilization Units, as well as Technical Specialists.

Several Planning Section Units may be established. Duties of each Unit are covered later. Not all of the Units may be required, and they will be activated based upon need. Planning Section Units are shown in Figure 4-1.

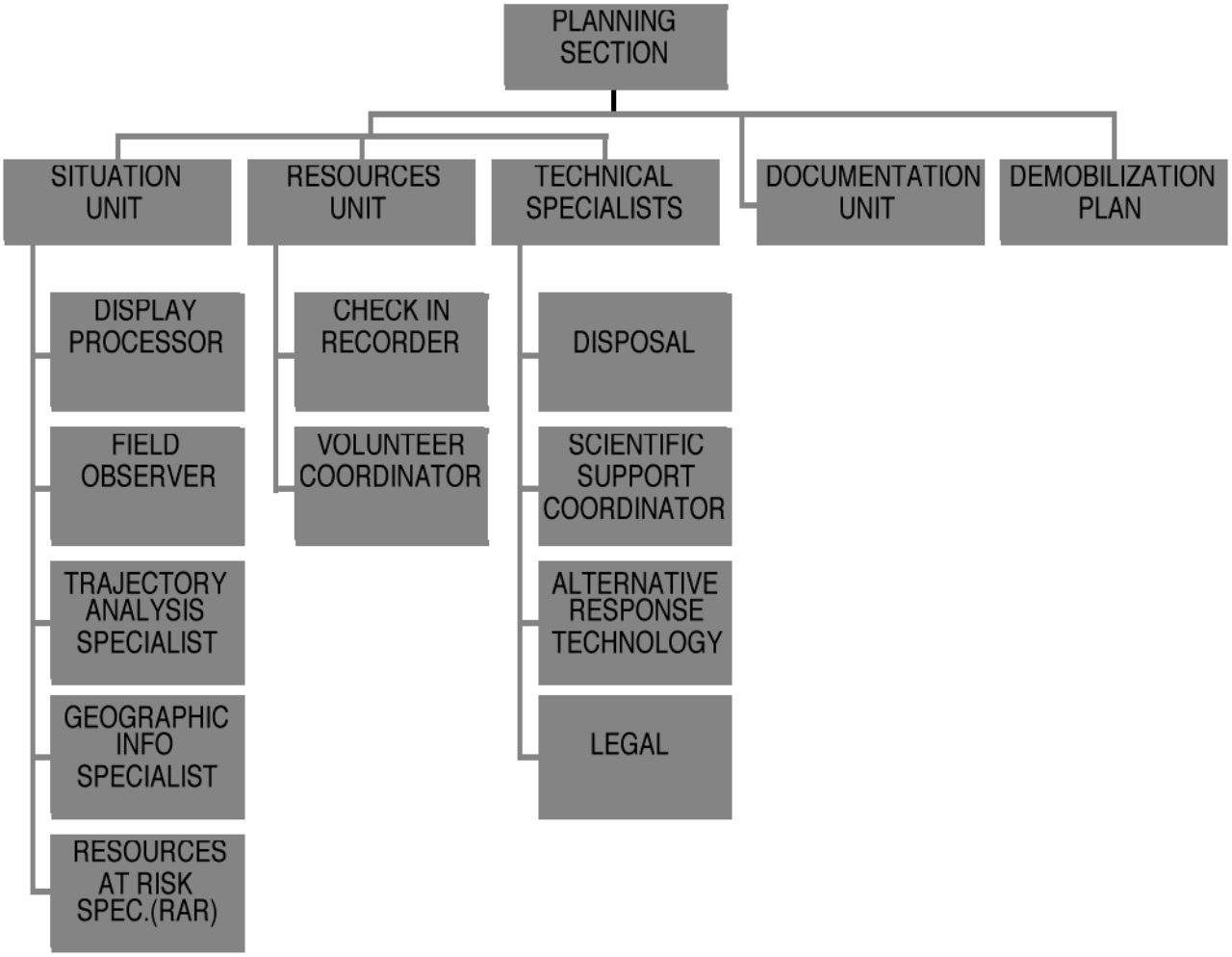


Figure 4-1 – Planning Section Diagram

4110 Abbreviations and Acronyms

Agency Admin. Rep.:	Agency Administrator Representative
Comm. U.L.:	Communications Unit Leader
Gen.:	General
I.A.P.:	Incident Action Plan
R.U.L.:	Resources Unit Leader
S.U.L.:	Situation Unit Leader

4110.1 Roles and Responsibilities

4110.11 Planning Section Chief

The Planning Section Chief, a member of the General Staff, is responsible for the collection, evaluation, dissemination and use of information about the development of the incident and status of resources. Information is needed to 1) understand the current situation, 2) predict probable course of incident events, and prepared alternative strategies for the incident.

a. Review Common Responsibilities (Section)

b. Activate Planning Section Units

c. Assign available personnel already on site to ICS organizational positions as appropriate.

d. Supervise preparation of the Incident Action Plan.

e. Provide input to the Incident Command and Operations Sections Chief in preparing the Incident Action Plan.

f. Participate in planning and other meetings as required.

g. Establish information requirements and reporting schedules for all ICS organizational elements for use in preparing the Incident Action Plan.

h. Determine need for any specialized resources in support of the incident.

i. Provide Resources Unit with the Planning Section's organizational structure including names and locations of assigned personnel.

j. Assign Technical Specialists where needed.

k. Assemble information on alternative strategies

l. Assemble and disassemble teams or task forces as necessary.

m. Provide periodic predictions on incident potential.

n. Compile and display incident status summary information.

o. Provide status reports to appropriate requesters.

p. Advise General Staff or any significant changes in incident status.

q. Incorporate the incident Traffic Plan (from Ground Support Unit), Vessel Routing Plan (from Vessel Support Unit) and other supporting plans into the Incident Action Plan.

r. Instruct Planning Section Units in distribution and routing of incident information. Prepare recommendations for release of

s. Resources for submission of members of Incident Command.

t. Maintain Section records.

u. Maintain Unit/Activity Log (ICS 214)

4110.12 Situation Unit/Leader

The Situation Unit Leader is responsible for the collection and evaluation of information about the current and possible future status of the spill and the spill response operations. This responsibility includes the compilation of information regarding the type and amount of oil spilled, the amount of oil recovered, the oil's current location and anticipated trajectory, and impacts on natural resources. This responsibility includes providing information to the GIS Specialist(s) for the creation of maps to depict the current and possible future situation and the preparation of reports for the Planning Section Chief.

a. Review Common Responsibilities (Section 2120).

b. Review Unit Leader Responsibilities (Section 2130).

c. Obtain briefing and special instructions for the Planning Section Chief.

d. Participate in planning meetings as required.

e. Prepare and maintain Command Post display

f. Collect and maintain most current incident data

g. Prepare periodic predictions as requested by the Planning Section Chief.

h. Prepare, post and disseminate resource and situation status information as required in the Incident Information Center

i. Prepare the Incident Status Summary (ICS 209(oil)).

j. Provide status reports to appropriate requesters.

k. Provide photographic services and maps.

4110.13 Displa y Processor

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

a. Review Common Responsibilities (Section 2120)

b. Determine:

1. Location of work assignments.

2. Numbers, types and locations of displays required priorities.
3. Map requirements for Incident Action Plan.
4. Time limits for completion
5. Field Observer assignments and communications means.
6. Obtain necessary equipment and supplies.
7. Obtain copy of Incident Action Plan for each operational period.
8. Assist Situation Unit Leader in analyzing and evaluating field reports.
9. Develop required displays in accordance with time limits for completion

4110.14 Field Observer

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

a. Review Common Responsibilities

b. Determine:

1. Location of assignment.
2. Type of information required priorities
3. Time limits for completion
4. Method of communication
5. Method of transportation

c. Obtain copy of Incident Action Plan for Operational Period.

d. Obtain necessary equipment and supplies.

e. Perform Filed Observer responsibilities to include but not limited to the following:

1. Perimeters of incident
2. Locations of oil concentration
3. Rates of spread
4. Weather conditions.
5. Hazards
6. Progress of Operation resources.

f. Be prepared to identify all facility locations (e.g. helispots, Division and Branch boundaries).

g. Report information to Situation Unit Leader by established procedure.

h. Report immediately any condition observed which may cause danger and safety hazard to personnel. Gather intelligence that will lead to accurate predictions.

i. Identify and possibly utilize on-water observations by experienced mariners such as ship captains, pilots, and fishermen of locations of oil and local anomalies.

4110.15 Trajectory Analysis Specialist

The Trajectory Analysis Specialist is responsible for providing to the Unified Command projections and estimates of the movement and behavior of the spill. The specialist will combine visual observations, remote sensing information. Computer modeling as well as observed and predicted tidal, current and weather data to form these analyses. Additionally, the specialist is responsible for interfacing with local experts (weather service, researchers, etc.) in formulating these analyses. Trajectory maps, overflight maps, tides and current data, and weather forecasts will be supplied by the specialist to the Situation Unit for dissemination throughout the Command Post.

a. Review Common Responsibilities (Section 2120)

b. Schedule and conduct spill observations/overflights as needed.

c. Gather pertinent information on tides, currents and weather from all available sources.

d. Provide trajectory and overflight maps, weather forecasts, and tidal current information.

e. Provide briefing on observations and analyses to the proper personnel.

f. Demobilize in accordance with the Demobilization Plan.

g. Maintain Unit/Activity Log (ICS 214)

4110.16 Geographic Information Specialist

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

a. Review Common Responsibilities (Section 2120)

b. Determine resource needs.

c. Participate in planning meetings as required.

d. Gather and compile data from the different incident-sections

e. Provide maps for various components of the incident

f. Provide status reports to appropriate requesters.

g. Maintain Unit/Activity Log (ICS 214)

4110.17 Resources at Risk Specialist (RAR)

The Resources at Risk Technical Specialist is responsible for the identification of resources thought to be at risk from exposure to the spilled oil through the analysis of known and anticipated oil movement and the location of natural, cultural, and economic resources. The Resources at Risk Technical Specialist considers the relative importance of the resources and the relative risk to develop a priority list for protection.

a. Review Common Responsibilities (Section 2120)

b. Participate in planning meetings as required.

c. Determine resource needs.

d. Obtain current and forecasted status information from Situation Unit.

e. Identify Natural Resources as risk.

f. Identify archeo-cultural resources at risk.

g. Identify socio-economic resources at risk.

h. Develop a prioritized list of the resources at risk for use by the Planning Section.

i. Provide status reports to appropriate requesters.

j. Maintain Unit/Activity Log (ICS 214)

4110.18 Resources Unit/Leader

The Resource Unit Leader (RESTAT) is responsible for maintaining the status of all resources (primary and support) at an incident. RESTAT achieves this through development and maintenance of a master list of all resources, including check-in, status, current location, etc. This unit is also responsible for preparing parts of the Incident Action Plan (ICS 203, 204, & 207) and compiling the entire plan in conjunction with other members of the ICS, (e.g., Situation Unit, Operations, Logistics) and determines the availability of resources.

a. Review Common Responsibilities (Section 2120)

b. Review Unit Leader Responsibilities (Section 2130)

c. Obtain briefing and special instructions from the Planning Section Chief.

d. Participate in Planning Meetings as required.

e. Establish check-in function at incident locations

f. Using the Incident Briefing (ICS 201) prepare and maintain the Command Post display (organization chart and resource allocation and deployment sections of display)

g. Establish contacts with incident facilities and begin maintenance of resource status.

h. Gather, post, and maintain incident resource status.

i. Maintain master roster of all resources checked in at the incident.

j. Prepare Organization Assignment List (ICS 203) and Organization Chart (ICS 207)

k. Prepare appropriate parts of assignments lists (ICS 204)

l. Provide status reports to appropriate requesters.

4110.19 Check-in Recorder

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

Review Common Responsibilities (Section 2120)
Obtain work materials, including Check-in Lists (ICS Form 211)
Establish communications with Communication Center
Post signs so that arriving resources can easily find the check-in locations
Record check-in information on Check-in Lists (ICS Form 211)
Transmit check-in information to Resources Unit on regular pre-arranged schedule
Forward completed Check-in Lists and Status Change Cards to the Resources Unit.

4110.110 Volunteer Coordinator (also refer to Volunteer Plan, Section 9540)

The volunteer Coordinator is responsible for managing and overseeing all aspects of volunteer participation, including recruitment, induction and deployment. The Volunteer Coordinator is part of the Planning Section and reports to the Resources Unit Leader.

Review Common Responsibilities (Section 2120)
Coordinate with Resource Unit to determine where volunteers are needed.
Advise public of when volunteers are not needed and might interfere with response workers and with the limitations of volunteers i.e. potential health risks; cannot pick up oiled rocks or wildlife unless specially trained.
Identify any necessary skills and training needs.
Verify minimum training needed, as necessary, with Health and Safety Officer or units requesting volunteers (if special skill is required.)
Activate, as necessary, standby contractors for various training needs (as applicable).
Coordinate nearby or on-site training as part of the deployment process.
Identify and secure other equipment, materials and supplies as needed.
Induct convergent (on the scene) volunteers.

Activate other volunteers (individuals who have applied prior to an incident and are on file with Volunteer Coordinator or other participating volunteer organizations.
Recruit additional volunteers through media appeals (if needed)
Assess, train and assign volunteers.
Coordinate with Logistics for volunteer housing and meal accommodations.
Assist volunteers with other special needs.
Maintain Unit/activity Log (ICS Form 214)

Listed below is an additional responsibility for the Volunteer Coordinator

Advise public of when volunteers are not needed and might interfere with response workers and with the limitations of volunteers -- i.e. potential health risks; cannot pick up oiled rocks or wildlife unless specially trained.

4110.111 Technical Specialists

Technical Specialists are advisors with special skills needed to support the incident. Technical Specialists may be assigned anywhere in the ICS organization. If necessary, Technical Specialists may be formed into a separate unit. The Planning Section will maintain a list of available specialists and will assign them where needed. The following are example position descriptions for Technical Specialist that might be utilized during an oil spill response.

4110.112 Disposal

The Disposal (Waste Management) Specialist is responsible for providing the Planning Section Chief with a Disposal Plan that details the collection, sampling, monitoring, temporary storage, transportation, recycling, and disposal of all anticipated response wastes.

Review Common Responsibilities.
Determine resource needs.
Participate in planning meetings as required.
Develop a Pre-Cleanup Plan and monitor pre-cleanup operations, if appropriate.
Develop a detailed Waste Management Plan.
Calculate and verify t he volume of petroleum recovered, including petroleum collected with sediment/sand, etc.
Provide status reports to appropriate requesters.
Maintain Unit/Activity Log (ICS 214).

4110.113 Scientific Support Coordinator (also see Section 5000)

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

Review Common Responsibilities (Section 2120)
Represent the OSC in planning meetings.
Determine resource needs.
Provide current and forecasted incident status information for the Situation Unit by way of overflight maps and trajectory analysis.
Provide weather, tidal and current information.
Obtain consensus from the Federal Natural Resource Trustees regarding response options and report to the OSC.
Develop a prioritized list of the resources at risk.
Provide status reports to appropriate requester.
Demobilize in accordance with the Demobilization Plan.
Maintain Unit/Activity Log (ICS 214)

4110.114 Alternative Response Technology

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

Review Common Responsibilities (Section 2120)
Participate in planning meetings as required.
Determine resource needs.
Gather data pertaining to the spill including spill location, type and amount or petroleum spilled, physical and chemical properties, weather and sea conditions, and resources at risk.
Identify available ART that may be effective on the specific spilled petroleum.
Make initial notification to all agencies that have authority over the use of ART.
Keep Planning Section Chief advised of ART issues.
Provide status reports to appropriate requesters.
Establish communications with Regional Response Team to coordinate ART activities.
Maintain Unit/Activity Log (ICS 214)

4110.115 Legal

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

Review Common Responsibilities (section 2120)
Participate in planning meetings if requested.
Advise Unified Command on legal issues relating to in-situ burning, use of dispersants and other alternative response technology.
Advise Unified Command on legal issues relating Natural Resource Damage Assessment.
Advise Unified Command on legal issues relating to investigation.
Advise Unified Command on legal issues relating to finance and claims.
Advise the Unified command on response related issues.
Maintain Unit/Activity Log (ICS Form 214)

4110.116 Documentation Unit

The Documentation Unit Leader is responsible for the maintenance of accurate, up-to-date incident files. Examples of incident documentation include: Incident Action Plan, incident reports, communication logs, injury claims, situation status reports, etc. Thorough documentation is critical to post-incident analysis. Some of these documents may originate in other sections. This unit shall ensure each section is maintaining and providing appropriate documents. Incident files will be stored for legal, analytical, and historical purposes. The Documentation Unit also provides duplication and copying services.

a. Review Common Responsibilities (Section 2120)
b. Review Unit Leader Responsibilities (Section 2130)
c. Obtain briefing and special instruction from Planning Section Chief.
d. Participate in Planning Meetings as required.
e. Establish and organize incident files.
f. Establish duplication service and respond to requests.
g. File copies of all official forms and reports.
h. Check on accuracy and completeness of records submitted for files and correct errors or omissions by contacting appropriate ICS units.
i. Provide incident documentation to appropriate requesters.

4110.117 Demobilization Unit

The Demobilization Unit Leader is responsible for developing the Incident Demobilization Plan, and assisting Sections/Units in ensuring that an orderly, safe, and cost effective demobilization of personnel and equipment is accomplished from the incident.

Review Common Responsibilities (Section 2120)
Review Unit Leader Responsibilities (Section 2130)
Obtain briefing and special instructions from Planning Section Chief.

Demobilize in accordance with the Demobilization Plan
Review incident resource records to determine probable size of demobilization effort.
Participate in planning meetings as required.
Evaluate logistics and transportation capabilities required to support demobilization.
Prepare and obtain approval of Demobilization Plan including required decontamination.
Distribute Demobilization Plan to each processing point.
Ensure that all Sections/Units understand their responsibilities within the Demobilization Plan.
Monitor implementation and assist in the coordination of the Demobilization Plan.
Brief Planning Section Chief on progress of demobilization.
Provide status reports to appropriate requesters.

4110.118 Waste Management Specialists (also refer to Section 9000 for Waste Management Plan)

The Waste Management Specialist (WMS) is responsible for providing the Planning Section Chief with a Waste Management Plan that details the collection, sampling, monitoring, temporary storage, transportation, and waste management of all anticipated waste streams generated as a result of the spill response. The duties of the WMS are as follows:

Check-in at the Resources Unit.
Obtain briefing and assignments from the Planning Section Chief.
Participate in planning meetings, as appropriate.
Coordinate and work closely with the Operations Section, Logistics Section, Liaison Officer, RP, and applicable government agencies.
Obtain pertinent information (current and forecasted) from different Sections and plan waste management activities.
Determine resource needs.
Develop a Pre-Cleanup Plan and monitor pre-cleanup operations, if appropriate
Develop a detailed Waste Management Plan.
Ensure that waste management activities are in compliance with all local, state and federal laws and regulations.
Ensure that all applicable approvals. Permits, variances/waivers are obtained from applicable government agencies for waste management activities (e.g. decanting operations, temporary storage sites, staging areas, etc.).
Identify temporary storage and staging area locations.
Determine if recovered petroleum can be treated on-site, and identify applicable on-site treatment methodologies.
Ensure that representative samples are taken, and analyzed at a state-certified laboratory.
Ensure that all recovered petroleum and contaminated debris is properly characterized.
Calculate and verify the volume of petroleum recovered (recovered oil, as well as oil-contaminated sand, sediment, etc.).

Ensure that Waste Profile Sheets are adequately completed and are accepted by the waste management facility, prior to transportation.
Ensure that applicable paperwork is adequately completed prior to transportation.
Ensure that hazardous waste transporters comply with applicable transportation requirements.
Ensure that the waste is properly managed.
Non-hazardous waste/non-designated: Recycle, or transport to a Class II waste management facility. Non-hazardous waste/non-designated waste: Recycle, or transport to a Class III waste management facility.

Hazardous waste: Transport to a refinery for use/reuse; or to an authorized Class I Facility for recycling, treatment, storage, and/or disposal.

Brief Planning Section Chief.
Provide technical information and status reports to appropriate requesters.
Maintain Unit/Activity Log (ICS Form 214).
Listed below are additional responsibilities for the Waste Management Specialist, to be completed along with those responsibilities already listed in the FOG.

Coordinate and work closely with the Operations Section, Logistics Section, Liaison Officer, RP, and applicable government agencies.
Obtain pertinent information (current and forecasted) from different Sections and plan waste management activities.
Ensure that waste management activities are in compliance with all local, state and federal laws and regulations.
Ensure that all applicable approvals, permits, variances/waivers are obtained from applicable government agencies for waste management activities (e.g.: decanting operations, temporary storage sites, staging areas, etc.).
Identify temporary storage and staging area locations.
Determine if recovered petroleum can be treated on-site, and identify applicable on-site treatment methodologies.
Ensure that representative samples are taken, and analyzed at a state-certified laboratory.
Ensure that all recovered petroleum and contaminated debris is properly characterized.
Ensure that Waste Profile Sheets are adequately completed and are accepted by the waste management facility, prior to transportation.
Ensure that applicable paperwork is adequately completed prior to transportation.
Ensure that hazardous waste transporters comply with applicable transportation requirements.
Ensure that the waste is properly managed:

- *Non-hazardous waste/designated waste:* Recycle, or transport to a Class II waste management facility.

- *Non-hazardous waste/non-designated waste:* Recycle, or transport to a Class III waste management facility.
- *Hazardous waste:* Transport to a refinery for use/ reuse; or to an authorized Class I Facility for recycling, treatment, storage, and/or disposal.

4200 Compliance Guidance

4210 Statutory Guidance

The Coast Guard obtains its pollution investigation authority through pollution response laws. These laws give use us many different authorities such as assessing penalties, pollution prevention regulations, access to monies for cleanup of pollution, and required notifications for releases.

The Federal Government requires that the National Response Center (NRC) be notified (1-800-424-8802) by the responsible party for oil or hazardous substance discharge/releases. Failure to notify or deliberate discharge can lead to criminal penalties. State law requires that the Office of Emergency Services (OES) be notified (1-800-852-7550).

4220 Comprehensive Environmental Response, Compensation and Liability Act, (CERCLA)

The Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), commonly referred to as Superfund, was enacted on December 11, 1980. The purpose of CERCLA was to provide authorities the ability to respond to uncontrolled releases of hazardous substances from inactive hazardous waste sites that endanger public health and the environment. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at such sites, and established a trust fund to provide for cleanup when no responsible party could be identified. In addition, CERCLA provided for the revision and republishing of the National Contingency Plan (NCP, 40 CFR Part 300) that provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also provides for the National Priorities List, a list of national priorities among releases or threatened releases throughout the United States for the purpose of taking remedial action.

CERCLA (pronounced SIR-cla) provided a Federal Superfund to clean up uncontrolled or abandoned hazardous-waste sites as well as accidents, spill, and other emergency releases pollutants and contaminants into the environment. Through the Act, the Coast Guard and EPA were given power to seek out those parties responsible for any release and assure their cooperation in the cleanup.

4230 Federal Water Pollution Control Act (FWPCA) as amended by Clean Water Act (CWA) & Oil Pollution Act 1990 (OPA-90)

Through these environmental laws, the Coast Guard required that upon discharge or release that proper notifications are made. The Federal Water Pollution Control Act (FWPCA) is the primary law used for response and enforcement of oil pollution and hazardous substance discharges on or upon the navigable waters of the United States, or tributaries thereof.

The Clean Water Act (CWA) amended the FWPCA and made the following provisions:

a. Established pollution fund with a $100 million amount.

b. Defined "reportable and harmful quantities".

c. Authorized the federal assumption of cleanup operations.

d. Established the National Response Center.

The Oil Pollution Act (OPA) of 1990 streamlined and strengthened Coast Guard and EPA's ability to prevent and respond to catastrophic oil spills. A trust fund financed by a tax on oil is available to clean up spills when the responsible party is incapable of unwilling to do so. The OPA requires oil storage facilities and vessels to submit to the Federal government plans detailing how they will respond to large discharges. EPA has published regulations for above ground storage facilities; the Coast Guard has done so for oil tankers. The OPA also requires the development of Area Contingency Plans to prepare and plan for oil spill response on a regional scale.

The Oil Pollution Act (OPA) of 1990 amended the CWA and made the following provisions:

e. Created a $1 billion pollution fund commonly referred to as the Oil Spill Liability Trust Fund (OSTLF)

f. Allowed On Scene Commander (OSC) to issue administrative orders.

g. Increased civil penalties. Increased spiller liabilities.

4240 National Historic Preservation Act (NHPA)

Congress passed the National Historic Preservation Act in 1966. The established a national policy for the protection of historic and archaeological sites and outlined responsibilities for federal and state governments to preserve our nation's history.

The National Historic Preservation Act (NHPA) was passed to help prevent the loss of irreplaceable historic properties. The Act created the Advisory Council on Historic Preservation to advise the President Congress on matters involving historic, archeological and cultural preservation. The Act also authorizes the Secretary of the Interior to maintain a National Register of Historic Places, which lists sites, districts, buildings, structures, and objects of significance in American history, architecture, archeology, engineering, and culture.

All undertakings that may affect on a registered property must be reported, under Section 106, to the appropriate Sate Historic Preservation Officer (SHPO). Further documentation for a Determination of No Adverse Effect, Determination of Adverse Effect, and Failure to Agree may be required depending on the type of action and the assessment of potential impacts by the SHPO.

All military land holdings must be surveyed by a cultural resources professional to locate National Register resources. If historic resources must be destroyed, measured drawings, photographs, and other techniques must be used to prepare a permanent record, under the guidance of the Historic American Buildings Survey/Historic America Engineering Record.

Section 106 of the NHPA requires federal agency heads to consider the effects of their actions on historic and archeological sites that are eligible for the National Register of Historic Places. Regulations for accomplishing this responsibility have been published in the Federal Register as 36 CFR Part 800: Protection of Historic Properties. They detail the efforts that a federal agency must undertake to protect the historical environment.

The NHPA requires that any activity that obtains a federal permit or license, uses federal funds, or is otherwise assisted or approved by the U.S. government to comply with section 106.

Examples of projects that require compliance with this law include:

h. Federal development activities, such as a new reservoir built by the U.S. Army Corps of Engineers; construction of municipal waste water treatment facilities that require a permit from the Environmental Protection Agency;

i. New highway construction that utilizes federal funds and local government improvement projects to rehabilitate or demolish using funds from the Housing and Urban Development Agency (HUD).

4250 Endangered Species Act (ESA)

The Endangered Species Act provides a program for the conservation of threatened and endangered plants and animals and the habitats in which they are found. The U.S. Fish and Wildlife Service (FWS) of the Department of the Interior maintains the list of 632 endangered species (326 are plants) and 190 threatened species (78 are plants). Species include birds, insects, fish, reptiles, mammals, crustaceans, flowers, grasses, and trees. Anyone can petition FWS to include a species on this list. The law prohibits any action, administrative or real, that results in a “taking” of a listed species, or adversely affects habitat. Likewise, import, export, interstate, and foreign commerce of listed species are all prohibited.

The mission of the Endangered Species Act (ESA), first passed in 1973, is to:

a. identify species needing protection and provide means to protect and recover those species;

b. provide for consideration of listed species prior to any federal action that may affect them; and

c. to prevent and punish takings of those species and harm to their critical habitats. The ESA's main sections of 4,7, and 9 provide the basic structure for the Act's missions.

ESA Section 4 contains the process for the initial listing of endangered and threatened species and for critical habitat. This section also mandates that the U.S Fish and Wildlife Service or National Marine Fisheries Service prepare recovery plan for each listed species in order to identify and implement the measures needed to protect and recover each species.

ESA Section 7 mandates that all federal agencies carry out programs for the conservation of endangered and threatened species. Section 7 requires that federal agencies consult with the Secretary before taking any action, which may affect listed species in order to ensure that the action will not jeopardize the continued existence of the endangered species or result in the destruction or modification of critical habitat for the species. The Act is applicable to all federal departments and agencies and to all action "authorized, funded, or carried out" by them including federal permits, federal funding, or other federal action necessary to a private project. Federal action cannot occur without consultation between the permitting agencies and the USFWS or NMFS if listed species may be affected by the planned activity. The consultation process includes issuance of a "biological opinion" by the agency with jurisdiction over the endangered species assaying the nature and extent of the jeopardy posed to that species by the agency action.

ESA Section 9 contains prohibitions against "takings" of listed species. The statute defines "takings" as including to "harass, harm, pursue, hunt, wound or attempt to engage in any such conduct." "Harass" is further defined by regulations as an intentional or negligent act or omission that significantly disrupts normal behavior patterns of the endangered animal. Similarly, "harm" is defined to include activity that results in significant environmental modification or degradation of the endangered animal's habitat.

4260 Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) RCRA regulates the identification, transportation, treatment, storage, and disposal of solid and hazardous wastes. EPA has created a complex regulatory framework addressing solid waste disposal and hazardous waste management for RCRA. The act regulates such matters as: hazardous waste generators and transporters; land disposal restrictions (LDR); federal procurement of products that contain recycled materials, municipal sold waste landfill criteria; solid and hazardous waste recycling; treatment, storage and disposal facilities; and waste minimization and hazardous waste combustion.

RCRA gave EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous wastes.

The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. RCRA focuses only on active and future facilities and does not address abandoned or historical sites (see CERCLA)

HSWA (pronounced "hiss-wa") The Federal Hazardous and Solid Waste Amendments are the 1984 amendments to RCRA that required phasing out land disposal of hazardous waste. Some of the other mandates of this strict law include increased enforcement authority of EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.

4270 National Environmental Policy Act (NEPA)

The National Environmental Policy Act was one of the first laws ever written that establishes the broad national framework for protecting our environment. NEPA's basic policy is to assure that all branches of government give proper consideration to the environment prior to undertaking any major federal action that significantly affects the environment.

NEPA requirements are invoked when airports, buildings, military complexes, highways, parkland purchases, and other federal activities are proposed. Environmental Assessments (EAs) and Environmental Impact Statements (EISs), which are assessments of the likelihood of impacts from alternative courses of action, are required from all Federal agencies and are the most visible NEPA requirements.

4280 State and Local Compliance Guidance

4300 Environmental Sensitive Atlas, Maps & Information

4310 Cultural and Historical Sites

The State Historic Preservation Office (Baton Rouge) has asked specific historic sites not be published in order to protect them from being vandalized; therefore, for all oil spill cleanups that require any soil removal or long term cleanups, the State Historic Preservation Office should be contacted for guidance.

Contact: Mr. Tom Eubanks, Archaeologist 225/342-8170.

The National Park Service also has specific expertise in natural and cultural resources. The National Park Service should be contacted when spills threaten National Parks, cultural sites and monuments under their management. This office should be notified in the event of any discharge impacting or posing a risk to migratory birds, endangered or threatened species, marine mammals, anadromous fishes, public or private lands supporting ecosystems for the preceding, Federal National Wildlife Refuges and National Parks.

Contact: Jean Lafitte National Historical Park & Preserve, Cultural Resources 504/589-3882.

4310.1 Louisiana Shrimping Seasons

"May season" for inshore brown shrimp runs from late May to early July. "August season" for white shrimp runs from late August into December. State waters to 3 miles offshore, historically open year-round, now close for varying periods from January to April. Offshore shrimping in federal waters occurs year-round.

4320 Natural Resource Trustees & Contacts

4320.1 Federal

National Oceanic and Atmospheric Administration (delegated from Department of Commerce), Hazardous Materials Response and Assessment Division, 8th USCG District Office (m-ssc), 501 Magazine St., New Orleans, LA 70130.

Contact: Charles Henry (P) 504/589-4414 (fax) 504/589-4999, 24 hour 206/526-6317

U.S. Department of the Interior
Dr. Stephen R. Spencer*
Contact: (505) 563-3572
Office of Environmental Policy and Compliance
Fax (505) 563-3066
PO Box 26567 (MC-9)
Albuquerque, NM 87103

*U.S. Department of the Interior representative to the Region 6 Regional Response Team. Single point-of-contact for access to DOI bureaus including: Fish and Wildlife Service, National Park Service, Minerals Management Service, Bureau of reclamation, Bureau of Land Management, Bureau of Indian Affairs, U.S. Geological Survey, and office of Surface Mining.

For time critical assistance regarding habitat protection, endangered species or migratory bird issues, either to prevent their contact with oil or to aid in rehabilitation, the U.S. Fish and Wildlife Service may, in addition, be contacted directly.

Buddy Goatcher
U.S. Fish and Wildlife Service
Contaminants Specialist
646 Cajundome Boulevard, Suite 400
Lafayette, LA 70506
Phone: (337) 291-3125
Fax: (337) 291-3139
Cell: (337) 280-1157

Environmental Protection Agency (for all inland spills i.e. those outside the coastal zone thus covered under this plan)

Contact: EPA 24 hr (P) 214/665-2222

Mineral Management Service (for all offshore spills), 1201 Elmwood Park Blvd, New Orleans, LA 70123

Contact: Oil Spill Program Administrator, Rusty Wright (P) 504/736-2529.

4320.2 State

Louisiana Oil Spill Coordinator Office (LOSCO) Office of the Governor 1885 Wooddale Blvd., 12 Floor, Baton Rogue, LA 70806.

Contact: Roland Guidry (P) 225/922-3230 (fax) 225/922-3239

LA Department of Wildlife and Fisheries (LDWF), Marine Fisheries Division, P.O. Box 98000, Baton Rogue, LA 70898.

Contact: 24 hours(P) 225/765-2441

LA Department of Natural Resources (LDNR), Coastal Management Division, P.O. Box 44487, Baton Rogue, LA 70804.

Contact: Oil Spill Liaison (P) 225/342-7591 (fax) 225/342-9439

LA Department of Environmental Quality (LDEQ), Water Quality Management, P.O. Box 82215, Baton Rogue, LA 70884.

Contact: State Police 24 hr (P) 225/925-6595 or during work hours (P) 225/763-3908

Terrebonne Parish Office of Emergency Preparedness, 500 Honduras St., P.O. Box 2768, Houma, LA 70361.

Contact: Michael Debouche (P) 985/873-6357, (Pager) 985/853-4924

Lafourche Parish Office of Emergency Preparedness, P.O. Drawer 5548, Thibodaux, LA 70302.

Contact: Gregory Serigny (P) 985/446-8427 (fax) 985/446-8459

St. Mary Parish Office of Emergency Preparedness, P. O. Box 247, Patterson, LA 70392.

Contact: Jimmy Bernaur 24 hours(P) 985/385-2600

4320.3 OTHER EXPERTS WHO MAY BE OF SERVICE

Local National Wildlife Refuges are administered from the Southeast Louisiana Refuges complex in Slidell, LA. Contact: Ken Litzenberger (P) (985) 885-2000.

National Park Service Submerged Resources, Santa Fe, New Mexico Contact: Dan Lanahan or Larry Murphy (P) 504/988-6750

Southeastern Louisiana University, Hammond, Louisiana (Rivers and bays, primary expertise in Civil War era sunken resources) Contact: Alan Saltis, Marine Archeologist (P) 504/673-3313.

Mineral Management Service, New Orleans, LA (Offshore wrecks) Contact: Rick Anuskiewicz (P) 504/736-2796

U.S. Army Corps of Engineers, Planning Division, P.O. Box 60267, New Orleans, LA (expertise in the Bayou Teche System and State of Louisiana marine waters)

Contact: Ed Lyons and Joan Ignacious, Archeologist (P) 504/862-1760

Barataria Terrebonne National Estuary Program, Nicholls State University Campus, P.O. Box 2663, Thibodaux, LA 70310 (expertise in the Barataria Terrebonne water system).Contact: Director, Kerry St. Pe' (P)985/447-0868

4320.4 Internet Website Links

˜ http://atals.lsu.edu/latour/ (A resource for aerial photos in an interactive searchable program)

˜ http://www.glo.state.tx.us/oilspill/Atlas/masterpage.pdf (One Gulf Plan and Response Toolkit)

˜ http://gis.deq.state.la.us (Another source of aerial photos)

˜ http://www.mapquest.com (a locator of obscure communities and villages not found on any road maps. This tool is of value to logistics managers and all responders from out of the area).

˜ http://www.mbr-pwrc.usgs.gov/geotech/giras/la.gif (Land use and hydrology maps).

˜ http://www.nws.fsu.edu/buoy/gom.html (Real time weather data from coastal stations and buoys).

˜ http://www.intellicast.com/weather/ (Searchable local community weather).

˜ http://terreserver.microsoft.com/CoverageSearch.asp?PPD=8&R=4&C=3&DSize=0&ClickAt=?136,31 (Map and aerial photo locator).

˜ http://www.intellicast.com/weather/msy/radsum/ (A searchable and interactive real-time radar image of weather over the planning area).

˜ http://www.opsd.nos.noaa.gov/tp4days.html (Tidal predictions).

˜ http://www.glo.state.tx.us (Texas General Land Office).

˜ http://www.ucs.usl.edu/~mgw0237/rs-bib.html#MISSISSIPPIRIVER,LOUISIANA (A bibliography of river spills in Louisiana).

˜ http://response.restoration.noaa.gov (a variety of spill tools and information for responders).

˜ http://www.earthwatch.com/SKTWATCH/skywatch.html (weather site gives quick regional views of real time satellite images in several formats).

These websites are not endorsed by the U. S. Coast Guard as to their accuracy and appropriateness of use in navigation, planning, or any other use.

4330 Coverage Map (Right Click on Map and Open Hyperlink to Interact with ESI Maps)

Sensitivity of Coastal Environments and Wildlife to Spilled Oil

LOUISIANA

Supported by:

National Oceanic and Atmospheric Administration
National Ocean Service
Office of Response and Restoration
Hazardous Materials Response Division
Seattle, Washington

In Cooperation with:

Minerals Management Service (MMS)
New Orleans, Louisiana

U.S. Fish and Wildlife Service (USFWS)
Lafayette, Louisiana

The Louisiana Oil Spill Coordinator's Office (LOSCO)
Baton Rouge, Louisiana

Louisiana Department of Wildlife and Fisheries (LDWF)
Baton Rouge, Louisiana

Louisiana Department of Natural Resources (LDNR)
Baton Rouge, Louisiana

DEC 2003

4340 Coastal Sensitivity Atlas for Louisiana

Environmental Sensitivity Atlas (Open Hyperlink to use Interactive ESI PDF Document)

TGLO Website Hosting the Louisiana ESI

4350 Surface Water Intakes (municipal/industrial)

St. Mary Parish Water Intakes:

In case of an oil/spill HAZMAT spill in these parish intakes:

Morgan City:	(985)380-4658 (24hrs)
Amelia:	(985)631-0215 or 631-2907(M-F, 0800-1700) if no answer.
Berwick:	(985)384-8990 (after hours)/bpr (985) 380-9050
	(985)384-7710 (Berwick Police Dept.)
	(985)380-4050 (Pager)
Patterson:	(985)395-8310 (until 8:30 pm)
	(985)395-6161 (after 8:30 pm)
	or
	(985)395-2800
Bayou Vista:	(985)395-2747 (Morgan City handles Bayou Vista)

MORGAN CITY: - Outside seawall near Highway 70, where the road takes turn toward Stephensville just past Lake Palourde on Port Allen route. This is main intake.

Three pumps:	#1 - 7,600 gpm
	#2 - 5,000 gpm
	#3 - 5,000 gpm

Near Atchafalaya Machine Shop (just North of Conrad Shipyard). This is intake for Electrical Plant and is rarely used anymore.

One Pump:	#1 - 2,500 gpm

200 feet North of Machine (Stevens Shipyard) intake Morgan City Municipal water plant intake. (Use frequently).

Three pumps: #1 - 2,800 gpm
#2 - 5,200 gpm
#3 - 6,000 gpm

Alternate intake near Lake End Park Boat Ramp and new pavilion. This is rarely used due to algae growth and sediment present.

Three pumps: #1 - 5,800 gpm
#2 - 3,500 gpm

AMELIA: Water plant located 1 ½ miles north on Lake Palourde Rd. 1 mile south of PHI heli facility on Bayou Boeuf.

One pump: #1 - 1,400 gpm

PATTERSON: Draws from the Bayou Teche behind the Police Station.

Two pumps: #1 - 800 gpm
#2 - 800 gpm

BERWICK: In Bayou vista from the Bayou Teche corner of Patty Drive and Fairview Drive.

Two pumps: #1 - 17,035 gpm
#2 - 17,035 gpm

Unincorporated Areas In St. Mary Parish; Water Intakes:

FRANKLIN: One quarter of a mile north of Willow Street Bridge on the east side of Bayou Teche.

Two pumps: #1 - 3,000 gpm (maximum) 900 gpm (avg.)
#2 - 3,000 gpm (maximum) 900 gpm (avg.)

POC: Gene Gorior (Plant Manager)

(Ralph Pichoff) Operator

Water Plant Phone - (337)828-3631

CENTERVILLE: 100 feet north of Verdunville landing and Calumet
CALUMET: Protection Levee in Grand River (part of the Atchafalaya
VERDUNVILLE: Floodway.

Two pumps: #1 - 1,600 gpm (max.) 1,000 gpm (avg.)
#2 - 1,600 gpm (max.) 1,000 gpm (avg.)

POC: Karl Miller (Plant Manager)

Water Plant Phone: (337)836-5831

(337)836-5609

CHARENTON: North side of the Atchafalaya Basin Protection Levee in Grand River, 75 feet west of Charenton Locks.

Two pumps: #1 - 1,000 gpm
#2 - 700 gpm

POC: Bobby Chauvin (Plant Manager)

Water Plant Phone: (337)923-7512

#2 - 4,500 gpm (max.)

FOUR CORNER: (The Water Intake Draws Its Water from Freshwater wells) corner of LA 318 and Old Cypremort Road.

Two pumps: #1
#2

POC: Bennie McLean (Plant Manager)

Water Plant Phone: (337)276-3668

The Following Areas In St. Martin Parish Water Intakes

INDUSTRIAL AREA - Bayou Teche on Highway 31 on Moore Ave. in St. Martinville.

Two pumps: #1 - 1,200 gpm
#2 - 1,200 gpm

*The water plant also has a back-up system that draws its water from deep-water wells.

Two pumps: #1 - 1,200 gpm (freshwater Wells)
#2 - 1,200 gpm

POC: Clayton Landry (Plant Operator)

Doug Primaux (Plant Operator)

Water Plant Phone - (337)394-9469

PARKS -(The water intake draws its water from freshwater wells) highway 31 on the corner of Martin St. and Mouton St.

Two pumps: #1 - 580 gpm
#2 - 580 gpm

POC: Alan Guidry

Water Plant Phone - (337)845-4139

HENDERSON (The water intake draws its water from freshwater wells)

Water Plant Phone - (337)228-2579

City Hall Phone - (337)228-7109

CATAHOULA - (The water intake draws its water from freshwater wells) 11 miles northeast of St. Martinville on highway 96 in Catahoula.
Water Plant Phone - (337)228-2579

For The Following Areas Assumption Parish Water Intakes

NAPOLEONVILLE - Three-fourth of a mile south of the Bayou Lafourche Bridge in Napoleonville at the intersection of highway1 and highway 108 on the Bayou Lafourche.

Five pumps:	#1 - 1,600 gpm
	#2 - 1,600 gpm
	#3 - 1,600 gpm
	#4 - 1,600 gpm
	#5 - 900 gpm

POC: Henry Templet (Plant Manager)

Water Plant Phone - (985)369-6156

NEW IBERIA - (The water intake draws its water from freshwater wells.)

Water Plant Phone - (337)365-0360

COTEAU - (The water intake draws its water from freshwater wells.)

POC: Jimmy Deroun

LYDIA - (The water intake draws its water from freshwater wells.) One mile south of highway 90 on the corner of Dornell Road and Smith Road.

POC: Jimmy Deroun

Water Plant Phone – (337) 276-4587

LOREAUVILLE - (The water intake draws its water from freshwater wells.)

Water Plant Phone - (337)229-6029

DELCAMBRE - (The water intake draws its water from freshwater wells.)

Water Plant Phone - (337) 685-4462

JEANERETTE - (The water intake draws its water from freshwater wells.)

The Following Areas In Lafayette Parish Water Intakes

Water intakes: all plants in this parish draw their water from freshwater wells.

For emergency: Police Jury (337)233-6220 (Lafayette)

Public Water Works (337) 267-7064

LAFAYETTE Water Plant #1 located at the intersection of Bucannon and Muddave.
Water Plant #2 located on LA 342 near the intersection Mouton Road.

POC: Don Broussard (337)261-8806

The Following Areas In Lafourche Parish Water Intakes

THIBODAUX - Lafourche Water District #1 North.

Two Pumps: #1 - 1,750 gpm
#2 - 1,750 gpm

THIBODAUX - Lafourche Water District #1 South.

Six Pumps: #1 - 1,400 gpm
#2 - 2,800 gpm
#3 - 2,800 gpm
#4 - 2,800 gpm
#5 - 2,800 gpm
#6 - 2,800 gpm

POC: Garield Billiot, home phone (985)537-5995

Water Plant: (985)532-6924

The Following Areas In Vermilion Parish Water Intakes

Police Jury (337)893-0108 (Abbevile)

DELCAMBRE - (The water intake draws its water from freshwater wells.)

Water Plant: (337) 685-4462

ERATH - (The water intake draws its water from freshwater wells.)

Water Plant: (337) 937-4925

ABBEVILLE - (The water intake draws its water from freshwater wells.)

Water Plant: (337) 893-8550

MAURICE - (The water intake draws its water from freshwater wells.)

Water Plant: (337) 898-4300

KAPLAN - (The water intake draws its water from freshwater wells.)

Water Plant: (337) 898-4330

GUEYDAN - (The water intake draws its water from freshwater wells.)

Water Plant: 337-898-4300

The Following Areas In Terrebonne Parish Water Intakes:

SCHRIEVER - (The water intakes are located in the Lefort Canal that runs off the Bayou Lafourche and intersects the Cutoff Canal.

Three Pumps: #1 - 5,600 gpm
#2 - 5,600 gpm
#3 - 5,600 gpm

POC: Milton Louviere (General Manager)

Water Plant: (985)879-2495

HOUMA -(Has two main water plants for the Houma area. The water intake for both plants are located in the Intracoastal waterway near mile board 60 at Munson Dr. and Country Club Dr.
Two Pumps: #1 - 5,600 gpm (maximum)

(The two main water plants has an alternative water source located in Bayou Black.

Three Pumps: #1 - 5,600 gpm
#2 - 4,500 gpm
#3 - 4,500 gpm

POC: Neil Hebert

Water Plant: (985)873-6780

4400 Strategic Response Priorities

4410 General Hierarchy of Strategic Planning Priorities

This Section will discuss the strategic objectives as well as the general response philosophy, strategies and countermeasures that will be applied by the Unified Command System (UCS) to discharges of oil within the boundaries of the area delineated in Section 1400. In addition, the various oil containment, recovery and removal methods available to the UCS will also be discussed along with shoreline cleanup options that could be employed during a spill response.

4420 Strategic Objectives

4420.1 United States Policy

In the Clean Water Act, Congress declared "... it is the policy of the United States that there should be no discharges of oil or hazardous substance..., and that necessary actions shall be undertaken to remove discharges and eliminate the threat of imminent discharges." This policy is reiterated to serve as a guiding light for the flow of response decisions and allocation of resources.

4430 Response Priorities

In support of U.S. policy, the paramount response strategy that should be implemented by the Unified Command is to allocate resources to their optimum use; i.e. the most oil recovered, contained, or prevented from being discharged per expenditure of resources. The only variance from this strategy should be considerations of safety and the protection of critical environmentally sensitive or economically, culturally or archeologically significant resources that may demand protection even though manpower and equipment may be deployed elsewhere to more efficiently recover oil. Examples of the latter may include protecting a waterfront area that may be threatened by fire or explosion if impacted, and protecting a municipality's water supply. The priorities of strategic objectives must be carefully considered since they vary from case to case, but generally they are as follows:

1. Stop the Source:

Typically the highest priority. When a damaged vessel(s), shoreside facility or pipeline poses a risk of an imminent major discharge, then preventative action to mitigate the size of the spill is the logical first priority, i.e. stabilize and lighter a vessel; contain and secure the shore-based source.

2. Contain the Spill:

Wherever possible and particularly at shore-based sources, contain the escaping oil. Since only a small percentage of oil can be successfully skimmed from open water, any oil escaping areas of concentration contribute and increase oil loss to the environment. Establish primary containment: use boom to encircle spillage with multiple layers to minimize spreading of oil away from primary spill site. Make provisions to capture oil which has escaped this containment before it disperses from primary containment site to open water. When oil remains concentrated along shore after escaping the primary spill site, make every effort to keep the oil from spreading on to open water by establishing secondary containment.

3. Open Water Containment and Recovery:

Once the effort is underway to secure the source, containment and recovery of the spilled oil prior to shoreline impact is the next logical priority. Deploy major recovery vessels, boom-towing vessels and other skimmers to intercept oil before it impacts critical areas or becomes a more costly and environmentally damaging shoreline cleanup problem.

4. Shoreline Collection:

Leverage natural shoreline collection where possible. Use the natural collection opportunities whenever oil collects or recollects at or along a shore that is favorable for collection and removal and environmental sensitivities are low or cannot be otherwise mitigated. Often times these natural shore collections are so dramatic that pre-protection cannot prevent oil collection at these locations. Each shoreline collection opportunity should be considered on a case-by-case basis by Resources at Risk Specialists to verify that impacts to sensitive sites and resources are minimal or unavoidable. These collections can be an effective addition to on-water containment and skimming in bays and near shore environments.

5. Protection of Sensitive Area:

Depending on the ability to contain and collect spilled oil prior to impact, the protection of resources can compete with containment and collection resources. Priority for protecting these areas is a function of the value of the areas, (as prioritized in the following Section) and the feasibility of protecting them. Dedicating open water containment equipment to protecting these areas is not wise if oil that would otherwise have been recovered is merely free to strike other sensitive areas that have not been 'prophylactically' boomed. In general, employ tactics that do not weaken open water recovery operations; deploy resources that are not needed in the open water operations; relocate threatened wildlife by means such as capturing, or scaring with propane noise-making cannons and closing off narrow channels with sediment dikes, boom, siphon dams or other natural or man-made materials.

6. Shoreline Cleanup:

Shoreline cleanup should be undertaken only when the risk of recontamination from floating oil passes. Pre-cleaning the beaches of trash and debris prior to the impact of the oil can greatly facilitate the cleanup. The UC must decide if shorelines are going to be cleaned at each tidal change or just once after all the oil anticipated to reach land has come ashore.

4440 Protection Priorities

The preservation of human life and health shall be the overriding priority for any response to a discharge of oil. There are two elements to this principle; public safety and response personnel safety.

4450 Response Policy and the Unified Command System

The Unified Command (UC) structure allows for a coordinated response effort which takes into account the federal, state, local and responsible party concerns and interests when implementing the response strategy in accordance with the National Response System and the National Contingency Plan (NCP).

The size and the complexity of the UCS will be proportionate to the size of the discharge. For oil discharges that approximate the size of the area's most probable or average discharge, the UC could total 3-4 members; the responsible party, 2 USCG Pollution Investigators (representing the FOSC), and a Department of Fish & Game agent (representing the State of Louisiana). The discovery, preliminary assessment, containment, cleanup, removal, disposal and investigation phases of the response could be executed by a UC of this size. The majority of the oil spill responses that occur in Louisiana are completed at this level.

Responses to discharges that exceed the most probable discharge, and approach the quantity of the maximum most probable discharge up to the worst-case discharge, require a larger, more supportive UCS. All four sections of the UCS would certainly be established for a spill of this size. Major discharges of oil, such as the complete loss of a tanker's cargo along Louisiana's coast, would probably be classified by the Commandant as a Spill Of National Significance (SONS).

4460 Response Phases

The response and the formation of the UCS will occur in phases. Response checklists detail the actions necessary to create the full UCS and ensure the UC addresses all of the key elements in a proper oil spill response.

1. Notification, Initial Assessment and Response: After receiving word of a significant discharge, the response agencies and personnel shall follow the guidelines set forth in Section 2600. These guidelines will facilitate the creation of the UCS' Command Staff and direct responders toward accomplishing the goals established for the first two hours of the response; completing the notifications, securing the source, initiating the organization, activating response equipment (especially self-propelled skimmers), assessing the situation, gathering and managing information and identifying trajectories and initial impact areas.

2. Containment, Countermeasures and Recovery: The next phase of an oil spill response involves the formation of the four major sections of the UCS; Operations, Planning, Logistics and Finance. The Operations and Logistics sections are the most heavily tasked during this phase.

During this early part of the response, which primarily takes place over the first two days, the UCS will establish a command post, determine staging areas and amounts of resources needed, deploy protective countermeasures at environmentally sensitive and economically significant sites that will be impacted and form overall open water and nearshore response strategy. Depending on the situation, the Emergency Operations Branch will carry out emergency response operations such as search and rescue, firefighting, salvage and lightering.

As this phase matures, there will be an increased focus on the containment, recovery and cleanup of the discharged oil. The UCS should be fully functional and the Planning Section of the UCS becomes more active, developing tactical objectives and preparing a daily Incident Action Plan. Additional response goals include further deployment of pollution countermeasures, shoreline cleanup, wildlife recovery and rehabilitation, monitoring and adjusting strategies, recovery and interim storage of oiled product.

3. Documentation and Cost Recovery: This phase may be concurrent with other phases of the response and is important since the NPFC will use it to recover costs incurred by the Coast Guard and paid to its contractors from the OSLTF. The State of Louisiana must also maintain complete documentation for similar reasons.

4. Removal and Waste Disposal: The LADEQ or LADNR will detail the necessary actions required during the removal, transportation, final storage and eventually the disposal or recycling of the recovered product.

5. Secure Operations: The checklist in Section 9935 provides guidance and information the UCS can consider when the cleanup is nearly complete. Issues such as personnel and equipment demobilization, vessel and equipment cleaning and natural resource damage assessment need to be addressed at the final stages of the cleanup.

4500 Strategic Response Options

4510 Geographic Response Plans (In Work)

Response Prioritization and Presentation: Each GRP should consist of a list of spill responses that are expected to be taken during the first three days of the scenario. The first two response priorities in each GRP are 1) to stop the release of oil and contain the released product to as small an area as possible, and 2) to recover as much of the spilled oil as is possible. All members of the work group agreed that these are the most effective means of protecting environmental sensitivities. These first two priorities are followed by the environmentally sensitive sites listed in the order in which they are expected to be oiled. Ranking of sites within each time period is based upon a Louisiana Department of Fish and Game Environmental Specialist's subjective evaluation of the size and relative sensitivity of the site.

A list of resources required to implement each of these response priorities accompanies each GRP.

4520 Protection Strategies: Defensive Actions and Countermeasures (In Work)

4520.1 Introduction

Oil spill response countermeasures can be classified into four categories: mechanical offshore pickup, alternative countermeasures (chemical treatment, in-situ burning, etc.), shoreline removal or no action. Mechanical offshore removal of the oil is preferred. If not picked-up, spilled oil may present a continuing, long-term threat to the environment and living natural resources. Treatment of discharged oil with chemical agents or taking no action does not remove the oil or the threat it presents to the environment. However, particular spill circumstances may narrow the choices. Generally, a combination of the various techniques will be used in oil spill response. After an oil spill occurs, defensive actions should begin as soon as possible to prevent, minimize, or mitigate threat(s) to public health or welfare and to the environment.

4520.2 Level of Response Required

As an overall operational rule, it shall be the policy of the UC to mobilize enough assets and resources to ensure a maximum response and mitigation of an incident in the shortest possible time. Simply stated, when in doubt, an **"over response"** of resources will be the preferred option when compared to an inadequate initial response resulting from incomplete or insufficient information. ***Mobilized equipment and personnel can always be demobilized if not needed; however, critical time lost during the initial phases of the response cannot be recovered.***

4520.3 Fire and Explosion

All discharges or potential discharges of combustible or flammable cargoes are inherently subject to the risk of fire or explosion. Evaluation of this risk will be one of the primary responsibilities of the initial assessment team sent to the damaged vessel, facility or pipeline. If a vessel or a facility is involved in a major fire, it is probable that the fire will have to be extinguished before an attempt is made to secure the source of discharge or conduct any containment or cleanup in proximity to the fire.

In general, the USCG Captain of the Port is the Incident Commander for any fire aboard a vessel that is at anchor or underway. The local fire department will be the Incident Commander for a vessel that is moored to a pier. Spill response operations, if conducted, will be coordinated with the fire fighting effort using the information contained in Tab L, Section II of Section J of this plan and the USCG Captain of the Port's Marine Firefighting Contingency Plan (MFCP). The Operations Section's Emergency Response Branch will be responsible for integrating the firefighting operation into the Unified Command System.

4520.4 Vessel Salvage Operations

Salvage efforts for vessels that have allided, collided, grounded or sunk occur in three phases: stabilization, refloating and post-floating. Guidance and further discussion on vessel salvage operations is contained in Tab M, Section II of Section J of this plan. The Operations Section's Emergency Response Branch will be responsible for overseeing or conducting the salvage operations. They will be assisted by the U.S. Navy's Supervisor of Salvage, personnel from the USCG Marine Safety Center, USCG Strike Team members and MSO inspectors.

Special consideration for the vessel's stability and structural integrity must also be exercised during any actions taken to stop or mitigate the source of the discharge such as an internal cargo transfer or lightering. Intentional grounding of a stricken vessel as a mitigation technique for reducing or eliminating the discharge of oil should only be used as a last resort when it is positively known that a greater discharge or the loss of an entire tank vessel will be prevented.

4520.5 Containment of Oil at the Source

The use of containment resources, primarily boom, at the source of the discharge may be an effective countermeasure depending on the weather, sea and tidal current condition, type and volume of oil. However, in certain circumstances, it may be a more efficient and appropriate use of resources if they were applied to the open water recovery or resource protection mission of the cleanup. This decision must be weighed against the appearance that inadequate action is taking place at the source of the discharge, especially if the vessel, facility or pipeline is still discharging oil. In some circumstances it may be advisable <u>not</u> to contain the discharged oil alongside the vessel or facility due to a potential increase in a fire, explosion or personal health hazard.

4530 Containment Strategies

Before spilled 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. In this section various oil containment strategies are discussed. Generally, spilled oil is contained using oil containment boom. Typical boom has a flotation section that provides a barrier on and above the water surface and a skirt section that provides a barrier below the water surface. The physical dimensions of the boom to be used for a particular spill will be dependent on local conditions. In the open ocean 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 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.

4530.1 Open Water Containment

Oil spilled on open water is normally contained using boom. The boom will be deployed using vessels that will tow the boom around the perimeter of the oil spill. The type of boom to be deployed will depend on local conditions, including sea state, tides, currents and wind. To be most effective, booming on open water must be done as soon as possible after a spill.

4530.2 Protective Booming

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. Frequently, however, this is not possible and sensitive resources are oiled in spite of response efforts, especially during large oil spills. Often the goal will be to minimize environmental injury using a variety of booming, containment and recovery techniques. The following are techniques that can be implemented by the Booming Branch of the UCS' Operations section for containing spilled oil on water or as a means to direct it away from sensitive natural resources or cultural amenities. Shoreline cleanup and treatment methods are discussed in more detail later in this Section.

4530.3 Exclusionary Booming

Exclusionary booming is performed prior to the advance of the oil and is used to prevent or exclude oil from entering a harbor inlet, slough, marsh or estuary. Either skirted or sorbent boom can be used for this type of booming. Factors that need to be considered are: type and size of boom, natural outflow of the body of water, wind, tide and currents or a combination of both.

These factors can be predetermined by establishment of a priority system, training and local knowledge of underwater topography, weather conditions and boom anchoring capabilities. It is important to remember that the boom needs to be tended and monitored as weather and tidal conditions can change.

4530.4 Diversionary Booming

Diversionary booming should be set so that oil movement is reduced to under 0.7 knots. This can be accomplished by angling the boom in relation to the current's direction, reducing the velocity of the floating oil in relation to the boom. Diversionary or deflection booms can be set up in series along a waterway to increase their effectiveness. As stated before, the boom(s) needs to be tended and monitored as weather and tidal conditions can change.

4530.5 Containment Booming

Containment booming is used to prevent spreading and to concentrate the oil so it can be skimmed or vacuumed. Factors that need to be considered are: type and size of boom required for weather, winds, tides and currents in the vicinity of potential spill areas; the type of deployment vessel needed; the amount of boom needed for effective containment and available skimming capabilities. Fixed or natural anchor points should be selected. These factors can be predetermined by emphasizing worst-case spill scenarios and using local knowledge of weather and sea conditions.

4530.6 Sorbent booming

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 absorbents (oil “sticks” to material) and lighter fuels generally are recovered using adsorbents (sausage, sweep, or diapers). Sorbent booming can also be used as a backup for other types of booming to recover product that may have entrained past the primary barrier.

Factors that need to be considered are: wind and wave action; type of sorbent required, i.e., rocky or sandy shoreline, marsh area, etc.; and type and viscosity of product to be recovered.

4530.7 Intertidal Barrier Boom

Much of Louisiana is home to large expanses of prograding mud flats 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 mud flats.

Some “macro” strategies call for a series of deflection booms to be placed at several key points along the shoreline supplemented by a vigorous open-water skimming effort. If the oil recovery operations are not entirely effective and oil still threatens the prograding mudflats, intertidal barrier boom may be used to protect the mud flats.

A recommended deployment strategy is as follows: (1) Place harbor boom along the entire front of the mud flat, with the boom being anchored just offshore of the low-low tide line; and (2) in areas where wave entrainment of the harbor 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 manpower intensive. It should only be implemented if there is a high probability that oil will reach the mud flats. It is envisioned that these resources would not be available until equipment began to cascade into the area sometime after the initial response.

4530.8 Berms and Dams

Coastal shores are barriers to spreading oil. Temporary berms, dikes and dams can also serve as effective barriers against oil contamination of sensitive natural resources and economic amenities. Berms, dikes and dams are simply another form of booming and are subject to the same environmental stresses. The appropriate protection technique for a particular shore depends on several factors:

a. water body type (open water, bay, tidal channel, inlet)

b. water current velocity

c. water depth

d. wave height

e. shore type (sand, gravel, boulder)

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 of bays and estuaries 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.

4540 Recovery Strategies

4540.1 Introduction

Oil spilled in open water threat to sensitive natural resources. Often, rough wind and sea conditions will be contributing factors to the cause of the spill and these same conditions will preclude response and deployment of surface equipment or minimize their effectiveness. Such conditions may cause the oil to be dispersed in the water column, evaporated into the atmosphere, and/or transported away from sensitive areas and resources. These conditions may prescribe a decreased response with an action plan that allows a natural “weathering and cleansing” process. If possible, however, an active response must be undertaken in order to remove oil from the environment and thereby reduce the threat to sensitive natural resources.

Usually a series of successive strategies are necessary and appropriate for any spill. Each set of environment and situational conditions limit the array of possible useful strategies. Omission of any appropriate strategy can have severe results. So, it is very important that every effort be given to implementation of the strategies described.

Mechanical control and recovery countermeasures are most effective immediately after a spill when the oil is in a thick layer, and covers a small area. When oil is spilled in or allowed to escape to open water, the possibility of containment and recovery is at the mercy of the weather and sea conditions. Booms and skimmers are most effective in calm waters but can work during moderate weather and sea conditions. When the open water is rough, booms and skimmers become ineffective and containment by become impossible. Rough conditions speed the rate of spreading resulting in diminishing opportunity for open water recovery

In some bays, tidal mixing is so dramatic that once oil reaches open water, which is under strong tidal influence, a spill in any arm will rapidly spread throughout the bay. This rapid spread reduces on-water collection effectiveness. Also, as oil spreads it threatens and impacts an increasingly wider number of resources and sensitive sites.

4540.2 Near Spill Containment and Recovery

The most effective strategy to aid oil collection and removal is containment. All oil removal and recovery techniques are most effective where oil is thickest. Typically, this is at or near the release site. The most effective use of resources is to insure containment at the primary release site. This must include surrounding the release site with impervious oil barriers including multiple layers of boom as necessary. As oil escapes containment it becomes increasingly difficult to recover and recovery success diminishes rapidly.

Inevitable oil escapes containment, and additional measures must be included to deal with oil escaping containment. This is particularly a necessary where oil booming is subject to winds and waves or strong: oil entrains or is splashed over boom. To counter oil escapement, deployments should include preplanning to anticipate and control escapement. Two measures must be incorporated.

First, configure containment booms to focus and limit any oil escapement to preplanned points along the boom perimeter, for both the ebb and flood tides; these points should be selected to optimize recovery of any escaping oil. A skimmer should then be positioned just downstream from these locations where it can continue skimming escaping oil throughout the 24 hour tide cycle regardless of light or weather conditions. This is very practical in bay conditions where both boom and skimmers can be positioned by anchoring. In open ocean conditions it is more difficult to implement.

Second, employ secondary booming in the spill area. This strategy is most effective in the near shore areas typical in bays, though opportunities may occur in open water to slow spread from the primary containment area. In bays, spill locations are often near shorelines. Shorelines act as containment since they prevent free movement of oil. Also, winds and tides often drive oil toward the shore. Once oil is ashore or in a low current area, contain and recover it there, if possible, to minimize its movement and contamination of other locales. Wherever possible every attempt should be made to contain and collect oil along shorelines which are already oiled. Shores, which have already been impacted, can no longer be protected; therefore, use them as containment and recovery sites. The objective then changes from protection to containment and preventing oil escape to unoiled areas.

If the oil moves from a near shore spill site to open water, the recovery potential will diminish dramatically. As with primary containment, escapement secondary containment booms is predictable and skimmers should be positioned to capture oil throughout the day and night, particularly during the ebb tide. These secondary shoreline confinement strategies should always be reviewed with the Resources at Risk Specialist.

4540.3 Offshore/Open Water Operations

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 in contact with the oil. The pumping and oil collection is done on the vessel which is close to the weir skimmer.

“Vessels of opportunity”, such as fishing vessels, may be used to deploy or tow boom and, depending on their size, be equipped with skimming equipment. They need to have adequate deck space and lifting cranes to carry the necessary equipment. The Coast Guard’s Vessel of Opportunity Skimming System (VOSS) could be deployed on a variety of vessels.

To be most effective, oil spill recovery equipment must be directed to the location of the thickest oil accumulation. Observers on vessels at water level are unable to see a vast area and are unable to recognize the most optimum skimming locations. Skimming activities are best directed by trained observers aloft in helicopters. One observer may be able to direct several skimming units to optimum skimming locations. During hours of darkness or poor visibility, tracking devices that emit radio location signals can be placed in the spilled oil to trace the oil movement. Remote sensing systems have been developed which can track oil movement even in darkness and poor visibility. The sensor is mounted in an aircraft that over flies the spill area. The sensor systems include Side Looking Airborne Radar (SLAR), infrared and radiometric.

4540.4 Skimming Operations in High Current Environments

It is not uncommon to encounter currents in excess of 3 to 4 knots. With appropriate skimmer operations, it is possible to recover spilled oil in this high current area. 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 one knot, 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 undercarry 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 a helicopter observer. The observer can tell if oil is being lost by the skimmer as well as direct the skimmer to the best skimming location.

Oftentimes boom is deployed in front of the skimmers 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 to avoid oil undercarry.

In that oil will spread most 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.

4540.5 Nearshore/ Shallow Water

Oil recovery techniques and equipment are different in nearshore/shallow water locations than open water. 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 nearshore locations.

Strategies for nearshore cleanup can differ depending on the depth of the water and the location. Nearshore 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.

Coastal shallow water or nearshore strategies will differ in certain respects. In addition to the need for small, shallow draft vessels, specialized vessels may also be needed. Once again, the safety of personnel involved in these operations is the Unified Command's paramount concern.

4540.6 Shoreline Collection

There are predictable locales where recovery efforts can be optimized at shorelines. Since oil re-accumulates, there are two situations where oil collection should be vigorously attempted at the shoreline: 1) places where oil naturally collects at the shoreline because of winds and currents; and 2) diversion and capture of oil as it flows past or along shorelines and points with low environmental sensitivities.

(The reason oil recollects is that oil is a substance that spreads primarily in two dimensions on the water surface while water moves in three dimensions; oil will spread and thin, but it will also re-accumulates at predictable locales; it will accumulate wherever water has downward currents: such as tide rips along mud flats, and at windward coves.)

Natural collection points for debris are on all shorelines. These points are so predictable that it is very difficult to keep oil off even with pre-deployments. An alternative is to anticipate such collections and leverage the opportunity for oil capture. This entails developing the site for collection while limiting and focusing undesirable impacts to the habitat. Though this entails risk, the trade-off is likely to be nominal since the impacts are virtually inevitable.

Diversions to shores with low environmental sensitivities are a desirable alternative to the unmitigated spread of oil. As described above, oil spreads rapidly on open water and effectual on-water skimming is difficult in a high current environment. Diversion can shunt oil out of the high current and into quiet water capture points at shore. It can be an effective addition to on-water skimming recovery.

Here are the operational considerations when establishing a shoreline collection site when oil is moving along or near shore. Boom sound may be positioned at an acute angle to the current to move oil toward the shore collection. Cascading boom arrangements may be necessary. Once oil is at the shoreline, it may be necessary to deploy additional boom to trap the accumulated oil at the shore collection site when the tide reverses. Good land accessibility is important part of selecting capture sites since it permits site support and easy removal of collected oil. Though some natural collection sites may have poor land access, they may be important accumulation points, which can be exploited effectively via water.

Deployments of this type should be made only per recommendation of the ACP, Incident Action Plan or with the direction of the Resources at Risk Specialist and the Unified Command.

4540.7 Area Specific Containment and Removal Strategies

4540.8 Shoreline Cleanup Strategies

This section could also be included in Section 9500 under Response References and the Shoreline Countermeasures Manual.

4540.81 Shoreline Types

The most obvious differences between shorelines along the Louisiana coast are due to their geomorphology. These geomorphological differences are caused by their exposure to different quantities of water and wind driven forces of shoreline energy (specifically waves and currents) and the shoreline type (substrate, grain size, tidal elevation, origin). The geomorphology and the degree of exposure to waves and currents combine to influence the plants and animals that inhabit the intertidal and shallow subtidal areas of the shoreline and the natural persistence of stranded oil. It is these same factors that provide the criteria to determine the appropriate shoreline cleanup techniques.

These concepts were the basis for development of the Environmental Sensitivity Index (ESI) by the Research Planning Institute (RPI), which ranks shorelines according to their sensitivity to oiling and shoreline cleanup activity. The ESI provides a useful first step in the design of contingency plans because it enables the ready identification of priority areas for protection from oiling and determination of appropriate shoreline cleanup methods during response activities. Summarized, the ESI ranges from 1 (least sensitive to oil) to 10 (most sensitive to oil). Detailed descriptions of the ESI shoreline types and likely oil impacts can be found in the National Oceanic & Atmospheric Administration (NOAA) Shoreline Countermeasures Manual.

Shorelines types are ranked as follows:

RANK	SHORE
1	Exposed wave-cut cliffs; exposed seawalls & piers.

2 Exposed wave-cut platforms.

3 Fine to medium-grained sand beaches.

4 Coarse grained sand to gravel beaches.

5 Mixed sand and gravel beaches.

6 Gravel beaches and riprap structures.

7 Exposed tidal flats.

8 Sheltered rocky shores and man-made structures.

9 Sheltered tidal flats.

10 Salt marshes.

Shoreline Cleanup:

Under certain conditions it will be appropriate to take actions to remediate the effects of stranded oil on shorelines. Other conditions may dictate that no actions should be taken. The primary goal of the implementation of any shoreline countermeasure is the removal of oil from the environment with no further injury or destruction to that environment. A list of the 22 different countermeasures is provided. These 22 countermeasures, including no action, have been evaluated for the appropriateness of their use on four different major categories of oil (very light, light, medium, heavy) stranded on ten shoreline types. The results of these evaluations are presented on four matrices attached at the end of this Section. Each matrix contains a written explanation for its use and further description of the categories of oil. These matrices are intended to be used as a planning guide by the Shoreside Cleanup Branch of the Operations Section.

The countermeasures listed may not be the best for use under all possible circumstances, and multiple countermeasures may need to be used on the same shoreline. Selection of specific countermeasures for use during a spill response will be based on the properties off the stranded oil, the degree of contamination, the shoreline type, and the presence of sensitive natural resources. The Federal On-Scene Coordinator or the State On-Scene Commander has the authority to select or approve specific countermeasures for use during an oil spill response.

4540.82 Potential Shoreline Treatment Methods:

The following section lists and describes those techniques, which may be required for use during a shoreline cleanup. Methods and equipment currently in use for these shoreline treatment methods are described in more detail in the Shoreline Countermeasures Manual. These methods, when used according to the guidelines in this document, may be used on most sites as part of the UC-directed response. It should be noted that methods 13 through 19 will require special consideration and authorization by the natural resource trustee prior to commencement of work. The trustee agency(s) for fish and wildlife resources will make the final recommendations to the Unified Command on which specific method(s) to employ on a case-by-case basis. Regardless of this decision, contingency plans should provide for an array of identified methods to be used. Currently approved methods are:

No Action
Manual Removal
Passive Collection (Sorbents)
Debris Removal with Heavy Equipment
Trenching (Recovery Wells)
Sediment Removal
Cold Water Flooding (Deluge)
Cold Water Washing
17. Low Pressure (<50 psi)
18. High Pressure (50-100 psi)

Warm Water Moderate/High Pressure Washing
Hot Water/High Pressure Washing
Slurry Sand Blasting
Vacuum
Cutting Vegetation
Chemical Treatment
19. Chemical Oil Stabilization
20. Chemical Protection of Beaches
21. Chemical Cleaning of Beaches

In Situ Burning
Nutrient Enhancement
Microbial Addition
Sediment Reworking
Shoreline Excavation, Cleansing and Replacement

A description of each shoreline cleanup method is discussed below:

4540.83 No Action

Objective: No attempt to remove any stranded oil, in order to minimize impacts to the environment or because there is no proven effective method for cleanup.

Description: No action is taken except for monitoring of conditions.

Applicable Shoreline Types: Can be used on all shoreline types.

When To Use: If the shoreline is inaccessible, or when natural removal rates are very fast, or cleanup actions will do more harm than leaving the oil to be removed by natural forces.

Biological Constraints: This method may be inappropriate for areas where high numbers of mobile animals (birds, marine mammals, crabs, etc.) use the intertidal zone or adjacent nearshore waters.

Potentially Adverse Environmental Effects:

Intertidal - The same as the oil.

Subtidal - The same as the oil.

4540.84 Manual Debris Removal

Objective: Removal of stranded surface oil with hand tools and manual labor.

Description: Removal of surface oil and oily debris by manual means (hands, rakes, shovels, etc.) and placing in containers for removal from the shoreline. No mechanized equipment is used.

Applicable Shoreline Types: Can be used on all shoreline types.

When To Use: Generally used on shorelines where the oil can be easily removed by this non-mechanical means. Most appropriate for light to moderate oiling conditions.

Biological Constraints: Foot traffic over sensitive areas (shellfish beds, algal mats, bird nesting areas, dunes, etc.) is to be restricted. There may be periods when shoreline access is restricted (e.g., bird nesting, mammal pupping).

Potentially Adverse Environmental Effects:

Intertidal - Minimal if surface disturbance by cleanup activities and work force movement is limited.

Subtidal - None.

4540.85 Passive Collection (Sorbents)

Objective: Removal of oil by sorption onto oil attracting material placed in the intertidal zone.

Description: Sorbent material is placed on the surface of the shoreline substrate allowing it to absorb oil as it is released by tidal or wave action. Oil removal is dependent on the capacity of the particular sorbent, energy available for lifting oil off the shoreline, and degree of weathering.

Applicable Shoreline Types: Can be used on any shoreline type.

When To Use: When the shoreline oil is mobile and transport of oil is expected on or off the site. The oil must be of a viscosity and thickness to be released by the substrate and absorbed by the sorbent. Often used as a secondary treatment method after gross oil removal, and along sensitive shorelines where access is restricted.

Biological Constraints: None, although this method can be slow thus allowing oil to remain in critical habitats during sensitive periods of time.

Potentially Adverse Environmental Effects:

Intertidal - None, except for the amount of oil remaining on the shoreline after the sorbents are no longer effective.

Subtidal - None.

4540.86 Debris Removal With Heavy Equipment

Objective: Removal of contaminated debris and logs.

Description: Mechanical removal and appropriate legal disposal of debris from the upper beach face and the zone above high tide beyond the normal wash of waves. Can include cutting and removal of oiled logs.

Applicable Shoreline Types: Can be used on any shoreline type, where safe access is allowed.

When To Use: When driftwood and debris is heavily contaminated and, either a potential source of chronic oil release, an aesthetic problem, or a source of contamination of living resources on the shoreline.

Biological Constraints: Disturbance to adjacent upland areas should be minimized. Traffic over sensitive intertidal areas (shellfish beds, algal mats, bird nesting area, dunes, etc.) is to be restricted. There may be periods when shoreline access is restricted (e.g. bird nesting, mammal pupping).

Potentially Adverse Environmental Effects:

Upland areas - Could be degraded by heavy equipment.

Intertidal & Subtidal - None - if above constraints are followed.

4540.87 Trenching (Recovery Wells)

Objective: Remove subsurface oil from permeable substrates.

Description: Dig trenches to the depth of the oil and remove oil floating on the water table by vacuum pump. Water flooding or high pressure spraying at ambient temperatures can be used to flush oil to the trench.

Applicable Shoreline Types: Can be used on beaches ranging in grain size from fine sand to gravel.

When To Use: When large quantities of oil penetrate deeply into permeable sediments and cannot be removed by surface flooding. The oil must be liquid enough to flow at ambient temperatures.

Biological Constraints: Trenches should not be dug in the lower intertidal when attached algae and organisms are abundant.

Potentially Adverse Environmental Effects:

Intertidal - On gravel beaches, there may be a period of beach instability as the sediments are redistributed after the trenches are filled in.

Subtidal - None.

4540.88 Sediment Removal

Objective: Removal of surface oiled sediments.

Description: Oiled sediments are removed either manually or mechanically. The oiled material must be transported and disposed of off-site.

Applicable Shoreline Types: Can be used on any shoreline with surface sediments. On rocky coasts, only manual removal is feasible. Equipment is to be used only on beaches, with special supervision to minimize sediment removal.

When To Use: When only very limited amounts of oiled sediments have to be removed. Should not be considered where damaging beach erosion may result. Care should be taken to remove the sediments only to the depth of oil penetration, which can be difficult with heavy equipment.

Biological Constraints: Mechanized equipment may be restricted when sensitive habitats are adjacent to the target area of operations (e.g., stream mouths, tidal flats, marshes, or dunes).

Potentially Adverse Environmental Effects:

Upland - Positioning of heavy equipment could affect sensitive areas.

Intertidal - The equipment is heavy and required support personnel is extensive. May be detrimental if excessive sediments are removed without replacement. All organisms resident in the beach will be affected, though the need for removal of the oil may be determined to be the best overall alternative.

Subtidal - Oil and fine-grained oily sediments may be released to the water during sediment removal activities and tidal flushing of the excavated beach surface.

4540.89 Cold Water Flooding (Deluge)

Objective: To wash surface oil and oil from crevices and rock interstices to water's edge for collection.

Description: A large diameter header pipe is placed parallel to the shoreline above the oiled area. A flexible perforated header hose is used during deluge of intertidal shorelines to better conform to their profiles. Ambient seawater is pumped through holes in the header pipes and flows down the beach face to the water. This action simulates the flushing action that would result from tidal action. On porous beaches, water flows through the substrate pushing loose oil ahead of it (or floats oil to the water's surface) then transports the oil down slope for pickup. Flow is maintained as long as necessary to remove the majority of free oil. Oil is trapped by booms and picked up with a skimmer or other suitable equipment.

Applicable Shoreline Types: Beaches with sediments coarser than sand, and gently sloping rocky shorelines. Generally not applicable to mud, sand, vegetated, or steep rocky shorelines.

When To Use: On heavily oiled shorelines when the oil is still fluid and loosely adhering to the substrate; and where oil has penetrated into cobble or boulder beaches. This method is frequently used in combination with other washing techniques (low or high pressure, cold or warm water).

Biological Constraints: Not appropriate at mouths of stream and creek. Where the lower intertidal contains rich biological communities, flooding should be restricted to tidal stages when the rich zones are under water, to prevent secondary flooding. Avoid using on mud or vegetated areas.

Potentially Adverse Environmental Effects:

Intertidal - Habitat may be physically disturbed and smothered as sand and gravel components are washed down slope. Organisms may be flushed into lower tidal zones.

Subtidal - Oiled sediment may be transported to shallow subtidal areas, contaminating them and burying benthic organisms.

4540.810 Cold Water/Low Pressure Washing (<50 PSI)

Objective: Remove liquid oil that has adhered to the substrate or man-made structures, pooled on the surface, or become trapped in vegetation.

Description: Low pressure washing with ambient seawater sprayed with hoses is used to flush oil to the water's edge for pickup. Oil is trapped by booms and picked up with skimmers or sorbents. Can be used with a deluge system on beaches to prevent released oil from readhering to the substrate.

Applicable Shoreline Types: On heavily oiled gravel beaches, rocky coasts, riprap and seawall where the oil is still fresh and liquid. Also, in marshes where free oil is trapped.

When To Use: Where adhered oil is still fresh and must be removed due to continued release of oil to other areas.

Biological Constraints: May need to restrict use of washing to certain tidal elevations so that the oil/water effluent does not drain across sensitive low tide habitats. In marshes, use only at high tide and either from boats or the high tide line to prevent foot traffic in vegetation.

Potentially Adverse Environmental Effects:

Intertidal - If containment methods are not sufficient, contamination may be flushed into lower intertidal zone.

Subtidal - Oiled sediment may be transported to shallow subtidal areas, contaminating them and burying benthic organisms.

4540.811 Cold Water/High Pressure Washing (50-100 PSI)

Objective: Remove oil that has adhered to hard substrates or man-made structures.

Description: Similar to low pressure washing except that water pressure is up to 100 psi. High pressure spray will better remove oil that has adhered to rocks. May require placement of sorbents directly below treatment areas.

Applicable Shoreline Types: Rocky shores, riprap, and seawall. Can be used to flush floating oil or loose oil out of tide pools and between crevices on rocky shores for collection by sorbent materials.

When To Use: When low pressure washing is not effective at removal of adhered oil, and when directed water jet can remove oil from hard to reach sites. To remove oil from man-made structures for aesthetic reasons.

Biological Constraints: May need to restrict use of washing to certain tidal elevations so that the oil/water effluent does not drain across sensitive low tide habitats.

Potentially Adverse Environmental Effects:

Intertidal - Removes many organisms on the surface. May drive oil deeper into the substrate if water jet is improperly applied. If containment methods are not sufficient, contamination may be flushed into lower intertidal zone.

Subtidal - Oiled sediment may be transported to shallow subtidal areas, contaminating them and/or burying benthic organisms.

4540.812 Warm Water (Ambient Temp to 90° F, 50-100 PSI)

Objective: Mobilize thick and weathered oil adhered to rock surfaces prior to flushing it to the water's edge for collection.

Description: Heated seawater is applied at moderate to high pressure to mobilize weathered oil that has adhered to rocks. The warm water may be sufficient to flush the oil down the beach. If not, “deluge” flooding and additional low or high-pressure washing can be used to float the oil to the edge for pickup. Oil is trapped by booms and picked up with skimmers or sorbents.

Applicable Shoreline Types: Rocky shores, gravel beaches, riprap, and seawalls, that are heavily oiled.

When To Use: When the oil has weathered to the point that low pressure washing with cold water is not effective at removal of adhered oil, which must be removed due to continued release of oil. To remove oil from man-made structures for aesthetic reasons.

Biological Constraints: Must restrict use to certain tidal elevations so that the oil/water effluent does not drain across sensitive low tide habitats (damage can result from exposure to oil, oiled sediments, and warm water). Should be restricted adjacent to stream mouths, tide pool communities, and similar rich intertidal communities.

Potentially Adverse Environmental Effects:

Intertidal - Can kill or remove most organisms. If containment methods are not sufficient, contamination may be flushed into lower intertidal zones that would otherwise not be oiled.

Subtidal - Oiled sediment may be transported to shallow subtidal areas, contaminating them and/or burying benthic organisms.

4540.813 Hot Water/High Pressure Washing (>90° F, 50-100 PSI)

Objective: Dislodge trapped and weathered oil from otherwise inaccessible locations and surfaces not amenable to mechanical or other methods of removal.

Description: Water heaters mounted offshore on barges or small land-based units heat water up to 170° F, which is usually sprayed by hand with high-pressure wands. Used without water flooding, this procedure requires immediate use of vacuum pumps to remove the oil/water runoff. With a deluge system, the oil is flushed to the water surface for collection with skimmers or sorbents.

Applicable Shoreline Types: Rocky shores, gravel beaches, riprap, and seawall that are heavily oiled.

When To Use: When the oil has weathered to the point that even warm water at high pressure is not effective at removal of adhered oil, which must be removed due to continued release of oil from the contaminated to uncontaminated areas Biological Constraints: Restrict use to certain tidal elevations so that the oil/water effluent does not drain across sensitive low tide habitats (damage can result from exposure to oil, oiled sediments, and hot water). Should be restricted near stream mouths, tide pool communities, etc.. Released oil must be recovered to prevent further oiling of adjacent environments.

Potentially Adverse Environmental Effects:

Intertidal - All attached organisms in the direct spray zone will be removed or killed, and significant mortality of the lower intertidal communities will result even when used properly. Where the intertidal community is rich, the tradeoff between damage to the intertidal community from the hot water washing versus potential damage from leaving the oil must be carefully considered.

Subtidal - Oiled sediment may be transported to shallow subtidal areas, contaminating them and/or burying benthic organisms.

4540.814 Slurry Sand Blasting

Objective: Remove heavy residual oil from solid substrates.

Description: Use of sandblasting equipment to remove oil from substrate. May include recovery of used (oiled) sand in some cases.

Applicable Shoreline Types: Seawalls and riprap. Equipment can be operated from boat or land.

When To Use: When heavy oil residue is remaining on the shoreline, which needs to be cleaned for aesthetic or habitat restoration reasons, and even hot water wash is not effective.

Biological Constraints: Not to be used in areas of oyster/clam beds, or areas with high biological abundance on the shoreline directly below or adjacent to the structures.

Potentially Adverse Environmental Effects:

Intertidal - Complete destruction of all organisms in the intertidal zone of the target substrate.

Subtidal - Possible smothering and contamination of subtidal organisms with sand. When the used sand is not recovered, introduces oiled sediments into the subtidal habitat.

4540.815 Vacuum

Objective: Remove free oil pooled on the substrate or from the water surface in sheltered areas.

Description: Use of a vacuum unit with a suction head to recover free oil. The equipment can range from small portable units, which fill individual 55-gallon drums to large super suckers that are truck-mounted and can lift large rocks. Can be used with water spray systems to flush the oil towards the suction head.

Applicable Shoreline Types: Can be used on any shoreline type if accessible. May be mounted offshore on barges, onshore on trucks, or as individual units on boats or ashore at low tide.

When To Use: When free, liquid oil is stranded on the shoreline (usually along the high-tide line) or trapped in vegetation which is readily accessible.

Biological Constraints: Special restrictions should be identified for areas where foot traffic and equipment operation should be limited, such as rich intertidal communities. Operations in wetlands are to be very closely monitored, with a site-specific list of restrictions.

Potentially Adverse Environmental Effects:

Intertidal - Minimal impacts if used properly and minimal substrate is removed.

Subtidal - None.

4540.816 Cutting Vegetation

Objective: Removal of oiled vegetation to prevent oiling of wildlife.

Description: Manual cutting of oiled vegetation using weed trimmers or other appropriate tool, and removal of cut vegetation with rakes. The cut vegetation is bagged immediately for disposal.

Applicable Shoreline Types: Marshes composed of emergent, herbaceous vegetation.

When To Use: Use when the risk of oiled vegetation contaminating wildlife is greater than the value of the vegetation that is to be cut, and there is no less destructive method to remove or reduce the risk to acceptable levels.

Biological Constraints: Strict monitoring of the operations must be conducted to minimize the degree of root destruction and mixing of oil deeper into the sediments. Access to bird nesting areas should be restricted during nesting seasons.

Potentially Adverse Environmental Effects:

Intertidal - Removal of the vegetation will result in loss of habitat for many animals. Cut areas will have reduced plant growth for two years. Along exposed section of shoreline, the vegetation may not regrow, resulting in erosion and permanent loss of the habitat. Trampled areas will recover much slower.

Subtidal - Long-term impacts would be increased sediment load in the subtidal area as a result of increased erosion in the intertidal area.

4540.817 Chemical Treatment

As previously discussed, the Unified Command's use of alternative chemical countermeasures and treatments is discussed extensively before implementation. The use of any oil spill cleanup agent (OSCA) is regulated by law.

4540.818 Chemical Oil Stabilization

Objective: Solidify or gelatinize oil on the water surface or a beach to keep it from spreading or escaping.

Description: Chemical agent enhancing polymerization of the hydrocarbon molecules applied by semi-liquid spray or as a dry chemical onto the oil in the proper dosage. Depending on the nature and concentration of the polymerizing agent, the oil can be rendered viscoelastic, but still fluid, gelatinous, or semisolid. The primary purpose is to stabilize the oil keeping it from spreading or escaping, causing oiling elsewhere. May reduce the solubility of the light (and more toxic) fractions, by locking them into the polymer. This reduces both air and water exposure. Depending on the beach type and equipment used, recovery may be enhanced. Elastol is an example of an oil stabilizing agent.

Applicable Shoreline Types: Suitable on shorelines of low permeability where heavy oil has pooled on the surface, except vegetated shorelines.

When To Use: When heavy concentrations of liquid oil are on the substrate and adjacent water body, and physical removal can not be completed prior to the next tide so that the oil is likely to move to a more sensitive shoreline type. Should be used in conjunction with booming or other physical containment.

Biological Constraints: Not suitable for vegetated or riprap shore types. Should be avoided when birds or other wildlife that may be more adversely impacted by the congealed oil cannot be kept away from the treated shoreline. The congealed oil may stick to vegetation and wildlife, increasing physical damage to both. On riprap the congealed oil may remain in crevices where it may hamper recovery and prolong the release of sheens.

Potentially Adverse Environmental Effects: May enhance the smothering effect of oil on intertidal organisms. Thus, the treatment should be considered only for heavily oiled beaches where smothering effects are already maximal. The congealed oil may stick to vegetation and wildlife increasing physical damage, such as impaired flight in birds or impaired thermoregulation in mammals and birds whose feathers or fur become oiled.

4540.819 Chemical Protection of Beaches

Objective: Pretreat shoreline to prevent oil from adhering to the substrate.

Description: Certain types of water-based chemicals, some of which are similar in composition to dispersants, are applied to beaches in advance of the oil.

Applicable Shoreline Types: Coarse- and fine-grained sand beaches, seawalls and piers (particularly piers or waterfront facilities that are of historical significance), eroding bluffs, wave-cut platforms, and riprap.

When To Use: When oil is projected to impact an applicable shoreline, particularly those, which have high recreational or aesthetic value.

Biological Constraints: May not be suitable for nutrient-rich environments, particularly in confined waters. The toxicity of shoreline treatment products is reportedly much less than that of oil, but the toxicity of each product should be evaluated prior to consideration for use.

Potentially Adverse Environmental Effects: The long-term environmental effects of these procedures are unknown. A toxic effect of the chemical can be anticipated. Additionally, the nutrient load to nearshore and interstitial waters may lead to eutrophication. Whether the predicted reduced residence time of the oil on the beach will increase the survival rate for sessile and interstitial organisms is unknown.

4540.820 Chemical Cleaning of Beaches

Objective: To increase the efficiency of oil removal from contaminated areas.

Description: Special formulations which can be characterized as weak dispersants are applied to the substrate, as a presoak and/or flushing solution, to soften weathered or heavy oils to aid in the efficiency of flushing treatment methods. The intent is to be able to lower the temperature and pressure required to mobilize the oil from the substrate.

Applicable Shoreline Types: On the same shoreline types where deluge and water flushing procedures are applicable.

When To Use: When the oil has weathered to the point where it will not flow using warm to hot water. This approach may be most applicable where flushing decreases in effectiveness as the oil weathers.

Biological Constraints: Will require extensive biological testing for toxicity and water quality sampling prior to receiving approval for use. The concern is that the treated oil will be dispersed in the water column, and thus impact water column and subtidal organisms. Field tests will be required to show that use of a beach cleaner does not reduce overall recoverability of the oil and that its use is the best alternative for minimizing damage to flora and fauna. Use may be restricted where suspended sediment concentrations are high, in areas adjacent to wetlands and tidal flats, and near sensitive subtidal resources.

Potentially Adverse Environmental Effects: If more oil is dispersed into the water column, there could be more oil absorbed onto suspended sediments and transferred to subtidal habitats, particularly along sheltered shorelines. Intertidal habitats might survive better, if cooler water temperatures are possible.

4540.821 In Situ Burning

See Section 4460 for additional guidance on this potential shoreline cleanup method. Use of this methodology will usually require permission of the State Air Resources Board and the local air district when air basins of the State may be affected.

Objective: Removal of oil from the shoreline by burning.

Description: Oil on the shoreline is burned, usually when it is on a combustible substrate such as vegetation, logs, and other debris. Oil can be burned off of nonflammable substrates with the aid of a burn promoter.

Applicable Shoreline Types: On any shoreline type except tidal flats.

When To Use: Early in the spill event, after ensuring that the product is ignitable.

Biological Constraints: Should only be considered for use in the upper intertidal or supratidal zones since destruction of plants and animals from heat and burn promoters will be extensive. This technique is subject to restrictions and permit requirements established by Federal, State and local laws. It should not be used to burn PCBs, wastes containing more than 1,000 ppm of halogenated solvents, or other substances regulated by EPA.

Potentially Adverse Environmental Effects: Little is known about the relative effects of burning oiled wetlands compared to other techniques or natural recovery. Burning may cause significant air pollution, which must be considered when weighing the potential benefits and risks of the technique. The combustion products may travel great distances before deposition.

4540.822 Nutrient Enhancement

See Section 4460 for additional guidance on this potential shoreline cleanup method.

Objective: To speed the rates of natural microbial degradation of oil by addition of nutrients (specifically nitrogen and phosphorus). Microbial biodegradation is the conversion by microorganisms of dissolved and dispersed hydrocarbons into oxidized products via various enzymatic reactions. Some hydrocarbons are converted to carbon dioxide and cell material, while others are partially oxidized and/or left untouched as a residue.

Description: Nutrients are applied to the shoreline in one of several methods: soluble inorganic formulations which are dissolved in water and applied as a spray at low tide, requiring frequent applications; slow-release formulations which are applied as a solid to the intertidal zone and designed to slowly dissolve; and oleophilic formulations which adhere to the oil itself, thus they are sprayed directly on the oiled areas.

Applicable Shoreline Types: Could be used on any shoreline type where safe access is allowed.

When To Use: On moderately to heavily oiled shorelines, after other techniques have been used to remove as much oil as possible; on lightly oiled shorelines where other techniques are not effective; and where nutrients are a limiting factor in natural degradation.

Biological Constraints: Not applicable in shallow water, restricted embayments where nutrient overloading may lead to eutrophication, or where toxicity of nutrients, particularly ammonia, is of concern. There must be no risk of excessive oxygen depletion. Use is to be restricted adjacent to stream mouths, tide pools, etc. Contact toxicity of oleophilic formulations may restrict areas of direct application. Bioassay test results should be carefully evaluated, as other chemicals in the formulations could be toxic to aquatic organisms.

Potentially Adverse Environmental Effects: Tests in Alaska showed that interstitial oxygen concentrations did not decrease to such an extent that it limited the supply of oxygen available to the bacteria. The fertilizer applications that increased nutrient concentrations and microbial activity did not harm the nearshore environment. About 99 percent of butoxyethanol, a toxic component of the Inipol formulation (the fertilizer commonly used in Alaska), degraded to nontoxic compounds within 24 hours after Inipol treatments of cobble shorelines. Researchers also found no evidence that the nutrients released from the treated shorelines stimulated algal blooms.

4540.823 Microbial Addition

See Section 4460 for additional guidance on this potential shoreline cleanup method.

Objective: To speed the rates of natural microbial degradation of oil by addition of nutrients and microbial products. Microbial biodegradation is the conversion by microorganisms of dissolved and dispersed hydrocarbons into oxidized products via various enzymatic reactions. Some hydrocarbons are converted to carbon dioxide and cell material, while others are partially oxidized and/or left untouched as a residue.

Description: Formulations containing hydrocarbon-degrading microbes and fertilizers are added to the oiled area. The argument is made that indigenous organisms will be killed by the oil, so new microbial species need to be added to speed the process of biodegradation.

Applicable Shoreline Types: Could be used on any shoreline type where safe access is allowed.

When To Use: On moderately to heavily oiled shorelines, after other techniques have been used to remove as much oil as possible; on lightly oiled shorelines where other techniques are not effective; and where nutrients are a limiting factor in natural degradation.

Biological Constraints: Not applicable in shallow water, restricted embayments where nutrient overloading may lead to eutrophication, or where toxicity of nutrients, particularly ammonia, is of concern. There must be no risk of excessive oxygen depletion. Use is to be restricted adjacent to stream mouths, tide pool communities, etc. Bioassay test results should be carefully evaluated, as other chemicals in the formulation could be toxic to aquatic organisms.

Potentially Adverse Environmental Effects: Yet to be evaluated for full-scale field applications.

4540.824 Sediment Reworking

Objective: Rework oiled sediments to break up the oil deposits, increase its surface area, and mix deep subsurface oil layers, which will expose the oil to natural removal processes and enhance the rate of oil degradation.

Description: Beach sediments are rototilled or otherwise mechanically mixed, with the use of heavy equipment on gravel beaches. The oiled sediments in the upper beach area may also be relocated lower on the beach to enhance natural cleanup during reworking by wave activity (berm relocation).

Applicable Shoreline Types: Should be used only on beaches exposed to significant wave activity. Tilling-type activities work best on beaches with a significant sand fraction; large equipment can be used to relocate sediments up to boulder size.

When To Use: On moderately to heavily oiled shorelines, after other techniques have been used to remove as much oil as possible; on lightly oiled shorelines where other techniques are not effective.

Biological Constraints: Could not be used on beaches near shellfish-harvest or fish-spawning areas, or near bird nesting or concentrations areas because of the potential for constant release of oil and oiled sediments. Sediment reworking should be restricted to the upper part of the beach, to prevent disturbance of the biological communities in the lower intertidal area.

Potentially Adverse Environmental Effects:

Intertidal - Due to the mixing of oil into sediments, this process could further expose organisms which live below the original layer of oil. Repeated mixing over time could delay the reestablishment of organisms. Relocated sediments would bury and kill organisms. There may be a period of beach instability as the relocated sediments are redistributed.

Subtidal - There is a potential for release of contaminated sediments to the nearshore subtidal habitats.

4540.825 Shoreline Excavation, Cleansing and Replacement

Objective: To remove and clean oiled sediments, then place them on the beach.

Description: Oiled sediments are excavated using heavy equipment on the beach at low tide. The sediments are loaded into a container for washing. Cleansing methods include hot water wash or physical agitation with a cleansing solution. After the cleansing process, the rinsed materials are returned to the original area. Cleaning equipment must be placed close to beaches in order to reduce transportation problems.

Applicable Shoreline Types: Sand to boulder-sized beaches, depending on the limitations of the cleanup equipment. The beaches must be exposed to wave activity, so that the replaced sediments can be reworked into a natural distribution.

When To Use: Applicable on beaches with large amounts of subsurface oil, where permanent removal of sediment is undesired and other cleanup techniques are likely to be ineffective.

Biological Constraints: Excavating equipment must not intrude upon sensitive habitats. Only the upper and supratidal areas should be considered. Generally restricted in spawning areas. There may be site-specific constraints limiting placement of temporary sediment storage piles. Replaced material must be free of oil and toxic substances. The washing must not change the grain size of the replaced material, either by removal of fines or excessive breakage of friable sediments.

Potentially Adverse Environmental Effects:

Intertidal - All resident organisms will be affected, though the need for removal of the oil may be determined to be the best overall solution. Equipment can be heavy, large and noisy, disrupting wildlife. Transportation to site may entail aircraft, land vehicles, or barges, which contribute to environmental disruption. There may be a period of beach instability as the replaced sediments are redistributed.

Subtidal - May release oil and fine-grained oily sediments into the water during excavation. This is a concern due to tidal flushing of beach sediments and exposed excavations.

4540.826 Coastal Inlets

The coastal inlets of Louisiana are the focal points for designing strategies to protect the vital resources of the State's estuaries and bays. It is through these inlets that oil spilled on open ocean waters could reach inland resources.

4550 Waste Management Strategies

One of the major problems associated with an oil spill response is the disposal of collected product and contaminated cleanup materials, soil, and debris. Each category of waste has it own type of response and management problem. The following discussion presents a general approach to the management of the various types of wastes collected during an oil spill.

4550.1 Disposal Options

4550.11 Crude oil and Refined Petroleum Products

Material released or discharged to marine waters of the state is defined as waste. Once the final disposition of a specific waste is determined, the waste may be redefined as a product or material and no longer will be subject to waste management requirements.

Crude oil spilled to marine waters, recovered, and transported to a refinery will be considered a product and will not be subject to waste management. The collected crude oil must be shipped to the refinery of original destination or a refinery that can accept the spilled crude oil. Refined petroleum products that are recovered from marine waters may also be handled as a product if they can be used for their originally intended purpose (i.e. fuel, fuel oil, etc.).

There are other avenues by which recovered petroleum may be managed as a material. These approaches include recycling the petroleum through incineration, as a fuel, a substitute for raw material feedstock, or as an ingredient used in the production of a product (i.e. asphalt). The Louisiana Department of Environmental Quality should be consulted for more information on these and other management options.

4550.12 Disposal at Sea of Water Separated From Recovered Oil

State law requires the consideration of recycling, therefore recycling should be a top priority and will be undertaken if at all possible. Recovered petroleum “products” that are not accepted by a refinery or that cannot be recycled must be managed as a waste. In order that the appropriate management mechanism is determined for the recovered petroleum, the waste must be characterized by a state certified laboratory to determine if the waste is hazardous or non-hazardous. It is the responsibility of the Responsible Party (RP) to have the waste accurately characterized for proper disposition
Disposal at Sea of Water Separated From Recovered Oil

Oil recovered at sea typically contains significant amounts of seawater. In order to maintain the efficiency of the skimming process this water must be separated/decanted from the oil and discharged back to the ocean during recovery operations. Separated seawater typically contains elevated levels of hydrocarbons and thus the discharge of this material may constitute a discharge of a pollutant. This issue is presently being discussed with regulatory agencies to determine if a National Pollution Discharge Elimination System (NPDES) permit, or a waiver from the permit, is required before separated/decanted water may be discharged back into state waters. The "discharge" of separated/decanted water is recognized by the USCG On-Scene Commander as an integral part of offshore skimming operations and as an excellent waste minimization tool. Therefore, the USCG OSC or his/her representative may authorize the discharge of separated/decanted water back into the catenary area of a boom/skimming system outside of State waters (3 miles). The exception to this will be in NOAA Marine Sanctuary waters.

4550.13 Contaminated Debris

Contaminated debris, including organic material, contaminated cleanup equipment (i.e. booms, pompoms, sorbents, etc.) and other contaminated materials that cannot be recycled must be managed as a waste. The materials must also be characterized before the appropriate waste management option is determined.

4550.14 Oiled Animals and Carcasses

Oiled animals and carcasses should be collected and turned over to the U.S. Fish and Wildlife Service or licensed wildlife rehabilitators. The U.S. Fish and Wildlife Service is responsible for wildlife rehabilitation oversight and the collection of carcasses for Natural Resource Damage Assessment and/or criminal investigations. In the event oiled non-migratory birds or resident game animals or wildlife are collected, they should be turned over to the Louisiana Department of Wildlife and Fisheries. If oiled domestic animals are encountered, the local Parish or municipal animal control department should be contacted.

4550.2 Disposal Strategies

4550.21 Oil/Water Recovery

Common Waste Recovery Equipment: Once a spill is contained, the next step is to remove the pollutant from the water. Here, as with containment, there is a variety of removal equipment available from numerous manufacturers. The most common consists of a "skimmer" and pump. The oil is skimmed off the surface of the water. One type of skimmer head uses what is known as the weir or "waterfall" principle. The skimmer cup is held at an appropriate height by floats to allow oil to enter the cup. The liquid level in the

cup is adjusted by the rate at which it is pumped out. The oil and water mixture is then pumped to a storage tank, generally on a tank truck or barge. Oil and water do not actually mix, but due to the agitation of pumping they may form an emulsion. If allowed to stand undisturbed for a period of time, the oil and water will separate in the storage tank. The main advantage is that once the oil and water are separated, the water can be drawn off providing room for additional oil.

Floating Suction Head: It resembles the attachment usually found on the end of a household vacuum cleaner hose. The suction head is supported by some kind of material, which is lighter than water. Since the oil is above the surface of the water, suction from the pump draws the oil through the suction head, into the hose and finally into a tank truck called a vacuum truck. The hose between the head and the pump is also supported by floats.

Skimmers (general): A spill that is fully contained by booms is best cleaned by a skimmer placed inside the boomed area. The oil will tend to concentrate against the boom in the direction of the wind and current. The skimmer should move to this area and continually position itself to skim the thickest area. When skimming becomes inefficient - after most of the spill has been removed, for small spills (less than 1 barrel) - sorbent pads may be used. Loose sorbent materials should be avoided where possible. Sorbents should be used only with contained spills.

Sorbent Belt Skimmer: It employs the philatelic principle, materials that repel water but attract and absorb oil. A belt that is made of this material is pulled across two pulleys. The belt moves over the lower pulley and picks up oil on its way to the upper pulley. There a squeeze roller removes the oil in a manner similar to the ringer on old style washing machines. The cleaned belt then makes another pass. The collected oil is then pumped to a tank truck or barge for storage or disposal.

4550.22 Disposal

FOSC responsibilities: continue beyond the emergency response operations into the waste disposal phase.

There are several key points of interest for the FOSC:

1. Federal, State and local laws/regulations
2. Volume of oil or HAZMAT for disposal
3. Identify disposal locations
4. Obtain necessary permits
5. Secure transportation for product disposal
6. Outline disposal plan

Other considerations:

1. Is the recovered material covered under RCRA? This includes recovered oil and oil based products.
2. Has a disposal site been identified? This needs to be identified prior to beginning the disposal operation.
3. Have transportation requirements been met. This includes an EPA identification number, state transportation requirements and documentation, and manifests.

4550.23 Disposal & Storage

Pre-planning: Disposal of contaminated waste associated with pollution response activities is a critical issue, which must be addressed prior to a spill incident. The procedures for disposing of all contaminated waste from a spill must be in place to ensure safe, proper and legal disposal of these products. This plan addresses the disposal of all classes of waste, which may result from an oil or HAZMAT spill. All waste permitting requirements should be fully resolved, the procedures for obtaining the proper permits identified, and adequate waste disposal sites identified.

Primary agencies for waste disposal are:

LA DEQ - Hazardous

LA DNR - Non-Hazardous

State Permits: are granted for two classifications of waste: Hazardous and Non-Hazardous

1. Hazardous - obtained from DEQ. Once cleanup of a HAZMAT or non-exempt oil has begun, notify DEQ. All permits are completed by DEQ. Once the waste is collected and containerized, DEQ issues an EPA Provisional ID Number, which is used for one incident only. The EPA PID number allows for generation, transportation and disposal of hazardous waste at an approved commercial waste disposal facility. The manifest system takes over tracking after disposal.
2. Non-Hazardous - obtained from DNR. If the generator is known, a Non-Hazardous Oil Field Waste Hauling Ticket (Manifest) must be completed. If the ID of the generator is unknown, complete a UIC 23 in lieu of known generator.

c. Oil Disposal Transporters
The following is a list of waste/salvage oil disposal transportation carriers in LA.

COMPANY	ADDRESS	CONTACT	PHONE
Hydro-Vac	Rte 10, Box 20 Lake Charles, LA 70601	Scott Washington	(337) 433-1385
US Filter Recovery Services	14890 Intracoastal Drive, New Orleans, LA 70129		(504) 254-9021 (Fax) 254-4316
Inter-National Oil Service	14890 Intracoastal Drive New Orleans, LA 70129		(800) 523-9071
K & G Environmental Service, Inc	164 Rue Royal, Slidell, LA 70461	Annette Mayeaux	(337) 433-9486 (985) 643-4745
Newpark Environmental Services, Inc.	4023 Ambassador Caffery Pkwy. 4th floor PO Box 31480 Lafayette, LA 70593-1480		(337) 984-4445 (fax) 988-4516
Rebel Energy, Inc.	PO Box 16808 Lake Charles, LA 70616-6808	Kenneth Myers	(337) 433-4619

COMPANY	ADDRESS	CONTACT	PHONE
Reliable Production Services	PO Box 176 Livonia, LA 70755	Craig Tullos	(225) 637-3564
Richland Oil Salvage, Inc	Rt. 1, Box 338 Rayville, LA 71269	Charles Archibald	(337) 728-6703
Western Waste Industries Waste Disposal Services Group100 I-45, Suite 210, LP Tower Conroe, TX 77301	1902 Rankin Road, Houston TX 77073		(281) 821-0250
Woodside Land-fill Walker, LA 70785	29340 Woodside Dr., Walker LA 70785	David Mason	(225)665-8225 (800) 673-5541

Temporary Storage & Disposal: In a worst-case scenario, lightering ships could be used for the initial storage of oil until it could be transferred into barges to be transported for disposal. Barges could also be used in a maximum most probable scenario. Frac tanks ashore at the staging areas could also be used in this scenario. For most probable case scenario Frac tanks or vacuum trucks could be used. Disposal companies include:

COMPANY	REPRESENTATIVE	PHONE	CITY
Brown Vacuum Truck Service	Loyd W. Brown	(318) 726-6783	Sterlington
Guillory Tank Truck Service	Mitch Willers	(337) 824-8184	Jennings
FAS Services, Inc	Russ A. Settoon	(985) 252-6296	Pierre Part
Habetz Oilfield Saltwtr Ser.	Leonard Habetz	(337) 783-4837 (337) 783-	Crowley
Hallar Enterprises, Inc	Albert Aucoin	(985) 252-9840	Pierre Part
LA Tank, Inc	Rusty Rivet	(337) 436-1000	Lake Charles
Newpark Environmental Ser.	Phillip O. Clark	(337) 984-4445	Lafayette
SWD Inc.	Benny Miller	(337) 588-4575	Lacassine
Saline Injection Systems Co	Randall Humbe	(337) 783-0730	Egan
Western Waste Ind.	Imre J.	((281) 821-0250	Conroe, TX

3. Storage and disposal facilities available
4. Procedures for transporting, storage, and disposal

HAZMAT Reception & Disposal: The following companies have been granted permits from the LA DEQ as hazardous waste reception and disposal facilities. These facilities will be utilized in the event that recovered wastes are classified as hazardous.

Cecos International Inc 918 Willow Springs Road Sulphur, LA 70663 (337) 527-6857
Cecos International Chemical Services, Inc. 27004 South Frost Rd. Livingston, LA. 70754 Contact: Mitchel Hatter (225) 686-0122 / (337) 527-6857 EPA # LAD000618298
Chemical Waste Management, Inc. 29375 Woodside Drive Walker, LA 70785 (225) 667-3358 EPA # LAD000777201
Rollins Environmental Services, Inc. 13351 SCENIC HIGHWAY BATON ROUGE, LA 70807 (225) 778-1234 EPA # LAD010395127
Rollins Environmental Services, Inc. Deep Injection Well Route 2, Box 1200 Plaquemine, LA. 70764 Contact: Michael Sullivan (225) 659-2434 EPA # LAD000778514

Table 4-1 - HAZMAT Reception & Disposal

4560 Counterme asures

4560.1 Pollution Countermeasures

Pollution countermeasures shall be taken as soon as possible after the discovery or notification of a discharge. These actions include, but are not limited to:

a. Containing/monitoring the pollutant movements.

b. Warning the public of acute danger (if necessary).

c. Providing temporary drinking water sources.

d. Remo val/cleanup/disposal measures.

e. Broadcasting cautionary notices to marine traffic while response activities are being conducted.

f. Responding to the scene, as required, to locate and isolate spill sources or to identify the properties of the discharged pollutants. These actions shall normally be undertaken by the RP, but may be initiated by the OSC if the source of the spill or the RP has not yet been identified. Every reasonable effort shall be made to persuade the RP to initiate these actions, emphasizing their liability for Federal government actions if the OSC determines that actions taken by the RP are not sufficient or performed in a timely manner.

4560.2 Chemical & Physical Countermeasures

4560.21 Dispersants, Chemical Agents & Other Spill Mitigation Substances, Devices or Technologies

DISCUSSION: In order to minimize environmental damage caused by catastrophic oil spills, responders shall work together to keep the spilled oil from impacting sensitive areas and natural resources. No single response method is 100 percent effective thereby establishing a need to consider simultaneously the use of all available cleanup methods in a response. Adjustments to the simultaneous use of mechanical equipment and dispersants shall be made as information concerning the spill and their effectiveness is verified by the Unified Command.

4560.3 Waste Minimization and Recycling Opportunities

4560.31 Debris Avoidance

While it is generally not possible to avoid the generation of oily debris resulting from the contact of floating oil with waterborne solids, it is possible to avoid the generation of oily debris in the coastal intertidal zone if the anticipated area of oil impact can be cleaned prior to stranding of the spilled oil. This has been successfully accomplished in a small number of past spills (W. Schumaker, personal communication).

Personnel can be deployed to remove debris from beach intertidal areas to above the high tide line in order to prevent oiling of stranded debris/trash. It is important to note that such crews are not likely to be certified as required under OSHA 1910.120 and can only perform this task prior to the stranding of spilled oil. A safety/industrial hygiene specialist (see Annex H) should be consulted regarding the limitations of these crews and the effective establishment of exclusion zones in the area of beach impact.

4560.32 Selection of Personal Protective Equipment

Depending upon climatic conditions and material compatibilities of personal protective equipment (PPE), waste can be minimized through the selection of reusable equipment, when possible. For instance, heavy gloves and boots, which can be effectively decontaminated and reused, can minimize the generation of oil-contaminated disposable gloves and boots as long as such equipment use is approved by the site safety officer. Reusable rain gear may also be used instead of disposable suits, if approved. Such decisions should be made early in the response process in order to minimize generating containerized, contaminated PPE which is generally disposed at Class I facilities.

4560.33 Recovered Oil and Oily-water

In order to maximize skimmer efficiency and effectiveness, water should be decanted to the spill impact area with the approval of the federal OSC and relevant state agency representatives. Operational standards (e.g., decanting only in the impact area where water depth is sufficient; no free oil) should be established as soon as skimming is initiated. In federal waters, decanting can be approved through a request to the federal OSC. As discussed earlier, in State waters, approval must be secured from the Regional Water Quality Control Board.

Both oil and oily-water recovered from skimming operations should be offloaded to facilities where it can be effectively recycled/managed with established process and treatment streams. Such facilities would include terminals, refineries and commercial refiners/reclaimers/ recyclers. These facilities can often provide temporary tank storage, when necessary. Oiled debris, which is recovered with skimmed oil, should be maintained in secure, temporary storage until it is sufficiently characterized for disposal.

4560.34 Sorbent Use/Reuse

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.

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

4560.35 Petroleum-contaminated Soil Recycling and Reuse

While the volume of petroleum-contaminated soil associated with coastal spills is generally lower than such volumes resulting from large inland spills, opportunities for recycling/reuse should be considered. For soils satisfying the waste profiling requirements of the state and commercial facilities, beneficial reuse as daily landfill cover after appropriate treatment is an available option in Louisiana (see Response Resources lists).

It is important to note that both the costs and benefits of such recycling (less than $100/ton and low future liability) versus disposal in a Louisiana Class I or II disposal facility (greater than $100/ton and moderate to high future liability) are substantial.

Removal of contaminated soil from temporary storage will require authorization of the on-scene coordinator.

4560.4 Temporary Storage

To expedite removal of spilled oil, refined products, and contaminated material from marine waters during an emergency response, temporary storage sites may be erected at appropriate shore locations. The Louisiana Department of Environmental Quality should be contacted for approval. Temporary storage sites should be available at an onshore location convenient to the recovery operations to temporarily store recovered petroleum products and contaminated materials and debris. Placing of the temporary facility must be done with the concurrence of the USCG and state OSC, the local Water Quality Control Board and the local health, fire and emergency services departments. If a Unified Command is established, LADEQ will facilitate the contact of the state and local government agencies through their liaison function.

Temporary storage facilities can include Baker tanks, tank trucks, oil drums, or empty fuel storage tanks.

4560.5 Initial Treatment

Petroleum and petroleum contaminated cleanup materials can potentially be treated at a temporary storage site. One of the treatment process that may be used is Transportable Treatment Units (TTU). The most likely treatment process undertaken with a TTU will be separation of seawater from collected petroleum. Another method employed for separating water is decanting water from temporary storage tanks.

Any water generated through the separation of petroleum and seawater may be potentially discharged to a sanitary sewer system or back to marine waters. The sanitary sewer discharge will require a permit from the local sanitation district, which will establish effluent requirements for the discharged water. Should a sanitation district not allow the discharge of water to its system, the recovered seawater would either be discharged back to the adjacent marine waters or transported off-site for disposal. The discharge of recovered seawater to state waters will require a NPDES permit from the local RWQCB.

A portable incinerator may be another type of TTU available during a spill response for use with contaminated material. The use of an incinerator will require a permit from the local air quality agency. The potential use of any TTU and regulatory standards must be discussed with LADEQ.

4560.6 Characterization of Recovered Material

Recovered petroleum and contaminated debris

Recovered petroleum and contaminated debris that is not recycled must be characterized to determine their waste classification before the waste can be shipped to a proper waste management facility for final disposal. It is the responsibility of the generator/RP to have petroleum and contaminated material managed as waste accurately classified as hazardous or non-hazardous for proper disposal.

Recovered petroleum product not accepted at a refinery or recycling facility and contaminated material must be transported to an approved waste management facility. The type of waste management facility will be based on the results of the waste characterization performed.

4560.7 Transportation

4560.71 Hazardous Waste

Waste classified as hazardous under either federal or state regulations must be transported to a permitted or interim status hazardous waste facility. Hauling of the waste must be done by a state licensed hazardous materials hauler. The licensed hauler must have a U.S. EPA I.D. number and State transporter I.D. number. Prior to removal of the hazardous material from temporary storage, a uniform hazardous waste manifest must be prepared by the generator (RP or his representative) for recovered petroleum and other contaminated materials. If assistance is required for manifesting, the RP may request it from the on-scene LADEQ representative

All hazardous materials shipped off-site must be transported in compliance with applicable regulations. These include the RCRA regulations in 40 CFR 262-263, DOT Hazardous Materials Regulations (49 CFR 171-178), and any applicable state regulations

4560.72 Non-hazardous Waste

Removal of non-hazardous waste from temporary storage will require authorization of the on-scene coordinator.

4560.8 Waste Management Facilities

4570 Alternative Response Strategies

Alternative Response Technology available to the UC is discussed in this section. The primary objective of an oil spill response is to reduce the effect of spilled oil on the environment. Physical removal of the oil is the preferred method. However, conventional mechanical recovery and removal may be limited by equipment capability, weather and sea conditions, the size and the remote location of the spill.

4570.1 Polic y

The use of alternative countermeasures; dispersants, bioremediation, in-situ burning and shoreline cleaning agents shall be considered when the preferred recovery, cleanup or remediation techniques are inadequate and the environmental benefit of their use outweighs any adverse effects.

Use of dispersants or in-situ burning will be the primary consideration for any large offshore discharges of oil where open water skimming operations may be difficult or where open water recovery could not occur before the oil impacted any of the environmentally sensitive areas located offshore such as the Farallon or Channel Islands.

Since the approval process for use of alternative countermeasures is historically prolonged and sometimes complex, the decision to apply time-critical alternative methods, such as dispersants and in-situ burning, needs to be made early in the response. This section discusses the approval process for each one of the countermeasures. The approval process varies with the type of countermeasure and the location of the spill (inland, nearshore, offshore) and in most cases, requires the involvement of the Regional Response Team and the State of Louisiana.

4580 Dispersants

4580.1 General

The use of dispersants to mitigate offshore oil spills has become a proven and accepted technology, and under certain conditions, are more effective than mechanical response. Within the Gulf region, an operational dispersant capability has been developed and is being actively supported by some firms within the industry.

The requirement for a dispersant capability exists with the Minerals Management Service's regulatory requirements that operators of offshore facilities maintain a dispersant capability.

4580.2 Dispersant Monitoring

RRT VI developed the Special Monitoring of Applied Response Techniques (SMART) to monitor the effectiveness of a dispersant application and to ensure timely results are provided to the RRT and OSC. SMART basically determines whether or not a dispersant application is working and facilitates making the decision as to whether to continue or terminate a dispersant operation. Its primary purpose is to visually observe from an aircraft and determine if oil is, in fact, being chemically dispersed into the water column and, secondarily further monitors the in-water concentration of chemically dispersed oil with a fluorometer deployed from a boat. The SMART observer also is required to survey the immediate area for any waterfowl and marine animals. When possible Department of Interior (DOI) or Department of Commerce (DOC) will provide a specialist in aerial surveying of marine mammals/turtles who will accompany the SMART controller/observer.

4580.3 Sinking Agents

Any chemical that is considered or acts as a sinking agent is strictly prohibited.

4580.31 Quick Approval Process

On 10 January 1995, RRT VI

gave preapproval for the use of dispersants in the Gulf of Mexico for the offshore waters of Louisiana and Texas that are at least ten meters in depth and three nautical miles from shore. The RRT VI OSC Preapproved Dispersant Use Manual was last updated in January 2001 (Version 4.0).

In accordance with the National Contingency Plan, Regional Response Team VI (RRT 6) dispersant pre-approval authority is given only to the Federal On-Scene Coordinator (FOSC) and with the following guidelines:

The FOSC must utilize the decision-making process as defined in this guidance to determine the applicability of dispersants as a response option for a specific spill response.

The RRT will be notified by the FOSC of an approval to initiate dispersant operations as soon as practicable after the approval has been given to the Responsible Party (RP). Provided the dispersant application is successful and operational results are positive, no RRT approval will be required for additional sorties and passes. The RRT must be kept informed on the status of the dispersant application throughout the operation. Post-application information/results will be provided to the RRT within 24 hours of the dispersant application. Formal convening of the RRT, however, is not necessary. A final debrief will be given to the RRT by the FOSC/SSC and must include an “After-Action-Report” to the RRT.

The pre-approved area includes offshore waters “from the ten-meter isobath or three nautical miles”, whichever is farthest from the shore, to 200 nautical miles offshore (Exclusive Economic Zone boundary), beginning from the Texas-Mexico border and extending through the states of Texas and Louisiana to the boundary between federal Regions IV and VI.

The only requirement for dispersant product selection is that the dispersant must be included on the NCP Product Schedule and considered appropriate by the FOSC for existing environmental and physical conditions.

Dispersant spraying operations are conducted during daylight hours only. To achieve the intended results of this pre-approval, it is essential that every reasonable effort be made to make the first dispersant drop as soon as possible after the oil has been released into the marine environment.

An appropriate contractual relationship with the dispersant application contractor must be established as part of the pre-spill planning process. Such contractual relationship can be with the RP, State or Federal Agency, or Spill Management Team.

Contracted dispersant operations shall have the organization and capability to provide the first application of dispersant over the designated response zone as rapidly as possible.

Pre-approval is not restricted to aerial application only. Other application techniques (e.g., boat) may be considered. In general, dispersant boat spray systems should be considered when a relatively small areal coverage of oil is involved. This is primarily

due to the smaller swath widths and slower speeds of the surface vessels as compared to large aircraft. However, this could be especially useful if there is an unusually thick layer of oil to be dispersed, or when the geometry of the situation makes aerial application unfeasible.

The general criteria for evaluating the approval for use of any dispersant system should be the ability of the party or parties that are requesting approval to demonstrate to the satisfaction of the FOSC, in addition to any other requirements of the RRT6 Dispersant Use Pre-approval Guideline and Checklist, the following:

1. That the application system has been a) specifically designed for its intended purpose, or b) if not specifically designed for dispersant use, has been used previously and was deemed to be effective and appropriate, and will be used again in a similar manner, or c) by some other specific means, documentation or experience reasonably deemed to be effective and appropriate under the circumstances.
2. That the design and operation of the application system can reasonably be expected to apply the chemical dispersant in a manner consistent with the dispersant manufacturers recommendation, especially with regard to dosage rates, and concentrations.
3. That the operation will be supervised or coordinated by personnel that have experience, knowledge, specific training, and/or recognized competence with chemical dispersants and the type of system to be used.

In case of Aerial Application of dispersants:

1. The FOSC must ensure that the RP's dispersant operation provides for a dispersant controller who is over the spray zone(s) in separate aircraft from the dispersant aircraft. The controller must be qualified and be able to direct the dispersant aircraft in carrying out the offshore dispersant operation inclusive of avoiding the spraying of birds (by 1000 ft. horizontal distance), marine mammals and turtles that may be in the area.
2. Aircraft spray systems must be capable of producing dispersant droplet sizes that provide for optimal dispersant effectiveness (generally 250-500 µm, but follow manufacturer and ASTM guidance).
3. Additional guidance for aerial spray systems is provided in the Section entitled "AERIAL SPRAY GUIDELINES"

In case of Boat Application of dispersants:

1. If the system involves spray arms or booms that extend out over the edge of the boat and have fan type nozzles that spray

a fixed pattern of dispersant, the following ASTM standards apply:

- **ASTM F 1413-92** "Standard Guide for Oil Spill Dispersant Application Equipment: Boom and Nozzle Systems
- **ASTM F 1460-93** Standard Practice for Calibrating Oil Spill Dispersant Application Equipment Boom and Nozzle Systems
- **ASTM F 1737-96** Standard Guide for Use of Oil Spill Dispersant Application Equipment During Spill Response: Boom and Nozzle Systems.

2. If the system involves the use of a fire monitor and or fire nozzle to apply the dispersants, a straight and narrow "firestream" flow of dispersant directly into the oil is to be avoided. At this time there are no applicable ASTM standards for these types of systems.
3. Fire monitor systems must meet the general criteria for approval specified above.
4. Additional guidance for boat spray systems is provided in the Section entitled "BOAT SPRAY GUIDELINES"

The FOSC must activate the Special Monitoring of Applied Response Technologies (SMART) Program monitoring team. Every attempt should be made to implement the on-water monitoring component of the SMART monitoring protocols in every dispersant application. At a minimum, Tier 1 (visual) monitoring must occur during any dispersant operations approved in accordance with the Dispersant Pre-approval Guidelines and Checklist. The SMART controller/observer should be flying over the response zone to visually assess effectiveness of the dispersant applications, and to look out for marine animals. When possible DOI/DOC will provide a specialist in aerial surveying of marine mammals/turtles and pelagic/migratory birds who will accompany the SMART controller/observer (see Appendix A for contact information.)

The various forms, flowchart and graph used in this Dispersant Pre-approval Guidelines and Checklist are intended for use by the FOSC as working documents. Completed forms are to be sent to RRT 6 representatives from USCG District 8, EPA, DOI, DOC, and Louisiana and/or Texas both during and after (i.e., with the After-Action-Report) the pre-approved dispersant operation.

4580.32 Air Force Memorandum of Agreement

COMDTNOTE 16465 dated 30 September 1996 distributed a Memorandum of Agreement (MOA) between the Coast Guard and the Air Force (USAF) that provides for the use of USAF resources 910th Airlift Wing located at Youngstown Air Reserve Station, Ohio. This MOA will be incorporated into Volume X of the Marine Safety Manual.

The role of the USAF is to provide a dispersant capability when adequate private resources are incapable of responding in sufficient time, and, if needed, to augment private resources already deployed. Coast Guard policy, however, continues to emphasize that public resources are not to compete with private industry.

4580.33 Quick Approval Dispersant Decision Process

4580.33.1 Government Basic Ordering Agreement for Dispersants

As of November 1996, the only existing Basic Ordering Agreement (BOA) with an aerial dispersant company is with Airborne Support, Inc. of Bourg, LA. The point of contact is Mr. Howard Barker at (985) 851-6391.

Preapproval is only for those dispersants which are listed on the most current NCP Product Schedule and which have been explicitly specified in the NCP Product Schedule Listing to be suitable for aerial application. Further determination of the suitability of individual dispersants by viscosity as related to aircraft type is covered in this manual.

Preapproval allows for maximum dispersant spray coverage of suitable slick areas [those regions of a slick having visibly thick oil (black/brown) as opposed to sheen]. Multiple sorties and multiple passes are authorized to continue unless a decision is made by the RRT, when convened, to cease operations.

The Responsible Party (RP) or OSC must have established the appropriate contractual relationships required for aerial application of dispersants as part of the pre-spill planning process. If contracts must be established during the spill response, activation of the dispersant preapproval is inappropriate. There should be sufficient time to consult with the RRT in accordance with the RRT VI Regional Contingency Plan Subpart H (Authorization for The Use of Dispersants in Non-Life Threatening Situations).

The OSC must ensure that the RP's dispersant operation provides for a dispersant controller who is over the spray zone(s) in separate aircraft from the dispersant aircraft. The controller must be qualified and be able to direct the dispersant aircraft in carrying out the offshore dispersant operation inclusive of avoiding the spraying of birds (by 1000 ft. horizontal distance), marine mammals and turtles that may be in the area.

Contracted aerial dispersant flight operations shall have the organization and capability to provide the first application of dispersant over the designated response zone as rapidly as possible. Maximum effectiveness of dispersant for many oils, 6 hours, shall be the target of the response organization for the first application of dispersants after the oil first entered the marine environment.

For all dispersant operations, the OSC must activate the SMART monitoring team.

4580.34 Consultants

Mary Finges Environment Canada 3439 River Road Ottawa, Ontario, Canada KIAO43 (806) 742-3553	Dr. Harry W. Parker, Ph.D. Texas Tech University Dept. of Chemical Engineering 1207 S. Gilbert Dr. Lubbock, TX 79409 (806) 885-4567
John P. Fraser 23 Hibury Drive Houston, TX 77204 (713) 720-9224 K1GOZ4	S. L. Ross 717 Belfast Rd., Suite 200 Ottawa, Ontario, Canada (613) 232-1564
O'Brien's Response Management Inc. Slidell, LA (home office) 985.781.0804	

Table 4-2 – Consultants

4580.35 Dispersants

LOOP: (POC) Cindy LeBlanc (504)363-9299 Quantity: 45,300 Gallons (9527) - *8,000 Gallons ASI Locations: Galliano & Port Fouchon, LA Storage: 2200 Gallon Mobile Tanks
ASI: (POC) Howard Barker (985)851-6391 Quantity: 24,000 Gallons (9527); 2200-Gallon Mobile Tanks Location: Bourg, LA The contract signing with LOOP, ASI now has 24,000 gallons located in Bourg. Mr. Barker now has the authority to utilize the dispersant.
EXXON USA: (POC) Nina Springer (713)656-2525 Quantity: 800 Drums (55 Gallon) 9527 Location: Baytown, TX Support: Clean Gulf CO-OP
NALCO/EXXON: (POC) David Acker (281)263-7000 Quantity: 200 Drums(9500 Minimum)-500 Drums (maximum)

9527 & 9500 Location: Sugar land, TX PRODUCT RATE: Have enough raw materials to produce 11,000 gallons per day. This rate of production can be increased based on the severity of the spill.
CLEAN GULF: 650 Poydras St. Suite 2303 New Orleans, LA 70130 **Harry Rich** *Executive Director* Poydras Center 650 Poydras Street Suite 2303 New Orleans, LA 70130 (504) 799-3035 (office) (504) 799-3036 (fax) (888) 350-2915 (pager) (504) 234-1278 (cell)

Table 4-3 - Dispersants

4580.4 Bio-Remedi ation

Use of microbial products requires RRT approval. Oil metabolizing microbes may be added to contaminated areas to enhance the biodegradation of an oil by taking advantage of the hydrocarbon degrading characteristics of these microbes. The effectiveness of adding microbes to enhance biodegradation is not well supported in scientific literature.

James R. Clark Environmental Toxicologist Exxon Biomedical Science Mettlers Road East Millstone, NJ 08875 (908) 873-6039
Parmely Pritchard Environmental Toxicologist USEPA Sabine Island Gulf Breeze, FL 32561 (904) 934 9260
Dr. Carl Oppenheimer, Ph.D. P.O. Box 5561 Austin, TX 78763 (512) 474-1016

Charles R. Preiss Research Director 901 Milwee, Suite 108 Houston, TX 77092 (813) 956-4001
Dr. Albert Venosa Research Microbiologist USEPA 26 W. Martin Luther King Cincinnati, OH 45268 (513) 569-7668

4580.5 In-Situ-Burning

The option of utilizing in-situ burn will be made by RRT VI.

The SMART program and user manual (Federal Region VI Regional Response Team, 1994) was developed by RRT VI to be carried out by the Gulf Strike Team (GST) and the National Oceanic and Atmospheric Administration Scientific Support Coordinator's (SSC) team. The GST and SSC were chosen because of their ability to respond quickly to oil spills with trained and equipped personnel. Having a government agency accomplish this task ensures monitoring data remains in the public domain and ensures available and objective presentation of such data to the OSC. To remain proficient, GST SMART members receive training semiannually and work closely with the Eighth District Marine Safety Division by participating in dispersant training exercises.

SMART should not be confused with public health monitoring and sampling conducted for impact and damage assessment. Other agencies are trained, equipped and hold the statutory responsibility for these types of monitoring.

The MOA outlines the steps necessary for the OSC to request resources for aerial dispersant applications and cost reimbursement procedures. The Department of Defense (DOD), as a National Response Team member, has designated the Director of Military Support (DOMS) as the Action Agent to approve and coordinate DOD support for oil spill response actions under the National Contingency Plan. A capability assessment and technical information may be obtained by the OSC prior to formal tasking by direct communication with the 910th Airlift Wing, Youngstown Air Reserve Station, Ohio at phone number (216) 392-1315.

4580.51 Preauthorization

In January 1994, an in-situ burn plan was approved by RRT VI and preapproval was granted to Coast Guard predesignated On-Scene Coordinators (OSCs) within Region VI. The preapproval allows OSCs to permit responsible parties to employ the plan seaward of three miles of the coasts of Louisiana and Texas, with areas excluded offshore in the vicinity of certain reefs and an area off Grand Isle, Louisiana. The plan may also be employed inshore of three miles, including bays, lakes, sounds, and rivers, but incident specific RRT approval must be granted in all such cases. (Reference: RRT VI IN-SITU BURN PLAN, Parts I & II).

4580.52 Inshore/Nearshore In-Situ Burn

In-situ burning is being considered with growing interest as a response tool for site specific oiled coastal wetlands. Burning of wetland grasses has been practiced as a vegetation management technique for many years, but burning of oiled wetlands is relatively new. Deciding how to respond to an oiled coastal wetland is a complex issue for which there can be no single answer. In January 1996, in keeping with the pro-active nature of RRT VI, guidelines and a checklist for quick approval of an in-situ coastal wetland burn were developed. (Reference: RRT VI Guidelines for Inshore/Nearshore In-Situ Burn dated January 8, 1996)

Burn Boom Locations UNDER DEVELOPMENT

MSRC: (337) 475-6400 500' Galveston, TX 500' Pascagoula, MS 500' Miami, FL
Waste Control Services: (713) 457-6494 500' Houston, TX
Oil Stop: (504) 347-8888 500' New Orleans, LA
TGLO: 1-800-998-4GLO (4456) 1700 N. Congress Ave. Suite 935 Austin, Texas 78701-1495

4580.6 In-Situ Burn Monitoring (SMART)

SMART is real-time monitoring to provide information to the OSC as whether or not in-situ burning should be continued or discontinued. RRT VI requires SMART be in place prior to the start of any in-situ burn if there is a possibility that the burn plume will cross over any populated or environmentally sensitive area. The smoke concentration is monitored with multiple portable infrared aerosol monitors to determine whether or not the level of exposure is acceptable for populated or environmentally sensitive areas. If the values are too high, in-situ burn operations are to be suspended until more favorable meteorological conditions prevail.

Use of Other Non-Traditional Countermeasures

4590 Fish and Wildlife Strategies

4600 **Mobilization/Demobilization Guidelines**

4700 **Reserved**

4800 **Reserved for Area**

4900 **Reserved for District**

41000 **Reserved**

5000 Logistics

5100 Logistics Section Organization

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

Six functional units can be established within the Logistics Section. If necessary, a two-branch structure can be used to facilitate span of control. The titles of the units are self-descriptive. Not all of the units may be required, and they will be established based upon need. Branches and Units in the Logistics Section are shown in Figure 5-1.

LOGISTICS SECTION DIAGRAM

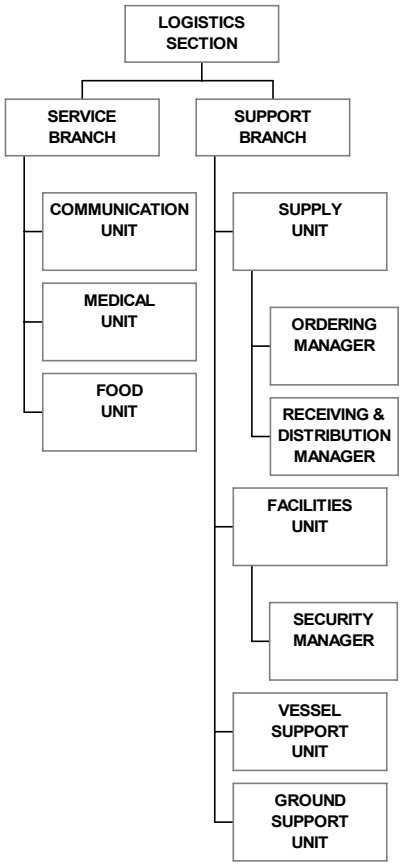


Figure 5-1 - Logistics Section Organization

5110

Figure 5-2 - Logistics Section Planning Guide

ABBREVIATIONS & ACRONYMS

Agency Admin Rep:	Agency Administrator Representative
Bus. Mgmt:	Business Management
Comm. U.L.:	Communications Unit Leader
Finance/Admin:	Finance/Administration
R.U.L.:	Resources Unit Leader
S.U.L.:	Situation Unit Leader
Supply & Demob. U.L.	Supply & Demobilization Unit Leader

5120 Roles and Responsibilities

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5120.1 Logistics Section Chief

The Logistics Section Chief, a member of the General Staff, is responsible for providing facilities, services, and material in support of the incident. The Logistics Section Chief participates in development and implementation of the Incident Action Plan and activates and supervises Branches and Units within the Logistics Section.

1. Review Common Responsibilities (section 2120)
2. Plan organization of Logistics Section
3. Assign work locations and preliminary work tasks to Section personnel.
4. Notify Resources Unit of Logistics Section units activated including names and locations of assigned personnel.
5. Assemble and brief Branch directors and Unit Leaders.
6. Participate in preparation of Incident Action Plan.
7. Identify service and support requirements for planned and expected operations.
8. Provide input to and review Communications Plan, Medical Plan, Traffic Plan and Vessel Routing Plan.
9. Coordinate and process requests for additional resources.

10. Review Incident Action Plan and estimate Section needs for next operational period.
11. Advise on current service and support capabilities.
12. Prepare service and support elements of the Incident Action Plan.
13. Estimate future service and support requirements.
14. Receive Demobilization Plan from Planning Section.
15. Recommend release of unit resources in conformance with Demobilization Plan.
16. Ensure general welfare and safety of Logistics Section Personnel.
17. Maintain Unit/Activity Log (ICS 214).

5120.2 Service Branch/Director

The Service Branch Director, when activated, is under the supervision of the Logistics Section Chief, and is responsible for the management of all service activities at the incident. The Branch director supervises the operations of the Communications, Medical and Food Units.

1. Review Common Responsibilities (section 2120).
2. Obtain working materials from Logistics Kit.
3. Determine level of service required to support operations.
4. Confirm dispatch of Branch Personnel.
5. Participate in planning meetings of Logistics Section personnel.
6. Review Incident Action Plan.
7. Coordinate activities of Service Branch Units.
8. Inform Logistics Section Chief of activities.
9. Resolve Service Branch problems.
10. Maintain Unit/Activity Log (ICS 214).

5120.21 Communication Unit/Leader

The Communications Unit Leader, under the direction of the Service Branch Director or Logistics Section Chief is responsible for developing plans for the effective use for incident communications equipments and facilities; installing and testing of communications equipment; supervision of the incident Communications Center; distribution of communications equipment to incident personnel; and the maintenance and repair of communications equipment.

a. Review Common Responsibilities (section 2120)

b. Review Unit Leader Responsibilities (section 2130)

c. Obtain briefing from Service Branch Director or Logistics Section Chief.

d. Determine unit personnel needs.

e. Advise on communication capabilities/limitations.

f. Prepare and implement the incident Radio Communications Plan (ICS 205).

g. Ensure the Incident Communications Center and Message Center are established.

h. Set up telephone and public address systems.

i. Establish appropriate communications distribution/maintenance locations.

j. Ensure communications systems are installed and tested.

k. Ensure an equipment accountability system is established.

l. Ensure personal portable radio equipment from cache distributed per radio plan.

m. Provide technical information as required on:

n. Adequacy of communications systems currently in operation

o. Geographic limitation on communications systems

p. Equipment capabilities

q. Amount and types of equipment available

r. Anticipated problems in the use of communications equipment

s. Supervise Communications Unit activities.

t. Maintain records on all communications equipment as appropriate.

u. Ensure equipment is tested and repaired.

v. Maintain Unit/Activity Log (ICS 214)

5120.22 Medical Unit/Leader

The Medical Unit Leader, under the direction of the Service Branch Director or Logistics Section Chief, is primarily responsible for the development of the Medical Emergency Plan, obtaining medical aid and transportation for injured and ill incident personnel, and preparation of reports and records. The Medical Unit may also assist Operations in supplying medical care and assistance to civilian casualties at the incident, but is no intended to provide medical services to the public.

a. Review Common Responsibilities (section 2120)

b. Review Unit Leader Responsibilities (section 2130)

c. Obtain briefing from Service Branch Director or Logistics Section Chief.

d. Participate in Logistics Section/Service Branch planning activities.

e. Determine level of emergency medical activities performed prior to activation of Medical Unit.

f. Activate Medical Unit.

g. Prepare the Medical Emergency Plan (ICS 206)

h. Prepare procedures for major medical emergency.

i. Declare major medical emergency as appropriate.

j. Respond to requests for medical aid.

k. Respond to requests for medical transportation.

l. Respond to requests for medical supplies.

m. Prepare medical reports and submit as directed.

n. Maintain Unit/Activity Log (ICS 214).

5120.23 Food Unit

The Food Unit Leader, under the direction of the Service Branch Director or Logistics Section Chief, is responsible for determining feeding requirements at all incident facilities; menu planning; determining cooking facilities required; food preparation; serving: providing potable water; and general maintenance of the food service areas.

o. Review Common Responsibilities (section 2120)

p. Review Unit Leader Responsibilities (section 2130)

q. Obtain briefing from Service Branch Director or Logistics Section Chief.

r. Determine location of working assignment, and number and location of personnel to be fed.

s. Determine method of feeding to best fit each situation.

t. Obtain necessary equipment and supplies to operate food service facilities.

u. Set up Food Unit equipment.

v. Prepare menus to ensure incident personnel receive well-balanced meals.

w. Ensure that sufficient potable water is available to meet all incident needs.

x. Ensure that all appropriate health and safety measures are taken.

y. Supervise cooks and other Food Unit personnel.

z. Keep inventory of food on hand and check in food orders.

aa. Provide Supply Unit Leader food supply orders.

bb. Maintain Unit/activity Log (ICS 214)

5120.3 Support Branch/Director

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

1. Review Common Responsibilities (section 2120)
2. Obtain work materials from Logistics Kit.
3. Identify Support Branch personnel dispatched to the incident.
4. Determine initial support operations in coordination with Logistics Section Chief and Service Branch Director.
5. Prepare initial organization and assignments for support operations.
6. Determine resource needs.
7. Maintain surveillance of assigned unit work progress and inform Logistics Section Chief of activities.
8. Resolve problems associated with requests from Operations Section.
9. Maintain Unit/Activity Log (ICS 214)

5120.31 Suppl y Unit/Leader

The Supply Unit Leader is primarily responsible for ordering personnel, equipment and supplies; receiving, and storing all supplies for the incident; maintaining an inventory of supplies; and servicing non-expendable supplies and equipment.

a. Review Common Responsibilities (section 2120)

b. Review Unit Leader Responsibilities (section 2130)

c. Obtain a briefing from the Support Branch Director or Logistics Section Chief.

d. Participate in Logistics Section/Support Branch planning activities.

e. Provide Kits to Planning, Logistics and Finance Section.

f. Determine the type and amount of supplies enroute.

g. Arrange for receiving ordered supplies.

h. Review Incident Action Plan for information on operations of the Supply Unit.

i. Develop and implement safety and security requirements.

j. Order, receive, distribute, and store supplies and equipment and coordinate contracts and resource orders with the Finance Section.

k. Receive and respond to requests for personnel, supplies, and equipment.

l. Maintain inventory of supplies and equipment.

m. Coordinate service or reusable equipment.

n. Submit reports to the Support Branch Director.

o. Maintain Unit/Activity Log (ICS 214).

5120.31.1 Ordering Manager

The Ordering Manager is responsible for placing all orders for supplies and equipment for the incident. The Ordering Manager reports the Supply Unit Leader.

a. Review Common Responsibilities (section 2120)

b. Obtain necessary agency(s) order forms.

c. Establish ordering procedures.

d. Establish name and telephone numbers of agency personnel receiving orders.

e. Set up filing system.

f. Get names of incident personnel who have ordering authority.

g. Check on what has already been ordered.

h. Ensure order forms are filled out correctly.

i. Place orders in timely manner.

j. Consolidate orders when possible.

k. Identify times and locations for delivery of supplies and equipment.

l. Keep Receiving and Distribution Manager informed or orders placed.

m. Submit all ordering documents to Documentation Control Unit through Supply Unit Leader before demobilization.

n. Maintain Unit/Activity Log (ICS 214).

5120.31.2 Receiving & Distribution Manager

The Receiving & Distribution Manager is responsible for receiving and distribution of all supplies and equipment (other than primary resources) and the service and repair of tools and equipment. The Receiving and Distribution Manger reports to the Supply Unit Leader.

a. Review Common Responsibilities (section 2120)

b. Order required personnel to operate supply area.

c. Organize physical layout of the supply area.

d. Establish procedures for operating supply area.

e. Set up filing system for receiving and distribution of supplies and equipment.

f. Maintain inventory of supplies and equipment.

g. Develop security requirement for supply area.

h. Establish procedures for operating supply area.

i. Submit necessary reports to Supply Unit Leader.

j. Notify Ordering Manger of supplies and equipment received.

k. Provide necessary supply records to Supply Unit Leader.

5120.31.3 Facilities Unit/Leader

The Facilities Unit Leader is primary responsible for the layout and activation of incident facilities (e.g. Base, Camp(s) and Incident Commander Post). The Facilities Unit provides sleeping and sanitation facilities for incident personnel and manages base and camp operations.

Each facility (base or camp) is assigned a manager who reports to the Facilities Unit leader and is responsible for managing the operation of the facility. The basic functions or activities of the Base and Camp Manager are to provide security service and general maintenance. The Facility Unit Leader reports to the Support Branch Director.

a. Review Common Responsibilities (section 2120)

b. Review Unit Leader Responsibilities (section 2130)

c. Obtain briefing from the Support Branch Director or Logistics Section Chief.

d. Review Incident Action Plan.

e. Participate in Logistics Section/Support Branch planning activities.

f. Determine requirements for each facility to be established.

g. Determine requirements for the Incident Command Post.

h. Prepare layouts of incident facilities.

i. Notify unit leaders of facility layout.

j. Activate incident facilities.

k. Provide Base and Camp Managers.

l. Obtain personnel to operate facilities.

m. Provide sleeping facilities.

n. Provide security services.

o. Provide facility maintenance services - sanitation, lighting, clean up.

p. Maintain Facilities Unit records.

q. Maintain Unit/Activity Log (ICS 214)

5120.31.4 Security Manager

The Security Unit Manager is responsible to provide safeguards needed to protect personnel and property from loss or damage.

a. Review Common Responsibilities (section 2120)

b. Establish contacts with local law enforcement agencies as required.

c. Contact Agency Representatives to discuss any special custodial requirements which any affect operations.

d. Request required personnel support to accomplish work assignments.

e. Ensure that support personnel are qualified to manage security problems.

f. Develop Security Plan for incident facilities.

g. Adjust Security Plan for personnel and equipment changes and releases.

h. Coordinate security activities with appropriate incident personnel.

i. Keep the peace, prevent assaults, and settle disputes through coordination with Agency Representatives.

j. Prevent theft of all government and personal property.

k. Document all complaints and suspicious occurrences.

l. Maintain Unit/Activity Log (ICS 214).

5120.32 Vessel Support Unit/Leader

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

Review Common Responsibilities (section 2120)

a. Review Unit Leader Responsibilities (section 2130)

b. Obtain a briefing from the Support Branch Director or Logistics Chief.

c. Participate in Support Branch/Logistics Section planning activities.

d. Coordinate development of Vessel Routing Plan.

e. Coordinate vessel transportation assignments with the Protection and Recovery Branch or other sources of vessel transportation.

f. Coordinate water to land transportation with Ground Support Unit, as necessary.

g. Maintain a prioritized list of transportation requirements that need to be scheduled with the transportation source.

h. Support out of service vessel resources, as requested.

i. Arrange for fueling, maintenance and repair of vessel resources, as requested.

j. Maintain inventory of support and transportation vessels.

k. Maintain Unit/Activity Log (ICS 214)

5120.33 Ground Support Unit/Leader

The Ground Support Unit Leader is primarily responsible for 1) support out of service resources 2) coordination of transportation of personnel, supplies, food, and equipment, 3) fueling, service, maintenance and repair of vehicles and other ground support equipment, and 4) implementing the Traffic Plan for the incident.

a. Review Common Responsibilities (section 2120)

b. Review Unit Leader Responsibilities (section 2130)

c. Obtain briefing from Support Branch Director or Logistic Section Chief.

d. Participate in Support Branch/Logistics Section planning activities.

e. Coordinate development of Vessel Routing Plan.

f. Coordinate vessel transportation assignments with the Protection and Recovery Branch or other sources of vessel transportation.

g. Coordinate water to land transportation with Ground Support Unit, as necessary.

h. Maintain a prioritized list of transportation requirements that need to be scheduled with the transportation source.

i. Support out of service vessel resources, as requested.

j. Arrange for fueling, maintenance and repair of vessel resources, as requested.

k. Maintain inventory of support and transportation vessels.

l. Maintain Unit/Activity Log (ICS 214).

m. Coordinate transportation services.

n. Maintain usage information on rented equipment.

o. Requisition the maintenance and repair supplies (e.g. fuel, spare parts).

p. Coordinate the maintenance of incident roads.

q. Submit reports to Support Branch Director as directed.

r. Maintain Unit/Activity Log (ICS 214)

5200 Communications

Adequate and functional communication is a NECESSITY in all response operations. To this end, the FOSC may initiate varying degrees of control, from a single PAO to an expansive ICS Joint Information Bureau (JIB), to ensure a consistent and accurate flow of information.

NRC's Role: The NRC is the national communications center for response actions. It is located at USCG Headquarters in Washington, DC. The NRC receives and

relays notices of discharges or releases to the appropriate FOSC; disseminates FOSC and RRT reports to the NRT, as appropriate; and provides facilities for NRT use in coordinating a national response action, if required. Notice of an oil discharge or release of a HAZMAT in an amount equal to or greater than the RQ must be made to the NRC immediately IAW 33 CFR Part 153, Subpart B and section 103 (a) of CERCLA, respectively. Notification shall be made to the NRC Duty Officer. All notices of discharges or releases received at the NRC will be relayed immediately by telephone to the appropriate FOSC and any state or local agency or department that may need to become involved or have an interest in the incident.

FOSC Communications Control:

1. The locations, contact telephone numbers, and capabilities of each RRC and LRC within the region are: MSO Morgan City will establish the FOSC Command Action Center at the MSO. This Command Action Center will be the POC for all agencies reporting or requesting information. Depending upon degree of response, a JIB may be established by the COTP to coordinate efforts between multiple agencies.
2. An On-scene Command Post will be established to act as the communications link between the on-scene response and the Command Action Center. This command post will act as net control for all communications.

5210 Unified Command Calling and Coordination Frequencies

5210.1 Unified Command/Responsible Party Calling and Coordination Frequency

Due to the range of different possible responsible parties, it is impossible to predesignate a frequency for this purpose which would work in all cases. Therefore, as early as possible in a response, the communications unit and RP should make contact by landline and choose a frequency accessible to both parties.

5210.2 U. S. Coast Guard Working Frequencies

In Work

5210.3 Parish OES and local government agency operating frequencies:

Parish OESs and local government agencies such as police, fire, parish sheriffs, and environmental health departments have frequencies and communications systems established within their parishes. It is not the intent of this plan to interfere with or change those established systems. The primary frequency during the initial response is CLEMAR, but is expected to shift at some point to CALCORD as additional organizations join the MAC. Either frequency will be used for coordination among those agencies and between those agencies and the Unified Command.

5210.4 Intra-agency and Intra-company communications:

It is expected that each government agency and private company involved in the response operation will continue to use its own normal working frequency(s) for internal communication.

Alternate oil spill containment and cleanup frequencies: 47 CFR Part 90.65 designates the four primary VHF-FM frequencies and two primary UHF-FM frequencies listed below for use in oil spill containment and cleanup operations.

10. 150.980Mhz VHF-FM*
11. 154.585Mhz VHF-FM
12. 158.445Mhz VHF-FM
13. 159.480Mhz VHF-FM
14. 454.000Mhz UHF*
15. 459.000Mhz UHF*

* - as noted in Figure 5000-B1, these are the primary operating frequencies used by Marine Spill Response Corporation and Clean Bay COOP, respectively.

5220 Coast Guard Communications Capabilities

5220.1 Gulf Strike Team Command Trailer

Gulf Strike Team also has a Communications/Mobile Command Post trailer equipped with VHF-FM radio and multiple line telephones.

5220.2 Transportable Communication Centers (TCC'S):

5230 COMMUNICATIONS STATUS CHART

AGENCY:_____

COMMAND POST:_____ FREQUENCY GUARD:_____

_____

_____

_____

FIELD UNIT	CALL SIGN	STATUS	FREQUENCY
_____	_____	_____	_____

_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

OTHER AGENCIES ON SCENE	FREQUENCY	CELLULAR
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

MISCELLANEOUS

5300 Area Resources: Infrastructure

5310 Staging Areas

5310.1 Worst Case Discharge

Houma: a centralized location to many deployment points with many resources, including: 1) hospitals, 2) commercial vehicle rentals, 3) air support (Houma airport), 4) food and lodging, and 5) equipment maintenance. Due to the impact across the G.O.M., it would be necessary to deploy equipment from more than one area with deployment coordinated from a central location. Houma would be the most centralized coordination point. Deployment of equipment would take place from Port Fourchon, Cocodrie, and Morgan City. Equipment would be accounted for both at the deployment areas and at the central coordination point. All equipment would be checked in at the central point and the deployment points would keep a board noting what equipment was deployed and what was on standby.

Port Fourchon: Since the worst-case scenario would likely involve the LOOP platform, this would be the main deployment site. LOOP has spill equipment pre-staged in Port Fourchon and it has many waterside docks from which equipment could be transferred from trucks to barges or OSVs for transport. There are many open lots for equipment staging. However, these are all non-paved and rain could make these very muddy. Each company deploying equipment should be assigned it's own area to prevent mixing of equipment and making accountability easier. Possible sites for a mobile command point would include the local Fire Department or a mobile command post. One concern in Port Fourchon would be the Leeville Bridge. When the bridge is lifted for water traffic, it sometimes becomes stuck in the open position, making vehicle traffic impossible. Limited highway access would also require the assistance of LASP and Lafourche Parish Sheriff's Office for traffic control. Feeding a large group may pose some difficulty.

Cocodrie: Equipment could be deployed from Cocodrie via the Houma Navigation Canal. Equipment could be trucked into Cocodrie by highway also. A mobile command post would be necessary due to limited resources.

Morgan City: MSO Morgan City could provide a site for a command post. Its hearing room has the capabilities of providing both radio and telephone communication. Many dock sites are available for equipment deployment and staging. Commercial food and lodging are available. Commercial equipment maintenance and repair is also available.

5310.2 Maximum Most Probable:

Port Fourchon: In addition to the previously discussed resources, Port Fourchon also has a public boat launch that could be used to launch smaller more trailerable boats (see the following list).

Morgan City: In addition to the previously discussed resources, Morgan City also has four boat launches available (see the following list).

Franklin: The courthouse could be used as a staging and communications area. Phone lines are available and portable radio communications could be set up. There is also storage area available for equipment.

5310.3 Staging Areas Amenities/Addtional Resources:

Lifting equipment: Available at most of the staging areas. Cocodrie, Pecan Island, and Freshwater City have limited or no heavy lifting capabilities. Portable cranes or forklifts would have to be brought in. At Bayou Sale, the carbon black plant would have to be contacted for possible use of their lifting capabilities.

Fueling facilities: Fueling at most staging areas would not be a problem. However, at Bayou Sale, Pecan Island, and Freshwater City fuel would have to be delivered in 55-gallon drums or in tank trucks.

Maintenance & Transportation: During a worst-case scenario, a possible source of support for maintenance and transportation would be the Army National Guard. Minor maintenance would be accomplished on scene with any other necessary maintenance being done by contractors off site.

5320 Port/Dock Facilities/Capacities

TO BE DEVELOPED

5330 Boat Ramps/Launching Areas

Acadia Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Bayou Plaquemine	Hwy 90 3 mi south of I-10		DOTD	2	Petrofley	Two Ramps
Mermentau River	Hwy 90 in Mermentau		Parish	2	Concrete	Two Ramps
Bayou Queue De Tortue	Hwy 13, 9 mi S of Crowley		DOTD	2	Shell	Two Ramps
Bayou Blanc	Crowley City Park		City	1	Limestone	Poor

Assumption Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Lake Verret	LA Hwy 1016-1	Belle River	WL&F	1	Concrete	
Bayou LaFourche	LA Hwy 398, 9 mi NW of Thibodaux	Thibodaux	DOTD	2	Concrete	
Little Grand Bayou	End of Hwy 402	Pierre Part	Parish	2	Shell	
Lake Verrett	End of Hwy 402 at Attakapas Landing		Parish	2	Concrete	
Belle River	LA Hwy 1016-2		Parish	2	Concrete	
Himalaya Canal	LA Hwy 1012		Parish	1	Shell	
Alligator Bayou	LA Hwy 398	Parish		1	Shell	
Bayou Corne	LA Hwy 69	Pierre Part	Parish	1	Shell	

Iberia Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Lake Fausse Pt	Lake Fausse Pt. State Park	State Parks		1	Concrete	New park, open 1985
Spanish Lake	Off Hwy 82, 4 mi NW o New Iberia	New Iberia	Lake Comm	2	Concrete	Good
Avery Canal	End of Hwy 329 Avery Island		Parish	1	Concrete	Good
Lake Fausse Pt.	4 mi. SE of Loreauville (Marshall Ramp)	Loreauville	Parish	2	Concrete	Good
Lake Dautrieve	End of Hwy 345		Parish	1	Wood	Poor
Jeanerette Canal	3 mi NE of Jeanerette		Parish	2	Wood	Fair
Lake Fausse Pt	Atchafalaya Basin Levee (Sandy Cove)		Parish	2	Concrete	Fair

Lake Fausse Pt.	Atchafalaya Basin Levee (Ruiz Landing)		Parish	2	Concrete	Good
Patout Bayou	Hwy 83, N of Weeks Island		Parish	2	Concrete	Good
Delahoussaye Canal	3 mi SW of Jeanerette (Broussard Ramp)	Jeanerette	Parish	2	Wood	Fair
Loreauville	5 mi SE of Loreauville (Bourgeois Boat)	Loreauville	Parish	2	Concrete	Good
Delcambre	Off Hwy 14, S of Delcambre		Parish	1	Concrete	Good

Iberia Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Nelson Canal	Iberia Off Hwy 674, 1 mi S of New Iberia Delahoussaye Ramp	New Iberia	Parish	1	Wood	Poor
Commercial Canal	Port Of Iberia Hwy 90		Parish	2	Concrete	Good
Little Lake Long	Iberia Atchafalaya Basin Levee south end of Little Lake Long	New Iberia	Parish	1	Concrete	Good
Bayou Teche	New Iberia City Park	City of New Iberia	City	2	Concrete	Good
Bayou Teche	Jeanerette Park	City Of Jeanerette	City	2	Concrete	Good
Lake Fausse Pt						

Lafayette Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Vermilion River	Beaver's Park in Lafayette	Lafayette	City	2	Concrete	Good
Vermilion River	Henry Heyman Park in Lafayette	Lafayette	City	2	Concrete	Good

Lafourche Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Bayou Cut-Off	Raceland (Butch Hill Ramp)	Raceland	Parish	2	shell	good
Pass Fourchon	Hwy 3090, 7 mi W of Grand Isle	Fourchon	Parish	6	concrete	good
Bayou Lafourche	Golden Meadow (Golden Meadow Launch)	Golden Meadow	Parish	2	concrete	good
Theriot Canal	Hwy 308, 3 mi W of Raceland	Raceland	Parish	3	shell	good
Bayou Lafourche	Raceland (Amerada Launch)	Gheens	Parish	1	shell	Unknown
Company Canal	Hwy 654, near Gheens		Parish	1	shell	Bad drop off
Grand Bayou	Choctaw (Percle's Choctaw Camp Launch)		Parish	1	shell	unknown
Grand Bayou	Choctaw Road (District 5 Launch)	Choctaw	Parish	1	shell	Good
Intracoastal Waterway	Across from VFW in Larose	Larose	Parish	1	shell	Open/Bad shape
Bayou Blue	Hwy 24 4 mi SW of Larose (Texas-Gulf Launch)	Bourg-Larose	Parish	2	shell	Closed

Scully Canal	4 mi SE of Larose Hwy 308 (Clovelly Farms Launch) OSE	Larose	Parish	1	Shell	Bad Road/ Good Launch
Breton Canal	East 73rd Street	Galliano	Parish	1	Concrete/ Shell	Shut Down
Company Canal	Bayouside Park	Lockport	Parish	3	Concrete/ Shell	Good
Bayou Lafourche	Bayouside Park	Thibodaux	City	1	Concrete	Bad Drop

St. Martin Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Bayou Teche	Longfellow-Evangeline State Commemorative Area		State Park	2	Cement	Good
Atchafalaya River	Junction of I-10 and Hwy 3177	Butte Larose	State Park	1	Gravel	Poor
Bayou Benoit	Basin side of Bayou Benoit-5 miles E of Choteau Holmes	Choteau Holmes	Police Jury	1	Cement	Poor
Lake Dauterive	Near Benoit Landing on landside of levee going into Lake Deuterive	Choteau Holmes	Police Jury	1	Gravel	Poor
Bayou Portage Guidry	Off Hwy 3039	Guidry	Police Jury	1	Gravel	Fair
Atchafalaya Barrow Pit	Basin side of Levee near Catahoula exit off levee	Catahoula	Police Jury	1	Cement	Good
Catahoula Lake	Within Catahoula city Limits	Catahoula	Police Jury	1	Cement	Good
Catahoula Lake	1 mi N of Catahoula	Catahoula	Police Jury	1	Gravel	Fair
Atchafalaya Barrow Pit	Near Sunshine Bridge 1 mi from	Henderson	Police Jury	1	Gravel	Fair

	Henderson					
Atchafalaya Barrow Pit	In town of Henderson	Henderson	Police Jury	2	Cement	Good
Butte Larose Bay	In Dick Davis Park 1 mi W of Butte Larose	Fausse Point	Police Jury	1	Gravel	Fair

St. Martin Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Grand Bayou Lake Fausse Point	Off levee road on Lake Fausse Pt.	Catahoula	Police Jury	1	Shell	Poor
Catahoula Lake	In Boudreaux Park Catahoula		Police Jury	1	Cement	Good
Bayou Teche	In Cecilia near veteran's home		Police Jury	1	Cement	Fair
Atchafalaya River	Hwy 3177 at Butte Larose		Police Jury	2	Cement	Good
Bayou Teche	Parks Rec Area		Town of Parks	2	Cement	Good
Bayou Teche	St. Martinville City Park		City of St. Martinville	1	Cement	Good
Lake	Martin	4 mi N of Parks off Hwy 31	WL&F	2	Concrete	Good

Terrebonne Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Bayou Black	Gibson		Parish	2	Shell	Good
Houma Nav Canal	Near end of Hwy 311		Parish	2	Shell	Good

Marmande Canal	Theriot – Hwy 3011			2	Shell	Unknown
Bayou Petite Caillou	8 mi N of Cocodrie off Hwy 56		Parish	1	Shell	Unknown
Bayou Petite Callow	2 mi No of Cocodrie off Hwy 56		Parish	2	Concrete	Unknown
Petite Bayou Dularge	End of Hwy 315 Dularge Sporting Good		Parish	2	Concrete	Good
Bayou Barre	1 mi E of hwy 55 near Point-Au-Chene WMA on Pt Barre Rd					
Bayou Terrebonne	1 mi N of Montegut on Hwy 55		Parish	1	Shell	
Houma Canal	Hwy 315 near Intracoastal Waterway		Parish	1	Shell	Open
Canal St. Jean Charles	2 mi S of Pointe-Au-Chene WMA on Isle St Jean Charles Road off Hwy 665		Parish	2	Shell	Unknown

St Mary Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Vermillion Bay	Cypremort Pt State Park		State Park	2	Concrete	Good
Bayou Teche	Baldwin State Park		Parish	1	Concrete	Good
East Cote Blanche Bay	End of Hwy 317 at Burns Pt		Parish	2	Concrete	Fair
Atchafalaya River	Atch. Basin East Levee off Hwy 70, 2 mi N of M.C. (J.C. Russo Ramp)		Parish	4	Concrete	Good
Wax Lake Outlet	Todd Ramp	Calumet	Parish	2	Concrete	Fair

Atchafalaya River	2 mi SE of Berwick near Intracoastal Waterway	Berwick	Parish	4	Concrete	Fair
Bayou Teche	Hwy 182 (Glenwild Ramp)	Bayou Vista	Parish	2	Concrete	Good
Six-Mile Lake	Verdunville		Parish	2	Concrete	Fair
Bayou Beouf	Marcell Landing	Amelia	Parish	2	Concrete	Good
Six-Mile Lake	1 mi N of Patterson (Wilson Ramp)		Parish	2	Concrete	Good
Bayou Beouf	Morgan City		Parish	2	Concrete	Good
Franklin Canal	Willow Street	Franklin	Parish	2	Concrete	Fair
Grand Lake	Myette Pt, 6 mi N of Franklin	Franklin	Parish	2	Concrete	Fair
Vermillion Bay	Hwy 319, 1 mi above Cypremort Pt	Cypremort Pt	Parish	3	Concrete	Good

St Mary Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Lake Palourde	Lake End Park	Morgan City	City	4	Concrete	Good
Bayou Teche	Roseville Landing	Franklin	City	1	Concrete	Good
Bayou Teche	Parc-Sur-La-Teche	Franklin	City	1	Concrete	Good

Vermilion Parish

WATERWAY	LOCATION	CITY	AGENCY	#LANES	RAMP SURFACE	CONDITION
Vermillion River	Hwy 14 By-Pass	Abbeville	DOTD	2	Concrete	Unknown

Mayer Canal	Hwy 685 8 mi SE of Abbeville	Abbeville	DOTD	2	Shell	Fair
Schooner Bayou	Hwy 82, 6 mi S of Forked Island	Forked Island	Parish	2	Shell	Unknown
Intracoastal Waterway	Hwy 333	Intracoastal Waterway	Parish	2	Concrete	Good

Table 5-5 - Boat Ramps/Launching Areas

5340 Communications Facilities

5350 Airports/He liports

Airports And Aircraft Rental

Aircraft landing sites: Grand Isle (Exxon), Fourchon (Air Logistics and PHI), Cocodrie, South Lafourche Airport Houma airport, Morgan City (Air Logistics and Patterson airport), New Iberia Airport and ICY (Air Logistics and PHI) provide heli landing and refueling.

Description of aircraft requirements:

LOAD WEIGHT: Maximum load of aircraft that may land on runway. May be specified as tandem wheel, dual wheel, or single wheel if unspecified.

AVIONICS:

ILS: Instrument Landing System- provides indication of relative position of aircraft above or below glide slope and indication to right/left approach bearing.

DME: Distance Measuring Equipment- shows constant distance along glide slope to runway barrier.

LOC: LOCALIZER- Sets aircraft avionics to airports specific settings.

VOR: Very High Frequency Omni-Directional Radio Beacon- provides bearing for inbound aircraft so they can have a precise bearing upon approach.

NDB: Non-Directional Beacon- provides same function as. used for redundancy in instrumentation.

Lighting: high intensity lighting is the best for all weather conditions and low is the worst.

Fuels: Prist - a commercial fuel additive that satisfies the requirements for military ant-icing substances such as alcohol.

Commercial airports:

1. South Lafourche Airport Location: adjacent to Hwy 1 Galliano, LA Runway: 3800 ft X 75 ft Telephone: (985) 632-4422 Lat. 29-26.3N, Long. 090-15.8W Avionics: N/A Tower: N/A Radio: N/A Load weight (lbs): 12,500 Fuel: avgas, jet low intensity Restrictions: Light fixed wing or rotary only. Conditions: Close proximity to LOOP Command Center. This airport isn't recommended for staging since they have a limited. The only recommendation is for heli and small fixed wing aircraft.
2. Houma-Terrebonne Airport: Location: Hwy 24 Eastern side of Houma, LA. Runway: 5001 ft X 200 ft Telephone: (985) 876-6090/0584/6324 Lat. 29-34.1N, Long. 090-39.6W Avionics: ILS, VOR, NDB Tower: 0600-2000 Radio: tower 125.3 mhz, ground: 121.8 mhz, atis:120.25 Load weight(lbs):dual wheel 70,000; tandem 137,000 Fuel: avgas, jet, prist. Lighting: medium intensity Conditions: Airport has large tarmac with various hangars spread out over a wide area. Staging of equipment can easily be accomplished without interference to other airport traffic. Close proximity of airport to highway routes permits easy access by transportation vehicles. Fuel may be obtained after normal working hours.
3. Thibodaux Municipal Airport: Location: Horseshoe Rd. Shriever, LA Runway: 3000 ft X 75 ft Telephone: (985) 447-3386 Lat: 29-44.8N, Long: 090-49.9W Avionics: VOR Tower: 0700-1700 Radio: tower: 122.8mhz (intercom) Load weight (lbs): 12500 lbs. Fuel: avgas Lighting: medium intensity Restrictions: Not recommended for staging area for dispersant equipment due to limited services and small runway. Conditions: Good area for small commuter aircraft delivering Good secondary arrival point for small commuter aircraft delivering response personnel in the event at overcrowding at Houma airport.

4. Henry P. Williams Memorial Airport:
Location: between Hwy 182 and Hwy 90 on the Western edge of Patterson. Turn onto Zenor Rd. then onto Henry P. Williams Memorial Dr. which dead ends into the airport. (aka. Perry Flying Center).
Runway: 5400 ft X 150 ft
Telephone: (985)395-4501
Lat: 29-42.7N, Long: 091-20.3W
Avionics: LOC, VOR, NDB, DME
Tower: 24 hrs
Radio: tower, 131.0 MHz
Load weight(lbs): 150,000
Fuel: avgas, jet, comjet-a, prist (anti-icing additive) [government contract]
Lighting: medium intensity
Conditions: Fuel is available on a 24 hr. basis.
Easy access to highway transportation routes permit vehicular traffic rapid entry and exit from facility. Fuel is available on a 24-hour basis (on-call, rapid response), and facility maintains 40,000 gallons on hand with quick access to resupply channels. Tarmac is large enough to have spraying ops. Load weight is pretty good for medium and some large aircraft. There is a restaurant on the premises with provisions for providing meals on an as-needed basis.

5. Abbeville Municipal Airport:
Location: Hwy 14 Abbeville LA
Runway: 5000 ft. X 75 ft
Telephone: (337)893-8725
Lat: 29-58.5N, Long: 092-05.5W
Avionics: VOR, glide slope
Tower: N/A
Radio: N/A
Load weight(lbs): 20,000
Fuel: avgas, jet, prist
Lighting: medium intensity
Conditions: Large area available for staging area of equipment, but load limitations of runway make large aircraft obsolete. This facility would make a good staging area for heli spraying operations.

6. Acadiana Regional Airport:
Location: One mile off HWY 90 on Parish Rd, 3013
New Iberia, LA
Runway: 8002 ft X 200 ft
Telephone: (337) 367-1401
Lat: 30-02.3N, Long: 091-53.0W
Avionics: LOS, VOR, NDB
Tower: 0700-1600 (personnel 20.min recall)
Radio: tower: 125.0 MHz ground: 121.7 MHz
clearance: 118.05 MHz
Load weight(lbs): unlimited
Fuel: avgas, jet, comjet-a, prist (govt contract)
Lighting: high intensity; inbound aircraft may key
microphone 7 times on 122.8 mhz to bring up lights
automatically.
Conditions: Description of staging area: Tarmac is approx. 4 acres in size. Airport is former naval base. There is no problem with equipment staging, plenty of room. Airport has handled C-5 transports in past. DC-8 routinely operates from this facility.

7. Lafayette Regional:
Location: East of Lafayette on Hwy 90.
Runway: 7651 ft X 150 ft
Telephone: (337) 234-3100
Lat: 30-12.2N, Long: 091-59.3W
Avionics: ILS, VOR, NDB
Tower: 0600-2300
Radio: tower: 118.5 MHz ground: 121.8 MHz atis:
120.5 MHz clearance: 122.55 MHz
Load weight(lbs): 150,000
Fuel: avgas, jet, comjet-a, prist
Lighting: high intensity
Description: Airport is located immediately adjacent to the Air National Guard Base, which can provide extensive support for transportation and coordination. This airport is the largest in south central LA and is recommended for a primary location for equipment staging area for large spills in the western areas of the MSO Morgan City zone.

Aircraft Rental:

Fixed Wing:

HELICOPTERS	CITY	PHONE NUMBER
Air Logistics	Houma New Iberia	(985) 851-6232 (800) 365-6771
Industrial Helicopter	Lafayette	(337) 233-3356
Panther Helicopter, Inc.	Belle Chase	(504) 394-5803
Pelican Aviation Corp	New Iberia	(337) 367-1401
Petroleum Helicopters Inc.	Lafayette	(337) 235-2452

	Houma Amelia	(985) 868-1705 (985) 631-2131
Hammonds Air Service	Houma	985 872-1423
Mayeaux Flying Service	Port Fourchon	(985) 785-9688

5360 Waste Handling Contractors TO BE DEVELOPED

5370 Intermodal Transportation Routes; Rail, Highway, and Water

The COTP Morgan City zone is a diverse cross section of marine activities. This is one of the busiest ports for vessel construction and marine traffic and is one of the busiest zones for pollution incidents. The geographical characteristics vary from the man-made GIWW, to sensitive wetlands, to countless pipeline cuts, to the Atchafalaya Basin. Marine industries range from small transfer facilities, larger production companies, to the U.S.'s only offshore deepwater port and facilities of particular hazard.

Oil and HAZMAT Transportation Pattern

Listed below are the primary transportation routes, by mode, in the MSO Morgan City zone.

Ship - No inland waterways within the MSO Morgan City zone are navigable by deep draft ocean going vessels. Very large and ultra-large crude carriers, commonly referred to as 'supertankers', transit the G.O.M. within the zone, in particular those tankships en route the Louisiana Offshore Oil Port (LOOP) and the Southwest Pass lightering area.

The locations of these areas are:

LOOP - LAT 28² 53.1'N, LONG 90² 01.5'W,encompassing Grand Isle block 59 and several surrounding blocks, approximately 22 miles south of Grand Isle. A safety zone has been established surrounding the LOOP platform and its associated single point mooring buoys (SPMB). The safety zone includes an anchorage area located SSE of the platform, and immediately adjacent to and north of the safety fairway. NOAA nautical chart 11359 details the LOOP area, the anchorage area, and its associated safety fairway. LOOP is connected to a single 48-inch pipeline, which comes ashore at Fourchon, LA. LOOP is capable of transferring from three vessels simultaneously, although normally only one tankship will transfer at a time to avoid mixing different oils in the single pipeline. LOOP is capable of transferring up to 1,400,000 BBLS of crude oil per day.

Statistics:

Average number of vessels calling at LOOP per year – 248

Average size (tonnage) of vessel - 197,319 DWT

Size of largest vessel that calls at LOOP - 508,731 DWT

Annual amount of crude oil transferred by LOOP- 284,292,383 BBL

Southwest Pass Lightering Area - Approximately one third of all tankships transferring oil within the MSO Morgan City zone will lighter in this area. Lightering vessels receiving this oil are typically 65,000-85,000 gross tons, and less than 850 ft. in length. These vessels usually are destined for terminals along the Mississippi River. This lightering area is not defined by regulation, and therefore contains no regulated navigation areas. Vessels can be expected to anchor in the vicinity of South Timbalier block 252, LAT 28o 20'N, LONG 90o 20'W.

Shipping Safety Fairways - have been established to provide navigation patterns clear of obstructions such as pipelines, production platforms, and wellheads. The specific locations of these safety fairways can be found on navigation charts of the G.O.M. They are depicted with purple parallel lines.

Offshore Supply Vessel - Hundreds of offshore supply vessels (OSV) transit nearly all navigable areas within the MSO Morgan City zone. OSVs transport drilling materials, personnel, fuel, water and other supplies to drilling rigs and production platforms. These vessels can be expected to carry up to 625 BBLS of fuel. Major traffic centers are located in Morgan City, Intracoastal City, Houma and Fourchon. From these ports the vessels support the offshore oil production.

Barge - The primary transportation method for carriage of bulk materials through the MSO Morgan City AOR. While oil products make up the largest percentage (about 48% of all barges), approximately 5% of the loads are "cargoes of particular hazard", or hazardous materials other than oil. Barges are made up into tows consisting of one to six barges. The majority of tows transit the MSO Morgan City AOR between Houston and New Orleans. The major barge transportation routes are as follows:

Gulf Intracoastal Waterway (GIWW) - The primary barge transportation route within this zone, it connects Corpus Christi, TX with New Orleans, LA and points east. The largest tows found within the COTP Morgan City zone are only capable of navigating the GIWW.

Atchafalaya River - The Atchafalaya River connects the lower section of the Morgan City-Port Allen alternate route with the G.O.M. and the GIWW. Between the towns of Berwick and Morgan City, LA, this river forms Berwick Bay. Numerous bulk fuel transfer facilities and designated waterfront facilities are located on both sides of the river between river MM 114 and 122. Barge traffic transits the river north through Krotz Spring and Simmesport, LA, turning east into the Mississippi River. The river also connects with the Mississippi River via the Morgan City-Port Allen Route through the Port Allen Locks. Vessels wishing to transit from the Gulf of Mexico into the GIWW or Mississippi River may travel north past Eugene Island, through Atchafalaya Bay, and into the river.

Bayou Boeuf - Connects with the Atchafalaya River at the southwest edge of Morgan City and continues east/southeast along the southern edge of the city to Amelia, LA. South of Amelia, Bayou Boeuf crosses Bayou Chene then turns north along the eastern edge of Amelia and Lake Palourde forming the Morgan City-Port Allen landside route. The largest

concentration of designated waterfront facilities within this zone are located along the northern bank of Bayou Boeuf between Morgan City and Amelia, and along both banks in Amelia.

Bayou Chene - Connects Bayou Boeuf south of Amelia, LA. with Bayou Shaeffer, forming the southern boundary of Avoca Island, south of Morgan City.

Bayou Shaffer - Connects Bayou Boeuf to the Atchafalaya River, midway between Morgan City and Atchafalaya Bay. Bayou Shaffer branches off Bayou Bouef approximately one mile west of the Bayou Boeuf locks, flowing south for a distance of approximately eight miles.

Bayou Teche - Connects Morgan City, at the intersection of the Atchafalaya River, through the Berwick Locks, with Franklin, LA and New Iberia, LA. Limited barge traffic is encountered in Bayou Teche due to the large number of unmanned drawbridges in populated areas.

Houma Navigation Canal - Branches off the GIWW in Houma, flowing south to Terrebonne Bay. Heavy commercial barge and supply vessel traffic should be expected.

Bayou Lafourche - Connects the Mississippi River at Donaldsonville, LA. with the G.O.M. east of Timbalier Bay. It travels through Thibodaux and LaRose, LA. The largest concentration of barge, supply, and commercial fishing vessel traffic are in the southern most section of the bayou, but can be expected up to Lockport.

Bayou Terrebonne - Connects Bayou Lafourche at Thibodaux, LA with Terrebonne Bay. It passes through Houma, LA.

Bayou Grand Caillou - Connects Bayou Terrebonne, at Presquille, LA just south of Houma with Terrebonne Bay. This bayou closely parallels Bayou Terrebonne.

Bayou du Large - Connects Houma, LA with the G.O.M. through Caillou Lake and Caillou Bay.

Wax Lake Outlet (Calumet Cut) - Connects the GIWW, west of Calumet, LA. with the Atchafalaya Bay and the G.O.M., through Wax Lake Outlet and Wax Lake. Until the addition of an earthen levee just south of U.S. Highway 90 this waterway was navigable and connected to Bayou Teche.

Bayou Sale - Connects the GIWW at South Bend with East Cote Blanche Bay. Due to numerous oil transfer facilities along this route significant barge traffic can be expected.

Mud Lake - Connects the GIWW with West Cote Blanche Bay through a pass called The Jaws. Barge traffic can be expected to hold position in the Mud Lake area during periods of adverse weather, fog, or congestion. Mud Lake is an integral part of the GIWW.

Weeks Bay - Easternmost access on the GIWW to the G.O.M through Vermilion Bay and Southwest Pass. Heavy marine traffic of all types should be anticipated in this area.

Vermilion River - Connects the GIWW at the intersection of Intracoastal City with the G.O.M. through Vermilion Bay and Southwest Pass. This is the

main route to the Gulf from Intracoastal City. Heavy marine traffic should be anticipated, especially commercial fishing vessels.

Vermilion Locks - Located just west of Intracoastal City on the GIWW. Forms the intersection of the GIWW and the Vermilion River. Heavy barge and commercial marine traffic should be anticipated.

Freshwater Bayou - Connects Intracoastal City with Freshwater City. Significant commercial fishing and supply vessel traffic can be anticipated along this route. Freshwater Bayou is situated along the western most boundary of the MSO Morgan City zone.

Railroad - The Southern Pacific railroad operates railway lines within the MSO Morgan City zone. Generally, these routes are east to west across the center of the zone, usually in close proximity to the northern protection levee of the GIWW. An average of 23 cargo trains transit the zone each day. Large quantities of HAZMAT are regularly transported by this method. There are numerous bridge crossings over navigable waters. A bridge collision raises concerns since a rail accident could release HAZMAT or petroleum products into navigable waters or sensitive ecological areas within the zone.

Truck - The Louisiana State Police estimate that 15% of all truck traffic on LA highways is engaged in the transportation of HAZMAT. Significant volumes of refined petroleum products are also transported by this mode. A significant concern is the generally poor condition of many State highways. Many secondary highway routes through the lower Parishes are narrow and of substandard construction. These conditions increase the likelihood of a highway accident, which could release petroleum products or hazardous materials into navigable waters or sensitive environmental areas.

The major highway transportation routes within the zone:

U.S. Hwy 90 - The major east/west route, connects Lafayette, LA with New Orleans. This highway is mostly a divided 4-lane road with a hazardous 2-lane section between Morgan City and Houma.

LA 1 and LA 308 - The major north/south route, connects Grand Isle with Baton Rouge. A 2-lane road, this route is generally narrow and in substandard condition.

LA 70 - A secondary north/south route, connects Morgan City with I-10 southeast of Baton Rouge. Following the western protection levee of the Atchafalaya Basin, LA 70 passes through Stephensville, Belle River, and Pierre Part. Access can be gained to numerous oil transfer facilities and bayous from this route.

Various other secondary routes may be found throughout the Parishes within this zone.

Transfer, Storage, and Processing Facilities:

Statistics: There are approximately 325 bulk oil marine transfer facilities located on or adjacent to navigable waters within the COTP Morgan City zone which transfer petroleum products to or from vessels with a capacity of 250 or more BBLS of oil. Over 17,000 bulk oil transfers are conducted by these facilities each year. There are also hundreds of oil wells scattered about the upper reaches of the Atchafalaya basin. These wells are serviced by barges on a regular schedule.

The majority of these facilities are located in:

Dulac

Houma, along the GIWW

Bayou Grand Caillou

Bayou de Cade

Bayou Penchant

Amelia, along the GIWW

Morgan City, along the GIWW and Bayou Shaffer

Morgan City, along the Atchafalaya River

Atchafalaya Bay south of Morgan City

Bayou Sorrel and Bayou Pigeon, north of Morgan City

Bayou Sale and Wax Lake

Intracoastal City

Subchapter “O” cargo: Freeport Sulphur Co., located at the western tip of Grand Isle near Barataria Pass, handles liquid sulfur.

Facility Listing: All facilities in the zone that use, store, or transport HAZMAT on a routine basis are listed at MSO Morgan City and MSU Houma. This listing will include substances that may be regulated under 40 CFR 116, RCRA, or Title III of SARA.

Local Geography:

Inland areas: Consist mainly of marshlands, bayous, and bays protected by barrier islands. Approximately ½ of the bulk storage and transfer facilities located within the zone must be accessed by boat due to the remote location or the site being surrounded by or located on water. The overall height above sea level throughout the zone rarely exceeds 10 feet, with some locations actually being below sea level. The Morgan City area is protected from floodwaters by levees that stretch south from central LA, ending a few miles north of the Atchafalaya Bay at Big Horn Bayou. These levees form the eastern and western boundaries of the Atchafalaya Basin. Most areas within the zone north of the GIWW are heavily wooded, while much of the area south of the GIWW is covered with tall grass and marsh vegetation. Much of this low-lying marshland is seasonally flooded forming temporary bayous that may be navigable by small craft.

Bays: Numerous bays that dot the coastline are protected by continually changing barrier islands. These bays are typically brackish, although the actual salinity varies due to tidal actions and seasonal rainfall.

Coastal Waters: Exhibiting a fresh water/salt water interface, this area varies according to tides, water temperature, and seasonal rainfall.

OCS Zone: The OCS zone extends from the boundary of the contiguous zone to a distance of 200 miles seaward.

5380 Evacuation Routes TO BE DEVELOPED

5390 Maintenance and Fueling Facilities (land/water)TO BE DEVELOPED

53100 Medical Facilities

Galliano: Lady of the Sea

Emergency room capacity - 5 beds with 4 overflow beds in recovery room.

Emergency room 24 hour number (985) 632-8256

Emergency room decontamination capabilities for crude oil/oil products- hospital utilizes fire department HAZMAT team.

Helicopter landing- helicopter pad on ground level.

Houma: South LA Medical Center

Emergency room capacity- 25 patients

Emergency room number- (985) 873-1312

Emergency room decontamination capabilities for crude oil/oil products-limited.

Helicopter landing - helicopter landing on ground next to ER.

Houma: Terrebonne General

Emergency room capacity- 25 patients

Emergency room 24 hour number (985) 873-4151

Emergency room decontamination capabilities for crude oil/oil products patient.

Morgan City: Teche Regional Hospital

Emergency room capacity- 10 patients

Emergency room 24 hour number (985) 384-2200 or 380-4436

Emergency room decontamination capabilities for crude oil/oil products-2 patients.

Helicopter landing- helicopter pad located on top of the hospital.

Franklin: Franklin Foundation Hospital

Emergency room capacity - 5 patients

Emergency room 24 hour number (337) 828-0760

Emergency room decontamination capabilities for crude oil/oil products-2 patients.

No helicopter-landing pad. off site arrangements can be made in close proximity if necessary.

Kaplan: Abrom Kaplan Memorial Hospital

Emergency room capacity - 6 patient rooms with 18 army cots and designated space for them in case of a disaster.

Emergency room 24 hour number (337) 643-8300

Emergency room decontamination capabilities for crude oil/oil products-decontamination shower.

Helicopter landing- helicopter pad available 24 hours a day.

Abbeville: Abbeville General Hospital

Emergency room capacity- 7 room capacity normal, but can handle additional patients during emergency.

Emergency room 24 hour number (337) 893-5466 or (337) 893-5440

Emergency room decontamination capabilities for crude oil/oil products - decontamination shower.

Helicopter landing- helicopter pad able to handle larger (huey helicopter).

Raceland: St. Anne Hospital

Emergency room capacity - 6 persons

Emergency room 24 hour number: (985) 537-6841

Emergency room has no decontamination capabilities.

Helicopter landing - located on ground next to emergency room.

Thibodaux: Thibodaux General Hospital

Emergency room capacity - 15 persons

Emergency room 24 hour number: (985) 447-0746

Emergency room has no decontamination capabilities.

Helicopter landing - located on ground next to emergency room.

53110 Messing/Be rthing Capacities

LODGING FACILITY	LOCATION	ACCOMODATIONS	PHONE NUMBER
PLANTATION INN	BAYOU VISTA	73 ROOMS	(985) 395-4511
SPORTSMAN'S PARADISE	CHAUVIN	25 PEOPLE	(985) 594-2414
MARINE TERMINAL	CHAUVIN	30 PEOPLE	(985) 594-6626
CHARLIE HARDESON	FOURCHON	CABINS FOR 36	(985) 396-2442
BEST WESTERN	FRANKLIN	76 ROOMS	(337) 828-1810
BAYOU INN MOTEL	GALLIANO	40 ROOMS	(985) 475-5898
CAJUN INN MOTEL	GALLIANO	12 ROOMS	(985) 475-5677
SAND DOLLAR	GRAND ISLE	28 UNITS	(985) 787-2893
R & R RESORT	GRAND ISLE	6 PEOPLE EA	(985) 787-2665
A-BEAR MOTEL	HOUMA	35 UNITS	(985) 872-4258
ECONOMY INN	HOUMA	31 UNITS	(985) 851-6041
HOLIDAY INN HOLIDOME	HOUMA	200 UNITS	(985) 868-5851
RED CARPET INN	HOUMA	100 UNITS	(985) 876-4160
HOLIDAY MOTEL	HOUMA	77 UNITS	(985) 879-2737
LAKE HOUMA INN	HOUMA	32 UNITS	(985) 868-9021
PLANTATION INN	HOUMA	103 UNITS	(985) 868-0500
RAMADA INN	HOUMA	152 UNITS	(985) 879-4871
SUGAR BOWL MOTEL	HOUMA	80 UNITS	(985) 872-4521
TWIN CITY MOTEL	MORGAN CITY	45 ROOMS	(985) 384-1530
HILTON & TOWERS	LAFAYETTE	328 ROOMS	(337) 235-6111
HOLIDAY INN CENTRAL	LAFAYETTE	242 ROOMS	(337) 233-6815
HOLIDAY INN NORTH	LAFAYETTE	184 ROOMS	(337) 233-6815
HOTEL ACADIANA	LAFAYETTE	295 ROOMS	(337) 233-8120

LAQUINTA MOTOR INN	LAFAYETTE	139 ROOMS	(337) 233-5610
TABASCO INC	LAFAYETTE	115 ROOMS	(337) 232-6600
RAMADA INN AIRPORT	LAFAYETTE	194 ROOMS	(337) 234-8521
TRAVELODGE	LAFAYETTE	60 ROOMS	(337) 234-7402
LAFAYETTE INN	LAFAYETTE	32 ROOMS	(337) 235-9442
MOTEL 6	LAFAYETTE	101 ROOMS	(337) 233-2055
PLANTATION HOUSE	LAFAYETTE	87 ROOMS	(337) 232-7285
QUALITY INN	LAFAYETTE	115 ROOMS	(337) 234-0383
ECONOMY INN	LAFAYETTE	28 ROOMS	(337) 896-0093
STARLITE MOTOR INN	LAFAYETTE	100 ROOMS	(337) 231-6966
ST. FRANCIS MOTEL	LAFAYETTE	62 ROOMS	(337) 234-1454
SUPER 8 MOTEL	LAFAYETTE	71 ROOMS	(337) 232-8826
BOUDREAUX'S	LEEVILLE	32 UNITS	(985) 396-2215
LOCKPORT MOTEL	LOCKPORT	25 UNITS	(985) 532-3384
DAYS INN	MORGAN CITY	158 ROOMS	(985) 384-5750
MORGAN CITY MOTEL	MORGAN CITY	37 ROOMS	(985) 384-6640
RAINBOW INN	MORGAN CITY	40 ROOMS	(985) 384-7593
HOLIDAY INN	MORGAN CITY	177 ROOMS	(985) 385-2200
INN OF NEW IBERIA	NEW IBERIA	80 ROOMS	(337) 367-3211
BEST WESTERN OF NEW IBERIA	NEW IBERIA	105 ROOMS	(337) 364-3030
HOLIDAY INN	NEW IBERIA - AVERY ISLAND	177 ROOMS	(337) 367-1201
CANAL INN MOTEL	THIBODAUX		(985) 446-5511
HOLIDAY INN	THIBODAUX		(985) 446-0561
HOWARD JOHNSON	THIBODAUX	118 UNITS	(985) 447-9071

5400 Area Resources: Response Equipment

5410 Summary of Area Resources

This appendix provides a comprehensive listing of all equipment specifically useful for oil-spill cleanup within MSO Morgan City's COTP zone. Equipment from all three of the OPA90 planning areas within the MSO Morgan City's zone is included. The equipment is broken down by category as follows:

5410.1 List of Companies and Owners of Response Equipment

5410.2 Oil Response Equipment TO BE DEVELOPED

5410.3

Boom Systems TO BE DEVELOPED

5410.5 Skimmers TO BE DEVELOPED

5410.6 Boats TO BE DEVELOPED

5410.7 Barges/Storage TO BE DEVELOPED

5410.8 Vacuum Trucks TO BE DEVELOPED

5410.9 Sorbents TO BE DEVELOPED

5410.10 Portable Pumps TO BE DEVELOPED

5410.11 Cargo Transfer Pumps TO BE DEVELOPED

5410.12 Electrical Generators TO BE DEVELOPED

5410.13 Dispersants TO BE DEVELOPED IN WORK

5410.14 Mobile Command Posts TO BE DEVELOPED

5410.15 Hazardous Substance Response Equipment TO BE DEVELOPED

5410.16 Summary of Out of Area Resources Available TO BE DEVELOPED

5410.17 Fish and Wildlife Response Facilities and Resources TO BE DEVELOPED

In each subsection, equipment is listed by owner/operator in alphabetical order. Both the mailing address and 24-hour phone number are included in each entry.

This appendix does not provide information on generic equipment used in a response such as hand tools, bulldozers, etc. since such equipment is readily available on the commercial market and from state and local agencies. This plan does not intend to replace the yellow pages or parish oil-spill contingency plans.

5410.1 List of Companies and Owners of Response Equipment TO BE DEVELOPED

Company/Organization	Address	City	State	Phone Number

5410.2 Oil Response Equipment TO BE DEVELOPED

5410.4 Boom Systems TO BE DEVELOPED

Organization	Type	Model	Service	Location	Sections	Length	Dedicated to Facility	Connector	Flotation	Skirt Length	Transport	Dispatch Time

5410.5 Skimmers TO BE DEVELOPED

Organization	Type	Make/Model	Location	Dispatch Time	Number of Units	Recovery (bbls/day)	Storage (bbls)

5410.6 Boats TO BE DEVELOPED

Organization	Type	Make Model	Location	Length	Horsepower	Crew	Draft	Fuel	Cargo cap	Dispatch Time

5410.7 Barges/Storage TO BE DEVELOPED

Organization	Type	Make/Model	Location	Dispatch Time	Number of Units	Storage Cap (bbls)	Amplifying Info

5410.8 Vacuum Trucks TO BE DEVELOPED

Company Name	Make/ Model	Type	Location	Dispatch Time	Number of Units	Storage Cap (bbls)

5410.9 Sorbents TO BE DEVELOPED

Organization	Type	Make/Model	Location	Length	Dispatch Time	Number of Units	Amplifying Information

5410.10 Portable Pumps TO BE DEVELOPED

Organization	Type	Make/Model	Location	Dispatch Time	Number of Units	Power Source	Fitting Size	Rated GPM

5410.11 Cargo Transfer Pumps TO BE DEVELOPED

Organization	Type	Make/Model	Locations	Number of Units	Power Source	Fitting Size	Rated GPM	Dispatch Time

5410.12 Electrical Generators TO BE DEVELOPED

Organization	Type	Make/Model	Location	Number of Units	Amplifying Information	Power Source	Rated KW	Dispatch Time

5410.13 Dispersants TO BE DEVELOPED IN WORK

Organization	Type	Make/Model	Location	Number of Units	Amplifying Information	Dispatch Time

5410.14 Mobile Command Posts TO BE DEVELOPED

Organization	Type	Make/Model	Location	Dispatch Time	Number of Units	Amplifying Information

5410.15 Hazardous Substance Response Equipment TO BE DEVELOPED

5410.16 Summary of Out of Area Resources Available TO BE DEVELOPED

5410.17 Fish and Wildlife Response Facilities and Resources TO BE DEVELOPED

5500 Area Resources: Personnel and Services

5510 Federal Resources/Agencies

5510.1 Trustees for Natural Resources

The President is required to designate in the NCP those federal officials who are to act on behalf of the public as trustees for natural resources. These designated federal officials shall act pursuant to section 1006 of the OPA. "Natural resources" means land, fish, wildlife, biota, air, water, ground water, drinking water supplies, and other such resources belonging to, managed by, held in trust by, appertaining to, or otherwise controlled (hereinafter referred to as "managed or controlled") by the United States, including the resources of the exclusive economic zone.

The following individuals shall be the designated trustee(s) for general categories of natural resources, including their supporting ecosystems. They are authorized to act pursuant to section 1006 of the OPA when there is injury to, destruction of, loss of, or threat to natural resources, including their supporting ecosystems as a result of a discharge of oil. Notwithstanding the other designations in this section, the Secretaries of Commerce and the Interior shall act as trustees of those resources subject to their respective management or control.

The Secretary of Commerce shall act as trustee for natural resources managed or controlled by DOC and for natural resources managed or controlled by other federal agencies and that are found in, under, or using waters navigable by deep draft vessels, tidally influenced waters or waters of the contiguous zone, the exclusive economic zone, and the outer continental shelf. However, before the Secretary takes an action with respect to an affected resource under the management or control of another federal agency, he shall, whenever practicable, seek to obtain concurrence of that other federal agency. Examples of the Secretary's trusteeship include the following natural resources and their supporting ecosystems: marine fishery resources; anadromous fish; endangered species and marine mammals; and the resources of National Marine Sanctuaries and National Estuarine Research Reserves.

The Secretary of the Interior shall act as trustee for natural resources managed or controlled by DOI. Examples of the Secretary's trusteeship include the following natural resources and their supporting ecosystems: migratory birds; anadromous fish; endangered species and marine mammals; federally owned minerals; and certain federally managed water resources. The Secretary of the Interior shall also be trustee for 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.

Secretary for the land managing agency. For natural resources located on, over, or under land administered by the United States, the trustee shall be the head of the department in which the land managing agency is found. The trustees for the principal federal land managing agencies are the Secretaries of DOI, USDA, DOD, and DOE.

Head of Authorized Agencies. For natural resources located within the United States but not otherwise described in this section, the trustee is the head of the federal agency or agencies authorized to manage or control those resources.

5510.11 Indian Tribes

Indian tribes. The tribal chairmen (or heads of the governing bodies) of Indian tribes, as defined in section 1.5, or a person designated by the tribal officials, shall act on behalf of the Indian tribes as trustees for the natural resources, including their supporting ecosystems, belonging to, managed by, controlled by, or appertaining to such Indian tribe, or held in trust for the benefit of such Indian tribe, or belonging to a member of such Indian tribe, if such resources are subject to a trust restriction on alienation. When the tribal chairman or head of the tribal governing body designates another person as trustee, the tribal chairman or head of the tribal governing body shall notify the President of such designation.

5510.12 Foreign Trustees

Foreign Trustees. Pursuant to section 1006 of the OPA, foreign trustees shall act on behalf of the head of a foreign government as trustees for natural resources belonging to, managed by, controlled by, or appertaining to such foreign government.

5520 U.S. Coast Guard

5520.11 USCG National Strike Force (NSF)

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

The NSF is composed of four units including three, 35 member Strike Teams. These teams are:

The Atlantic Strike Team located in Fort Dix, NJ (609) 724-0008;

The Gulf Strike Team located in Mobile, AL (205) 639-6601; and

The Pacific Strike Team located in Novato, CA (415) 883-3311.

The Strike Teams are managed by a fourth unit, the National Strike Force Coordination Center (NSFCC) located in Elizabeth City, NC (919) 331-6000/6032. Fax (919)331-6012/6013

Address: **Commanding Officer**
National Strike Force Coordination Center
1461 US Hwy 17 North
Elizabeth City, NC 27909

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

NSF capabilities include:

- Responding with trained personnel and specialized equipment to prevent, contain and/or remove spills of oil and releases of hazardous materials;
- Providing spill management expertise;
- Assisting with response planning and consultation;
- Conducting operational training in oil and chemical spill response techniques and equipment usage;
- Identifying, locating, and assisting in the transportation of specialized equipment needed for spill response; and
- Providing support from the Public Information Assist Team (PIAT) to OSCs during pollution response.

The NSF can provide OSCs with expertise in many areas, including:

- Operating spill response equipment;
- Supervising / monitoring response personnel on sites;
- Outlining, establishing, monitoring site safety requirements during the conduct of hazardous material spill/release operations;
- Providing resource and photographic documentation support;
- Providing command, control and communications support.

The NSF equipment inventory includes:

- Lightering and transfer systems - including pumping equipment capable of handling all oils, corrosives and other chemical cargoes;
- Containment barriers and skimming systems; Open Water Oil Containment and

- Recovery System (OWOCRS) and Vessel of Opportunity Skimming System (VOSS);
- Offshore inflatable containment boom;
- Temporary storage devices for oil and hazardous materials;
- Mobile command posts and communications equipment;
- Generators, light towers, air compressors;
- Air monitoring equipment;
- Levels A, B and C HAZMAT response entry capabilities;
- Trailerable and inflatable boats to support deployment of equipment and provide logistics;
- Photographic and video documentation equipment.

Request for Strike Team Assistance: As outlined in the NCP, "The OSC may request assistance directly from the Strike Teams. Requests for a team may be made to the Commanding Officer of the appropriate team, the USCG member of the RRT, or the Commandant of the USCG through the NRC". OSCs are encouraged to use the NSF whenever it's expertise or equipment is needed, or to augment the OSC's staff when it is overburdened by a response to a given incident. The NSF should be used when:

- A medium or major discharge or potential discharge occurs;
- Control of the discharge requires the special knowledge or special equipment of the NSF;
- Response will require in excess of two days to complete removal operations and augmentation by NSF personnel will release local forces to return to normal operations; or
- In the judgment of the OSC, NSF capabilities are necessary.

Upon receiving a request, personnel and equipment will be deployed to the scene in the most expeditious manner possible. This may involve over-the-road transport: all three strike teams have tractor-trailer rigs that give them rapid deployment capabilities. In the event air transport of equipment is required, aircraft support will be coordinated by the appropriate Area Commander.

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

Note: Since response support if time critical, early notification of Strike Team assistance (or potential assistance) will allow the teams to begin logistical planning even before a formal request is made.

Logistical Considerations: Strike Teams make every effort to be as logistically independent, however, assistance may be required from the OSC in arranging the following support:

- Heavy lifting equipment, such as cranes and forklifts capable of handling a 16,000 lb. containment barrier box;
- Fork extensions for forklift;
- Small boats, vessels of opportunity;
- Electrical power, land lines for phones and computers, potable water supply and
- Fuel supply for command posts.

5520.2 USCG District Response Assist Team (DRAT)

The District Response Group (DRG) is a framework within each Coast Guard district to organize district resources and assets to support USCG OSCs during response to a pollution incident. Coast Guard DRGs assist the OSC by providing technical assistance, personnel, and equipment, including the Coast Guard's pre-positioned equipment. Each DRG consists of all Coast Guard personnel and equipment, including fire fighting equipment, within it's district, additional pre-positioned equipment, and a District Response Advisory Team (DRAT) that is available to provide support to the OCS in the event that a spill exceeds local response capabilities. The D 8 DRAT, **504-589-6225** is located at the Eighth Coast Guard District Office in New Orleans, LA. Address:

Commander(mor)
Eighth Coast Guard District
501 Magazine Street
New Orleans, LA 70130-3396

5520.3 Public Information Assist Team (PIAT)

The Public Information Assist Team (PIAT) **(919) 331-6006/6032** is an element of the NSFCC staff that is available to assist OSCs to meet the demands for public information during a response or exercise. Its use is encouraged any time the OSC requires outside public affairs support. Requests for PIAT assistance may be made through the NSFCC or NRC.

Address:
Commanding Officer (PIAT)
National Strike Force Coordination Center
1461 US Hwy 17 North
Elizabeth City, NC 27909

5520.4 USCG Reserve

In the event of a spill incident, the preference is to use local Coast Guard Personnel to the maximum extent possible. Current procedures to involuntarily activate reservists requires a Secretary of Transportation order and would likely take days or weeks. Therefore, it is assumed the reservists will be mobilized most rapidly on a voluntary basis utilizing the District Commander's authority to order not more than 10 officers and 100 enlisted ready reservists in one district for not more than 30 days (COMDTINST M1001.27A). Since these active duty orders are voluntary, the exact number of reservists available for active duty is impossible to predict. Additional reservists could be activated utilizing ADT or TEMAC orders. For immediate needs (during the first 1-2 days) local Coast Guard personnel will be requested to assist.

Further information on utilization of Coast Guard Reserve Forces can be obtained from the local Marine Safety Office

5520.5 USCG Auxiliary

The Coast Guard Auxiliary is a voluntary organization that supports Coast Guard operations and may be utilized in the event of a spill incident. The Auxiliary flotillas are organized under the Group Commander and can be requested to assist the Incident Commander through the Group Commander.

5520.6 NOAA

5520.61 Scientific Support Coordinator

The NOAA SSC D8 can be reached at (800) 759-7243 PIN 2799646.

NOAA Scientific Support Coordinators (SSCs) are the principal advisor to the USCG OSC for scientific issues, communication with the scientific community, and coordination of requests for assistance from State and Federal agencies regarding scientific studies. The SSC leads a scientific team and strives for a consensus on scientific issues affecting the response but ensures that differing opinions within the community are communicated to the OSC. The SSC can also assist the OSC with information relating to spill movements and trajectories. The NOAA SSC serves as the OSC's liaison between damage assessment data collection efforts and data collected in support of response operations. The SSC leads the synthesis and integration of environmental information required for spill response decisions in support of the OSC, coordinating with State representatives, appropriate trustees and other knowledgeable local representatives.

5520.62 Spill/Discharge Trajectory Modeling

The Trajectory Analysis Team develops estimates that combine visual spill observations made from aircraft overflights or remote sensing platforms with computer model calculations that include observed, predicted, and statistical information on weather and ocean currents. Integrating and interpreting data from field observations and computer models, allows the Team to provide complex information in a form the On-Scene Coordinator can use. For hazardous materials spills, projections can be made for the pollutants' movement in water and air.

The Team gives the Scientific Support Coordinator information on a spill's projected movement and behavior in the water or air. There are often two or more team members at each spill scene: one team member is responsible for participating in aircraft overflights of the actual spin scene and for briefing the SSC, the Coast Guard, and other operational personnel on the slick movement. Overflights by trained observers provide critical information to decision-makers about the location, quantity, and changes in the oil. The information also serves to verify and update data in trajectory models, which use statistical averages until actual observations are available. During these overflights, the Team member will direct the pilot's flight track and aircraft flight elevation in order to best measure the course of the spill in the water. This person often may deploy oil-tracking instrumentation, such as drogues or dye pills to mark the path of the pollutant and look for visual confirmation of the spill's movement and behavior.

The other on-scene Trajectory Analysis Team member usually works out of the on-scene command post. This Team member is responsible for interfacing with the "home team," the Seattle-based component of the Team that provides data from the spill model and literature searches to the on-scene team. The spill model uses information on the location and time of the spill and its rate of release, area tides, currents, any unique circulation features, both observed and forecasted weather conditions, and the pollutant's composition. The model takes this information and generates maps that graphically estimate the expected movement of the spill. The command post member analyzes data received from the home team and consults local experts on the physical and chemical properties of the oil and on the particular oceanography of the area to help them make informed, accurate recommendations.

Collectively, the Trajectory Analysis Team has about seventy-five years of experience in dealing with spills and their fate in the marine environment. (NOAA Scientific Support Team Reference Guide)

5520.63 Oceanic & Atmospheric Modeling

Contact NOAA SSC for required/appropriate modeling provided by NOAA.

5520.7 U. S. Navy Supervisor Salvage (SUPSALV)

U.S. Navy Supervisor of Salvage
Commander Naval Sea Systems Command
Attn: OOC
Washington, D.C. 20362-5101
Daytime phone# (703)607-2758
24/emergency phone# (703)602-7527

The SUPSALV has response equipment for salvage and Navy offshore spills. The SUPSALV equipment is available on a cost reimbursable basis to the Federal OSC for non-Navy spill response.

The USN is the Federal agency most knowledgeable and experienced in ship salvage, shipboard damage control, and diving. The USN has an extensive array of specialized equipment and personnel available for use in these areas as well as specialized containment, collection, and removal equipment specifically designed for salvage related and open sea pollution incidents.

The SUPSALV can provide salvage expertise and maintains a warehouse on each coast stockpiled with salvage and response gear.

The SUPSALV of the Naval Sea Systems Command (NAVSEA) is responsible for providing oil and HAZMAT pollution response equipment, technical expertise, and related support to pre-designated Navy OSC upon request. SUPSALV equipment has been designed and procured for response to Navy offshore or salvage related spills. their equipment and assets are available on a cost reimbursable basis to federal OSC for non-Navy spill response.

Navy SUPSALV pollution control equipment, equipment operators, and maintenance support are available to pre-designated federal OSC. Formal requests must be made through the Chief of Naval Operations (CNO), Navy Command Center, Washington, D.C. This request must be routed through the RRT. A formal written request shall be sent to CNO following the sample message format.

An “advance” call should be made to SUPSALV directly. This call will allow SUPSALV to begin preparations for equipment deployment. The formal message must be sent regardless of whether or not a call is made. SUPSALV is prepared to provide on-scene technical expertise and advice over the phone.

Contact numbers for SUPSALV are:

1. Formal requests for assistance: 24 hours (202) 695-0231 CNO Duty Captain (autovon) 225-0231
2. Informal liaison and advance notification: Working hours (202) 697-7403 (autovon) 227-7403 Non-working hours (202) 692-7527 NAVSEA Duty Officer (autovon) 222-7527

SUPSALV equipment and personnel are as self-supporting as transportation limitations permit.

A staging area must be provided by local sources to augment SUPSALV assistance. This is the location where spill response equipment is assembled and held pending deployment to the spill site. During prolonged spill control operations, equipment maintenance and repair may be accomplished in the staging area. As a minimum, staging areas should provide the following considerations:

A surfaced area large enough for interim storage of all equipment deployed to the spill site. Covered storage is desirable but not essential except under extreme weather conditions.

Close proximity to the spill site to minimize transit time for equipment called to the scene. This is especially important for near-shore operations when the staging area at pier side replaces the offshore support platform as the focal point for daily operations.

Equipment is available from three SUPSALV locations: Williamsburg, VA; Stockton, CA; and Pearl Harbor, HI. For the purposes of this plan, the equipment staged in Hawaii will not be considered due to the inaccessibility and limited quantities and types of equipment available.

SAMPLE MESSAGE TO CNO, SUPSALV

ZCZC
NCNEMY˜
NC NE DE MY
P _____Z ___ __
FM COGARD MSO MORGAN CITY LA
TO CNO WASHINGTON DC
INFO COMNAVSEASYSCOM WASHINGTON DC
NC/CCGDEIGHT NOLA LA//M/O//
NE/COMCOGARDGRU NOLA LA
COMCOGARD MLC LANT NEW YORK NY//FAC-2//
COMDT COGARD WASHINGTON DC//G-MER//
COGARD NRCWASHINGTON DC
COGARD NSF LANTAREA MOBILE AL
BT
UNCLAS //N05090//

SUBJ: REQUEST FOR SPILL RESPONSE ASSISTANCE
A. (1)

1. CNO FOR OP-64 AND OP-45. NAVSEA FOR CODE OOC. REF A REPORTED SIGNIFICANT DETAILS OF SUBJECT SPILL (2) AS DISCUSSED WITH (3),
2.. NAVSEA OOC SPILL RESPONSE ASSISTANCE IS REQUESTED. REIMBURSEMENT TO NAVSEA FOR ALL NAVSEA OOC OPERATIONAL COSTS INCURRED IN SUBJ SPILL RESPONSE WILL BE FROM (4).
3. CG INITIAL MAXIMUM LIABILITY BASED ON OOC COST ESTIMATE IS $ ___5____. AN APPROVED FUNDING DOCUMENT IN THIS AMOUNT WILL BE FORWARDED TO NAVSEA WITHIN FIVE WORKING DAYS OF RELEASE OF THIS MESSAGE REQUEST.
4. A SUITABLE STAGING AREA FOR RESPONSE EQUIPMENT HAS BEEN SELECTED. THE EQUIPMENT SHIPPING ADDRESS IS: _____6_____. THE RECEIVING OFFICER IS _____7_____ AT COML (985) 384-2406.
5. CG ON SCENE COORDINATOR IS_____8_____ AT COML (985) 384-2406.
6. CG FISCAL REPRESENTATIVE IS _____9_____AT COML _____10_____.

Table:

Date time group of the initial msg report of spill from OSC.
Report the following only if CNO and NAVSEA were not ref a addressees:

Date and time spill occurred.

Spill location: Geographic name and/or lat/long.

Spill source.

Spill cause.

Type of product spilled.

Quantity spilled.

Insert the time and date of initial phoncon that was made to the SEA OOC REP. Include reps name.

Name the fund that has been opened to pay for all incurred costs (ex. OSLTF; CERCLA Superfund; USCG MLC-LANT).

Dollar amount of CG liability.

Put the address where the equipment is to be sent. It should be the closest adequate spot to the spill area.

Receiving officer's name, which will normally be Chief of Port Operations.

The COTP.

CG fiscal representative's name.

Complete phone number of rep.

Definitions:

OOC-STANDARD ROUTING CODE
SEA-NAVSEA REPRESENTATIVE

Individual Navy Facilities also locally stockpile some response equipment, which is also listed in the SRRI.

In order to complement US Navy Fleet capabilities, the SUPSALV Directorate in the Naval Sea Systems Command maintains worldwide commercial contracts for:

Salvage, towing, and ocean oceaneering
Diving services/underwater ship husbandry

Search and recovery

Oil/hazardous material spill response

Under the Salvage Act (PL 80-513), the Clean Water Act (PL 92-500), and the National Economies Act (31 USC 636) the US Navy is authorized to provide the above services to other federal agencies. These competitively awarded contracts are activated by issuing tasking statements. This avoids the time consuming requirements to advertise for bids and award an independent contract for each operation. The following contracts comply with the Competition in Contracting Act (CICA) and may be used by other federal agencies with a simple interagency transfer of funds:

SALVAGE: Contracts for salvage, towing, engineering support, and salvage related services are available for routine and emergency use throughout the world. Once funding has been identified, the contracts can be activated immediately.

DIVING SERVICES/UNDERWATER SHIP HUSBANDRY: Contracts for diving services, mixed gas and saturation diving capability to depths of 600 feet, underwater ship husbandry, waterborne hull cleaning, and inspection provide:

- Salvage support
- Underwater wet and dry habitat welding
- Nondestructive testing
- Underwater inspection, maintenance, and repair
- Underwater TV and photographic coverage
- Waterborne cleaning of ship's hulls using power equipment

SEARCH AND RECOVERY: SUPSALV maintains two specialized contracts and a significant inventory of the following sophisticated equipment:

SEARCH: This contract provides a cadre of highly trained search specialists and commercial search equipment. Government equipment operated by the search contractor includes a pinger locator system and a search and survey system with side scan sonar, real-time TV, and navigation subsystems to track and plot the vehicle to depth of 20,000 feet of seawater (FSW).

RECOVERY: This contract provides services to operate the SUPSALV remotely operated vehicles DEEP DRONE and CURV III. DEEP DRONE works to 8,000 FSW and is equipped with two manipulators, three TV cameras, 35mm film camera, CTFM sonar, and an acoustic navigation system. CURV III can work to 20,000 FSW and is equipped with subsystems similar to the DEEP DRONE.

OIL SPILL RESPONSE: SUPSALV maintains a large inventory of equipment at East and West coast response centers and a small inventory near Pearl Harbor, HI. Offshore oil skimmers, containment boom, support craft, portable oil off-loading pumps, and related equipment are available with contractor operators for emergency response worldwide. Request and reimbursement procedures for SUPSALV salvage and oil spill support for the US CG are addressed in a USN/USCG Interagency Agreement.

POC: For questions or amplification, contact the Operations and Ocean Engineering Division of the Supervisor of Salvage Directorate, Naval Sea Systems Command at (703)607-2758. After working hours and weekends, call the NAVSEA duty officer (703)602-7527.

(See NSFCC Spill Response Resource Inventory <SRRI> for a listing of SUPSALV equipment). Individual Navy facilities also locally stockpile some response equipment, which is already listed in the SRRI.

5520.8 EPA Emergency Response Teams

EPA Emergency Response Team (ERT) **(732) 321-6740** or **(732) 321-6660 (24hr)** has expertise in treatment technology, biology, chemistry, hydrology, geology, and engineering. The ERT can provide the OSC access to special equipment to deal with chemical releases, and can provide the OSC with advice concerning hazard evaluation, multimedia sampling and analysis, risk assessment, on-site safety, cleanup techniques, water supply decontamination and protection, use of dispersants, environmental assessment, degree of cleanup required, and the disposal of contaminated materials. The ERT also offers various training courses to prepare response personnel.

Address:

Environmental Response Team
U.S. Environmental Protection Agency
Edison, NJ 08817

5520.9 Agency for Toxic Substance and Diseases (ATSDR)

The Agency for Toxic Substances and Disease Registry (ATSDR) 800-232-4636 (24hr) maintains appropriate disease/exposure registries, provides medical care and testing of individual during public health emergencies, develops, maintains, and informs the public concerning the effects of toxic substances, maintains a list of restricted or closed areas due to contamination, conducts research examining the relationship between exposure and illness, and conducts health assessments at contaminated sites. The ATDSR also assists the EPA in identifying most hazardous substances at CERCLA sites, develops guidelines for toxicological profiles of hazardous substances, and develops educational materials related to the health effects of toxic substances. ATDSR resources are an important tool for the OSC to use in assessing the possible effects of an emergency on the public's health.

Address:

ATSDR Region IX, Rm. 9261
75 Hawthorne St. MS: (H-1-2)
San Francisco, CA 94105

5520.10 U. S. Department of Energy (510) 637-1952 (24hr)

The DOE generally provides designated OSCs that are responsible for taking all response actions with respect to releases where either the release is on, or the sole source of the release is from, any facility or vessel under its jurisdiction, custody, or control, including vessels bareboat-chartered and operated. In addition, under the FRERP, DOE provides advice and assistance to other OSCs/RPMs for emergency actions essential for the control of immediate radiological hazards. Incidents that qualify for DOE radiologic l advice and assistance are those believed to involve source, by-product, or special l nuclear material or other ionizing radiation sources, including radium, and other naturally occurring radionuclides, as well as particle accelerators. Assistance is available through direct contact with the appropriate DOE Radiological Assistance Program Regional Office.

5520.11 Nuclear Regulatory Commission (301) 816-5100 (24hr)

Notify of any incident involving radiological material; Federally designated OSC.

5520.12 Federal Emergency Management Agency 1 (800) 621-3362

FEMA provides guidance, policy and program advice, and technical assistance in hazardous materials, chemical, and radiological emergency preparedness activities (including planning, training, and exercising). FEMA's primary point of contact for administering financial and technical assistance to state and local governments to support their efforts to develop and maintain an effective emergency management and response capability is the Preparedness, Training, and Exercises Directorate. Notified of any incident that could result in large scale evacuation or relocation of people.

5520.13 U. S. Department of the Interior

The U.S. Department of the Interior may be contacted through:

Dr. Stephen R. Spencer* phone: (505) 563-3572
Office of Environmental Policy and Compliance fax: (505) 563-3066
PO Box 26567 (MC-9) 24 Hr: (505) 249-2462
Albuquerque, NM 87125-6567

* U.S. Department of the Interior (DOI) representative to the Region 6 Regional Response Team. Single point of contact for access to DOI bureaus including: Fish and Wildlife Service, National Park Service, Minerals Management Service, Bureau of Reclamation, Bureau of Land Management, Bureau of Indian Affairs, U.S. Geological Survey, and Office of Surface Mining. DOI bureaus and offices have relevant expertise as follows:

- United States Fish and Wildlife Service: Anadromous and certain other fishes and wildlife, including endangered and threatened species, migratory birds, and certain marine mammals; marsh burning and wildfire control; waters and wetlands; and effects on natural resources.
- Geological Survey: Geology, hydrology (ground water and surface water), and natural hazards.
- Bureau of Land Management: Minerals, soils, vegetation, wildlife, habitat, archaeology, and wilderness.
- Minerals Management Service: Oversight of offshore oil and gas exploration and production facilities and associated pipeline facilities under the Outer Continental Shelf Lands Act and the CWA; oil spill response technology research; and establishing oil discharge contingency planning requirements for offshore facilities.
- Office of Surface Mining: Coal mine wastes and land reclamation.
- National Park Service: General biological, natural, and cultural resource managers to evaluate, measure, monitor, and contain threats to park system lands and resources; archaeological and historical expertise in protection, preservation, evaluation, impact mitigation, and restoration of cultural resources; emergency personnel.
- Bureau of Reclamation: Operation and maintenance of water projects in the West; engineering and hydrology; and reservoirs.
- Bureau of Indian Affairs: Coordination of activities affecting Indian lands; assistance in identifying Indian tribal government officials.

5520.14 U. S. Department of Justice (DOJ) (202) 353-1555

The mission of the DOJ is to enforce the law and defend the interests of the United States according to the law, to provide Federal leadership in preventing and controlling crime, to seek just punishment for those guilty of unlawful behavior, to administer and enforce the Nation's immigration laws fairly and effectively, and to ensure fair and impartial administration of justice for all Americans.

5520.15 The Department of Labor (DOL)

Provides the OSC/RPM with advice, guidance, and assistance regarding hazards to persons involved with removal or control of oil discharges and HAZMAT releases, and in the precautions necessary to prevent hazards to their health and safety. OSHA and the LA DOL, operating OSHA-approved State plans, have the responsibility for assuring employee safety and health at response activities under this plan. In cooperation with the EPA and the NRT, OSHA has established a policy for handling occupational safety and health problems that may arise. This policy specifies that on request, OSHA will provide technical assistance to the CG, EPA, any other lead agency, or the contractor. Technical assistance may include review of site safety plans, review of site work practices, assistance with exposure monitoring, and help with other questions that may arise about compliance with OSHA standards. OSHA is also ready to respond to inspection requests from EPA or another lead agency, and will act if there are accidents or employee complaints about unsafe or unhealthy work conditions at response activities under this plan, as it does in other industries. OSHA reserves the right to take other actions necessary to insure that employees are properly protected at such response activities. Any questions about occupation safety and health at response sites should be referred to the OSHA regional office.

5520.16 The Department of Transportation (DOT)

Provides expertise on all modes of transporting HAZMAT. Through the USCG, DOT offers expertise in domestic/international fields of port safety and maritime security, maritime law enforcement, ship navigation and construction, and the manning, operation, and safety of vessels and marine facilities. The USCG also maintains continuously manned facilities that can be used for command, control, and surveillance of oil discharges and HAZMAT releases occurring in the coastal zone. The USCG provides pre-designated OSC for the coastal zone. Through the Research and Special Programs Administration (RSPA) DOT offers expertise in the requirements for packaging, handling, and transporting regulated hazardous materials.

5520.17 The Department of State (DOS)

Leads in the development of joint inter NCPs. It will also help to coordinate an international response when discharges or releases cross international boundaries or involve foreign flag vessels. Additionally, this Department will coordinate requests for assistance from foreign governments and U.S. proposals for conducting research at incidents that occur in waters of other countries.

5520.18 The Environmental Protection Agency (EPA)

Provides expertise on environmental effects of oil discharges or releases of HAZMAT, pollutants, or contaminants and environmental pollution control techniques. EPA provides pre-designated OSC for the inland zone and RPMs for all remedial actions, unless otherwise agreed. EPA will also generally provide the SSC for responses in inland areas. EPA may enter into a contract or cooperative agreement with the appropriate State in order to implement a response action. EPA will also provide for permanent relocation of residents of businesses and community facilities during remedial actions under section 101(24) of CERCLA when such actions are declared necessary by the President.

5520.19 The Nuclear Regulatory Commission

Responds to releases of radioactive materials by its licensees, and provide advice to the OSC when assistance is required in identifying the source and character of other HAZMAT releases where they have licensing authority for activities utilizing radioactive materials. They also monitor the activities of their licensees and ensure that the public health and welfare are protected, and adequate containment, cleanup, and recovery operations are being conducted.

5520.20 NRC (USCG)

The NRC is located at USCG Headquarters, Washington, DC. A continuously staffed national communications center that acts as the single federal contact point for all pollution incident reporting. The NRC also acts as the communications center for the NRT. They are tasked with receiving pollution reports that may include: oil, HAZMAT, radiological materials, biological materials, etiological materials, surety materials, munitions, and fuels. Each telephone report the NRC receives is magnetically recorded and manually entered into an on-line computer database. Reports are then distributed to any interested NRT member agency or federal entity that has established a written agreement or understanding with the NRC. The NRC tracks potential and actual medium and major spills, and provides incident summaries to all NRT members and other interested parties. They also evaluate incoming information and immediately advise FEMA of potential major disasters or situations that may require evacuation. The NRC provides facilities for the NRT to use for coordinating a national response action, when required; assists in arrangements for and maintaining information (time, place, etc.) on regular as well as special NRT meetings; and sends representatives to RRT meetings, as appropriate. The NRC is available to assist all NRT agencies as needed.

5520.21 State Resources/Agencies

5520.22 Government Official Liaisons (Governor's Aide, Parish Executive)

5520.23 Trustees for Natural Resources

Since most of LA's wetlands are sensitive areas, the SSC and the natural resource trustees should be contacted for all significant spills.

In the event of a significant pollution incident, the OSC will:

16. Contact the appropriate Federal and state agencies below to inform them of the incident;
17. Seek input on the planned response actions, and;
18. If appropriate, coordinate a joint on-scene evaluation.

The major trustees for natural resources subject to federal management are:

19. NOAA (delegated from the Secretary, DOC).
20. DOI (local contact is USF&W).
21. Responsibilities of the trustees include:

4. Assessing damages to resources IAW CERCLA.
5. Seeking recovery of losses from the RP, or OSTLF.
6. Devising and carrying out restoration, replacement, rehabilitation, and plans pursuant to CERCLA.

Where there are multiple trustees, due to coexisting or contiguous natural resources, or concurrent jurisdictions, the trustees will cooperate in carrying out these responsibilities.

Within the MSO Morgan City zone the trustees for natural resources subject to state management or protection include:

LA Department of Wildlife and Fisheries

LA Department of Natural Resources, Coastal Management Division.

LA Department of Environmental Quality

5520.24 TO BE DEVELOPED State Emergency Response Committees (SERC)

5520.25 TO BE DEVELOPED State Environmental Agencies

5520.26 TO BE DEVELOPED State Historic Preservation Office

5520.27 TO BE DEVELOPED Law Enforcement Agencies

5520.28 TO BE DEVELOPED Hazardous Substances Response Teams

5530 TO BE DEVELOPED Local Resources/Agencies

5530.1 RRT

EPA Region 6
Environmental Services Division
Emergency Response Branch (6ES-E)
InterFirst Two Building
1445 Ross Ave., Suite 1200
Dallas, TX. 75270
Duty Hours(800) 887-6063
Non-Duty Hours(866) 372-7745

Technical library: EPA maintains a comprehensive, accredited regional library containing numerous technical references, journals, and reports pertinent to and available to the RRC. In addition, the RRC contains specialized information sources obtained specifically to assist FOSC, including:

22. State contingency plans
23. Federal local contingency plans
24. Other federal and non-federal contingency plans
25. Removal technology references
26. Toxic and HAZMAT hazard references and computer accessible files
27. Pollutant fate and effect study reports and scientific response references

5530.2 Trustees for National Resources TO BE DEVELOPED

5530.3 Local Emergency Planning Committees (LEPC)

PARISH	ADDRESS	PHONE NO.
Assumption Parish	P.0. Box 518 Napoleonville, LA 70390	985-369-7386/7742
Lafayette Parish	P.O. Box 3286 Lafayette, LA 70502	337-291-5075
Lafourche Parish	P.O. Drawer 5548 201 Green Street Thibodaux, LA 70302	985-446-8427

Saint Martin Parish	P.O. Box 247 Saint Martinville, LA 70582-0247	337-394-3071
Saint Mary Parish	5th Floor Courthouse Bldg. Franklin, LA 70538	985-380-4617
Terrebonne Parish	P.O. Box 2768 Houma, LA 70361	985-873-6739/6357
Vermillion Parish	P.O. Box 430 Abbeville, La 70511-0430	337-898-4308
Iberia Parish	300 Iberia Street, Suite b-120 New Iberian, LA 70506-4543	337-367-2216

5530.4 Local Environmental Agencies TO BE DEVELOPED

5530.5 Law Enforcement Agencies

Table 5-1 - PARISH SHERIFF DEPARTMENTS

Table 5-2 – Local Resources

VERMILION PARISH: POC: RAYWOOD J. LEMAIRE P.O. BOX 307 ABBEVILLE, LA 20510 PHONE: 337-898-4308 FAX: (337) 898-9660	ASSUMPTION PARISH P.O. BOX 69 NAPOLEONVILLE, LA 70390 PHONE: (985)-369-2912 FAX: (985)-369-9782
ST. MARY PARISH POC: HUEY P. BOURGEOIS P.O. BOX 571 FRANKLIN, LA 70538 PHONE: (337) 828-1960 FAX: (337) 828-2749	ACADIA PARISH: TBD
ST. MARTIN PARISH: POC: CHARLES C. FUSELIER P.O. BOX 247 ST. MARTINVILLE, LA 70582 PHONE: (337) 394-3012 FAX: (337) 394-5705	LAFOURCHE PARISH: TBD
TERREBONNE PARISH POC: JERRY J. LARPENTER P.O. BOX 1670 HOUMA, LA 70361 PHONE: (985) 876-2500 FAX: (985) 857-0274	IBERIA PARISH POC: ERROL ROMERO P.O. BOX 940 NEW IBERIA, LA 70561 PHONE: (337) 369-3714 FAX: (337) 364-8406

LAFAYETTE PARISH: POC: DONALD BREAUX P.O. BOX 3508 LAFAYETTE, LA 70502 PHONE: (337) 236-5611 FAX: (337) 236-5697	

Table 5-1 - PARISH SHERIFF DEPARTMENTS

AGENCY	PHONE
Abbeville	(337) 893-2511
Breaux Bridge	(337) 332-2186
Broussard	(337) 837-6259
Carencro	(337) 896-6132
Church Point	(337) 684-5455
Crowley	(337) 783-0824
Delcambre	(337) 685-4404
Duson	(337) 873-6736
Erath	(337) 937-5651
Franklin	(337) 828-1716
Grand Isle	(985) 787-3197
Gueydan	(337) 536-9219
Houma	(985) 873-6370
Jeanerette	(337) 276-6323
Kaplan	(337) 643-8600
Lafayette	(337) 261-8653
Lafitte	(504) 689-2208
Lake Arthur	(337) 774-2411
Morgan City	(985) 380-4605
Napoleonville	(985) 369-6365
Rayne	(337) 334-4215
St. Martinville	(337) 394-3001
Thibodaux	(985) 446-5021
Youngsville	(337) 856-5931

Table 5-2 – Local Resources

5530.6 Port Authority/Harbormaster TO BE DEVELOPED

5530.7 Fire Departments

28. Definitions: VOL F.F.= Volunteer Fire Fighters
29. PAID F.F.= Paid Fire Fighters

ACADIA PARISH

ACADIA PARISH	
BASILE VOLUNTEER FIRE DEPT ACADIA-EVANGELINE DISTRICT POC: CHIEF DARWIN CHRIST P.O. BOX 158 BASILE, LA 70515 PHONE: (337) 432-6622 VOL F.F. - 23	BRANCH VOLUNTEER FIRE DEPT. POC: CHIEF FOY CRADEUR P.O. BOX 188 BRANCH, LA 70516 PHONE: (337) 334-7466 VOL F.F. - 45
EUNICE FIRE DEPT ACADIA FIRE DISTRICT 4 POC: CHIEF GERALD E. LEJEUNE 100 PARK AVE. EUNICE, LA 70535 PHONE: (337) 457-6557 VOL F.F. - 90 PAID F.F. - 19	CHURCH POINT VOL FIRE DEPT POC: CHIEF GENE I. DAIGLE P.O. BOX 188 CHURCH POINT, LA 70525 PHONE: (337)684-5455 VOL F.F. - 42
CROWLEY FIRE DEPT POC: CHIEF JOHN ALLEN LELEUX P.O. BOX 1712 CROWLEY, LA 70527-1712 PHONE: (337) 788-4106 VOL F.F. - 20 PAID F.F. - 21	EGAN VOLUNTEER FIRE DEPT ACADIA FIRE DSISTRICT 2 POC: CHIEF GUY A. CUCCIO P.O. BOX 277 EGAN, LA 70531 PHONE: (337) 783-3749 VOL F.F. - 18
ESTHERWOOD VOLUNTEER FIRE DEPT ACADIA PARISH FIRE DISTRICT 5 POC: CHIEF EUGENE GAUTREAUX P.O. BOX 154 ESTHERWOOD, LA 70534 PHONE: (337) 783-5255 VOL & PAID F.F. - NOT RPTD	EVANGELINE VOL FIRE DEPT POC: CHIEF MELVIN CLAY JR P.O. BOX 38 EVANGELINE, LA 70537 PHONE: (337) 824-6245/7519 VOL & PAID F.F. - NOT RPTD
IOTA VOLUNTEER FIRE DEPT POC: CHIEF MAHLON MCRORY P.O. BOX 890 IOTA, LA 70543 PHONE: (337) 779-2538	MERMENTAU VOL FIRE DEPT ACADIA PARISH FIRE DIST. 5 POC: CHIEF DAVID FRUGE P.O. BOX 282 MORSE, LA 70559 PHONE: (337) 824-0629 VOL & PAID F.F. - NOT RPTD
MIRE VOLUNTEER FIRE DEPT POC: CHIEF RONALD MILLER RT 3, BOX 147 RAYNE, LA 70578 PHONE: (337) 873-6703 VOL & PAID F.F. - NOT RPTD	VOL. FIREMEN'S ASSOC/MORSE ACADIA PARISH FIRE DIST.5 POC: CHIEF GREG RICHARD P.O. BOX 301 MORSE,LA 70559 PHONE: (337) 824-7519 VOL & PAID F.F. - NOT RPTD
RAYNE VOLUNTEER FIRE DEPT ACADIA FIR PROT ASSOC.,INC POC: CHIEF WILFRED THIBODEAUX P.O. BOX 373 RAYNE, LA 70578 PHONE: (337) 334-4443 VOL F.F. - 40	RICHARD VOLUNTEER FIRE DEPT ACADIA FIRE DISTRICT 1 POC: CHIEF CHARLES BELLARD RT 1, BOX 65 BRANCH, LA 70516 PHONE: (337) 684-5609 VOL F.F. - 25

ASSUMPTION PARISH, contd.	
BAYOU L'OURSE VOL FIRE DEPT ASSUMPTION FIRE DISTRICT 1 POC: CHIEF CYRUS RATCLIFF, SR. P.O. BOX 619 AMELIA, LA 70340 PHONE: (985) 631-0138	LABADIEVILLE VOL FIRE DEPT ASSUMPTION FIRE DISTRICT 2 POC: CHIEF LARRY BLANCHARD P.O. BOX 8 LABADIEVILLE, LA 70372 PHONE: (985) 5264543
NAPOLEONVILLE VOL FIRE DEPT POC: CHIEF DON BLANCHARD, JR. P.O. BOX 300 NAPOLEONVILLE, LA 70390 PHONE: (985) 369-2558 VOL F.F. - 30	PAINCOURTVILLE VOL FIRE DEPT POC: CHIEF J.C. LEBLANC P.O.DRAWER S PAINCOURTVILLE, LA 70391 PHONE: (985) 369-3578 VOL & PAID F.F. - NOT RPTD
PIERRE PART/BELLE RIVER VOL FIRE DEPT POC: CHIEF STANLEY DAIGLE 1027 HWY 70, LOT C PIERRE PART, LA 70339 PHONE: (985) 252-6431 VOL F.F. - 20	LYONS POINT VOLUNTEER FIRE DEPT POC: CHIEF PATRICK D. PRIMEAUX RT 1, BOX 145 CROWLEY, LA 70526 VOL F.F. - 27

IBERIA PARISH	
IBERIA PARISH FIRE DISTRICT 1 POC: JEFF HILDRETH-FIRE COORD P.O. BOX 14254 NEW IBERIA, LA 70562 PHONE: (337) 365-5872 VOL F.F. - 28	DELCAMBRE VOL FIRE DEPT POC: CHIEF ROBERT THERIOT 302 N. RAILROAD ST DELCAMBRE, LA 70528 PHONE: (337) 685-2969 VOL & PAID F.F. - NOT RPTD
JEANERETTE VOL FIRE DEPT POC: CHIEF ROBERT GRETTNER 1437 MAIN ST JEANERETTE, LA 70544 PHONE: (337) 276-4200 VOL & PAID F.F. - NOT RPTD	LOREAUVILLE VOL FIRE DEPT IBERIA FIRE PROT DIST 1 POC: CHIEF DENNIS BERARD P.O. BOX 402, BRIDGE ST LOREAUVILLE, LA 70552 PHONE: (337) 229-6200 VOL F.F. - 27
NEW IBERIA FIRE DEPT CITY OF NEW IBERIA POC: CHIEF ALLEN J. BABINEAUX 560 CHARLES ST NEW IBERIA, LA 70560 PHONE: (337) 369-2370 PAID F.F. - 59	

JEFFERSON PARISH	
JEFFERSON E BANK CONSOL FIRE DEPT JEFFERSON FIRE DISTRICTS 1 & 2 POC: DONALD T BOCK, SUPER OF FIRE 1221 ELMWOOD PARK BLVD, STE 704 HARAHAN, LA 70123 PHONE: (504) 736-6200 PAID F.F. - 187	3rd DISTRICT VOL FIRE DEPT JEFFERSON FIRE DIST 3 POC: CHIEF ROBERT EVANS 10423 JEFFERSON HWY RIVER RIDGE, LA 70123 PHONE: (504) 739-3258 VOL F.F. - 70 PAID F.F. - 9

JEFFERSON PARISH	
LAFITTE-BARATARIA-CROWN POINT VFD JEFFERSON FIRE DISTRICT 4 POC: CHIEF WESLEY ADAM RT 1, BOX 493 LAFITTE, LA 70067 PHONE: (504) 689-2086 VOL F.F. - 60 PAID F.F. - 3	TERRYTOWN 5th DIST VFD JEFFERSON FIRE DISTRICT 3 POC: CHIEF GERALD DELLUCKY P.O. BOX 1231 GRETNA, LA 70054 PHONE: (504) 349-5551 VOL F.F. - 110 PAID F.F. - 32
HARVEY VOL FIRE DEPT., CO 2 JEFFERSON FIRE DIST 6 & 8 POC: CHIEF SAM LAZARRA P.O. BOX 1053 HARVEY, LA 70059 PHONE: (504) 364-3766 VOL F.F. - 30 PAID F.F. - 18	AVONDALE IND SHIPYARD DIV FD POC: CHIEF STAN OLIVER P.O. BOX 50280 NOLA, LA 70120 PHONE: (504) 733-4713 PAID F.F. - 32
AVONDALE VOLUNTEER FIRE DEPT JEFFERSON FIRE DISTRICT 7 POC: CHIEF ALBERT TURCIO 500 S JAMIE BLVD AVONDALE, LA 70094 PHONE: (504) 349-5574 PAID F.F. - 9	BRIDGE CITY VOL FIRE CO. 1 FIRE PROTECTION DISTRICT 7 POC: CHIEF FERRIL ST PIERRE P.O. BOX 9056 BRIDGE CITY, LA 70094 PHONE: (504) 349-5570 VOL F.F.- 30 PAID F.F. - 3
LIVE OAK MANOR VOL FIRE DEPT JEFFERSON FIRE DISTRICT 7 POC: CHIEF ELVIS G. SMITH 404 AZALEA DR WAGGAMAN, LA 70094 PHONE: (504) 431-7092 VOL F.F. - 25 PAID F.F. - 7	NINE MILE POINT VFD JEFFERSON FIRE DISTRICT 7 POC: CHIEF DENNIS M. GUIDRY 1024 OAK AVE NINE MILE POINT, LA 70094 PHONE: (504) 436-3972 VOL F.F. - 25 PAID F.F. - 6
W.K.B. VOLUNTEER FIRE DEPT JEFFERSON FIRE DISTRICT 7 POC: CHIEF JAMES BURKE, SR. 4040 HWY 90, WEST AVONDALE, LA 70094 PHONE: (504) 349-5576 PAID F.F. - 6	MARRERO ESTELL VFD, CO 1 JEFFERSON FIRE DISTRICT 8 POC: CHIEF DONALD PARKS 2248 BARATARIA BLVD MARRERO, LA 70072 PHONE: (504) 349-5585 VOL F.F. - 50 PAID F.F. - 14
MARRERO-HARVEY VOL FIRE DEPT JEFFERSON FIRE DISTRICT 8 POC: CHIEF LEO J. LEBLANC 531 AVENUE C MARRERO, LA 70072 PHONE:)(504) 349-5180 PAID F.F. - 9	MARRERO-RAGUSA VFD JEFFERSON FIRE DISTRICT 8 POC: CHIEF RICKIE ESLICK 1400 BERGER RD MARRERO, LA 70072 PHONE: (504) 349-5586 PAID F.F. - 12
GRAND ISLE VOL FIRE CO 1 JEFFERSON FIRE DISTRICT 9 POC: CHIEF LAINE P. LANDRY P.O. BOX 550 GRAND ISLE, LA 70358	GOULD FIRE COMPANY NO 2 POC: CHIEF STEVEN HEBERT 501 ANSON ST GRETNA, LA 70053-3111 PHONE: (504) 363-1591

JEFFERSON PARISH	
PHONE: (985) 787-2777 VOL F.F. - NOT RPTD PAID F.F. - 0	VOL F.F. - 85 PAID F.F. - 6
DAVID CROCKETT STEAM FIRE CO 1 POC: BERNARD COVELL, JR P.O. BOX 217 GRETNA, LA 70054 PHONE: (504) 363-1490 VOL F.F. - 53 PAID F.F. - 7	HARAHAN VOL FIRE DEPT POC: W.J. PRETLOVE 1115 HICKORY AVE HARAHAN, LA 70123 PHONE: (504) 737-2122 PAID F.F. - 7
KENNER FIRE DEPT POC: D.J. MUMPHRY 1801 WILLIAMS BLVD KENNER, LA 70062 PHONE: (504) 468-7265 VOL F.F. - 50 PAID F.F. - 64	WESTWEGO VOL FIRE DEPT JEFFERSON PARISH DISTRICT 9 POC: DOYLE GUIDROZ P.O. BOX 367, 677 AVE H WESTWEGO, LA 70094 PHONE: (504) 347-7385 VOL F.F. - 187 PAID F.F. - 7

LAFAYETTE PARISH	
BROUSSARD VOLUNTEER FIRE DEPT POC: JOHN HEBERT 416 EAST MAIN ST BROUSSARD, LA 70518 PHONE: (337) 837-9867 VOL F.F. - 25	CARENCO VOL FIRE DEPT LAFAYETTE FIRE DISTRICT 3 POC: GLENN L. BRASSEAUX P.O. DRAWER 10 CARENCO, LA 70520 PHONE: (337) 896-5299 VOL F.F. - 27
DUSON VOLUNTEER FIRE DEPT LAFAYETTE FIRE PROT ASSOC POC: DALE DUHON P.O. BOX 427 DUSON, LA 70529 PHONE: (337) 873-8140 VOL F.F. - 22	JUDICE VOLUNTEER FIRE DEPT LAFAYETTE FIRE DISTRICT 3 POC: RONALD J. LEBLANC 401 RANCH RD DUSON, LA 70529 PHONE: (337) 984-0321 VOL F.F. - 19
LAFAYETTE FIRE DEPT POC: HARRY J. CHAUVIN P.O. BOX 90109 LAFAYETTE, LA 70509 PHONE: (337) 291-8704 PAID F.F. - 197	LAFAYETTE REGIONAL AIRPORT POC: ROBERT L. TRAHAN 222 TOWER DR LAFAYETTE, LA 70508 PHONE: (337) 233-1652 PAID F.F. - 9
MILTON VOL FIRE DEPT POC: FREDDY TRAHAN P.O. BOX 447 MILTON, LA 70558 PHONE: (337) 856-3473 VOL & PAID F.F. - NOT RPTD	SCOTT VOL FIRE DEPT LAFAYETTE FIRE PROT ASSOC POC: NORWOOD MENARD P.O. BOX 306 SCOTT, LA 70583 PHONE: (337) 235-4725 VOL F.F. - 25
YOUNGSVILLE VOL FIRE DEPT POC: JASON SIMON P.O. BOX 279 YOUNGSVILLE, LA 70592 PHONE: (337) 856-6906 VOL & PAID F.F. - NOT RPTD	

LAFOURCHE PARISH	
LOCPORT VOL FIRE DEPT LAFOURCHE FIRE DISTRICT 2 POC: RICHARD J. HEBERT P.O. BOX 277 LOCKPORT, LA 70374 PHONE: (985) 876-5234 VOL F.F. - 90	LAFOURCHE FIRE DIST 1 POC: LESTER GRIFFIN P.O. BOX 427 RACELAND, LA 70394 PHONE: (985) 537-5000 VOL F.F. - 117
VOLUNTEERS BAYOU BOEUF VFD LAFOURCHE FIRE DIS 8/WARD POC: DAVIS GRANIER ST RT 2, BOX K-356-B THIBODEAUX, LA 70301 PHONE: (985) 633-2176	CHACKBAY VOL FIRE DEPT LAFOURCHE FIRE DISTRICT 8 POC: JOHNNY LOUVIERE P.O. BOX 1014 THIBODEAUX, LA 70302-1014 PHONE: (985) 633-2828, 7789 VOL F.F. - 45
CHOCTAW VOL FIRE DEPT LAFOURCHE FIRE DIS 8/WARD 6 POC: MICHAEL DELATTE 1243 CHOCTAW RD THIBODEAUX, LA 70301 PHONE: (985) 633-2888 VOL F.F. - 25	LAFOURCHE CROSSING 308 VFD LAFOURCHE FIRE DISTRICT 7 POC: WADE KNIGHT RT 1, BOX 504 THIBODEAUX, LA 70301 PHONE: (985) 447-9857 VOL & PAID F.F. - NOT RPTD
ST. JOHN VOL FIRE DEPT LAFOURCHE DIST 6/WARDS 1,5 POC: ONEIL F. ANDRAS 2072 HWY 1 THIBODEAX, LA 70301 PHONE: (985) 448-0618 VOL F.F. - 38	VACHERIE-GHEENS VOL FIRE DEPT POC: Sten Christony P.O. BOX 6 GHEENS, LA 70355 PHONE: (985) 532-5916/8087 VOL & PAID F.F. - NOT RPTD
THIBODEAUX VOL FIRE DEPT POC: MICHAEL ONCALE P.O. BOX 1421 THIBODEAUX, LA 70301 PHONE: (985) 447-1986 VOL & PAID F.F. - NOT RPTD	LAFOURCHE FIRE DISTRICT 3 POC: LARRY A. RAYMOND, ADMIN P.O. BOX 2322 GALLIANO, LA 70354-2322 PHONE: (985) 632-8068, 693-7100 VOL F.F. - 275

ST MARTIN PARISH	
ARNAUDVILLE VOL FIRE DEPT ST. MARTIN FIRE DISTRICT POC: FRANKIE FREDRICK P.O. BOX 526 ARNAUDVILLE, LA 70512-0526 PHONE: (337) 754-5913 VOL F.F. - 30	BROUSSARD VOL FIRE DEPT LAFAYETTE FIRE PTOT ASSOC POC: JOHN W. HEBERT 416 E. MAIN BROUSSARD, LA 70518 PHONE: (337) 837-6681 VOL F.F. - 25
BREAUX BRIDGE FIRE DEPT POC: TERRY THERIOT 225 N. MAIN ST BREAUX BRIDGE, LA 70517 PHONE: (337) 332-2795 VOL F.F. - 34	BUTTE LAROSE VOL FIRE DEPT ST MARTIN DISTRICT 5 POC: WESTON ROMERO 1721 HERMAN DUPIS BREAUX BRIDGE, LA 70517 PHONE: (337) 228-2950 VOL F.F. - 18
CADE VOL FIRE DEPT POC: LLOYD GEOFFREY RT 1, BOX 1840 BROUSSARD, LA 70518-9619 PHONE: (337) 364-7736 VOL & PAID F.F. - NOT RPTD	BELLE RIVER VOL FIRE DEPT POC: STANLEY DAIGLE RT 2, BELLE RIVER BOX 380 PIERRE PART, LA 70339 PHONE: (985) 364-6479 VOL & PAID F.F. - NOT RPTD
CATAHOULA VOL FIRE DEPT POC: PATRICK CHAMPAGNE CATAHOULA RURAL STATION ST. MARTINVILLE, LA 70582 PHONE: (337) 394-4756 VOL & PAID F.F. - NOT RPTD	CECILIA VOL FIRE DEPT ST. MARTIN FIRE DISTRICT POC: ARISTILE GUIDRY P.O. BOX 219 CECILIA, LA 70521 PHONE: (337) 667-6222 VOL F.F. - 16
COTEAU HOLMES VOL FIRE DEPT ST. MARTIN FIRE DISTRICT POC: ERROL ALBERT P.O. BOX 396 ST. MARTINVILLE, LA 70582 PHONE: (337) 394-9555 VOL F.F. - 17	EVANGELINE VOL FIRE DIST ST. MARTIN FIRE DISTRICT POC: LEON BOURQUE 230 WASHINGTON ST ST. MARTINVILLE, LA 70582 PHONE: (337) 394-6416 VOL F.F. - 37
HENDERSON FIRE SERVICE AREA POC: GERALD GUIDRY P.O. BOX 625 BREAUX BRIDGE, LA 70517 PHONE: (337) 228-2181 VOL F.F. - 20	PARKS VOL FIRE DEPT POC: ROBERT CHAMPAGNE P.O. BOX 2722 PARKS, LA 70582 PHONE: (337) 845-5060 VOL & PAID F.F. - NOT RPTD
STEPHENSVILLE VOL FIRE DEPT POC: LEONARD LANDRY RR 4, BOX 227C, TOWER TANK RD MORGAN CITY, LA 70380 PHONE: (985) 384-3103 VOL & PAID F.F. - NOT RPTD	

ST MARY PARISH	
AMELIA VOL FIRE DEPT ST. MARY FIRE DISTRICT 3 POC: HAROLD RENTROP P.O. BOX 302 AMELIA, LA 70340 PHONE: (985) 631-2883 VOL F.F. - 20	BALDWIN VOL FIRE DEPT POC: AUBREY BOUDREAUX P.O. BOX 660 BALDWIN, LA 70514 PHONE: (337) 923-6093 VOL F.F. - 30
BAYOU VISTA VOL FIRE DEPT ST. MARY WATER DISTRICT 3 POC: DONALD C.LANTZ 1601 SATURN RD MORGAN CITY, LA 70380 PHONE: (985) 395-6252 VOL F.F. - 35	JEANERETTE VOL FIRE DEPT POC: ROBERT GRETTNER 1437 MAIN ST JEANERETTE, LA 70544 PHONE: (337) 276-4200 VOL & PAID F.F. - NOT RPTD
BERWICK VOL FIRE DEPT POC: RAY RASBERRY P.O. BOX 36 BERWICK, LA 70342 PHONE: (985) 385-1646 VOL F.F. - 31	CENTERVILLE VOL FIRE DEPT ST. MARY DIST 2, 2A/WARD 4 POC: GUY PELTIER P.O. BOX 58 CENTERVILLE, LA 70522 PHONE: (337) 836-5349 VOL & PAID F.F. - NOT RPTD
CYPREMONT POINT VOL FIRE DEPT ST. MARY FIRE DISTRICT 1 POC: DICKIE ARNOLD 108 BAY-VIEW DR FRANKLIN, LA 70538 PHONE: (337) 867-4478 VOL & PAID F.F. - NOT RPTD	FOUR CORNERS VOL FIRE DEPT ST. MARY FIRE DISTRICT 4 POC: BARRY LANDRY RT 2, BOX 49-AA JEANERETTE, LA 70522 PHONE: (337) 276-6650 VOL F.F. - 25
FRANKLIN VOL FIRE DEPT POC: TIMOTHY THIBODEAUX 512 FIRST ST FRANKLIN, LA 70538 PHONE: (337) 828-3631 VOL F.F. – 30 PAID F.F. - 5	MORGAN CITY FIRE DEPT POC: MICHAEL L. RAYMOND P.O. BOX 2622 MORGAN CITY, LA 70380 PHONE: (985) 380-4617 VOL F.F. - 38 PAID F.F. - 37
PATTERSON VOL FIRE DEPT ST. MARY FIRE DISTRICT 6 POC: STEVE BIERHORST P.O. BOX 783 PATTERSON, LA 70392 PHONE: (985) 395-8312 VOL F.F. - 41	CHARENTON-CHITIMACHA VFD ST. MARY FIRE DIST 12A/B/C POC: RICK COOK P.O. BOX 591 CHARENTON, LA 70523 PHONE: (337) 923-4326 VOL F.F. - 26

TERREBONNE PARISH	
BAYOU CANE VOL FIRE DEPT TERREBONNE FIRE DIST 1, 2, 3 ZONE B POC: JERRY GAUTREAUX 2526 W MAIN ST HOUMA, LA 70360 PHONE: (985)876-1101 VOL F.F.- 31 PAID F.F. - 2	COTEAU VOL FIRE DEPT TERREBONNE DIST 1, 2, 3, ZONE C POC: ROBERT A. LEE 2325 COTEAU RD HOUMA, LA 70364 PHONE: (985)868-4355 VOL F.F. - 17
SCHRIEVER VOL FIRE DEPT TERREBONNE FIRE DIST 1, 2, 3, ZONE D POC: KENNETH PITRE P.O. BOX 83 SCHRIEVER, LA 70395 PHONE: (985) 446-8498 VOL F.F. - 46	VILLAGE EAST VOL FIRE DEPT TERREBONNE DIST 1, 2, 3, ZONE E POC: ROY PENNINGTON STATION 1, BOX 10104 HOUMA, LA 70363 PHONE: (985) 851-1200 VOL F.F. - 30
GRAND CAILLOU VOL FIRE DEPT TERREBONNE FIRE DIST 4 POC: ROLAND AUCOIN 4425 GRAND CAILLOU RD HOUMA, LA 70363 PHONE: (985) 851-7209 VOL F.F. - 60 PAID F.F. - 2	BOURG VOL FIRE DEPT TERREBONNE FIRE DIST 5 POC: ARLEN CHARPENTIER P.O. BOX 383 BOURG, LA 70343 PHONE: (985) 594-9588 VOL F.F. - 20 PAID F.F. - 1
DIST 6 (MONTEGUT&POINT AU CHIEN) VFD TERREBONNE FIRE DIST 6 POC: SPENCER RHODES 1105 HWY 55 MONTEGUT, LA 70377 PHONE: (985) 594-4101 VOL F.F. - 30 PAID F.F. - 3	LITTLE CAILLOU VOL FIRE DEPT TERREBONNE FIRE DIS 7, ZONE A, B POC: MARVIN THIBODEAUX RT 2, BOX 689 CHAUVIN, LA 70344 PHONE: (985) 594-2028 VOL F.F. - 45 PAID F.F. – 5
BAYOU BLUE VOL FIRE DEPT LAFOURCHE FIRE DISTRICT 3 POC: HARVEY PARKS, SR 1870 BAYOU BLUE RD HOUMA, LA 70364 VOL & PAID F.F. - NOT RPTD	

TERREBONE PARISH	
DONNER-CHACAHOULA VOL FIRE DEPT TERREBONNE FIRE DIST 8 POC: MIKE ADAMS 1805 HWY 20 SHRIEVER, LA 70395 PHONE: (985) 447-3252 VOL F.F. - 24	GIBSON VOL FIRE DEPT TERREBONNE FIRE DIST 8 POC: VINCENT BOURGEOIS P.O. BOX 430 GIBSON, LA 70356 PHONE: (985) 575-2655 VOL F.F. - 27
EAST GIBSON VOL FIRE DEPT TERREBONNE FIRE DIST 8 POC: OLIVER MATTHEWS RT 1, BOX 109-F GIBSON, LA 70356 PHONE: (985) 575-2831 VOL & PAID F.F. - NOT RPTD	BAYOU BLACK VOL FIRE DEPT TERREBONNE FIRE DIST 8 POC: TONY BERCEGEAY 2820 SAVANNE RD HOUMA, LA 70360 PHONE: (985) 879-3359 VOL F.F. - 27 PAID F.F. - 1
BAYOU DULARGE VOL FIRE DEPT TERREBONNE FIRE DIST 10 POC: RANDY LINER 1038 FALGOUT CANAL RD THERIOT, LA 70397 PHONE: (985) 872-0976 VOL F.F. - 45 PAID F.F. - 2	HOUMA FIRE DEPT POC: GALE LE BOEUF P.O. BOX 6097 HOUMA, LA 70361 PHONE: (985) 873-6391 VOL F.F. - 20 PAID F.F. - 49

VERMILLION PARISH	
ABBEVILLE FIRE DEPT POC: CHIEF EVAN 210 W VERMILION ABBEVILLE, LA 70510 PHONE: (337) 898-4259 PAID F.F. - 37	ABBEVILLE BUMPER ZONE VFD POC: DONALD TOUPS RT 4, BOX 1508 ABBEVILLE, LA 70510 PHONE: (337) 893-6556 PAID F.F. - NOT RPTD
ERATH VOL FIRE DEPT POC: DONALD E. MENARD 209 N KIBBE ST ERATH, LA 70533 PHONE: (337) 937-8176 VOL F.F.- 40 PAID F.F. - 1	DISTRICT 13 VOL FIRE DEPT DISTRICT 13 POC: ANDREW SHERMAN RT 5, BOX 1330 ABBEVILLE, LA 70510 PHONE: (337) 642-5592 VOL F.F. - 26
DELCAMBRE VOL FIRE DEPT POC: ROBERT THERIOT 302 N RAILROAD ST DELCAMBRE, LA 70528 PHONE: (337) 685-2969 VOL & PAID F.F. - NOT RPTD	GUEYDAN VOL FIRE DEPT VERMILION FIRE PROT ASSOC POC: KEITH MELANCON 414 MAIN ST GUEYDAN, LA 70542 PHONE: (337) 536-6539 VOL F.F. - 18 PAID F.F. - 4
HENRY VOL FIRE DEPT POC: PATRICK MENARD RT 1, BOX 178-B ERATH, LA 70533 PHONE: (337) 937-5479 VOL F.F.- 33 PAID F.F. - 1	INDIAN BAYOU VOL FIRE DEPT POC: HAROLD BROUSSARD RT 2, BOX 271-AB KAPLAN, LA 70548 PHONE: (337) 643-6846 VOL F.F. - 23 PAID F.F. - 1
KAPLAN FIRE DEPT KAPLAN FIRE DISTRICT POC: JERRY LANDRY 501 CUSHING AVE KAPLAN, LA 70548 PHONE: (337) 643-8603 VOL F.F.- 20 PAID F.F. - 5	KLONDIKE VOL FIRE DEPT CAMERON FIRE DISTRICT 15 POC: CRESSWOOD BERTRAND RT 1, BOX 204 GUEYDAN, LA 70542 PHONE: (337) 536-6963 VOL F.F.- 34 PAID F.F. - 1
LITTLE CHAPEL VOL FIRE DEPT VERMILION FIRE DISTRICT 10 POC: NELSON SALTZMAN RT 3, BOX 220 KAPLAN, LA 70548 PHONE: (337) 643-6655 VOL F.F. - 30	MAURICE VOL FIRE DEPT POC: FRED BROUSSARD P.O. BOX 111 MAURICE, LA 70555 PHONE: (337) 893-6406 VOL F.F. - 23 PAID F.F. - 1
PECAN ISLAND VOL FIRE DEPT POC: KARL NUNEZ P.I. RT, BOX 41A KAPLAN, LA 70548 PHONE: (337) 737-3501 VOL F.F. – 22 PAID F.F.- 1	SEVENTH WARD VOL FIRE DEPT POC: JAMES MIRE RT 3, BOX 1384 ABBEVILLE, LA 70510 PHONE: (337) 893-8023 VOL F.F.- 14 PAID F.F. - 1
LELEUX VOL FIRE DEPT VERMILION FIRE PROT ASSOC POC: RAY VINCENT RT 1, BOX 153 KAPLAN, LA 70548 PHONE: (337) 783-6650 VOL F.F.- 18	MEAUX/NUNEZ VOL FIRE DEPT VERMILION FIRE PROT ASSOC POC: KENDAL HEBERT RT 4, BOX 1268 ABBEVILLE ,LA 70510 PHONE: (337) 643-8390 VOL F.F.- 24

5530.8 Hazardous Substances Response Team

Chemical Transportation Emergency Center (CHEMTREC) - Provides technical expertise, coordination with chemical manufacturers, and emergency response information on chemical spills. For emergency purposes only call 1-800-424-9300 (24 hour number). For planning purposes, call 202-887-1255 during working hours.

5530.9 Explosive Ordinance Details (EOD)

Bureau of Explosives - Association of American Railroads, Washington, DC, can provide technical advice to a railroad during train accidents. The Bureau of Explosives may provide assistance in the areas of accident assessment, classification of materials, environmental impacts, methods of cleanup and mechanical evaluations of trains. The Bureau's local district inspector may be contacted at (504) 734-6948 (24 hours). The Bureau itself can be reached through CHEMTREC or at 202-835-9500 (24 hour number).

5530.10 Site Safety Personnel/Health Departments TO BE DEVELOPED

5540 Private Resources TO BE DEVELOPED

5540.1 Clean-up Companies (BOA & Non-BOA)

Contract Response Resources & Response times

OSRO	ADDRESS	24 hr Phone	ICY	MC	GI
Allwaste	9743 Hwy 90 East Morgan City, LA 70380	(985) 384-7712 (985) 536-8727	3.0	1.0	3.0
American Pollution, Inc.	130 E. Kaliste Saloom Rd Lafayette, LA 70508	(800) 482-6765	CALL	CALL	CALL
CENAC/ES&H Environmental	141 Bayou Dularge Rd Houma, LA	(985) 851-5350	CALL	CALL	CALL
Crain Brothers	P.O. Box 11 Grand Chenier, LA	(337) 583-4736	2.0	4.4	1.0
Garner Environ.	Main Office 314 Allen Genoa Rd. Houston, TX 77017	(713) 920-1300	CALL	CALL	CALL
Garner Environ.	2706 S. Gulfway Dr Port Arthur, TX	(409) 983-5646	3.0	4.5	7.4

Industrial Cleanup Inc.	P.O. Box 869 Garyville, LA 70051	(504) 535-2697 (504)535-3174	3.7	1.2	2.0
Larco Environ	P.O. Box 6237 Lake Charles, LA 70606	(337) 474-3660	2.0	4.0	7.5
Oil Mop, Inc AMBAR	221 Rue DeJean, Ste 300 Lafayette, LA 70505	(337) 237-5300	CALL	CALL	CALL
Ovac Inc.	P.O. Box 16584 Lake Charles, LA 70616	(337) 436-4144	2.0	4.0	7.5
Rubark Environ Services	2801 Frenchman New Orleans, LA 70122	(504) 944-9965	. 4.1	2.4	1.7
Thompson Environ Management Inc.	P.O. Box 52141 New Orleans, LA 70152-2141	(504) 393-7661	4.1	2.4	1.7

5540.11 Cooperativ es/Associations

5540.11.1 Clean Gulf Associates

Daytime/24 hr. phone: (337)475-6400

** Any MSRC office in the U.S. can help you get in touch with the CGA if the above contact phone number is unreachable.

MSRC may be contacted at: (337)475-6400

Youngs Rd.

Morgan City, LA. 70380

(985) 380-2100

(800) 444-8302

Clean Gulf Associates (CGA) is an industry cooperative formed by G.O.M. oil-producing companies. Their cooperation has resulted in an impressive array of state-of-the-art spill containment and recovery equipment being staged at several locations in the MSO Morgan City zone. This equipment is available to association members at a very low rate, or to non-members for significantly higher rates (non-member rates are typically five times the member rate).

Locations of equipment staging areas are:

Louisiana	Alabama	Texas	Florida
Grand Isle	Theodore	Galveston	Panama City
Venice		Port Aransas/Fulton	
ICY			
Cameron			
Houma			

The USCG may procure CGA equipment by contracting through Halliburton Services. The USCG will be charged the non-member rate, therefore it is important to exhaust all possible sources in an effort to obtain equipment of the same capability from a less expensive contractor. CGA does offer a unique selection of equipment that may not be available anywhere else. All CGA barges and oil recovery/storage/transfer systems are CG inspected and certified. It is important to note that all equipment that is used shall be thoroughly cleaned and/or repaired to its original condition upon return to CGA.

5540.11.2 Strategic Petroleum Reserve (SPR)

The SPR, operated under contract by Boeing Petroleum Services, Inc., maintains oil pollution response equipment. This equipment is available to the pre-designated FOSC on a cost reimbursement basis in the event of a spill that exceeds the capabilities of commercial contractors and other resources.

5540.12 Basic Ordering Agreements (BOAs)

s. BOAs have been established with the various contractors. A current list of approved BOAs is available at the MSO.

t. These BOAs outline specific, minimum types and quantities of equipment, expendable supplies, and manpower that will be made available for these types of spills:

1. Small spill, shoreside response;
2. Small spill, waterside response;
3. Medium and major spills

5540.2 Media (Television, Radio, Newspaper)

There are hundreds of minor pollution incidents that occur annually in the MSO Morgan City zone which attract little or no attention. Public and media inquiries about these incidents are typically handled solely by MSO staff personnel. However, during a major or medium pollution incident, considerable public and media interest is usually generated. In addition to ensuring that a proper cleanup is conducted, the FOSC must keep the press and public informed. The MSO Morgan City Public Affairs Officer should be the POC for press calls and he should initiate the procedures outlined in section 1502. The CGD8 Public Affairs Office (dpa) provides primary support and the PIAT at the NSFCC could also be used in the event of a very large or very sensitive pollution incident. These professional public affairs personnel are experienced with the media. Their help will allow the FOSC and their staff to concentrate on the on-scene response. (See CCGD8 SOP, Annex F, and Appendix 1 for general guidance on public affairs during oil and HAZMAT spills).

Contents:

30. General CG public affairs policies and specific guidance
31. Media contact list, sample fact sheet, press release
32. List of potential sites and equipment needs for a Joint Information Center (JIC).

5540.21 Media Interaction

Public Perception: The general public's opinion of an oil spill effort is not always based upon what action has been taken, but upon what information they have received. Supplying information to the media is a critical component of pollution response, and is a primary function of the FOSC. Early and accurate news releases serve to minimize public apprehension and to enhance their faith in the response community's ability to deal with oil and chemical spills.

Media Coordination: To ensure an accurate flow of information, a single POC or pool of public affairs personnel should be established for media relations. The number of people needed to respond to inquiries will vary depending on the size of the incident and the media interest. The FOSC has many resources available to assist with the media. For small spills, the unit PAO may be sufficient. For larger spills, it may be necessary to seek assistance from other sources such as the PIAT, CCGD8 (dpl) or private industry. Figure (1) of this annex is a general checklist to be used for public affairs procedures during pollution response operations. The NRT "National JIC Model" is also a good source for additional guidelines to be followed in interacting with the media and the public during a major spill.

5540.22 Community Relations

Dissemination of Info: Providing information directly to members of the impacted community, free of the filtering and potentially distorting effect of the media, is critical to public understanding of the incident response. Community relations may include scheduling of public meetings, preparing speeches and coordinating public activities with public officials and protocol personnel.

Organizational Position: To ensure that important constituencies are not overlooked or slighted during a major response, it is important that a Community Relations officer be assigned to the public affairs element. Congressional interests as well as State and Parish and elected officials should be kept informed during responses to major spills. Under no circumstances should community relations be a collateral duty of the media relation's officer during a major incident.

5540.23 Internal Information

Informing the members of the response community of the status of the response is vital if consistent and accurate information is to be conveyed to all interested parties. Internal information is the process of informing our own people of the status of our activities.

Daily Fact Sheet: At a minimum, all personnel assigned to response duties should be provided with access to the daily fact sheet prepared by the media relation's officer. This will help ensure a consistent and accurate flow of information.

5540.3 Local Media/Public Affairs Policy

1. Initial Notifications: To obtain the best support from the CGD8 PAO, the FOSC, or their representative, upon notification of a significant pollution incident, should:
   a. Once the basic information has been obtained and response actions initiated, call CCGD8(m) (cc) and (dpa).
   b. After normal working hours, contact the CCGD8(cc). Give them the details of the incident and the FOSC's plan of action.

2. As much as practical, the following information will be needed when preparing press releases.
   a. Nature, time and location of incident.
   b. Pollutant (i.e. crude oil, diesel fuel, etc.)
   c. Amount of pollutant (only if it is definitely known and there is no chance for additional releases).
   d. Source of pollutant (do not state cause unless it is definitely known).
   e. Number of casualties (injured or killed), if any. Names are not to be released.
   f. FOSC plans for response.
3. If the incident is of such a magnitude that the USCG PIAT may be required, call the NRC at (800) 424-8802, after briefing the command and the CCGD8 PAO.

4. Possible Subsequent Actions:
   a. Establish a periodic schedule for providing updates to (dpa) so they can continue to issue timely press releases. These updates may be made by telephone.
   b. Ensure all message traffic includes CCGD8//dpa// as an info addressee.
   c. Provide transportation for (dpa) representatives. Obtain work/protective clothing for any on-scene visits.
   d. Set up a work area with necessary office equipment for the (dpa) representative.
   e. Arrange for press conferences. CCGD8(dpa) maintains a listing of television, radio and press sources in the area.

5540.4 Public Information Inquiries

Requests to the MSO

1. In the event of significant pollution incidents this office can expect to receive direct inquiries from local media, especially in anticipation of adverse environmental damage. Initial contact will probably be made by telephone, with subsequent live interviews on the air. Inquiries made directly to the MSO from individuals or organizations concerning any incident should be directed to the Unit PAO. TO ensure accuracy, information should normally not be released without consulting the PAO.
2. Unit PAO: shall make every reasonable effort to cooperate with the media and provide necessary facilities to accommodate their needs. A central public information point should be established to facilitate rapid and efficient response to media inquiries. The PAO should be the sole POC and spokesperson for the duration of the incident. This will reduce or eliminate unnecessary interaction with response personnel, which slows vital response activities and provides for a consistent image being presented to the public, thus instilling trust and ensuring information being released is accurate and appropriate considering the circumstances.
3. Scheduled Press Releases: It may become necessary to make scheduled press releases during highly publicized, sensitive, or incidents of great public concern. The press should be consulted to establish a schedule. Section 1505 contains a listing of contact points for television, radio, and news organizations within the MSO Morgan City zone. Page V-8 contains a fill-in-the-blank press release that should be used when releasing information to the press.

Other Notes and Suggestions about Public Information

Pre-Planning

a. Effective personal communications and emergency public relations must be part of any contingency planning. Expect inquiries and plan your response.

Public Perceptions: There are two realities to any emergency. The first is what actually happens - the damage to property and environment, the deaths and injuries caused. The second is what the public thinks has happened - the impression people draw firsthand, rumors they hear, information and analysis they receive from the news media. An agency frequently will have sophisticated contingency plans for the first, but often remains wholly unprepared to meet the demands of the second. As a result, damage sustained from poor public relations and media planning may be very costly.

Function as PAO: Both internal and external audiences will want to know who, what, where, when, why and how when it comes to casualties, property damage, accompanying incidents, descriptions of events, acts of heroism or cowardice, resumption of work and financial implications. When the telephone rings, it's too late to plan a response, determine who will serve as spokesperson and decide how much information to disseminate.

Informed and Timely Responses to Media: During crises or disasters, the media usually gets word of the event and winds up contacting your organization, thus putting you in a position where your public relations team must react rather than initiate action. Such reaction should be a joint venture involving public relations and technical/operational experts.

Media Priorities: Managing a potentially explosive news situation requires one to understand how the press behaves when covering an emergency. A model of press behavior during crises has been formulated by media experts. They suggest that when disaster strikes, the news media hear about it, try to obtain information by whatever ingenious or technical means available, and use their background files to fill in the gaps. Even as they dispatch people to the scene, they shift staffs and resources to back up reporters who will come back with the story - whether it's the one you put forth, or someone else's version of events.

Use of Technical Experts: Since most reporters are generalists, they must be briefed on highly complex, technical and scientific information before they can ask appropriate questions and report the news in laymen's terms. For that reason, experts must be attached to the public relations operation. Wherever possible, glossaries of technical terms, charts, graphs and visual depictions should be prepared in advance as supplementary aids. As for precision, it is important to recognize that it is okay to say at any time: "This is what we know. This is what we do not know. This is what is ambiguous."

1. During an emergency:

    a. Have a designated spokesperson.

    b. Release only verified information.

    c. Promptly alert the press of relief and recovery operations.

    d. Keep accurate records and logs of all inquiries and news coverage.

    e. Try to find out and meet press deadlines.

    f. Provide equal opportunities for electronic and print news media.

    g. Have a clear idea of what can and cannot be released; keep a checklist to ensure briefings are run efficiently.

h. Carefully coordinate planning and implementation of emergency media plans with the command and district personnel.

2. During an emergency, DO NOT:

   a. Speculate on causes of the emergency.

   b. Speculate on resumption of normal operations.

   c. Speculate on the dollar losses.

   d. Interfere with legitimate duties of newsmen.

   e. Permit unauthorized persons to comment to the press.

   f. Cover up, or purposely mislead the press.

   g. Place the blame.

5540.41 General Logistical Concerns For Press Conferences And News Briefs

a. Pollution incidents that generate significant media interest normally require press conferences or news briefs. These media gatherings provide an opportunity to film and ask questions of senior response officials. People arranging conferences and briefings should ensure that top officials are available and up-to-speed on any special interest areas. It is beneficial to provide a press release, statement or press packet prior to conducting a press conference. The spokesperson(s) should approach the conference with a clear idea of the specific points to be discussed and anticipate questions that may be posed. Charts, diagrams and other visuals serve to facilitate presentations and clarify response actions.

b. Published schedules of the times and locations for press conferences should be published and made available to the media well in advance, whenever possible. This can be accomplished with a news advisory. It may be beneficial to conduct press conferences near the site of a pollution incident. This presents a challenging scenario to the PAO or other Public Affairs Personnel.

c. Adequate Facilities : Public buildings in the area that could handle the expected media representatives should be quickly identified. This may include local CG facilities, fire stations, police stations or other state and local government buildings. Possible locations for planned press conferences, based on size, are listed in

d. Use of Mobile Command Post: One alternative is to conduct a conference or briefing on scene or from alongside a mobile command post. On scene conferences or briefings must be carefully coordinated to ensure efforts to control the spill are not disrupted. For press briefings, efforts should be made to find a location which provides convenient access for federal, state and

local officials and which is large enough to accommodate the anticipated number of media personnel.

e. Media Access to Site:

1. Some members of the media will request access to the spill site for photo opportunities. Direct access to private property such as facilities, vessels or barges will remain under the control of the owner. It may be advantageous to make a CG vessel available to tour the affected area from the waterside. When media interest exceeds the capacity of the CG vessel, it will be necessary to form a press pool. The selection of participants is best left to members of the media. The media may also obtain their own vessel or aircraft with which to view the spill site. They will continue to be governed by a Security or Safety Zone that may be in effect unless granted specific access by appropriate authority.

2. Members of the media may also approach personnel at a spill site. If possible, they should be referred to the PAO, the OSC's representative or to the OSC (in that order). Agency representatives on scene may answer questions regarding their particular role. The rule of thumb is, if it's your job you can talk about it, if it's not, then refer them to whoever is responsible.

f. Political Interest Inquiries:

1. With a spill of significant public interest will be an increased demand for information from public officials. CG Public Affairs personnel are also responsible for fielding political inquiries as directed by the OSC.

2. They should also prepare briefing materials for elected or public officials who may request information about the incident.

5540.42 Media Contacts

This should be utilized as a media contact list to identify points of contact, phone numbers and fax numbers for wire services, television, radio and newspapers.

5540.42.1 Governmen t Resources.

CCGD8(dpa) is ready to assist an OSC by providing Public Affairs Specialists for media liaison and photo documentation. This office should be contacted early as the primary resource for public affairs assistance. A CG PIAT is also available to OSCs when additional personnel or expertise are required to accommodate the media. PIAT is a specialized, self-contained, public affairs resource that is available through the NRC, or the NSFCC. All public affairs resources will work directly for the OSC. In the event a JIC is established, the RP should be encouraged to provide a spokesman to the JIC to facilitate "one stop shopping" for the media.

5540.42.2 Wire Services // To be developed.

5540.42.3 Television // The following are located in the zone:

KLFY CH-10, CBS P. O. Box 90665 Lafayette, LA. 70381 (337) 384-6960	KATC CH-3, ABC P. O. Box 93133 Lafayette, LA. 70509 (337) 235-3333
WAFB CH-9, CBS 844 Government Baton Rouge, LA. 70821 (225) 383-9999	WBRZ CH-2, ABC 1650 Highland Rd. Baton Rouge, LA. 70802 (225) 387-2222
WDSU CH-6, NBC 520 Royal St. New Orleans, LA. 70130 (504) 679-0600	WVUE CH-8, FOX 1025 S. Jefferson Davis Pkwy. New Orleans, LA. 70125 (504) 486-6161
WWL CH-4, CBS 1024 N. Rampart New Orleans, LA. (504) 529-4444	WGNO CH-26, IND World Trade Center, # 2 Canal St. New Orleans, LA. 70138 (504) 581-2600
Allens Cable TV, CH-7 P. O. Box 2643 608 Michigan St. Morgan City, LA. 70381 (985) 384-6960	

5540.42.4 Radio // The following are located in this zone:

KQKI/KDLP 10 Pluto Rd. Bayou Vista, LA. 70342 (985) 395-2853	KMRC/KFXY 409 Duke Morgan City, LA. 70380 (985) 384-1430
KHOM 2306 W. Main Houma, LA. 70364 (985) 876-5466	KCIL/KJIN 906 Belanger Houma, LA. 70364 (985) 851-1020
KXOR 106 Ridgefield Rd. Thibodeaux, LA. 70301 (985) 223-1850	KTIB 108 Green Thibodeaux, LA. 70301 (985) 876-6464
KFMV/KFRA 103 Wilson Franklin, LA. 70538 (337) 828-5372	KLEB/KBAU 315 Callais Golden Meadow, LA. 70357 (985) 594-2752
KDEA 145 W. Main New Iberia, LA. 70560 (337) 365-6651	KAWE 2316 E. Main New Iberia, LA. 70560 (337) 365-3434
KROF 1749 Bertand Lafayette, LA 70506	KWIR 145 W. Main New Iberia, LA. 70560 (337) 365-2401

5540.42.5 Newspapers // The following are located within this zone:

The Daily Review 1014 Front St. Morgan City, LA. 70380 (985) 384-8370	St. Mary Journal 1016 Front St. Morgan City, LA. 70380 (985) 384-1350
The Bayou Catholic Hwy 311, Box 907 Houma, LA. 70364 (985) 868-7720	The Courier 3030 Barrow Houma, LA. 70364 (985) 448-1200
The Daily Comet P. O. Box 5238 Thibodeaux, LA. 70302 (985) 447-4055	The Franklin Banner 111 Wilson Franklin, LA. 70538 (337) 828-3706
The Daily Iberian 926 W. Main New Iberia, LA. 70560 (337) 365-6773	Lafourche Gazette P. O. Drawer G Larose, LA. 70373 (985) 693-7229
The Daily Advertiser 221 Jefferson Street Lafayette, LA 70501 (337) 289-6300	Times P. O. Drawer 3528 Lafayette. LA. 70502 (337) 241-7354

5540.5 Joint Information Center (JIC)

Establishment: During a major oil spill where media activity is expected to last several days, the FOSC should establish a joint information center (JIC) to coordinate the Public Affairs activities of participating agencies and parties.

The role of the JIC includes:

3. Providing multiple phone lines for incoming calls, staffed by knowledgeable personnel.
4. Ensuring state and Federal government Public Affairs representatives are available to the media.
5. Issuing press releases to the media and providing copies to response officials.
6. Scheduling and coordinating news conferences and media briefings.
7. Providing the responsible party (spiller) an opportunity to coordinate their media efforts with those of the OSC.

Note: It's recommended the JIC be kept separate from the command center. This provides greater control of information flow without generating disturbances in response operations. Equipment needs for the JIC vary depending upon the size of the incident.

5540.51 SAMPLES

g. Fact Sheet

The enclosures can be used to develop a more detailed fact sheet. Additional guidance will be provided by CG Public Affairs personnel.

h. Sample Press Release

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

Preparation: The press release should be prepared on official letterhead or on a prescribed news release format. It should always include a name and phone number for additional information. The news release should be sent by the most expeditious manner. It is not necessary to supply a news release to every news agency listed. As a minimum, the release should be supplied to newspapers and other media members who have inquired about the incident. It is important to give a news release broad distribution to avoid giving one media representative an advantage over another. A wide distribution can be accomplished quickly by sending the release to the local wire services. A copy of the news release should be provided to all interested parties (RP, State, FOSC's staff, and should be aimed at the Duty Officer or others who may speak with the media).

Frequency: An updated press release should be prepared at regular intervals so that the media can be continually informed of progress. Distributing a press release by 1500 or 1600 on a daily basis will place timely information in the hands of the television and radio media for inclusion in the evening's news summary. For the print media, an evening press release is recommended to provide a final update for the day. This daily press release—provided as often as necessary—should continue until the pollution incident has been concluded, or there is no more media interest.

i. Sample News Release

Incident: VESSEL CASUALTY, INCLUDING VESSEL-FACILITY CASUALTY

j. Incident Summary

At (time), (today, or date) a (type of casualty) occurred on (body of water) near (city or town) involving (names of vessels, and facility, if applicable) and resulting in [a (size) spill of (product); a fire; damage to barges containing (quantity) of (product)]. [Provide spill quantity potential of damaged vessels, if available; i.e. The M/V (name) was carrying (quantity) (units) of (cargo).] The (type of casualty) occurred (near mile marker _____; or at latitude/longitude; or in OCS block and number).

Accounting Of Crew-sample sentences

All crewmembers on (number of vessels; i.e. both) are accounted for.

(Number) crewmember(s) are missing. A search for the crewmember(s) has been initiated by (who). (or) An ongoing search for the missing crewmembers is being conducted by (who and who's involved).

(Number) (person/people) are known dead. Names are being withheld pending notification of next-of-kin.

(The) Injured crewmember(s) has/have been medivaced to [hospital(s)] by (whom).

Scenario Details

The M/V (name 1), owned by (company) of (city and state or country) [and pushing (number of barges) carrying (cargoes)] was (direction, i.e. eastbound) for (city, state; OCS block) when [it; or its lead barge carrying (cargo)] (type of casualty; i.e. collided) with the [M/V (name 2); or facility name], owned by (company) of (city, and state or country). M/V (name 2) was (direction) for (city, state; or OCS block) [with (number) barge(s) carrying (cargoes)].

Sample News Release

Incident: FACILITY CASUALTY

Incident Summary

On (date), a (size indication) (chemical) spill was reported at (geographical location) in/on (body of water) near (city, state) by a representative of (company). (If available and obvious or proven) The spill was a result of _____(a ruptured tank; broken pipeline) and was attributed to (the cold weather; corrosion). Officials of the company estimate that (quantity) (units) entered (body of water). Further spillage is not expected. (or) (Chemical) continues to spill from the source.

Investigation And Cleanup Efforts

The CG Marine Safety Office in Morgan City, LA has sent a team to the (casualty, i.e. collision) site to investigate. The CG has also dispatched (vessels, planes) from (units) to assist (how; i.e. enforcing the safety zone; maintaining communications; conducting a search; fighting the fire). The (name 3+), owned by (company) of (city and state or country) [and aircraft from (company name) based in (city, state)] are also assisting in (the search, firefighting). (Company A) has assumed responsibility for the spill, and (company B) has been contracted by (who), (relation to incident; i.e. owners of the cargo) to conduct the spill cleanup. (or) The CG has assumed responsibility for the spill cleanup.

Establishment Of Safety Zone

As a result of the (casualty type), a safety zone has been established by the CG on (body of water) from (geographical boundaries) (closing the waterway; or, instituting controlled movement of traffic).

Sample News Advisory

PRESENT CIRCUMSTANCES-suggestions

(Cargo) has escaped from the (vessel name)'s (fuel tank; cargo tank; lead barge).

The barge has been intentionally grounded on the waterway bank to stabilize it.

All barges have been separated from the towing vessels.

The (name) is partially sunk in the waterway.

The (name) has developed a 15o list to starboard.

Personnel onboard the (facility) have reported damage to the main pipeline and a resultant spill of (cargo).

The damaged (cargo; fuel) tank(s) of the (name) contain (quantity) of (cargo), and it is not known at this time how much has entered the water.

Investigation And Cleanup Efforts

The CG Marine Safety Office in Morgan City, LA has sent a team to the (casualty, i.e. collision) site to investigate. The CG has also dispatched (vessels, planes) from (units) to assist (how; i.e. enforcing the safety zone; maintaining communications; conducting a search; fighting the fire). The (name 3+), owned by (company) of (city and state or country) [and aircraft from (company name) based in (city, state)] are also assisting in (the search, firefighting). (Company A) has assumed responsibility for the spill, and (company B) has been contracted by (who), (relation to incident; i.e. owners of the cargo) to conduct the spill cleanup. (or) The CG has assumed responsibility for the spill cleanup.

Establishment Of Safety Zone

As a result of the (casualty type), a safety zone has been established by the CG on (body of water) from (geographical boundaries) (closing the waterway; or, instituting controlled movement of traffic).

Checklist For Public Affairs Response To Pollution Incidents

1. Designate an incident PAO. This person may change with time from a unit officer to a PIAT Rep to a District officer to a senior officer from another command. Make sure all PAs know who the PAO is and understand that the PAO reports to the OSC.
2. Complete fact sheet (figure 3) and prepare a 30 second media statement (about 150 words maximum).
3. Record media statement on voice-mail, record-a-phone or similar automatic message service so media can get updates.
4. .Phone screening system (watchstanders, automated, etc.) directs news media to prerecorded update.
5. Have three phone lines available for public affairs use :incoming (published), outgoing (unpublished), and FAX.
6. Contact district (dpa) at outset of any actual medium spill or larger to arrange for PA backup. May be TAD PAs or referral of media calls to (dpa) or some variation.
7. Contact NSFCC, PIAT to alert in case of any potential major incident (if not already done as part of 5 above). Note: OSC may request PIAT assistance at any time regardless of spill size.
8. Update fact sheet (Figure 3) at least daily and fax or phone update to major media outlets.
9. Schedule a media availability with the OSC at least daily when media interest is great (if unsure if needed, ask reporters; they will tell you whether the story is worth a trip to your unit).

10. The primary purpose of the news conference/media availability is to put forth the OSC's assessment of the progress of the response, its secondary purpose is to answer media questions. Use figure 3 as the primary tool for briefings.
11. In major spills, designate a protocol office to handle VIP visitors. Do not assign this function to the PAO.
12. In major spills of high interest, designate an OSC aide. Access to the OSC and the OSC's time is critical in such incidents and must be scheduled carefully.
13. Require the PAO to brief the OSC each morning on the media coverage of the incident and the specific public affairs goals for the day. The OSC should update the fact sheet at this time.
14. Establish a Joint Information Center if the size of the incident requires. Only the OSC or the OSC's spokesperson speaks for all agencies, but each agency can speak for itself.

MEDIA CONTACT LIST

POC: PHONE: FA X:

ASSOCIATED PRESS_____

UNITED PRESS_____

CNN. _____

LOCAL WIRES_____

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Local TV POC: PHONE: FAX :

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Radio POC: PHONE: FAX :

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Newspapers POC: PHONE: FAX :

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Other Sources POC: PHONE: FAX :

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5540.6 Weather Services TO BE DEVELOPED

5540.7 Fire Fighting/Salvage Companies/Divers

SALVAGE COMPANIES/DIVERS

DIAMOND SERVICES CORPERATION 503 DEGRAVELLE RD. AMELIA, LA. 70340 (985) 631-2187 *24 HR. SERVICE	ACADIANA DIVERS AND SALVAGE INC. 3209 MOSS STREET LAFAYETTE, LA. 70507 (337) 232-8714 *24 HR. SERVICE
AMERICAN OILFIELD SERVICES 130 EAST KALISTE SALOOM RD. LAFAYETTE, LA. 70507 (337) 234-4590 * 24 HR. SERVICE	BAGALA'S DIVING SERVICE 506 CUTOFF CUTOFF, LA 70345 (985) 632-5071 * 24 HR. SERVICE
CAL DIVE 254 FORD INDUSTRIAL RD. AMELIA, LA 70340 (985) 631-0315 (985) 385-1104 *24 HR. SERVICE NO STANDERD RATES LIST, BIDS ARE ON EACH PARTICULAR JOB.	CONTINENTAL DIVING SERVICE P.O.B. 2484 MORGAN CITY 70381 (985) 395-5251 24 HR. SERVICE
EYMARD ROGER JR. DIVING SERVICE RT. 1 BOX 281 A GALLIANO, LA 70354 (985) 475-7232 * 24 HR. SERVICE	

5540.8 Towing Companies

BASIN MARINE 3700 BELLVIEW FRONT ST. BERWICK, LA 70342 (985) 384-6503 24 HR. SERVICE	CENTRAL BOAT RENTALS INC. 1640 RIVER ROAD BERWICK, LA 70342 (985) 384-8200 24 HR. SERVICE
DOUBLE EAGLE MARINE 1158 RIVER RD. BERWICK, LA 70342 (985) 384-2866 24 HR. SERVICE	GATOR MARINE 8966 PARK AVE HOUMA, LA (985) 8516601 24HR. SERVICE
HOPSON TOWING CO. 100 BELANGER ST. MORGAN CITY, LA. 70308 (985)385-0020	HORNBECK OFFSHORE 1601 HWY 1820 BAYOU VISTA, LA. (985) 395-6700
NORTHBANK TOWING CO. 2250 RIVER RD. BERWICK, LA. 70342 (985) 385-0189	OFFSHORE TUGS INC. 614 HWY 90E RACELAND, LA 70394 (985) 396-2803 24 HR. SERVICE
SEACOR MARINE 5005 RAILROAD AVE. MORGAN CITY, LA. 70380 (985) 385-3475	SIRRET OFFSHORE 8968 HWY 90 E MORGAN CITY, LA. 70380 (985) 384-0406
STAGG MARINE INC. 100 Belinger Street MORGAN CITY, LA. 70380 (985) 385-5816	THOMPSON MARINE TRANSPORATION P.O. BOX 3468 MORGAN CITY, LA. 70381 (985) 384-4287 24 HR. SERVICE
TIDEWATER MARINE INC. P.O. BOX 2407 MORGAN CITY, LA. 70381 (985) 384-5820	UNITED TUGS INC. P.O. BOX 342 HARVEY, LA. 70059 (504) 394-6622 24 HR. SERVICE
CENAC TOWING P.O. BOX 26117 HOUMA, LA. 70361 (985) 872-2413 24 HR. SERVICE	HOLLYWOOD MARINE INC. P.O. BOX 10859 JEFFERSON, LA. 70181 (504) 737-7527

5540.9 Fishing Cooperatives and Fleets

There are no Fishing Fleets located in the Morgan City COTP zone. All fishing vessels are owned and operated by small businesses (with one or two vessels) or they are privately owned.

5540.10 Water Intake Facilities

Surface Water Intakes (municipal/industrial)

5540.101 ST. MARY PARISH WATER INTAKES:

In case of an oil/spill HAZMAT spill in these parish intakes:

a. Morgan City: (985)380-4658 (24hrs)

b. Amelia: (985)631-0215 or 631-2907(M-F, 0800-1700) if no answer.

c. Berwick: (985)384-8990 (after hours)/bpr380-9050

(985)384-7710 (Berwick Police Dept.)
(985)380-4050 (Pager)

d. Patterson: (985)395-8310 (until 8:30 pm)

(985)395-6161 (after 8:30 pm)
or
(985)395-2800

e. Bayou Vista: (985)395-2747 (Morgan City handles Bayou Vista)

f. MORGAN CITY: - Outside seawall near Highway 70, where the road takes turn toward Stephensville just past Lake Palourde on Port Allen route. This is main intake.

Three pumps: #1 - 7,600 gpm
#2 - 5,000 gpm
#3 - 5,000 gpm

g. Near Atchafalaya Machine Shop (just North of Conrad Shipyard). this is intake for Electrical Plant and is rarely used anymore.

One Pump: #1 - 2,500 gpm

h. 200 feet North of Machine (Stevens Shipyard) intake Morgan City Municipal water plant intake. (Used frequently).

Three pumps: #1 - 2,800 gpm
#2 - 5,200 gpm
#3 - 6,000 gpm

i. Alternate intake near Lake End Park Boat Ramp and new pavilion. This is rarely used due to algae growth and sediment present.

Three pumps: #1 - 5,800 gpm
#2 - 3,500 gpm
#3

j. AMELIA: Water plant located 1 ½ miles north on Lake Palourde Rd. 1 mile south of PHI heli facility on Bayou Boeuf.

One pump: #1 - 1,400 gpm

k. PATTERSON: Draws from the Bayou Teche behind the Police Station.

Two pumps: #1 - 800 gpm

#2 - 800 gpm

l. BERWICK: In Bayou vista from the Bayou Teche corner of Patty Drive and Fairview Drive.

Two pumps: #1 - 17,035 gpm

#2 - 17,035 gpm

5540.102 UNINCORPORATED AREAS IN ST. MARY PARISH; WATER INTAKES:

a. FRANKLIN: One quarter of a mile north of Willow Street Bridge on the east side of Bayou Teche.

Two pumps: #1 - 3,000 gpm (maximum) 900 gpm (avg.)

#2 - 3,000 gpm (maximum) 900 gpm (avg.)

POC: Gene Gorior (Plant Manager)

(Ralph Pichoff) Operator

Water Plant Phone - (337)828-3631 ext. 43

b. CENTERVILLE: 100 feet north of Verdunville landing and Calumet

c. CALUMET: Protection Levee in Grand River (part of the Atchafalaya

d. VERDUNVI LLE: Floodway.

Two pumps: #1 - 1,600 gpm (max.) 1,000 gpm (avg.)

#2 - 1,600 gpm (max.) 1,000 gpm (avg.)

POC: Karl miller (Plant Manager)

Water Plant Phone: (337)836-5831

(337)836-5609

e. CHARENTON: North side of the Atchafalaya Basin Protection Levee in Grand River, 75 feet west of Charenton Locks.

Two pumps: #1 - 1,000 gpm

#2 - 700 gpm

POC: Bobby Chauvin (Plant Manager)

Water Plant Phone: (337)923-7512

#2 - 4,500 gpm (max.)

f. FOUR CORNER: (The Water Intake Draws Its Water from Freshwater wells) corner of LA 337 and Old Cypremort Road.

Two pumps: #1

#2

POC: Bennie McLean (Plant Manager)

Water Plant Phone: (337)276-3668

5540.103 WATER INTAKES FOR THE FOLLOWING AREAS IN ST. MARTIN PARISH

g. INDUSTRIAL AREA - Bayou Teche on Highway 31 on Moore Ave. in St. Martinville.

Two pumps: #1 - 1,200 gpm

#2 - 1,200 gpm

*The water plant also has a back-up system that draws its water from deep water wells.

Two pumps: #1 - 1,200 gpm (freshwater Wells)

#2 - 1,200 gpm

POC: Clayton Landry (Plant Operator)

Doug Primaux (Plant Operator)

Water Plant Phone - (337)394-9469

h. PARKS - (The water intake draws its water from freshwater wells) highway 31 on the corner of Martin St. and Mouton St.

Two pumps: #1 - 580 gpm

#2 - 580 gpm

POC: Alan Guidry

Water Plant Phone - (337) 845-4139

i. HENDERSON: (The water intake draws its water from freshwater wells)

Water Plant Phone - (337) 228-2579

City Hall Phone - (337) 228-7109

j. CATAHOULA : (The water intake draws its water from freshwater wells) 11 miles northeast of St. Martinville on highway 96 in Catahoula.

Water Plant Phone - (337) 228-2579

(337) 234-4660/Dennis Broussard

5540.104 WATER INTAKES FOR THE FOLLOWING AREAS IN ASSUMPTION PARISH

k. NAPOLEONVILLE - Three-fourth of a mile south of the Bayou Lafourche Bridge in Napoleonville at the intersection of highway1 and highway 108 on the Bayou Lafourche.

Five pumps: #1 - 1,600 gpm

#2 - 1,600 gpm

#3 - 1,600 gpm

#4 - 1,600 gpm

#5 - 900 gpm

POC: Henry Templet (Plant Manager)

Water Plant Phone - (985)369-6156

5540.105 WATER INTAKES FOR THE FOLLOWING AREAS IN ASSUMPTION PARISH

l. NEW IBERIA - (The water intake draws its water from freshwater wells.)

Water Plant Phone - (337) 365-0360

COTEAU - (The water intake draws its water from freshwater wells.)

POC: Jimmy Deroun

m. LYDIA - (The water intake draws its water from freshwater wells.) one mile south of highway 90 on the corner of Dornell Road and Smith Road.

POC: Jimmy Deroun

Water Plant Phone - (337) 365-6156 or (337) 364-4069

n. LOREAUVILLE - (The water intake draws its water from freshwater wells.)

Water Plant Phone - (337)229-6029

o. DELCAMBRE - (The water intake draws its water from freshwater wells.)

Water Plant Phone - (337)385-4538

p. JEANERETTE - (The water intake draws its water from freshwater wells.)

q. LAFAYETTE PARISH WATER INTAKES: all plants in this parish draw their water from freshwater wells.

For emergency: Police Jury (337)233-6220 (Lafayette)

Public Water Works (337)234-4660 or (337)261-8461

r. LAFAYETTE - Water Plant #1 located at the intersection of Bucannon and Muddave.

Water Plant #2 located on LA 342 near the intersection Mouton Road.

POC: Don Broussard (337)261-8806

5540.106 LAFOURCHE PARISH WATER INTAKES:

s. THIBODAUX - Lafourche Water District #1 North.

Two Pumps: #1 - 1,750 gpm

#2 - 1,750 gpm

t. THIBODAUX - Lafourche Water District #1 South.

Six Pumps: #1 - 1,400 gpm

#2 - 2,800 gpm

#3 - 2,800 gpm

#4 - 2,800 gpm

#5 - 2,800 gpm

#6 - 2,800 gpm

POC: Garield Billiot, home phone (985)537-5995

Water Plant: (985)532-6924

5540.107 VERMILION PARISH WATER INTAKES:

u. DELCAMBRE (The water intake draws its water from freshwater wells.)

Water Plant: (337) 685-4538

v. EARTH - (The water intake draws its water from freshwater wells.)

Water Plant: (337) 937-8401

w. ABBEVILLE - (The water intake draws its water from freshwater wells.)

Water Plant: (337) 893-8871

Police Jury (337) 893-0108 (Abbeville)

x. MAURICE - (The water intake draws its water from freshwater wells.)

Water Plant: (337) 893-6406

y. KAPLAN - (The water intake draws its water from freshwater wells.)

Water Plant: (337) 643-8602

z. GUEYDAN - (The water intake draws its water from freshwater wells.)

Water Plant: (337) 536-9415

5540.108 TERREBONNE PARISH WATER INTAKES:

aa. SCHRIEVER - (The water intakes are located in the Lefort Canal which runs off the Bayou Lafourche and intersects the Cutoff Canal.

Three Pumps: #1 - 5,600 gpm

#2 - 5,600 gpm

#3 - 5,600 gpm

POC: Milton Louviere (General Manager)

Water Plant: (985) 879-2495

bb. HOUMA - (Has two main water plants for the Houma area. The water intake for both plants is located in the Intracoastal Waterway near mile board 60 at Munson Dr. and Country Club Dr.

Two Pumps: #1 - 5,600 gpm (maximum)

(The two main water plants have an alternative water source located in Bayou Black.

Three Pumps: #1 - 5,600 gpm

#2 - 4,500 gpm

#3 - 4,500 gpm

POC: Neil Hebert

Water Plant: (985) 873-6780

5550 Wildlife Rescue Organizations

- International Bird Rescue and Research, Inc. (http://www.ibrrc.org/) San Francisco Oiled Wildlife Care & Education Center (SFBOCEC), 4369 Cordelia Road, Fairfield, CA 94534 Main line: (707) 207-0380 Fax: (707) 207-0395
- Tri-State Bird Rescue and Research, Inc. (http://www.tristatebird.org/) , 110 Possum Hollow Road, Newwark, Delaware 19711, Main Line: (302)737-9543
- Wildlife Rehab & Education, 952 Power St., League City, Texas, 77573, Main Line: (281) 332-8319
- Louisiana Marine Mammal Stranding Network, (800) 442-2511 or (504) 934-5337

5560 Wildlife REHABILITATORS

PERMITTED WILDIFE REHABILITATORS - 1996

Contact Information	Wildlife Type
Permit # R-95-039 Tandy Reed 6007 Skylark Dr. Alexandria, LA 71303 (337) 473-9966	Native mammals
Permit # R-96-01 Leslie Lattimore 20591 Abe Hoover Rd. Livingston, LA 70754 (504) 698-6259	Native mammals
Permit # R-96-02 Elizabeth Prest 211 Lincoln St. Haughton, LA 71037 (337) 949-1596 (337) 676-4272	Native birds and mammals

Contact Information	Wildlife Type
Permit # R-96-03 Lisa Reed 1309 Houston River Rd. Sulphur, LA 70663 (337) 762-3111 (337) 527-0438	Native birds and mammals
Permit # R-96-04 Larry A. Raymond Caddo Parish Commission 501 Texas St. (Shreveport, LA 71101-5409 (318) 929-2806 (318) 424-2042	Native birds and mammals
Permit # R-96-05 Karen Sellars 314 W. Beach Pkwy. Mandeville, LA 70448 (504) 626-5542	Native mammals
Permit # R-96-06 Cecil Howard McCrae, Jr. 59363 Thompson Rd. Slidell, LA 70460 (504) 649-6036	Native birds and mammals
Permit # R-96-07 Karen K. Haddad 4023 W. Main St. Houma, LA 70360 (985) 873-1095 (Terrebonne Humane Society) (985) 879-3100 (Home)	Native birds
Permit # R-96-08 Jeff Galphin 6515 Wilson St. Harahan, LA 70123 (504) 738-0683	Native mammals
Permit # R-96-09 Suzy B. Heck 6927 Starboard Dr. Lake Charles, LA 70605 (337) 477-6129	Native birds and mammals

Contact Information	Wildlife Type
Permit # R-96-10 Joe Leopold 136 Magnolia Dr. Belle Chasse, LA 70037 (337) 477-6129	Native mammals
Permit # R-96-11 Gina L. Stanton 203 Camellia Blvd. Lafayette, LA 70503 (337) 984-1491	Native birds and mammals
Permit # R-96-12 Jackie Duhon Westlake Bird Sanctuary & Rehabilitation Center 2110 Nichols Rd. Westlake, LA 70669 (337) 433-5955	Native birds and mammals
Permit # R-96-13 Martha Ann Messinger & George M. Patton 2022 Gemini Dr. Bastrop, LA 71220 (318) 281-0113	Turtles & tortoises
Permit # R-96-14 Noel Thistlewaite P.O. Box 366 Grand Coteau, LA 70541 (337) 662-1053	Native birds and mammals
East Coast - Tri-State Bird Rescue and Research, Inc. (http://www.tristatebird.org)	302-737-9543
Florida - Save Our Seabirds, Inc. (http://www.seabirdrehab.org/oilspill.htm	813-633-1210
Gulf Coast - Wildlife Response Services rmurgatroyd@houston.rr.com	(713) 705-5897

Contact Information	Wildlife Type
West Coast - IBRRC International Bird Rescue Research Center (IBRRC) (http://www.ibrrc.org)	707- 207-0380
Permit # R-96-16 Carlyle A. Rogillio Helping Hands, Inc. P.O. Box 7066 Metairie, LA 70010-7066 (504) 888-5510 (504)450-7720	Native birds
Permit # R-96-17 Dr. W. Sheldon Bivin LSU Raptor and Rehabilitation Unit South Stadium Rd. Baton Rouge, LA 70803 25) 346-3145	Native herbs, birds and mammals
Gulf Coast - Wildlife Rehab and Education (http://www.wrande.org/)	713-861-WILD
Permit # R-96-19 Jake Yelverton Louisiana Purchase Gardens and Zoo P.O. Box 123 Monroe, LA 71210 (318) 329-2400	Native birds and mammals
Permit # R-96-20 Nancy Toreson Clearwater Wildlife Sanctuary 24 Holly Dr. Covington, LA 70435 (504) 892-0760	Native birds, mammals, herbs

Contact Information	Wildlife Type
Permit # R-96-21 David & Angela Taylor 120 Canterbury Rd. Monroe, LA 71203 (318) 343-6062	Native mammals
Permit # R-96-22 Marcella Lowell Bayou Wildlife Rescue 3836 Hillcrest Dr. Marrero, LA 70072 (504) 348-1878	Native mammals & herbs
Permit # R-96-23 Bruce P. Fontana 4609 Laudun St. Metairie, LA 70006 (504) 455-4087 (home) 04) 839-3831 (rehab. facility)	Native herbs and mammals
Permit # R-96-24 Kathy Davidson 518 Coffee St. Mandeville, LA 70448 (504) 626-8871	Native birds and mammals
Permit # R-96-25 Laura Lanza Calcasieu Parish Animal Control 210 West Railroad Ave. Lake Charles, LA 70601 (337) 439-8879	Birds & mammals
Permit # R-96-26 Debbie Cole 15 Maryland Dr. New Orleans, LA 70124 (504) 486-5929	Native mammals

Contact Information	Wildlife Type
Permit # R-96-27 Corina J. Meyers 19030 Hwy. 102 Jennings, LA 70546 37) 824-1190	Native mammals and birds
Permit # R-96-28 Louisiana Wildlife CPR Dr. Merry Caplan & Dr., Gregory Rich 3640 West Esplanade Ave. Metairie, AL 70002 (504) 488-9832	Native herbs, birds and mammals
Permit # R-96-29 Cyndi Green 639 Barnes Rd. Monroe, LA 71203 (318) 343-7466	Native mammals
Permit # R-96-30 Cynthia Bankston 18845 Weinberger Rd. Ponchatoula, LA 70454 (504) 386-6374	Native birds and mammals
Permit # R-96-31 Guam Pelligrin 410 North Main Project Rd. Shriever, LA 70395 (985) 447-1013	Native birds and mammals
Permit # R-96-32 David Keith Cascio, Sr. 198 Highway 134 Monroe, LA 71203 (318) 839-3831 (rehab. facility)	Native mammals

Table 5-3 - PERMITTED WILDIFE REHABILITATORS – 1996

5570 Maritime Associations/Organization/Cooperatives TO BE DEVELOPED

5580 Academic Institutions TO BE DEVELOPED

5590 Laboratories TO BE DEVELOPED

55100 Emergency Medical Services TO BE DEVELOPED

55110 Stakeholders

55120 Volunteer Training Procedures

5600 **Reserved**

5700 **Reserved for Area**

5800 **Reserved for District**

5900 **Reserved**

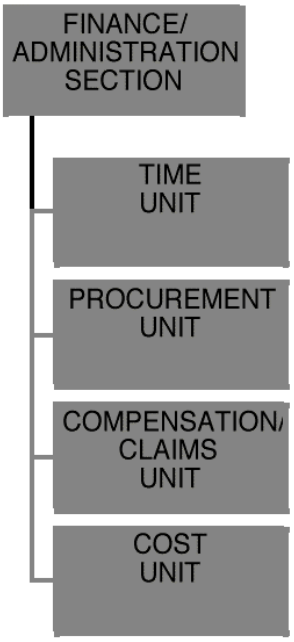
6000 Finance/Administration

6100 Finance/Administrative Section Organization

The Finance Section is responsible for all incident costs and financial considerations. Includes the Time Unit, Procurement Unit, Compensation/Claims Unit and Cost Unit. The IC will determine the need for a Finance/Administration Section, and designate an individual to perform that role. If no Finance Section is established, the IC will perform all finance functions. The Finance/Administration Section is set up for any incident that may require on-site financial management. More and more, larger incidents are using a Finance/Administration Section to monitor costs. Smaller incidents may also require certain Finance/Administration functions. For example, the IC may establish one or more units of the Finance/Administration Section for such things as procuring special equipment, contracting with a vendor, or for making cost estimates of alternative strategies.

The Finance Section may establish four units as necessary. Not all of the units may be required, and they will be established based upon need.

Figure 6-1 – Finance/Admin Section Diagram



6110 Finance/Administrative Section Planning Cycle Guide

ABBREVIATIONS & ACRONYMS

Agency Admin. Rep.: Agency Administrator Representative
Bus. Mgmt.: Business Management
Comm. U.L.: Communications Unit Leader
Demob. U.L.: Demobilization Unit Leader
Finance/Admin.: Finance/Administration
Gen.: General
I.A.P.: Incident Action Plan
R.U.L.: Resources Unit Leader
S.U.L.: Situation Unit Leader
U.L.: Unit Leader

6120 Roles and Responsibilities

6120.1 Finance Section Chief

The Finance/Administration Section Chief, a member of the General Staff, is responsible for all financial and cost analysis aspects of the incident and for supervising members of the Finance/Administration Section.

a. Review Common Responsibilities (Section 2120).

b. Attend briefing with responsible agency to gather information.

c. Attend planning meetings to gather information on overall strategy.

d. Determine resource needs.

e. Develop an operating plan for Finance/Administration function on incident.

f. Prepare work objectives for subordinate's brief staff, make assignments, and evaluate performance.

g. Inform members of the Unified Command and General Staff when Section is fully operational.

h. Meet with assisting and cooperating agency representatives as required.

i. Provide input in all planning sessions on financial and cost analysis matters.

j. Maintain daily contact with agency(s) administrative headquarters on finance matters.

k. Ensure that all personnel time records are transmitted to home agencies according to policy.

l. Participate in all demobilization planning.

m. Ensure that all obligation documents initiated at the incident are properly prepared and completed.

n. Brief agency administration personnel on all incident related business management issues needing attention and follow-up prior to leaving incident.

6120.2 Time Unit/Leader

The Time Unit Leader is responsible for equipment and personnel time recording.

a. Review Common Responsibilities (Section 2120)

b. Review Unit Leader Responsibilities (Section 2130)

c. Obtain briefing form Finance/Administration Section Chief.

d. Determine resource needs.

e. Establish contact with appropriate agency personnel/representatives.

f. Organize and establish Time Unit.

g. Establish Time Unit objectives.

h. Ensure that daily personnel time recording documents are prepared in compliance with time polices.

i. Establish commissary operation as required.

j. Submit cost estimate data forms to Cost Unit as required.

k. Provide for records security.

l. Ensure that all records are current or complete prior to demobilization.

m. Release time reports for assisting agencies to the respective Agency Representatives prior to demobilization.

n. Brief Finance/Administration Section Chief on current problems, recommendations, outstanding issues, and follow-up requirements.

o. Maintain Unit/Activity Log (ICS 214)

6120.22 Equipment Time Recorder

Under Supervision of the Time Unit Leader, Equipment Time Reorder is responsible for overseeing the recording of time for all equipment assigned to an incident.

Review Common Responsibilities (section 2120)

Set up Equipment Time Recorder function in location designated by Time Unit Leader.

Advise Ground Support Unit, Facilities Unit, and Air Support Group of the requirement to establish and maintain a file for maintaining a daily record of equipment time reports.

Assist units in establishing a system for collecting equipment time reports.

Post all equipment time tickets within four hours after the end of each operational period.

Prepare a use and summary invoice for equipment (as required) within 12 hours after equipment arrival at incident.
Submit data to Time Unit Leader for cost effectiveness analysis.
Maintain current posting on all charges or credits for fuel, parts, services and commissary.
Verify all time data and deductions with owner/operator of equipment.
Complete all forms according to agency specifications.
Close out forms according to agency specifications.
Distribute copies per agency and incident policy.

6120.23 Personnel Time Recorder

The Personnel Time Recorder reports to the Time Unit Leader and records personnel information.
Review Common Responsibilities (Section 2120)
Establish and maintain a file for personnel time reports within the first operational period.
Initiate, gather, or update a time report from all applicable personnel assigned to the incident for each operational period.
Ensure that all personnel identification information is verified to be correct on the time report.
Post personnel travel and work hours, transfers, promotions, specific pay provisions and terminations to personnel time documents.
Ensure that time reports are signed.
Close out time documents prior to personnel leaving the incident.
Distribute all time documents according to agency policy.
Maintain a log of excessive hours worked and give to Time Unit Leader daily.
Maintain Unit/Activity Log (ICS 214)

6120.3 Procureme nt Unit/Leader

The Procurement Unit Leader is responsible for administering all financial matters pertaining to vendor contracts.

a. Review common Responsibilities (Section 2120)

b. Review Unit Leader Responsibilities (Section 2130)

c. Obtain briefing from Finance/Administration Section Chief.

d. Contract appropriate unit leaders on incident needs and any special procedures.

e. Coordinate with local jurisdictions on plans and supply sources.

f. Obtain Incident Procurement Plan.

g. Prepare and sign contracts and land use agreements as needed.

h. Draft memorandums of understanding.

i. Establish contracts with supply vendors as required.

j. Interpret contracts/agreements and resolve claims or disputes within delegated authority.

k. Coordinate with Compensation /Claims Unit on procedures for handling claims.

l. Finalize all agreements and contracts.

m. Coordinate use of impress funds as required.

n. Complete final processing and send documents for payment.

o. Coordinate cost data in contracts with Cost Unit Leader.

p. Maintain Unit/Activity Log (ICS 214)

6120.4 Compensation/Claims Unit/Leader

The Compensation/Claims Unit leader is responsible for the overall management and direction of all Compensation for Injury Specialist and Claims Specialists assigned to the incident.

a. Review Common Responsibilities (Section 2120)

b. Review Unit Leader Responsibilities (Section 2130)

c. Obtain briefing from Finance /administration Section Chief.

d. Establish contact with incident Safety Officer and Liaison Officer or Agency Representatives if no Liaison Officer is assigned.

e. Determine the need for Compensation for Injury and Claims Specialists and other personnel if needed.

f. Establish Compensation for Injury work area with the Medical Unit whenever feasible.

g. Review Incident Medical Plan.

h. Ensure that Compensations/Claims Specialists have adequate workspace and supplies.

i. Brief Compensation/Claims Specialists on incident activity.

j. Coordinate with Procurement Unit on procedures for handling claims.

k. Periodically review all logs and forms produced by Compensation/Claims Specialists to ensure that: Work is complete, Entries are accurate and timely. Work is performed in compliance with Agency requirement and policies.

l. Keep Finance /Administration Section Chief briefed on unit status and activity.

m. Ensure that all Compensation for Injury and Claims Logs and Forms are up to date and routed to the proper agency for post-incident processing prior to demobilization.

n. Demobilize unit accordance with Demobilization Plans.

o. Maintain Unit/Activity Log (ICS 214)

6120.5 Cost Unit/Leader

The Cost Unit Leader is responsible for collecting all cost data, performing cost effectiveness analyses, and providing cost estimates and cost saving recommendations for the incident.

a. Review Common Responsibilities (Section 2120)

b. Review Unit Leader Responsibilities (Section 2130)

c. Obtain briefing from Finance/Administration Section Chief.

d. Coordinate with agency headquarters on cost reporting procedures.

e. Obtain and record all cost data.

f. Prepare incident cost summaries.

g. Prepare resources-use cost estimates for Planning.

h. Make recommendations for cost savings to Finance/Administration Section Chief.

i. Maintain cumulative incident cost records.

j. Ensure that all cost documents are accurately prepared.

k. Complete all records prior to demobilization.

l. Provide reports to Finance/Administration Section Chief.

m. Maintain Unit/Activity Log (ICS 214)

6200 Fund Access

6210 National Pollution Fund Center (NPFC)

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

The National Pollution Funds Center (NPFC) is the fiduciary agent for the Oil Spill Liability Trust Fund (OSTLF) and CERCLA/Superfund manager for the funds provided by EPA for hazardous materials incident response.

NPFC Guidance: Detailed instructions for documentation and cost recovery may be found in the NCP, COMDTINST 16450.1, NPFC Technical Operating Procedures, and Annex P of the CGD8 SOP.

Procedures: These procedures assist the FOSC in overcoming difficulties associated with cost documentation and recovery. They provide basic documentation requirements, and supply resource report forms to document costs. These forms will then be used by NPFC to recover costs at a later date.

NPFC case officers: Available to address specific case questions not covered by TOPS. In addition, NPFC can deploy a case team upon request by the FOSC, when the incident exceeds the FOSC's capabilities.

6220 Oil Spill Liability Trust Fund (OSLTF)

The Oil Spill Liability Trust Fund (OSTLF) is the Fund established under section 9509 of the Internal Revenue Code of 1986 (26 USC 9509). The following procedures apply to OSCs (either Coast Guard or EPA) who are performing oil removal operations under the NCP and require funding support from the OSTLF.

The OSC contacts the cognizant CG District Commander and requests issuance of an FPN and a corresponding ceiling amount.

The District Commander issues the FPN and associated ceiling amount to the OSC by priority message. Additional information needed includes:

7. Name of all known vessels and/or facilities involved;
8. Source of the discharge or potential discharge, if known;
9. Responsible Party, if known;
10. Location and date of discharge;
11. Identification of the body of water impacted or threatened;
12. The distribution of funds between contractor costs and all other costs;
13. Clean up contractors selected, if any.

All ceiling messages, POLREPS, or others messages related to the incident where the OSTLF has been accessed shall include the OSC, NPFC, CG FINCEN, and cognizant MLC contracting branch as INFO address, in addition to current reporting requirements.

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

The Comprehensive Environmental Response, Compensation & Liability Act (CERCLA) is the CERCLA fund. The following procedures apply to OSCs (either Coast Guard or EPA) who are performing hazardous substance response operations under the NCP and require funding support from the CERCLA Fund.

The OSC contacts the NPFC Case officer and requests issuance of a CERCLA Project Number (CPN) and a corresponding ceiling amount. Additional information needed includes:

14. MSO and OSC Point of Contact;
15. Name of incident, location (city/parish, state);
16. LAT/LONG
17. Date incident occurred/discovered and date OSC action commenced;
18. Description of threat;
19. Ceiling amount requested;
20. Contractor(s) hired and amount obligated for each.

The NPFC will respond promptly to all requests, with confirmation by priority message no later than the next business day.

Initial CERCLA Ceiling requests are limited to $250,000

All messages, POLREPS, or others messages related to the incident where the CERCLA Fund has been accessed shall include the OSC, NPFC, District (m), CG FINCEN, and cognizant MLC contracting branch as INFO addresses, in addition to current reporting requirements.

There are special OSC requirements for CERCLA incidents which place additional reporting requirements. See the NPFC User Guide for more information.

21. The Fund May be used when the following conditions exist:

5. The material is a HAZMAT, pollutant, or contaminant that may present an imminent and substantial danger to the public health or welfare;
6. The material is released, or there is a substantial threat of release into the environment;
7. The RP is not taking proper removal actions. The OSC is authorized and responsible for assessing releases of any size and initiating response actions, whenever a release requires federal action. The RQ has little bearing on the USCG's authority to respond under CERCLA. Response authority exists whenever there is a quantity released or threatened to be released into the environment.

22. To Use the CERCLA Fund, it must be determined that:

8. The elements of jurisdiction of CERCLA are met;
9. The threat of risk or harm posed by the release is significant;
10. Prompt action is required to control the source and mitigate associated damages;
11. Use of administrative orders is inappropriate or unsuccessful in compelling the RP to undertake removal actions.

23. USCG Policy on Removal:

12. Though there are some situations where the OSTLF could be used, the USCG and EPA have agreed that, when possible, CERCLA will be used for HAZMAT incidents. In any case, the Fund should not be used without prior COMDT (G-MER) approval.
13. A NOFA should be used if the RP is known. For those incidents involving vessels, the notice should also cite FWPCA 311© if both statutes apply.
14. Upon determining that federal involvement is necessary, the OSC must contact CCGD8(m) of the estimated costs, and obtain a CERCLA account number and document control number. The FOSC must obtain a new document control number for each contract initiated in a response. If the obligated amount for a contract is increased at a later date, another document control number must be obtained to account for the increase.
15. CERCLA encourages state and local responses and can be used to provide reimbursement for certain actions described in Section 111 of the law when certified by the FOSC

6240 Federal (FOSC) Access to the Fund

Authority to Use OSLTF: As predesignated FOSC, COTP Morgan City has the authority to use the fund for oil spill response activities. In addition, other USCG units and federal, state, or local agencies may use the fund for oil spill

response activities: the governor of any interested state upon request or pursuant to an agreement may obligate the fund in an amount not to exceed $250,000 for removal costs consistent with the NCP for immediate removal of a discharge or the mitigation or prevention of a substantial threat of a discharge of oil.

Authorization to Use the Fund The following criteria must be met to use the OSLTF:

24. The pollutant must be oil or a designated HAZMAT. If a HAZMAT, prior approval from COMDT (G-MER) is required.
25. The discharge must be into or upon the navigable waters of the U.S., the contiguous zone, or the EEZ.
26. The discharger is unknown.
27. If the discharger is known, removal actions must be considered inadequate or untimely by the FOSC.
28. In cases where CG costs are likely to exceed $500, even if an RP has been identified, a FPN must be obtained.

6250 State Access to the Fund – Direct and Indirect

Section 1012(d)(1) of OPA 90 provides that, upon request of the Governor of a state or designated state official, the President may obligate the OSTLF for payment up to $250,000.00. The removal costs must be required for the immediate removal of a discharge, or mitigation or prevention of a substantial threat of discharge of oil.

State agencies may perform removal actions under the direct supervision of the FOSC. States may submit claims for uncompensated removal costs, including salaries, equipment, and administrative costs directly related to an incident. A State may submit claims for removal costs directly to the Funds even if the RP is known.

For detailed guidance refer to TOPS for State Access Under OPA 90, Encl (1) to NPFCINST 16451.1. A copy has been provided to various state representatives.

State representatives, OSCs, and other interested parties are urged to contact the **NPFC** at **703/235-4767**.

6260 Local Access to the State Oil Spill Response Trust Fund

If the Oil Spill Liability Trust Fund is opened to provide funds for a spill incident, local agencies should seek reimbursement through the OSC. If federal funds are not available or will not be available in an adequate period of time, and a responsible party does not exist or is unable or unwilling to provide adequate and timely cleanup and to pay for the damages resulting from a marine oil spill, then State funds shall be used to pay necessary costs for responding to, containing, and cleaning up the oil spill. Information regarding these procedures can be obtained from the Louisiana Oil Spill Coordinator’s Office.

6270 Lead Administrative Trustee Access to the Fund

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

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

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

Section 1012(d)(1) of OPA 90 provides that, upon request of the Governor of a state or designated state official, the President may obligate the OSTLF for payment up to $250,000.00. The removal costs must be required for the immediate removal of a discharge, or mitigation or prevention of a substantial threat of discharge of oil. State agencies may perform removal actions under the direct supervision of the FOSC. States may submit claims for uncompensated removal costs, including salaries, equipment, and administrative costs directly related to an incident. A State may submit claims for removal costs directly to the Funds even if the RP is known.

For detailed guidance refer to TOPS for State Access Under OPA 90, Encl (1) to NPFCINST 16451.1. A copy has been provided to various state representatives.

6280 Claims Against Fund

Information about claims against the Fund can be found in 33 CFR 133 and 33 CFR 136 with additional guidance in the National Pollution Funds Center's User Reference Guide. For additional information regarding these procedures or related subjects, State representatives, OSCs, and other interested parties are urged to contact the NPFC at **703/235-4767**.

6300 Documentation and Cost Recovery

Information about Cost Recovery and Documentation and cost recovery/ documentation forms are in 33 CFR 133 and 33 CFR 136 with additional guidance in the National Pollution Funds User Reference Guide. Information from the User Guide can be obtained by contacting the local Marine Safety Office. For additional information regarding these procedures or related subjects, State representatives, OSCs, and other interested parties are urged to contact the NPFC at **703/235-4767**.

6310 Required Letters

6310.1 Notice of Federal Interest

Reference COMDTINST M16000.11, Coast Guard Marine Safety Manual, Volume VI, Chapter 7.B.3.a. A NOFI is issued to the RP or suspected RP during an oil spill or HAZMAT discharge investigation. It can be issued by any Pollution Investigator to any suspect of a discharge during an investigation. The NOFI states that if they are responsible and don't take appropriate cleanup actions to resolve the situation, then the USCG, under OPA 90, will assume the cleanup operations and the RP may be subject to additional penalties. Under the FWPCA, the owner, operator, or PIC of a vessel or facility may be fined up to $25,000 dollars/day, or up to 3 times the cost incurred by the OSTLF. If the FOSC determines that the RP is taking the proper cleanup and removal actions that will be taken in account when assessing the civil penalty for the discharge.

6310.2 Letter of Federal Assumption

Reference COMDTINST M16000.11, Coast Guard Marine Safety Manual, Volume VI, Chapter 7.B.3.d. A LOFA states to the RP that their efforts to cleanup the discharge have been found unsatisfactory and the USCG will assume responsibility for cleanup operations from the time the LOFA is issued, to mitigate the situation. The RP may be billed for all cost incurred by the federal government.

6310.3 Letter of Designation of Source

Reference COMDTINST M16000.11, Coast Guard Marine Safety Manual, Volume VI, Chapter 7. OCS Activities: Oil pollution investigations and response activities for pollution incidents resulting from OCS activities closely parallel those under the FWPCA, but there are a few significant differences. OPA 90 requires a formal LOD confirming the source of the spill be issued to the RP. The purpose of the NOD is to trigger the claims advertising obligation of the owner, operator, or guarantor of the alleged pollution source. Like a NOFI, a separate LOD shall be issued to each owner, operator, or guarantor of an incident.

The OOD shall be in letter form, and shall contain the following information:

a. Name of the vessel or offshore facility being designated as the source of the oil pollution.

b. Location, date, and time of the incident.

c. Quantity of oil involved.

d. Procedures for accepting or denying the designation.

e. Initial requirements of advertising the incident.

f. Name, address, and telephone number of COTP Morgan City, or their designated representative, where further communication regarding the incident, advertisement of the incident, or denial of designation should be directed.

g. If the LOD will be delayed due to the determination of the need for public advertisement, a NOFI shall be issued, indicating that a LOD will follow.

Authorization to Issue NOD: Current policy requires that authorization be obtained from the OSLTF OPA 90 manager, at COMDT (G-MEP-4), on a case-by-case basis. This request may be initiated by telephone and followed by a message.

Acceptance By Designated Source: The owner, operator, or guarantor of a source designated in a NOD may deny a designation within 5 days after receipt of the written letter. This denial must be in writing and be submitted to COTP Morgan City, identifying the NOD that was issued. Failure of the party named in a NOD to deny the letter does not, in and of itself, constitute acceptance of liability under OPA 90 for losses resulting from the incident.

Public Advertisement Determination: The OPA 90 Program Manager shall determine when the incident requires public advertisement to advise potential claimants of the spill. This determination, provided in writing, shall take into consideration the following:

h. Nature and extent of the economic losses that have occurred or are likely to occur

i. Persons who are likely to incur economic losses

j. Geographical area that is affected or is likely to be affected

k. Most effective method of reasonably notifying potential claimants of the designation and procedures for submitting claims

l. Relevant information or recommendations submitted by the owner, operator, or guarantor of the designated source.

m. Advertisements Methods: Ads must be made within the area designated by the COMDT, or their designated representative, (CGD8 Program Manager). They shall also determine the frequency and geographical coverage of advertisement. The advertisement shall be made by one or more of the following methods:

    1. Paid advertisement in a newspaper.
    2. Public service announcement on commercial radio and television stations.
    3. Notice posted in marinas, marine supply stores, bait and tackle shops, or similar commercial establishments.

4. News release to all newspapers, radio and television stations.
5. Item published in the Notice to Mariners.
6. Advertisement Elements: The advertisement shall contain the following:
   A) Location, date, and time of the incident.
   B) Geographical area affected.
   C) Quantity of oil involved.
   D) Name, or other description, of the source, as shown in the LOD.
   E) Identity of the owner, operator, or guarantor of the source.
   F) Name, address, telephone number, office hours and workdays of the person or persons to whom claims are to be presented and from whom claim information can be obtained.

Use of the OSTLF: If removal operations are not initiated immediately, or in a timely manner, as determined by the FOSC or their representative, the FOSC is authorized to initiate federally-funded actions by utilizing the OSTLF.

6310.4 Administrative/Directive Order To Be Developed

6320 Administrative Reports

6320.1 OSC Report

OSC Reports will be submitted as required by the RRT at the discretion of the OSC for a particular incident as stated in 40 CFR 300.165.

6400 Reserved

6500 Reserved

6600 Reserved

6700 Reserved for Area

6800 Reserved for District

6900 Reserved

7000 Hazardous Materials

7100 Scope

7110 Introduction

This Annex is intended to meet the Federal Water Pollution Control Act (FWPCA) requirement for hazardous substance-release contingency planning. Public Law 101-380, which created the Oil Pollution Act of 1990 (OPA 90), also amended the FWPCA to require contingency planning for releases of hazardous substances. That amendment is found in Title 33, United States Code, Section 1321(j) (1).

While the law requires planning for “hazardous-substance” releases, the developers of this Annex have chosen to use the broader term “hazardous materials” for plan development, as defined in Annex A, Appendix II of the ACP. Essentially, this Annex addresses response to any undesirable non-oil substance leaked into the environment.

This Annex outlines the jurisdictional boundaries of hazardous-materials (hazmat) incident response between federal, state, and local agencies, defines the locally available response assets to address a hazmat incident, and utilizes scenarios to describe likely response activities in hypothetical circumstances.

The HAZMAT section of the COTP Morgan City Area Contingency Plan was developed in accordance with COMMANDANT NOTICE 16471 dated 23 June 1997. This section is considered to be a "stand alone" section of the ACP and has been developed in the NIMMS format.

This section is intended to meet the Federal Water Pollution Control Act (FWPCA) requirement for hazardous substance-release contingency planning. Public Law 101-380, which created the Oil Pollution Act of 1990 (OPA 90), also amended the FWPCA to require contingency planning for releases of hazardous substances. That amendment is found in Title 33, United States Code, Section 1321(j)(1).

While the law requires planning for "hazardous-substance" releases, the developers of this section have chosen to use the broader term "hazardous materials" for plan development, as defined in section 1000 of the ACP. Essentially, this section addresses response to any undesirable non-oil substance leaked into the environment.

The Captain of the Port Area Committee held two HAZMAT subcommittee meetings in 1998 to discuss and formulate a HAZMAT section for the ACP. The subcommittee meeting participants were from a six parish area surrounding Morgan City and also included two regional HAZMAT cleanup contractor representatives and Louisiana Office of Emergency Preparedness representatives. The subcommittee agreed that the HAZMAT section of the ACP must be an initial response tool with port specific information that will facilitate a rapid, safe response. The subcommittee, along with MSO representatives, compiled port specific information that is used in this section under the operations, planning logistics, finance ICS sections. To facilitate a quick initial HAZMAT response, the subcommittee revised the MSO's Quick Response Card for HAZMAT releases.

MSO Morgan City generally takes a passive response role because of a lack of chemical response training and adequate response equipment. However, if the release is in navigable waterway, the CO of the MSO is the FOSC for the incident. All incident command system info such as planning material (e.g. water intakes locations), operations, logistics, finance, can be found in the MSO Area Contingency Plan, Section 7000. If other than a waterway release, EPA or LA State Police will be responsible agency.

7120 Initial Response

The Officer of the Day or the Port Operations Duty Officer at MSO Morgan City will use the following Quick Response Card to response to HAZMAT releases. The MSO incorporates a Quick Response Card catalog for a wide variety of responses. A general response/information section will follow the QRC. The general section includes basic rules, authorities for responding to HAZMAT but is not as specific as the Coast Guard's Quick Response Card. The quick response card was placed in this section so that industry, or anyone responding to a HAZMAT release, or release drill, will have knowledge of the MSO response procedures.

QUICK RESPONSE CARD

CHEMICAL RELEASE FROM BARGE/VESSEL/FACILITYTHIS QRC FOR ALL RELEASES - AIR, LAND, WATER

RESPONSIBLE DEPARTMENT: Port Operations/MEP

LAST UPDATED: 5/98 UPDATED BY:CMEP/CPLAN

REFERENCES: MSM Vol. VI, Chap 7 MOU Between EPA/CG

40 CFR 116, 117, 300 D8 SOP Chapter 32

COMDTINST 16465.29 COMDTINST M16465.30

TOOLS: QRC, HAZMAT RELEASE REPORT, COMPREHENSIVE HAZMAT INFO FORM, AREA CONTINGENCY PLAN

7130 Backgroun d

A chemical release can be an extremely hazardous situation. MSO Morgan City generally takes a passive response role because of a lack of chemical response training and adequate response equipment. However, if the release is in navigable waterway, the CO of the MSO is the FOSC for the incident. All incident command system info such as planning material (e.g. water intakes locations), operations, logistics, finance, can be found in the MSO Area Contingency Plan, Section 7000. If other than waterway release, EPA or LA State Police will be responsible agency.

7130.1 ACTION:

29.

30. OOD should quickly obtain and document the following: (DOCUMENT ALL INFO USING MSO HAZMAT RELEASE REPORT)
    a. Date/Time of incident
    b. Name of caller/name of responsible party
    c. Injuries/deat hs
    d. Determine trade name and proper chemical name of product.
    e. Type of release (barge/vsl/facility/air release)
    f. Exact location of barge/vsl/facility/air release
    g. Look up MSDS .
    h. How much has been released?
    i. Wind direction and speed on scene
    j. Is release stopped or on going
    k. Condition of source from which release came
    l. Is cleanup being conducted/ETA of clean up contractor
    m. Check forecasted wind change
    n. Has State Police been notified

o. Retrieve Area Contingency Plan from OOD room & open to Section 7000 for HAZMAT response.

p. Even if RP already states State Police were notified, immediately notify Louisiana State Police (LASP) HAZMAT HOTLINE on at (225) 925-6595 (24hr). Give all info to LASP

q. Ask LASP HAZMAT representative to assess situation/released material, advise OOD if potential exists for evacuation/public harm.

r. Immediately notify appropriate Parish Office of Emergency

s. Preparedness (OEP) representative. Give all same info from above and repeat step 4 with OEP representative.

Parish OEP (24 hr emergency numbers)

St. Mary (985) 385-2600 St. Martin (337) 394-3071 Assumption (985) 369-2912 Terrebonne (985) 868-5500 Vermillion (337) 898-4350	Lafourche (985) 446-8427 Lafayette (337) 291-5060 Iberia (337) 369-3711 Acadia 911; (337) 783-3664; (337) 783-2643
NOTES: 1. Most OEP 24 hr numbers go directly to police/sheriff departments 2. 24 hr watchstanders will contact OEP directors	

31. Immediately identify local water intakes in planning section of ACP Section 7000 if LASP HAZMAT or OEP advises of potential evacuation/public harm.
32. If water intakes near or downstream from release, immediately notify intake facility operator or police/sheriff if no facility operator available.
33. Notify PODO, and Duty PI.
34. Notify D8 Scientific Support Coordinator
35. If no cleanup contractor hired by responsible party, call clean up contractor in ACP Section 5000, Logistics Section, and prepare to open FPN.
36. PODO brief CPOPS and XO/CO if necessary (xo/co if medium or larger, or involves media attention).
37. Notify duty INSP if incident involves casualty of U.S. vessel, and Duty IO if CG licensed/documented personnel are involved.
38. Determine if amount released is above the reportable quantity.
39. Notify EPA if it will be responsible federal agency. (PASS INCIDENT INFO TO EPA IF EPA TO BE RESPONSIBLE AGENCY)
40. Send POLREPS for all potential/actual medium and major releases or if results in media attention.
41. No MSO personnel will be sent on scene until there is no risk of exposure or unless a safe command post has been set up. If an investigator is sent, he must be briefed beforehand on the identification of the released material, characteristics, and the potential hazards.
42. Duty PI/COTP On-Scene Representative may act as the first federal official on scene if in EPA's zone.
43. If necessary, use COMPREHENSIVE HAZMAT RELEASE FORM in OOD room.
44. Use Area Contingency Plan to start Incident Command System if necessary.
45. Fax to RP copy of MSO comprehensive HAZMAT info form. Tell RP to complete as quickly as possible and return to MSO. Fax form to LASP & others involved in clean up/monitoring.
46. See additional remarks below.

NOTIFICATIONS: (O) = OOD / (P) = PODO

LA STATE POLICE_____(O)
PARISH OFFICE OF EMERGENCY PREPAREDNESS_____(O)
PODO_____(O) XO_____(P)*
CPOPS_____(P) CO_____(P)*
DUTY INSP_____(P)* D8(CC/M)_____(P)*
DUTY PI_____(O) LA DEQ_____(P)*
DUTY I.O._____(P)*
* As appropriate

ADDITIONAL REMARKS: Available resources you can use to determine hazards and possible reactions are: NOAA SSC, CAMEO, CHEMTREC, GULF STRIKE TEAM, NIOSH Pocketbook, and CHRIS Manuals. Conduct thorough research. Don't rely on one information source! Remember, sometimes the best response is no response. Ensure response team has respirator and EEBA. Consider overflight request if in remote location.

A determination must be made whether the substance is recoverable or not. If so, and the responsible party is not taking responsibility, or cannot be identified, a CERCLA case must be opened. A CERCLA case number, document control number and ceiling amount must be obtained. You do not have to acquire this info prior to initiating cleanup actions.

7140 HAZMAT Response Operations

HAZMAT response operations should follow a logical order which emphasizes personnel safety. HAZMAT incidents are unique, however operational HAZMAT strategies should remain constant. Operational HAZMAT strategies follow 12 principals:

47. Safety: Identify safety hazards and take immediate action to ensure the safety of the public and the safety of response personnel. Evaluate the need to assign a Safety Officer and activate additional safety personnel.
48. Isolate and Deny Entry: Take safe and conservative action to keep people away from any potential hazards. Move back to a safe distance.
49. Notifications: Minimum notifications for a HAZMAT incident include:

a. 911: Local Emergency Dispatch:

b. Say: "HAZMAT" or "Hazardous Materials"

c. State "One Call" Emergency Numbers:

d. National Response Center

e. 1-800-424-8802

50. Command/Unified Command: First Responders should establish and maintain Incident Command, including designating an incident Command Post. Establishment of a Unified Command, including the State Incident Commander, the Responsible Party, and the Federal On-Scene Coordinator is often required at a HAZMAT incident.
51. Identification, Assessment and Situational Awareness: Identify the product or materials released. Assess all aspects of the situation to determine potential hazards. Use at least three references to evaluate chemical hazards, including if possible, the manufacturer or source of the material. Maintain awareness of the current situation and look ahead to possible future concerns.

52. Action Planning: Identify specific actions that need to be taken. Evaluate the risks of each planned action, including the risk of taking no action. Evaluate the need for a written Incident Action Plan. Make clear, specific assignments that include the objective, the task, and the resources assigned to accomplish the specific action.
53. Protective Equipment: Continuously evaluate the need for appropriate personnel protective equipment.
54. Containment and Control: Take safe action to stop the release, control the source, and contain or neutralize the material.
55. Protective Action: Take safe action to prevent the release from reaching threatened sensitive areas.
56. Decontamination and Cleanup: Remove and neutralize the material. Decontaminate and cleanup the affected areas.
57. Disposal: Plan for the temporary storage and proper disposal of recovered contaminated materials.
58. Documentation: Document all aspects of the incident.

7150 Federal Authorities and Jurisdiction

The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) provides for liability, compensation, cleanup, and emergency response for hazardous substances released into the environment and the cleanup of inactive hazardous waste disposal sites. CERCLA authority is found in 46 U.S.C. 9601 and applies when there is a release, or substantial threat of a release of a hazardous substance, pollutant, or contaminant into the environment.

59. Hazardous Substances. Hazardous substances, as defined by section 101(14) of CERCLA, include:

a. Any substance designated pursuant to section 311(b)(2)(A) of the FWPCA.

b. Any element, compound, mixture, solution, or substance designated pursuant to section 102 of CERCLA.

c. Any hazardous waste having the characteristics identified under or listed pursuant to section 3001 of the Solid Waste Disposal Act.

d. Any toxic pollutant listed under section 307(a) of the FWPCA.

e. Any hazardous air pollutant listed under section 112 of the Clean Air Act.

f. Any imminently hazardous chemical substance or mixture with respect to which the EPA Administrator has taken action pursuant to section 7 of the Toxic Substances Control Act.

g. The term does not include petroleum, including crude oil or any fraction thereof which is not otherwise specifically listed or designated as a hazardous substance.

60. Coast Guard Response Authority. The Coast Guard has CERCLA response authority under 40 CFR 300.120 in the coastal zone for:

h. Releases and threats of releases originating from vessels.

i. Releases and threats of releases originating from facilities, other than hazardous waste management facilities, when such releases require "immediate removal" action.

61. EPA Response Authority. The EPA is responsible for conducting a response when the preliminary assessment indicates no need for immediate removal actions, or when the "immediate removal" is completed and the remaining cleanup involves planned removal or remedial action.
62. DOD/DOE Response Authority. For a release where the sole source is from a facility or vessel under the jurisdiction, custody or control of the Department of Defense (DOD) or Department of Energy (DOE), the DOE or DOD shall provide OSCs for all response actions.
63. Other Federal Agencies. For a release where the sole source is from a facility or vessel under the jurisdiction, custody or control of a federal agency other than the DOE or DOD, that agency shall provide OSCs for all removal actions that are not emergencies.

7160 Backgroun d:

For the purposes of this section, the discussion will be limited to HAZMAT incidents occurring during marine transportation only. This approach has been taken in order to isolate the issues of jurisdiction and response procedures to one clearly defined area. Scenarios have been developed using this approach to further examine all issues surrounding HAZMAT incidents on water.

A HAZMAT incident is primarily the responsibility of local government acting as the lead for public health and safety within their jurisdiction. This is especially true when an incident occurs in an inland location. Local fire and police departments and other emergency personnel who have been trained in response procedures for HAZMAT incidents will respond and be the first officials to begin handling the emergency. If other local assistance is required, or, due to the size of an incident, state or federal resources are needed, a larger response network is built through the incident command system and a unified command representing joint decision-making authority will be developed. The vast majority of relatively routine HAZMAT incidents are handled in this manner.

However, hazmat-incident response in the marine environment offers a unique set of variables that do not lend themselves to be defined along clear jurisdictional lines. Local government personnel may have the resources and training to respond properly to land-based incidents, but do not have the expertise of dealing with marine firefighting or emergency response on water. Conversely, the U.S. Coast Guard has the expertise to manage many marine incidents, such as fire, disabled vessel management or rescue, but has only basic training in hazardous material emergency management. The method to properly respond is further complicated by the introduction of state and federal specialized response teams that have the proper training to assist in an incident response, but must be correctly requested and then integrated into the management structure in order to properly aid the incident-command team.

The question of who is in charge of an incident and who actually manages the incident may be two separate entities. Section 311(c)(1) of the Clean Water Act (CWA), as amended by the Oil Pollution Control Act of 1990, gives the OSC authority to "direct or monitor all Federal, State, and private actions to remove a discharge" (emphasis added). The National Contingency Plan, as revised on Thursday, September 15, 1994, states in Code of Federal Regulations title 40, part 300, section 135(d) [40 CFR 300.135(d)] that "the OSC's efforts shall be coordinated with other appropriate federal, state, local, and private response agencies. OSCs may designate capable persons from federal, state, or local agencies to act as their on-scene representatives." Thus, a local government may manage a response, and the OSC's only involvement would be notification and confidence that the local official, serving as the OSC on-scene representative, had the capabilities to conduct an effective response, with OSC assistance as needed.

The method by which an emergency is managed is contingent upon two variables: the incident's location and size. If at dock, where local responders can have direct access to a site, local government will start out in the lead. If the incident is on an anchored vessel or at sea, the Coast Guard will likely begin as the incident commander. Initial response to marine hazmat emergencies will involve local-government responders, the U.S. Coast Guard, and appropriate state agencies, but as the incident grows and the need for specialized personnel and resources increase, the incident-command system will expand and the unified command will be formed with the responsible decision makers. Given the specifics of a particular incident, the lead authority in the unified-command team would likely be the local government or the U.S. Coast Guard, with potential involvement by the responsible party (spiller) and the state.

7200 Governmental Policy and Response

7210 Introduction

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

7220 Federal Policy and Response

Under the National Contingency Plan, the federal On-Scene Coordinator (OSC) is the senior official for all response efforts. These responsibilities are shared between the Coast Guard and the Environmental Protection Agency (EPA). The Coast Guard provides the OSC for oil discharges and HAZMAT releases into or threatening the coastal zone. EPA provides OSCs for oil discharges and HAZMAT releases into or threatening the inland zone. The Coast Guard OSC has responsibility for spills, releases and threatened spills and releases from vessels and Coast Guard-regulated marine transportation-related facilities. The boundaries between the Coast Guard and EPA zones can be found in the Regional Contingency Plan, Annex II, and in the Area Contingency Plans, Annex A, Appendix IV.

The role of OSC is radically different depending on the material involved in a spill or threatening to impact the federal waters. In incidents involving oil, the Coast Guard OSC takes a very active role in the response. The OSC serves as the senior member of the Unified Command and directs the response activities. For HAZMAT releases or threatened releases, the OSC looks after federal interests and provides support to the local, parish or state responding agency. The OSC would assume an active role only under specific circumstances, such as when an incident exceeds response capabilities of local agencies. The OSC would assist the state and local agencies with any technical advice and to monitor the response.

There are seven areas of Coast Guard response in the event of a chemical release. The paragraphs in italics are from a Coast Guard Headquarters directive, and the subsequent paragraphs contain amplifying information.

Conducting local contingency planning for response to hazardous chemical releases.

The Marine Safety Office (MSO) is not a response organization. It is not our intent to create a contingency plan for response organizations. This annex will identify the resources and authorities held by the Captain of the Port, MSO Morgan City that may assist in a hazardous material incident response.

Conducting traditional Captain of the Port (COTP) response measures such as restricting access to the affected area and controlling marine traffic; notifying facilities operating vulnerable water intakes of the release; coordinating with state and local emergency forces; and assisting as resources and capabilities permit.

U.S. Coast Guard COTPs serve as the designated OSCs for the coastal zone. Therefore, COTP, MSO Morgan City is the OSC for his area of responsibility.

The Commanding Officer of the MSO is designated by the Commandant of the Coast Guard as the COTP for the purpose of giving immediate direction to Coast Guard law enforcement within his assigned area.

The COTP can control access to an area by establishment of a safety zone. That safety zone can include waterfront facilities, vessels, and areas of water or land, or both.

The COTP can enlist the aid of Federal, state, parish, municipal, and private agencies to assist in the enforcement of access control. This section also allows use of Coast Guard resources for transportation of hazardous material incident responders, both government agencies and commercial.

The COTP can control marine traffic by directing vessel movements in a specified area.

The COTP can create a COTP order directing a specific vessel's operation, including anchoring, for, among other things, "temporary hazardous conditions".

The COTP can prohibit entry into U.S. waters for multiple reasons, including discharges of oil or hazardous materials.

The COTP can request a response from any of the Coast Guard Strike Teams. The Strike Teams are the only hazardous materials response organization directly controlled by the Coast Guard.

The COTP can have other Coast Guard units make marine band radio broadcasts for both informational purposes and to assist enforcement actions.

The Officer in Charge, Marine Inspection (OCMI) is tasked with inspection of vessels, shipyard and factory inspections, investigation of marine casualties and accidents, licensing mariners, and enforcement of vessel inspection, navigation, and seamen's laws in general.

The OCMI AOR is the same as the COTP AOR above.

Conducting a preliminary assessment of the incident to: (1) evaluate the magnitude of the threat to the public health and welfare and the environment, (2) determine if response action by the spiller and/or the state and local government is adequate, (3) establish jurisdiction for a Federal response, and (4) collect the data necessary to formulate a response plan if a Federal response is warranted.

Parish and municipal agencies may have jurisdiction and responsibility. Their responders may require transportation, and the COTP may be able to arrange it.

If the COTP can bring expertise, personnel, or equipment to assist a problem at sea, we do not expect an offer of assistance to be declined. If the incident is at sea, the COTP can also contact Special Forces (USCG National Strike Force (NSF), EPA Environmental Response Team (ERT), NOAA Scientific Support Coordinator (SSC), EPA Technical Assistance Team (TAT), etc.) for recommendations.

Contacting the owner and/or operator of the source of the release, if known, to inform them of their potential liability for government removal costs, to explain the Coast Guard's role as OSC, and to gather information for response and port safety purposes. Administrative orders shall be used when appropriate to direct actions of the responsible party.

The state has various funding sources of their own, and should evaluate appropriate state sources before seeking CERCLA money.

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

Based on the findings of the preliminary assessment, carrying out first aid mitigation actions if the situation warrants immediate action. First aid mitigation actions are those response actions taken by OSC personnel necessary to address immediate concerns prior to the arrival of cleanup contractors or action by the responsible party.

Monitoring cleanup actions of responsible parties or, in the case of Federal removals, providing on-scene supervision of removal activities, ensuring the employment of a sound removal strategy. The OSC is not expected to be capable of designing and carrying out a complex removal plan. In certain situations, support from Special Forces (E.G. National Strike Force (NSF), EPA Environmental Response Team (ERT), NOAA Scientific Support Coordinator (SSC)) may be necessary to assist in the development or review of a removal strategy. In either case, the OSC shall ensure that all parties involved in the response adhere to guidelines regarding worker safety.

To create a site safety plan, COTP may require the assistance of the ship's agent or shipping company for providing both the hazardous materials manifest and assistance in creating a removal strategy.

For Federal removals, arranging for the services of contractors and supervising their actions, ensuring that response costs are documented as required by Chapter 86 of the Marine Safety Manual.

Marine Safety Office Morgan City

Marine Safety Office Morgan City may be reached at:

24-hour phone: 985-380-5320 **24-hour fax**: 985-385-1687

The fax is attended daily from approximately 6:00 A.M. to 10:00 P.M. If an incoming fax must be seen immediately between 10:00 P.M. and 6:00 A.M., please call the 24-hour phone number first to alert the watchstander.

7230 State Policy and Response

As provided by sections 301 and 303 of the Superfund Amendment and Reauthorization Act (SARA) Title III, the Emergency Planning and Community Right-to-Know Act, the governor of each state must designate a State Emergency Response Commission (SERC). The SERC is responsible for designating emergency planning districts and appointing Local Emergency Planning Committees (LEPCs). The parish is the basic district designation for planning districts within this COTP zone. The SERC shall supervise and coordinate LEPC activities, and review local emergency response plans. The SERC should take a proactive role in response planning for hazardous substance releases with area committees. Additionally, the SERCs should include public agencies and departments concerned with issues relating to the environment, natural resources, emergency services, public health, and occupational safety.

In Louisiana, the state's main role in any HAZMAT incident is to assist local government, and take part in the unified command as appropriate. Certain resources exist at the state level, and if requested can be made available to assist federal and local responders in a marine HAZMAT incident.

A release or threatened release of a hazardous material within the State of Louisiana must be reported. Hazardous material includes any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health or safety or to the environment, if released. There is no minimum reportable quantity. An immediate verbal report of any release or threatened release of hazardous material must be made to (1) the local emergency response agency (such as 9-1-1, or the fire or health department, as directed by local laws), then (2) to the National Response Center at (800) 424 8802. This immediate report should include: location of the release or threatened release; the name(s) of the person(s) reporting; hazardous material involved; estimates of the quantity, and potential hazards presented by the material.

NRC will notify other federal and state agencies and appropriate local government contacts as specified in law. Assistance may be sought from local agencies, other state agencies, or the federal government for any incident response. Additionally, the notifier or responders may request that NRC contact specialized state agencies: For most HAZMAT emergencies, local-government responders will be on scene first at an incident within their jurisdiction. If not present on the scene, local-government representatives should be brought into the management of the incident as soon as possible. Generally, in any HAZMAT incident assisting agencies will respond from three functional areas:

Fire Services - Certain fire departments have established a HAZMAT response team whose organizational structure will provide the necessary supervision and control for the essential functions required at a HAZMAT incident.

Law Enforcement - The local law-enforcement agency will respond to most HAZMAT incidents. Depending on the incident factors, law enforcement may be a partner in the unified command of the incident, or may participate as an assisting agency. Some functional responsibilities which may be handled by law enforcement include: isolating the incident area; managing crowd control; traffic control; providing protective public action, such as evacuations or sheltering-in-place; and managing criminal investigations.

Environmental-Health Agencies - In most cases, the local or state environmental-health agency will be at the scene as a partner in the command of the incident. Some functional responsibilities which may be handled by environmental-health agencies include: determining the nature and identity of the hazardous material; establishing the criteria for cleanup and disposal of the material; declaring the site safe for reentry by the public; providing the medical history of exposed individuals; monitoring the surrounding environment; assisting in the cleanup of the site; and providing technical advice.

These three functional areas will be addressed through local, state and federal officials responding to the incident utilizing the incident-command system. The design of the ICS structure and the makeup of the unified command will be determined by the specifics of a particular incident.

Louisiana:

Act 83 of the Louisiana Legislature of 1979 established the Louisiana State Police (LSP) as the lead state response agency for hazardous substance incidents. The State Police maintain the Louisiana Statewide Emergency Response Plan.

7240 Local Government Policy and Response

As provided by sections 301 and 303 of SARA Title III, also known as the Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA), emergency planning districts were designated by the SERCs in order to facilitate the preparation and implementation of emergency plans. The basic planning district within COTP Morgan City is the parish. EPCRA also established Local Emergency Planning Committees (LEPCs). Each LEPC is to prepare a local emergency response plan for their planning district. The LEPC is to designate an official to serve as coordinator for information and designate in its plan a community emergency coordinator. The LEPCs should also coordinate with local mutual aid associations in their district.

Local public safety organizations include but are not limited to local Offices of Emergency Preparedness (OEP), fire/police/health departments, HAZMAT units, and mutual aid systems.

Local governments have developed area plans (which differ from the Federal ACPs) documenting policies and procedures for responding to HAZMAT incidents. These policies and procedures include sections on notification and coordination, communications, utilization of the incident-command system, pre-emergency planning, public safety and information, supplies and equipment, and responsibilities of responding organizations. The main responsibilities of the response agencies are to rescue and treat victims, perform fire suppression, isolate contaminated areas from the general public, control and contain hazardous materials, and facilitate any public evacuations or shelter-in-place operations. The area plan delineates who is responsible for management of the incident. Local area plans may differ on the designee of the incident commander. Representatives from local police, fire, or offices of emergency services may be the incident commander. Due to the proximity of these public safety agencies to potential HAZMAT sites on land they can respond quickly and adequately within their jurisdiction.

In regards to jurisdiction, area plans specify what locations would be covered for response by hazardous materials agencies. Jurisdictions may include one or more parish, one or more cities, unincorporated areas or any combination thereof. Jurisdictions may include all areas within city or parish limits, which may include adjacent waters. Area plans may or may not discuss jurisdictions and response for the adjacent waters. Many local governments may not have considered response to hazardous materials for incidents, which occur at docks, at adjoining bays or inlets, and at coastal waters. Their response in these waters may not have been considered due to a perception of the role of the U.S. Coast Guard and the Louisiana Department of Environmental Quality in spills of oil and other petroleum-related products. Also, a local government's ability to respond to waterborne incidents may be limited.

In the coastal zone the legal OSC resides with the U.S. Coast Guard. However, the on-scene management of the incident may reside with the appropriate local government agency responder.

Local agencies may have a number of limitations in handling hazardous materials in waters and vessels. These include:

Access to marine vessels;
Communications with the master of the vessel;

Hazardous materials experience with vessels;

Experience with vessel operations;

Knowledge and access to booming resources; and,

Experience with marine contractors.

Therefore, the ability of representatives of local agencies to respond and be the incident commanders for HAZMAT marine incidents is limited.

Local agencies will vary in their ability to respond to incidents, which occur in waters. The following is a general summary of local agency capabilities.

Docked Vessels - Most local agencies should be able to respond and take charge of incidents that occur at docked vessels. They may still require assistance from the Coast Guard to control vessel traffic, notify facilities with vulnerable intakes, and conduct booming.

Vessels at Anchorage - Some local agencies may be able to respond to incidents on vessels at anchor in bays or inlets. They may have the transportation and communication capabilities to handle the incident. There will probably be a greater need of assistance from the Coast Guard.

Vessels Underway - Few, if any, local agencies will be able to respond to incidents which occur off the coastal waters in the Pacific. For most incidents, the Coast Guard will be the primary response agency.

In all cases where HAZMAT incidents may impact local jurisdictions, local agencies must be notified. Even if local agencies cannot take mitigation actions at the vessel, they will still need to respond. Local governments will be responsible for the public safety of its citizens and property. They can control public access to contaminated areas. Local agencies can notify and possibly protect coastside facilities that may be impacted. Local agencies can provide logistical help to the lead agency. They can also provide personnel and other resources to the lead agency. Most local governments will provide mutual aid on request.

7300 Scenarios

7310 Classification of HAZMAT Incidents

All hazardous substance releases (actual or potential) within the COTP Morgan City area of responsibility will be classified according to the guidelines in the NCP, 40 CFR 300.5. The size categories (minor, medium, and major) attach a perceived or actual threat level to the safety and welfare of the public and/or environment. These categories will normally be used for purposes of pollution reports, RRT/NRT notification and activation procedures. The final determination of the appropriate classification of a release will be made by the OSC based on consideration of the release (e.g., threshold limit value (TLV), Immediately Dangerous to Life and Health (IDLH) value, vapor pressure, specific gravity, impact to sensitive areas, etc.). Classification of hazardous substance releases are as follows:

MINOR: Poses minimal threat to public health, welfare, or environment.

MEDIUM: All releases not meeting criteria for minor or major.

MAJOR: Poses a substantial threat to public health, welfare, or the environment or results in significant public concern.

7320 HAZMAT Response System

As with an oil spill, the RP has the primary responsibility to respond to a HAZMAT incident. RPs must provide sufficient assets, both in personnel and equipment to effectively respond to a HAZMAT incident. The UCS described in Section 100 will be used for all HAZMAT incidents. HAZMAT incidents classified as minor will normally be led by the LEPC, however both the State and Federal Government have the authority to assume OSC for all HAZMAT incidents.

HAZMAT Response Operations

There are five general phases to a HAZMAT response:

a. Notification, Initial Data Collection, Preliminary Assessment.

b. Initial Response Actions.

c. Response Plan Development.

d. Response Operations.

e. Documentation.

Notification, Initial Data Collection, and Preliminary Assessment

Notification procedures are outlined in Section 3220.34. Persons reporting a HAZMAT incident should provide as much information as possible but should not wait to report the incident if information is not available.

Once initial notifications have been made, and initial incident data have been collected, an evaluation must be made of the potential hazards associated with the released hazardous substance. Numerous sources of information exist for evaluating dangers associated with a hazardous substance. Once the hazards of an incident are identified, the OSC must determine an appropriate level of response and what immediate actions are required to protect the public.

Initial Response Actions

The first federal official on scene (EPA or Coast Guard) shall assume the OSC. The OSC shall:

64. Safely approach the incident.
65. Isolate and deny entry to the incident.
66. Collect on-scene information/data, make initial notifications to the National Response Center, and the Louisiana State Police if the incident occurred in Louisiana.
67. Organize on-scene command and control, organize initial response personnel.
68. Establish a command post; determine safe routes of entry to command post.
69. Evaluate emergency medical needs, actions required to protect the public.
70. Establish communications with appropriate local and state agencies.
71. Take protective measures to safely control the spread of the contaminant.

Public Protective Measures

Uncontrolled releases of hazardous substances can have potentially widespread exposure and possible lethal effects on nearby populations. In order to respond to such contingencies in a timely manner, standard protective measures are established.

Temporary evacuations are not an action that the FOSC may undertake when responding under CERCLA. Executive Order 12316 delegates the authority to temporarily evacuate threatened individuals exclusively to the Federal Emergency Management Agency (FEMA). When an OSC decides that an evacuation of local residents would be prudent, the OSC shall notify the appropriate local agencies and the FEMA member of the RRT.

EOCs and their public safety organizations will implement public protection measures. LEPCs are responsible for developing the mechanisms within their planning district to carry out these standard protective measures. The parish OEP typically is responsible for managing the use of protective measures and the Emergency Broadcast System.

The level of protective measures will depend upon the level of threat for each particular incident. The OSC will take whatever action he or she deems necessary to isolate and/or evacuate the contaminated area. Initially the evacuation area will be determined based on the weather conditions and information on hand. As soon as possible, a dispersion model simulation will be run and will be the basis of establishing the evacuation zone.

Affected populations will be notified of public protective measures through the Emergency Broadcast System. Once notified, local enforcement agencies carry out the protection measures.

The following are standard public protective measures:

72. Controlled Access. This measure constitutes proactive efforts to control access to an affected area and is in addition to the standard security established at the site of a release. This would include roadblocks, and the closure of streets, roads, railways, and waterways.
73. Respiratory Protection. This measure would be implemented when there is a need for local populations to protect their air from a potential irritant. People in the affected area should be instructed to:

1. Cover nose and mouth with damp cloth to protect breathing.
2. Close the windows and doors if in a building or car.
3. Turn off heating, cooling, or ventilation systems.
4. Tune into the Emergency Broadcast System.

74. Shelter in Place. This measure is implemented when there is need for local populations to take shelter from an airborne release inside of available buildings. This action is effective when there is a release of short notice, short duration, or a small amount of hazardous material in the air. In most circumstances, seeking shelter in a building is safer than trying to outrun an airborne release. Studies have shown that even poorly sealed building provide some protection from airborne contaminants entering the space. This strategy should be used when it is recognized that people cannot be evacuated safely from an area prior to the arrival of a toxic release. People in the affected area should be instructed to:

1. Immediately seek shelter inside a building.
2. Close all doors and windows; tape all cracks or openings.
3. Turn off heating, cooling, ventilation systems.
4. Tune into EBS system.

5. If contaminant enters building, protect breathing.

75. Evacuation. This measure is implemented when there is a need for local populations to leave an affected or potentially affected area due to the dangers present from a release or potential release. This is a good action when there is time to conduct an orderly evacuation prior to the arrival of the release. Potential releases that present a substantial threat to a local population are incidents where evacuations may be advisable.

Response Plan

Based on the preliminary assessment of information, and initial actions needed to protect the public, the OSC must develop a response plan for all HAZMAT incidents. There are two types of responses to HAZMAT incidents: a conservative response and an active response. A conservative response includes all coordination, information collection, and control functions carried out by the OSC which do not require the entry of personnel into a hazardous environment. An active response is one in which personnel must enter an area requiring the use of personal protective equipment (PPE).

Conservative Response

A conservative response includes securing access to the impacted area, establishing command and control, and collecting as much information as possible without entering the contaminated area. This initial response is generally done when the chemical type is unknown.

Active Response

Once the OSC determines that personnel must enter a hazardous environment, he or she shall develop a response plan that addresses the following:

16. On-scene entry objectives.
17. On-scene coordination, organization and control.
18. Identification of all hazards associated with the present substances, terrain and environment.
19. PPE requirements.
20. On-scene specific task assignments.
21. Communications procedures.
22. Emergency contingency plans.
23. Documentation procedures.
24. Site safety plan.

This response plan shall be used on-scene and forwarded to the Unified Command.

Generic HAZMAT Response Plan.

1. Incident Description.

a. Date. _____

b. Location.

_____
_____
_____

c. Affected Area.

_____
_____

d. Topography.

_____
_____
_____

e. Weather Conditions.

_____
_____

2. Entry Objectives.

_____
_____
_____

3. On-Scene Coordination and Organization.

a. OSC. _____
b. Safety Officer. _____
c. Security Officer. _____
d. Documentation Officer. _____
e. Logistics Officer. _____
f. Entry Team Leader. _____
g. Entry Team Members.

_____
_____
_____

h. Federal Representatives.

_____

i. State Representatives.

_____

j. Local Representatives.

_____

k. Contractors.

_____
_____
_____

4. On-Scene Control.

a. Command Post Location.

_____
_____
_____

b. Control Boundaries. Include sketch (with distance parameters) of contaminated area, exclusion zone, access control points, contamination reduction area, contamination reduction corridor, decontamination area, access control points, command post, wind direction, clean zone.

5. Hazard Evaluation.

Substance	Concentration	Primary Hazards

Other Hazards. _____
_____
_____

6. Personal Protective Clothing.

Area PPE

Contaminated Area _____
_____
_____

Exclusion Zone _____
_____
_____

DECO N Station_____
_____
_____

Red uction Area_____
_____
_____

7. Work Assignments.

Assignment Name(s)

Team Leader_____
Entry Team #_____
_____
_____

Entry Team #_____
_____
_____

Entry Team #_____
_____
_____

Entry Team #_____
_____

_____

Rescue Team_____

_____

_____

DECON Team _____

_____

_____

8. Communications Procedures.
a. Radio.
b. Voice.
c. Emergency Signals.

9. Site Safety Plan. Attach copy.

Response Operations

Response operations will occur according to the Incident Action Plan (IAP). Additional entries into the contaminated area or exclusion zone will require updating the IAP.

Documentation

The OSC shall collect and maintain all documentation needed to support all actions taken under CERCLA and state laws. At a minimum, the OSC shall maintain the following documentation:

25. Incident chronology.
26. Site safety plans.
27. HAZMAT response plans.
28. Cost documentation required by CERCLA or other state or local laws.
29. Incident action plans.
30. Minutes from planning meetings.

The OSC shall maintain all CERCLA cost documentation if CERCLA funds are used.

Termination of HAZMAT Response Operations

The Unified Command shall determine when the hazardous substance has been removed, or it appears that the risks at the incident have been reduced to an acceptable level. When they conclude that no continuing threat to the community exists, they will begin orderly termination procedures. Local public safety agencies will then permit reentry of the public and will reestablish normal traffic and other operations.

The OSC is not obliged to remove all presence of the pollutant. At some point in the cleanup, the magnitude of the harm posed by the remaining contamination will no longer justify continued removal efforts. The OSC must use the developed standards to determine if the affected environment is "clean." When no credible standard exists, the OSC must resolve the matter on a case-by-case basis according to his/her best judgment and the counsel of special forces, the affected state, and the RRT.

The OSC can secure removal operations before all serious contamination has been removed. In such instances, the OSC will confer with appropriate state agencies and EPA Regional personnel to explore the possibility of ranking and listing the site on the National Priorities List.

Anthrax Response

R 041520Z DEC 01

FM COMDT COGARD WASHINGTON DC//G-M/G-O//

TO ALCOAST

BT

UNCLAS //N16600//

ALCOAST 555/01

SUBJ: FOSC RESPONSE TO INCIDENTS INVOLVING ANTHRAX OR OTHER DISEASE-CAUSING AGENTS

A. NATIONAL OIL AND HAZARDOUS SUBSTANCES POLLUTION CONTINGENCY PLAN (NCP), 40 CFR 300

B. FEDERAL RESPONSE PLAN, APRIL 1999

C. COMDT COGARD WASHINGTON DC//G-M// 101741Z OCT 01, COAST GUARD ROLE DURING A FEDERAL RESPONSE PLAN (FRP) ACTIVATION INVOLVING EMERGENCY SUPPORT FUNCTION 10 (ESF 10) – HAZARDOUS MATERIALS (NOTAL)

D. COMDT COGARD WASHINGTON DC//G-O/G-M// 171300Z APR 00, ALCOAST 177/00, INTERIM GUIDANCE REGARDING COAST GUARD RESPONSE TO WEAPONS OF MASS DESTRUCTION (WMD) INCIDENTS

E. INTERAGENCY AGREEMENT BETWEEN THE UNITED STATES COAST GUARD AND THE FEDERAL BUREAU OF INVESTIGATION, MARINE SAFETY MANUAL, VOL. X, COMDTINST M16000.15

F. U.S. COAST GUARD INCIDENT MANAGEMENT HANDBOOK, COMDTPUB P3120.17

1. PURPOSE: THIS MESSAGE IS INTENDED TO GIVE INTERIM GUIDANCE TO COAST GUARD FEDERAL ON SCENE COORDINATORS (FOSC) ON RESPONDING TO POTENTIAL INCIDENTS INVOLVING ANTHRAX OR OTHER DISEASE-CAUSING AGENTS UNDER THE NATIONAL CONTINGENCY PLAN (NCP) (REF A) UTILIZING CERCLA FUNDING AND AUTHORITY. IT RECOGNIZES THE NEED FOR CLOSE ATTENTION TO SAFETY PROTOCOLS FOR RESPONDERS DUE TO THE INHERENT DANGER ASSOCIATED WITH DISEASE-CAUSING AGENTS, AND THE HEIGHTENED NEED FOR NATIONAL STRIKE FORCE (NSF) EXPERTISE AND RESOURCES. IT ALSO RECOGNIZES THE COAST GUARD'S CRUCIAL ROLE WITHIN PORTS AND COASTAL AREAS TO COORDINATE MULTI-AGENCY RESPONSE EFFORTS TO MITIGATE THE THREAT FROM HAZARDOUS SUBSTANCES AND ENSURE PUBLIC SAFETY.

2. BACKGROUND:

A. THE US COAST GUARD HAS BEEN INVOLVED WITH NUMEROUS OTHER AGENCIES FOR PLANNING AT BOTH THE NATIONAL AND LOCAL LEVEL FOR RESPONSE TO WMD INCIDENTS, INCLUDING THOSE INVOLVING ANTHRAX OR OTHER DISEASE-CAUSING AGENTS. IN PREVIOUS PLANNING SCENARIOS, IT WAS EXPECTED THAT THE FEDERAL RESPONSE PLAN (FRP) (REF B) WOULD BE ACTIVATED IN THE EVENT THAT WMD AGENTS WERE USED BY TERRORISTS. THE FRP PLACES FEMA AS THE LEAD FEDERAL AGENCY FOR CONSEQUENCE MANAGEMENT IN RESPONSE TO TERRORISM INCIDENTS AND THE FBI AS THE LEAD AGENCY FOR CRISIS MANAGEMENT. IN THAT REGARD, THE FRP EMERGENCY SUPPORT FUNCTION (ESF) 8, THE HEALTH AND MEDICAL SERVICES ANNEX, WOULD BE ACTIVATED AND THE DEPARTMENT OF HEALTH AND HUMAN SERVICES (HHS) WOULD BE THE PRIMARY AGENCY PROVIDING COORDINATED FEDERAL ASSISTANCE TO SUPPLEMENT STATE AND LOCAL RESOURCES. AS DISCUSSED IN REF C, FEMA MAY ALSO ACTIVATE ESF 10, THE HAZARDOUS MATERIALS ANNEX, TO SUPPORT CONSEQUENCE MANAGEMENT ACTIVITIES. HOWEVER, THE FRP HAS NOT BEEN ACTIVATED IN ANY OF THE ANTHRAX CASES TO DATE. AS THIS DID NOT HAPPEN, EPA HAS RESPONDED TO KNOWN ANTHRAX SITES UNDER THE NCP UTILIZING CERCLA AUTHORITY AND FUNDING, CLASSIFYING ANTHRAX AS A DISEASE-CAUSING POLLUTANT OR CONTAMINANT WHICH POSES AN IMMINENT AND SUBSTANTIAL DANGER TO PUBLIC HEALTH AS OUTLINED IN SECTION 300.5 OF REF A. COAST GUARD FOSCS COULD BE FACED WITH A SIMILAR SITUATION IN THE COASTAL ZONE. ALTHOUGH POSSIBLY UNFAMILIAR WITH HOW TO RESPOND TO DISEASE-CAUSING AGENTS UNDER THE NCP, THE CG FOSC WOULD HAVE THE RESPONSIBILITY TO ENSURE A COORDINATED INTER-AGENCY EFFORT TO MITIGATE THE THREAT TO PUBLIC HEALTH AND SAFETY AND REMOVAL OF THE PRODUCT. THE CG FOSC WOULD BE PART OF THE UNIFIED COMMAND ESTABLISHED TO RESPOND TO THE INCIDENT, HOWEVER, THE PRIMARY INCIDENT COMMANDER WOULD NORMALLY BE THE LOCAL OR STATE PUBLIC HEALTH AUTHORITY. THE NATIONAL RESPONSE TEAM IS CURRENTLY WORKING TO DETERMINE THE PROPER PROTOCOLS FOR RESPONDING TO DISEASE-CAUSING AGENTS, INCLUDING ANTHRAX.

3. SPECIFIC GUIDANCE:

A. INITIAL NOTIFICATION: ANY POTENTIAL ANTHRAX (OR OTHER DISEASE-CAUSING AGENT) INCIDENT SHOULD BE IMMEDIATELY REPORTED TO THE NATIONAL RESPONSE CENTER (NRC) AT 800-424-8802 OR 202-267-2675. THE NRC WILL NOTIFY THE FBI'S STRATEGIC INTELLIGENCE AND OPERATIONS CENTER (SIOC) AND OTHERS AS OUTLINED BELOW.

B. SAFETY: THE HIGHEST PRIORITY IN A RESPONSE TO A POTENTIAL INCIDENT INVOLVING A DISEASE-CAUSING AGENT IS THE SAFETY OF RESPONDERS AND THE PUBLIC. REF D PROVIDES GUIDANCE ON RESPONDING TO WMD INCIDENTS AND STRESSES THE NEED TO ISOLATE POTENTIALLY CONTAMINATED AREAS AND DETERMINE AREAS WHERE IT IS "SAFE TO RESPOND". ENTRY INTO POTENTIALLY CONTAMINATED AREAS REQUIRES PROTECTION BEYOND LEVEL "D". ACCORDINGLY, CG PERSONNEL (WITH THE EXCEPTION OF NSF PERSONNEL) WILL NOT ENTER THESE AREAS.

C. ASSESSMENT PROCEDURES: THE FBI WILL LEAD THE INITIAL EFFORTS TO ASSESS THE SITUATION, BEGINNING WITH A CONFERENCE CALL INITIATED BY THE NRC WITH INVOLVED AGENCIES, INCLUDING USCG, EPA, CENTERS FOR DISEASE CONTROL AND PREVENTION (CDC) AND LOCAL AUTHORITIES. DURING THE INITIAL ASSESSMENT, ENTRY TO FURTHER ASSESS THE HAZARD WILL TYPICALLY BE CONDUCTED BY LOCAL HAZMAT RESPONDERS (PUBLIC HEALTH, FIRE DEPT, ETC.), THE FBI'S HAZMAT RESPONSE UNIT (HMRU), OR OTHER SPECIAL UNITS (SUCH AS THE NSF). IF THE FBI HAS DETERMINED THE REPORT TO BE CREDIBLE, THEY WILL COORDINATE EVIDENCE COLLECTION AND SUBSEQUENT LAB ANALYSIS. HOWEVER, IF THE FBI IS NOT ON SCENE, SUBSEQUENT COLLECTION AND LAB ANALYSIS WILL TYPICALLY FALL TO STATE AND LOCAL AUTHORITIES.

D. CRIMINAL INVESTIGATION: ONCE CONFIRMED AS AN ACTUAL CASE, THE FBI WILL FOCUS ON THE INVESTIGATION. AS THESE ACTS POTENTIALLY ARE CRIMINAL ACTS OF TERRORISM, THE FBI IS THE LEAD AGENCY FOR THE CRIMINAL INVESTIGATION. COAST GUARD UNITS WILL COORDINATE RESPONSE ACTIONS WITH THE FBI AND SUPPORT THEIR INVESTIGATION EFFORTS IAW REF E.

E. CONSEQUENCE MANAGEMENT: BECAUSE OF THE COMPLEXITY AND DANGERS INVOLVED IN RESPONDING TO DISEASE-CAUSING AGENTS, EFFECTIVE INTER-AGENCY COORDINATION IS ESSENTIAL. AS IN THE RESPONSE TO OTHER HAZARDOUS SUBSTANCES, THE FOSC SHOULD COORDINATE RESPONSE ACTIONS UNDER A UNIFIED COMMAND STRUCTURE IAW REF F AND UTILIZE EXPERTISE AND HAZMAT RESPONDERS FROM OTHER AGENCIES AND PRIVATE CONTRACTORS. THIS INCLUDES CDC AND OTHER PUBLIC HEALTH OFFICIALS. THE NATIONAL INSTITUTE FOR OCCUPATIONAL SAFETY AND HEALTH (NIOSH), AGENCY FOR TOXIC SUBSTANCES AND DISEASE REGISTRY (ATSDR), AND THE CDC HAVE BEEN ESSENTIAL PLAYERS IN DETERMINING SITE SAFETY PROTOCOL AND CLEANUP PROCEDURES FOR PREVIOUS ANTHRAX INCIDENTS THAT WERE OVERSEEN BY EPA. THE NATIONAL GUARD CIVIL SUPPORT TEAMS (CST) HAVE WMD AGENT DETECTION CAPABILITIES WHICH CAN BE PROVIDED BY THE RESPECTIVE GOVERNOR TO WHOM THE TEAMS ARE ASSIGNED. FOSCS ALSO HAVE THE RRT AND NRT FOR SUPPORT AND MAY REQUEST OSC ASSISTANCE FROM EPA. THE NSF IS ALSO AVAILABLE TO PROVIDE HAZMAT RESPONDERS AND INCIDENT MANAGEMENT SUPPORT.

(1) COORDINATION WITH PUBLIC HEALTH IC: THE LOCAL PUBLIC HEALTH OFFICIAL SHOULD BE AN ESSENTIAL INCIDENT COMMANDER WITHIN THE UNIFIED COMMAND BASED ON THEIR LOCAL AUTHORITY AND TECHNICAL EXPERTISE. HOWEVER, THEY MAY BE UNFAMILIAR WITH CONDUCTING A RESPONSE UNDER THE NCP. THE FOSC SHOULD ENSURE THAT THE PUBLIC HEALTH OFFICIAL IS BROUGHT INTO THE UNIFIED COMMAND AND WORK CLOSELY WITH THEM WITHIN AN ICS FRAMEWORK.

(2) EMERGENCY VS NON-EMERGENCY RESPONSE ACTION: IAW STANDARD PROTOCOLS FOR RESPONSE TO CERCLA SUBSTANCES (REF A), THE CG FOSC PROVIDES THE LEAD FOR INCIDENTS IN THE COASTAL ZONE THAT ARE FROM VESSELS OR THAT REQUIRE IMMEDIATE REMOVAL ACTION TO MITIGATE AN IMMEDIATE AND SIGNIFICANT HARM TO HUMAN LIFE OR HEALTH, OR THE ENVIRONMENT. IN THE LATTER SITUATION, ONCE THE CG FOSC DETERMINES THAT THE EMERGENCY HAS BEEN ABATED AND THERE IS NO LONGER AN IMMEDIATE THREAT, THE CG FOSC SHOULD TRANSFER LEAD AGENCY RESPONSIBILITY TO EPA FOR FURTHER NON-EMERGENCY RESPONSE ACTION. AS EACH SITUATION IS DIFFERENT, THE FOSC MUST MAKE THE DETERMINATION WHETHER TO INITIATE IMMEDIATE REMOVAL ACTION, AND WHEN (OR IF) TO TRANSITION TO AN EPA LEAD. THESE DETERMINATIONS ARE PRIMARILY BASED ON THE IMMEDIACY OF THE THREAT. THE FOLLOWING PROVIDES AN EXAMPLE SCENARIO: IN RESPONSE TO AN ANTHRAX INCIDENT AT A SITE WITHIN THE COASTAL ZONE, THE CG FOSC ENSURES THAT THE APPROPRIATE AUTHORITIES (LOCAL AND STATE PUBLIC HEALTH, HHS, ETC.) HAVE BEEN NOTIFIED; COORDINATES THE INITIAL ASSESSMENT WITH THE FBI AND OTHER AGENCIES; AND, UNDER A UNIFIED COMMAND, SECURES THE LOCATION AND CONDUCTS A SITE EVALUATION. SAMPLES TAKEN CONFIRM THE INCIDENT AS AN ACTUAL ANTHRAX CASE. THE FBI MOVES FORWARD WITH A CRIMINAL INVESTIGATION WHILE THE REST OF THE UNIFIED COMMAND PROCEEDS TOWARD MITIGATION OF THE HAZARD BY DEVELOPING SAMPLING AND LONG-TERM CLEANUP PLANS. THE CG FOSC SEES THAT THE SITUATION HAS BEEN STABILIZED AND NO LONGER POSES AN IMMEDIATE AND SUBSTANTIAL THREAT, AND SUBSEQUENTLY COORDINATES WITH EPA TO HAVE EPA ASSUME THE LEAD FOR FURTHER RESPONSE ACTIONS AT THE APPROPRIATE TIME.

(3) MEDICAL PROTOCOL: DUE TO THE NATURE OF DISEASE-CAUSING AGENTS, ADDITIONAL MEDICAL PRECAUTIONS ARE NEEDED FOR PERSONS SUSPECTED OF EXPOSURE AND FOR HAZMAT RESPONDERS WORKING IN CONTAMINATED AREAS. MEDICAL PROTOCOL SHOULD BE ESTABLISHED WITH THE CONSULTATION OF CDC, THE LOCAL HEALTH AUTHORITIES AND THE ATTENDING PHYSICIAN PRIOR TO CONDUCTING ANY ENTRIES INTO AREAS THAT ARE SUSPECTED TO BE CONTAMINATED. MLC(K) SHOULD BE NOTIFIED IMMEDIATELY WHEN ANY CG PERSON IS POTENTIALLY EXPOSED AND REQUIRES MEDICAL CARE. COSTS FOR MEDICAL CARE SHOULD BE COORDINATED WITH NPFC(CF).

(4) FUNDING: FOSCS CAN UTILIZE EXISTING PROTOCOL WITH NPFC TO ACCESS THE CERCLA FUND (SUPERFUND) TO FUND RESPONSE COSTS FOR INCIDENTS INVOLVING DISEASE-CAUSING AGENTS.

F. PLANNING EFFORTS:

(1) CG FOSCS SHOULD DISCUSS PROTOCOLS FOR RESPONDING TO REPORTS OF INCIDENTS SUSPECTED OF INVOLVING DISEASE-CAUSING AGENTS WITH EPA, AREA COMMITTEES, LOCAL EMERGENCY PLANNING COMMITTEES, HARBOR SAFETY/PORT SECURITY COMMITTEES, AND INDUSTRY REPRESENTATIVES, USING ANTHRAX AS ONE OF THE PLANNING SCENARIOS. PLANNING EFFORTS SHOULD CONSIDER RESPONSE ACTIONS FOR VESSELS THAT ARE BOTH UNDERWAY AND IN PORT AT THE TIME OF THE THREAT. LOCAL PREPAREDNESS EFFORTS SHOULD INCLUDE COORDINATION WITH LOCAL AND STATE PUBLIC HEALTH AND EMERGENCY MANAGEMENT OFFICIALS AS WELL AS LOCAL AND REGIONAL FBI. RRTS/FOSCS/AREA COMMITTEES SHOULD IDENTIFY AND INCLUDE IN THEIR REGIONAL AND AREA CONTINGENCY PLANS LOCAL HAZMAT TEAMS (INCLUDING NSF, NATIONAL GUARD CIVIL SUPPORT TEAMS AND OTHER DOD TEAMS) CAPABLE OF ASSISTING WITH THE INITIAL ASSESSMENT AND CLEANUP ACTIONS, AND LOCAL LABORATORIES CAPABLE OF CONDUCTING SAMPLE ANALYSIS SHOULD THE FBI NOT INITIALLY RESPOND.

(2) DISTRICT (M), AS RRT CO-CHAIR, SHOULD COORDINATE PLANNING FOR REGIONAL LEVEL SUPPORT TO CG AND EPA FOSCS, INCLUDING IDENTIFYING LINKS TO FBI, ATSDR AND OTHER FEDERAL AGENCIES AND DRAFTING/DISSEMINATING STANDARD RESPONSE PROTOCOLS AS THEY ARE DEVELOPED AT THE NATIONAL AND REGIONAL LEVELS.

4. POC: CDR STEVE DANIELCZYK, G-MOR-3, (202) 267-6860.

5. INTERNET RELEASE AUTHORIZED.

6. RELEASED BY RADM PLUTA, ASSISTANT COMMANDANT FOR MARINE SAFETY AND ENVIRONMENTAL PROTECTION, AND RADM CROSS, ASSISTANT COMMANDANT FOR OPERATIONS.

BT

NNNN

7400 Response Assets To Be Developed

	HAZMAT COMPANY TYPE I	HAZMAT COMPANY TYPE II
Capability:	Unknown Chemical Entry	Known Chemical Entry
PPE Level:	Level "A" (fully encapsulated (splash suiting w/ SCBAs) suiting)	Level "B"
Equipment:	All of Type II company equipment, plus: Chemical references Computer air modeling Capabilities for sampling Special detection & monitoring (combustible monitoring gas/oxygen concentration/radiological/pH/Heat sensing oxidation	In-suit communications
	Chemical-hazard categorizing	Plugging & patching (liquid only)
	Plugging & patching (vapor)	Diking, absorption, neutralization
	Large leak intervention	
Personnel	5*	5*

* At least one company member trained to minimum level of Assistant Safety Officer, Hazmat (ICS-HM-222-5).

7410 Parish Resources Parish to Develop

7420 Regionwide Resources

CHEMTREC (Emer: 1-800-424-9300, Non-emergency: 1-800-262-8200) -

a 24-hour public service of the Chemical Manufacturers' Association; can provide:

a. immediate emergency action information for spill, leak, exposure, or fire control measures;

b. precautionar y information;

c. assistance in identification of a hazardous substance if the manufacturer is known or if shipping papers are present; and,

d. immediate notification of manufacturers or shippers through their emergency contacts or notification of industry mutual-aid networks.

CHEMTREC can also assist with the following specific actions:

e. They now operate the National Poison Antidote Center (NPAC) with immediate information of most known poisons and communications to all major hospitals.

f. They can contact the chemical manufacturer for detailed technical information, and, in some cases, activation of the manufacturer's response team.

g. They can contact carriers for technical information, waybill or cargo manifest printouts, and some carriers can assist with chemical- and wreckage-removal operations.

h. While the Chlorine Emergency Plan (CHLOREP) is organized by the Chlorine Institute, it is activated by CHEMTREC.

7500 Command

Please refer to section 2000 for Command structure, organization, and role responsibilities.

7510 Operations

Please refer to section 3000 for the Operations structure, organization, and role responsibilities

7520 Planning

Please refer to section 4000 for the Planning structure, organization, and role responsibilities.

7530 Water Intakes

(refer to section 5000 water intake info)

7530.1 Hospitals With Chemical Burn Treatment Capabilities

Facility: Abbeville General Hospital 118 North Hospital Drive Abbeville, LA 70510 Parish: Vermillion Phone: (337) 893-5466	Facility: Columbia Medical Center of SW Louisiana 2810 Ambassador Caffery Pkwy Lafayette, LA 70506 Parish: Lafayette Phone: (337) 989-6700
Facility: Franklin Foundation Hospital P.O. Box Franklin, LA 70538 Parish: St Mary Phone: (337) 828-0760	Facility: Gary Memorial Hospital 210 Champagne Boulevard Breaux Bridge, LA 70517 Parish: St. Martin Phone: (337) 332-2178
Facility: Lady of the Sea General Hospital 200 West 134th Place Cutoff, LA 70503 Parish: Lafourche Phone: (985) 632-6401	Facility: Lafayette General Medical Center 1214 Coolidge Ave Lafayette, LA 70503 Parish: Lafayette Phone: (337) 289-7991

Facility: Teche Regional Hospital P.O. Box 2308 Morgan City LA 70381 Parish: St Mary Phone: (985) 384-2200	Facility: Terrebonne General Medical Center 936 East Main St. Houma, LA 70360 Parish: Terrebonne Phone: (985) 873-4141
Facility: Thibodaux Hospital & Health Center P.O. Box 1118 Thibodaux, LA 70301 Parish: Lafourche Phone: (985) 447-0740	Facility: University Medical Center P.O. Box 4016 C Lafayette LA 70502 Parish: Lafayette Phone: (337) 261-6000

7540 HAZMAT Clean-up Contractors & Respective equipment Supplies

Contractor: ES&H Environmental Protection: Level A Phone: (888) 422-3622 (985) 851-5350	Contractor: L&L Environmental Services Protection: Level A Phone: (800) 207-7745 (337) 436-6385
Contractor: Oil Mop Inc Protection: Level A Phone: (800) 645-6671 (985) 394-6110	Contractor: Philip Services Protection: Level A Phone: (800) 797-9992 (985) 536-7612
Contractor: ICI inc. Protection: Level A Phone: (800) 436-0883 (985) 436-0883	Contractor: American Pollution Control Inc Protection: Level B Phone: (800) 482-6757 (337) 365-7847

7600 Material Safety Data Sheets (most common for Morgan City area) To Be Developed

7700 HAZMAT Resource Information Websites

NOAA HAZMAT- http://response.restoration.noaa.gov/indeex.html

OSHA- http://www.osha.gov/

ACGIH- http://www.acgij.org/

OSHA- http://www.response.restoration.noaa.gov/oilaids.html

USCG- http://wwwuscg.mil/hq/g-m/nmc/hazsub/Hazhome.htm

7800 Logistics

Please refer to section 5000 for the Logistics structure, organization, and role responsibilities.

7900 Boat Launches

(refer to Section 5000 Boat Ramps)

71000 Waste Disposal

(refer to Section 5000)

71100 Finance

Please refer to section 6000 for the Finance structure, organization, and role responsibilities.

8000 Marine Fire Fighting

See Coast Guard Marine Safety Office Morgan City Marine Firefighting Plan, published under separate cover.

8100 Introduction

8110 Federal Policy

The Coast Guard has traditionally provided firefighting equipment and training to protect its vessels and property. Commanding Officers of Coast Guard Units (COTPs, Groups, Cutters, and Stations) are routinely called upon to provide assistance at fires on board vessels and at waterfront facilities. Although the Coast Guard clearly has an interest in fires involving vessels or waterfront facilities, local authorities are principally responsible for maintaining the necessary firefighting capabilities within U.S. Ports and harbors. Additionally, a vessel or facility owner/operator is ultimately responsible for the overall safety of vessels/facilities under their control, including ensuring adequate firefighting protection.

The Coast Guard traditionally renders assistance as available, commensurate with each unit's level of training and the adequacy of equipment. The Commandant intends to maintain this traditional "assistance as available" posture without conveying the impression that the Coast Guard is prepared to relieve local fire departments of their responsibilities. Paramount in preparing for vessel or waterfront facility fire is the need to integrate Coast Guard planning and training efforts with those of other responsible agencies, particularly local fire departments and port authorities.

8120 State Policy

The State of Louisiana has no statewide firefighting policy.

8130 Local Policy

All fire departments respond to all reports of fire within their jurisdictions, including fires at marine facilities and/or vessels moored alongside those facilities. In addition, mutual aid agreements exist among the local fire departments to assist each other as necessary. Under the authority of the fire department that has jurisdiction, a fire department Incident Commander will assume command and control of all fire department resources utilized to combat the fire.

8140 Local Fire

Departments have very limited capability to respond to marine fires with floating firefighting resources. The success of fighting waterfront facility fires, fires aboard free-floating vessels and fires aboard docked vessels is contingent upon a coordinated effort by the local Fire Department, the Coast Guard and commercial vessels with fire fighting capability.

8150 COTP Responsibility

All Coast Guard firefighting forces and equipment within a COTP's area of responsibility (AOR) shall be under the control of the COTP. The COTP is responsible for the development of the Marine firefighting Annex with input from local response organizations, training of Coast Guard personnel, and coordination of Coast Guard personnel during incident response. The COTP shall act as the liaison between the Coast Guard and other response organizations and the media. Orders from the Incident Commander for Coast Guard responders shall be passed through and evaluated by the COTP. Only those orders that will not create unwarranted risk for Coast Guard personnel and equipment shall be executed. The COTP shall not assume overall control of firefighting efforts when appropriate qualified fire officers are present and able to take control.

The COTP shall assign a Marine Firefighting Coordinator (MFC). The MFC will be responsible for the development and coordination of the planning, training, and response objectives for MSO personnel. The MFC shall be knowledgeable of local firefighting organization capabilities and response management systems.

Non-Federal Responsibility: The relationship between local fire fighters and the master of a vessel is critical for the successful extinguishment of a vessel fire. The presence of the Fire Department in no way relieves the master of command of his vessel, or transfers the responsibility for overall safety of the vessel. However, it must be recognized that the Fire Department normally has more expertise in firefighting. In addition, the Fire Department has the responsibility for the safety of its fire fighters and equipment, and to the community to contain and extinguish any fires.

The success of the operation is contingent on one person being in overall charge of the firefighting effort. In the case of shipboard fires in Port, that person shall be the Fire Department Incident Commander (IC). The master of a vessel plays a very important role in lending his expertise, assistance and knowledge to the Incident Commander, which will greatly enhance a successful operation.

The presence of local fire fighters does not relieve the Vessel Master of command of, or transfer the master's responsibility for overall safety on, the vessel. However, the master should not normally countermand any orders given by the local fire fighters in the performance of firefighting activities on board the vessel, unless the action taken or planned clearly endangers the safety of the vessel or crew.

Any disagreements between the vessel master and the fire department will be resolved with input from the Captain of the Port. The master, officers and crew of the vessel should assist in the firefighting operation. The master should be the liaison between the Incident Commander and the ship's crew. He shall furnish the Incident Commander, if possible, with any and all information requested. He should provide the Fire Department with members of his crew to serve as guides. The master shall control the actions of his crew. In the absence of the master, the senior deck officer present will act for the master.

8200 Command

8210 Local Fire Response Organization

All local fire departments conduct response operations under the standard firefighting Incident Command System (ICS) which is under the direction of an Incident Commander (IC). Coast Guard responders familiar with the National Interagency Incident Management System (NIIMS) should assimilate into this ICS structure with little or no difficulty.

ICS Organization:

a. Command. Incident Commander (IC), in certain cases, command may be expanded into a unified command that would include representation from the FOSC, State, and Responsible Party.

b. Operations. The operations section will supervise the actual control of the fire.

c. Logistics. The logistics section will maintain the staging area, develop an equipment pool, and facilitate equipment resupply.

Responding agencies and resources will be responsible for their own administrative and logistical support until such time as a Logistics Section is established.
The Incident Commander will appoint the Logistics Section Chief.

d. Planning. The planning section will collect, evaluate, and disseminate information about the Incident.

e. Finance. The finance section is responsible for managing and tracking all incident costs.

8300 Operations

Pre-designation of Responsibilities for various scenarios:

26. Initial response operations will be the responsibility of the owner/operator of the vessel or facility. Owners and operators of vessels or facilities must develop their own contingency plans to respond to shipboard fires. Facility owners and operators must take additional steps to limit the spread of fire from their facility to any vessels docked nearby.

27. Local firefighting organizations (municipal, volunteer, and contractor) must be prepared to respond within the limits of their training and capabilities. If firefighting resources are not trained or capable of handling a shipboard fire, they will take appropriate measures to prevent the fire from spreading to nearby exposures.

28. The Coast Guard will provide assistance as appropriate. This may include the establishment of safety zones, rerouting or restricting vessel traffic, assistance with search and rescue or medical evacuation, or activation of pollution response operations. In coordination with the Incident Commander, the Morgan City Captain of the Port will direct the employment of Coast Guard resources (small boats, helicopters, etc.). The Morgan City Captain of the Port will be prepared to assume the role of On-Scene

Coordinator (Incident Commander) upon conclusion of firefighting operations as appropriate.

29. Other affected organizations, particularly pollution response or salvage organizations, will respond as directed by the Incident Commander.

30. The designated Incident Commander will direct employment of responding resources. Firefighting resources will be employed based on:

76. Location and extent of fire
77. Class and extent of cargo involved
78. Possibility of explosion
79. Possibility of sinking/capsizing
80. Hazard to crew or other resources present at location
81. Weather forecast
82. Maneuverability of vessel
83. Effects on bridges which must be transited
84. Alternatives if the vessel is not allowed entry or movement

Task Organization:

The Master of the vessel will:

85. Implement the initial response based upon the vessel's fire control plan.
86. Ensure proper communications, both internal and external.
87. Ensure that proper notifications are made to the appropriate fire department or contractor and the Coast Guard, if necessary, notify the facility to which the vessel is docked, the port authority, and any nearby vessels.
88. Control the operation and use of all shipboard fixed firefighting systems.
89. Coordinate the efforts of shipboard fire teams in responding to the fire.
90. Decide if it is necessary to abandon ship. If the crew is ordered to abandon ship, the master will ensure that the proper procedures are carried out.

The Supervisor of a waterfront facility will:

91. Implement the initial response based upon the facility fire plan.
92. Ensure proper communications, both internal and external.
93. Ensure that proper notifications are made to the appropriate fire department or contractor and the Coast Guard. If necessary, notify adjacent facilities, the port authority, and any nearby vessels.
94. Control the operation and use of all facility fixed firefighting systems.
95. Coordinate the efforts of facility fire teams in responding to the fire.

The Incident Commander will:

96. Direct the firefighting operations of all responding agencies.
97. Operational response will be based on the following tactical priorities:

98. Rescue - The saving of lives and removal of victims to a safe area is paramount and comes before any other consideration. Rescue victims from compartments or areas involved in fire or hazardous situations and transport them to a place of safety.
99. Exposure - Nearby structures, equipment and materials should be protected from exposure to fire. This will prevent the spread of the fire to un-involved areas (including fuel (tanks) on or off the affected vessel or shoreside facility.
100. Confinement - Confine the fire to the compartment or area of origin. Limit the fire's spread beyond its original boundaries to the maximum extent possible. Confinement includes those operations required to prevent a fire from intensifying or spreading. It is the first offensive operation. A fire starting on a lower level is usually more difficult to confine than one starting on an upper level. The downward extension of fire is usually (but not always) relatively slow compared to its extension from space to space on the level of origin and to upper levels. Protected openings may retard or limit fire extensions.
101. Extinguishment - Extinguishment includes those operations that are required to attack and extinguish the main body of fire. This ideally involves flame/heat knockdown followed by complete extinguishment with minimum water damage.
102. Overhaul - Overhaul includes those operations required to extinguish any remaining fire, prevent rekindling, and to place the compartment and ship in a safe condition.
103. Salvage - Salvage includes those operations required to protect compartments and contents from preventable damage due to water, smoke, heat, or other elements. Salvage operations can be divided into two phases; those operations performed during the fire, and those performed following extinguishment.
104. Ventilation - Ventilation is a tool that can be utilized during any of the phases listed above. Ventilation includes operations that displace a heated or contaminated atmosphere within an involved compartment with normal air from the outside atmosphere. In addition, proper ventilation can aid in increasing visibility of internal spaces.

31. Firefighting response considerations include:

105. Establishing a command post.
106. A complete size-up to determine what is burning (class of fire and materials involved). The 6 (six) step size-up includes:

(1) Gathering facts

(2) Assessing possibilities

(3) Determining resources

(4) Applying basic firefighting principals

(5) Deciding a course of action

(6) Formulating a plan of operations

107. Obtaining the vessel's fire control plan.
108. Taking aboard large hose lines (2˜" to 3˜" lines) with reducers for smaller hand lines. If the international shore connection is used, consideration should be given to ensure the water supply pressure does not exceed the pressure rating of the vessels fixed piping. The general condition of the fixed firefighting systems of the vessel (hoses, nozzles) should also be taken into account when making this decision.
109. Determining if the ventilation system is operable. If it is not, portable equipment will be required.
110. Determining if the fire main system is operating and the location of other firefighting resources on board.
111. Planning for additional equipment to arrive on scene during early stages of the response, and establishing appropriate staging areas for arriving equipment.
112. Recognizing any language barrier that may exist. The vessel's agent, a vessel's officer, or other interpreter may be required.

32. The Morgan City Captain of the Port will:

113. Be prepared to assume the role of Incident Commander if the firefighting response is inadequate or nonexistent.
114. Be prepared to assume the role of Incident Commander following the conclusion of firefighting operations if the incident involves pollution or is classified as a marine disaster.
115. Direct the employment of Coast Guard resources (small boats, helicopters, etc.) in coordination with the Incident Action Plan established by the Incident Commander.
116. Dispatch the MFC to liaison with IC and provide Marine VHF/FM radio communications
117. Consider contracting for commercial marine firefighting consulting assistance.
118. Advise the IC on unique vessel firefighting hazards not normally associated with land based fires. Some of these hazards include:

(1) Vessel stability due to water discipline

(2) Free surface effect

(3) Hull integrity

(4) List correction/vessel de-watering

(5) Reactive materials

119. Monitor the runoff of free liquids from firefighting water for the presence of oil or hazardous chemical pollution. The collection of runoff should be of secondary concern to the firefighting effort unless it poses a severe hazard to the health or safety of personnel in the vicinity. If adequate storage space is available, consideration may be given to the

collection and storage of runoff during the firefighting or overhaul efforts.

120. Evaluate requests for movement of vessels. The COTP has final authority on the placement of disabled/burning vessels on the navigable water of the United States. This determination should be made with the consultation of the vessel's master and the IC. Requests for port entry or movement of burning vessels shall be based upon:

(1) Liability Issues:

- Amounts and types of insurance
- Verification of coverage for liability for any oil pollution removal costs, as evidenced by a valid Certificate of Financial Responsibility (COFR).
- Liability insurance for possible damages caused to other property.
- A surety bond, in an amount equal to the estimated cost of removing the vessel from the port.

(2) Considerations for denying movement/entry:

- A danger, greater than the immediate danger to the vessel, crew, or cargo, that the fire will spread to other port facilities or vessels.
- A likelihood of the vessel sinking or capsizing in a navigable channel.
- A likelihood that the vessel may be abandoned as a derelict.
- Unfavorable weather or environmental conditions that preclude the safe movement of the vessel or hamper firefighting efforts.
- A risk of a serious pollution incident of oil or hazardous substance. The COTP should, in conjunction with the district (m) staff and the RRT, assess pollution risks to determine whether a vessel should be allowed to enter port.

(3) Actions to be taken prior to entry or movement of burning vessel:

- A safety broadcast and Notice to Mariners.
- Ordering the movement of other vessels or cargo stored in the area to preclude their involvement.
- Locate the vessel to facilitate the use of available resources in firefighting.
- Selecting a dock/facility constructed of nonflammable materials.
- Keep a detailed chronological log of key events and times.
- Coordinating Instructions: The owner/operator of the vessel on which the fire is burning is responsible to ensure notifications are made to the appropriate agencies (fire departments, Coast Guard, facilities, port authorities, nearby vessels, etc.).

8310 Command And Signal

i. Command Relationships: In executing this portion of the ACP, the senior fire service officer in whose jurisdiction the shipboard fire occurs is designated the Incident Commander.

ii. Command Posts: the Incident Commander will establish the command post as soon as practicable. The location of the command post will be determined by the Incident Commander.

iii. Command, Control, and Communications Systems: The primary means of communication will be determined by the fire service organization that has jurisdiction to respond to the fire.

iv. Marine VHF/FM Communications: Most fire services do not have communications on Marine VHF/FM radios. It is imperative that the COTP coordinate communications between responding firefighting vessels and the Incident Commander to ensure adequacy of response.

8400 Planning

8410 Marine Firefighting Scenarios

Waterfront Facility (Break bulk and/or bulk liquid)
Situation: At 0000 hours (midnight), day 1, At a Morgan City waterfront facility, a forklift strikes and ruptures a 4” gasoline pipeline. The hot exhaust pipe of the forklift ignites the discharged gasoline, resulting in an explosion that spreads burning gasoline throughout the facility yard, further igniting dry cargoes on the facility. Within minutes, the entire facility is fully involved. There are two 10,000 gal diesel tanks and one 15,000 gal gasoline tank adjacent to the facility which are not currently involved. Gasoline continues to run from the 15,000 gal tank, through the ruptured line, at a rate of 70 gal/min. There are numerous pressurized cylinders stored on the facility yard which pose a threat of secondary explosions.

Actions Taken:

Fire Department: Morgan City Fire Department responds to the multiple alarm call-out. Once on-scene, the Fire Chief assumes the position of Incident Commander and establishes his command post. The situation is then sized-up, and efforts are made to cool tanks and secure facility piping. Under mutual aid agreements, additional fire departments are called out as necessary.

Coast Guard: The Coast Guard issues a Broadcast Notice to Mariners (BNTM) requesting assistance from any nearby vessels with firefighting capability. The area is closed to transiting vessel traffic. A Coast Guard Representative is dispatched to scene with extra VHF/FM radios to assist Incident Commander in communicating/coordinating with firefighting vessels. A Coast Guard Small Boat is dispatched to scene to aid in vessel coordination. CG teams check with adjacent facilities and direct the movement of flammables to safe locations.

Other: The Facility Manager first assembles the facility employees and determines if any persons are missing/injured, then liaisons directly with Incident Commander to identify facility piping/valves and other cargoes on facility. Facility personnel then assist as needed under the direction of the IC.

Response Organization: The M/C Fire department will be the IC. Additional responding departments will respond under direction of original IC. The FOSC will liaison with IC to ensure adequate federal response.

Tank Vessels (Cargo tank and/or Engine Room)

Situation: At 0600 hours, day 1, a VLCC (Very Large Crude Carrier) experiences a fire in the aft pump room while transferring crude oil to a smaller tanker at the GULFMEX #2 offshore lightering area. The smaller tanker abruptly pulls away from the VLCC prior to disconnecting the oil transfer lines. All transfer lines part at the manifolds on the VLCC, spilling 200-300 bbls of oil onto the deck. The spilled oil on the deck ignites and spreads aft on the vessel to the engine room and pilot house which both become involved in the fire. The vessel looses power and begins drifting. There are three reported injuries onboard.

Actions Taken:

Coast Guard: NOTE: The beginning of this evolution would be considered Search & Rescue (SAR). This would include the evacuation of personnel from the vessel and the dispatch of Coast Guard aircraft & Cutters to scene to coordinate firefighting efforts. The SAR would be under the direction of the Regional SAR Mission Coordinator (SMC).

COTP: Issue a BNTM requesting assistance from any nearby vessels with firefighting capability. Establish communications with the shipping agent and the vessel owner/operator to ensure arrangements are made for a firefighting contractor, salvage master, & commercial towing. If the vessel rep is unable or unwilling to arrange for the required services, the Coast Guard will contract with Williams Fire & Control through the U. S. Navy Supsalv. The Gulf Strike Team should be mobilized with the assumption that significant pollution will occur.

Note: Tank Ships operating in U.S. Waters are required to predetermine firefighting resources in their areas of operation. The vessel agent should have a copy of this information.

Other:

Response Organization: Either the FOSC or a Commercial Salvage Master would be the Incident Commander (IC). A commercial Salvage Master would respond (on behalf of the RP or under contract to the CG) under the direction of the FOSC.

Freight Vessel (Break Bulk and/or container)

Situation: at 0900 hours, day 1, a 250 ft coastal freight ship is loading breakbulk explosives at a Berwick, LA facility. Loading is ¾ completed and there are approximately 800,000 lbs. of Division 1.1 explosives on board. During the loading, a fire starts in the engine room and quickly engulfs the entire space. All trucks carrying explosives immediately depart the facility and the vessel mooring lines are cut free. The standby towing vessel tows the vessel approximately 3 miles downstream and allows the vessel to ground before departing scene. Prior to evacuating the vessel, the crew seals the engine room and activates the automatic CO2 system.

Actions Taken:

Local Fire Department: The local fire department executes a general evacuation of nearby populations and activates the local Civilian Defense system. The IC will not endanger responders by allowing them directly on the facility.

Coast Guard: Issue BNTM and enact a safety zone. Coordinate with Morgan City Vessel Traffic Control (VTC) to move vessels out of area. Deploy HHIR monitoring team (from considerable distance) to track the spread of heat on the vessel. Contact the manufacturer of the explosives for specific guidance on firefighting.

Other: None. Due to the extreme risk to personnel, no persons would be allowed in the vicinity of the vessel after the intentional grounding. The fire will be allowed to burn out by itself.

Other: Local Civilian Defense personnel will staff a command post to monitor/coordinate the evacuation of civilian populations.

Response Organization: Coast Guard FOSC will serve as IC.

Bulk Solid Cargoes (Cargo and/or Engine Room)

Passenger Vessel

Tank Barge

Situation: At 0000, day 1, A single skin tank barge is finishing loading crude oil at a waterfront facility on the Gulf Intracoastal Waterway. While topping cargo tanks, the tankerman leaves all flame screens displaced from the ullages. Crude oil vapors ignite and flash back to barge that explodes and continues to burn. The barge is reported down by the bow, and possibly sinking. There is a serious risk of secondary explosions.

Actions Taken:

Fire Department: The local fire department responds to the multiple alarm fire and assumes IC. The IC then initiates callout of additional departments under mutual aid agreements. Firefighters begin blanketing the barge and burning oil slick in water with foam.

Coast Guard: The Coast Guard issues a BNTM requesting assistance from vessels in area and restricting transit of vessel traffic. A Coast Guard representative is dispatched to liaison with the IC and provide VHF/FM communications equipment. The COTP ensures the owner/operator of barge deploys adequate oil containment equipment to control the spread of oil on the surface of the water.

Other: Vessels in the area voluntarily provide firefighting assistance as requested, working under direction of the IC.

Response Organization: The local Fire department will be Incident Commander (IC). Additional responding departments will respond under direction of original IC. The FOSC will liaison with the IC to ensure adequate federal response.

Liquefied Gas Carrier (LNG/LPG):

8500 Logistics

8510 Marine Firefighting Resources

Government Firefighting Resources

U. S. Navy Supervisor of Salvage (SupSalv) Day (703) 607-2758 other (703) 695-0231	USCGC Point Winslow Morgan City, LA (985) 385-0037
USCGC Point Sal Grand Isle, LA (985) 787-2137	USCG Station Venice, LA (985) 534-2332
CG Station Grand Isle, LA (985) 787-2135	CG Station New Orleans, LA (504) 589-2331

Commercial firefighting resources:

Williams Fire & Hazard Control Inc. P.O. Box 1359 Mauriceville, Texas 77262 (409) 727-2347 (800) 231-4613 fax: (409) 745-3021 24 hr. (713) 999-0276 Equipment: Williams has access to a network of firefighting resources throughout Southeastern Louisiana	SMIT Americas 400 North Sam Houston Parkway Suite 310 Houston, Texas 77060 (281) 372-3500 Equipment: SMIT has two readily deployable firefighting kits located in Berwick, LA. These kits are capable of handling up to large deep draft vessel fires.
Boots & Coots, L.P. Industrial and Marine Division 11615 N. Houston-Roslyn Road Houston, Texas 77086 24 hr. (800) 256-9688 Day (713) 931-8884c.	

Note: The COTP may only access the services of these commercial fire fighters through the USN. Supsalv Contract.

Misc. Commercial Vessels: The majority of the Offshore Supply Vessels and Uninspected Towing Vessels have shipboard firefighting capability. The exact number of vessels available at any given time and place will vary greatly. Vessels in the vicinity of fires have traditionally provided firefighting assistance to both vessels and facilities.

Port and facility firefighting resources Identified Shortfalls:

The Port of Morgan City and the surrounding area have no designated anchorage areas adequate for shipboard firefighting.

Local fire departments have little or no shipboard firefighting training or experience.

The OSV and UTV fleet above have no identified adequate supply of firefighting foam or dewatering pumps

8600 **Finance/Administration**

To Be Developed

8700 **Reserved for Area**

8800 **Reserved for District**

8900 **Reserved**

9000 Appendices

9100 Draft Incident Action Plan (IAP) TO BE DEVELOPED

Note: A draft Incident Action Plan for your worst-case scenario should be included here. Commonly used ICS Forms in a written IAP include: Response Objectives, Organization Assignment List, Division Assignment List, Incident Radio Communications Plan, Medical Plan, Incident Status Summary, Resources at Risk, Air Operations Summary, and Daily Meeting Schedule. A Site Safety Plan should also be included. This section may also be cross-referenced and not attached to the plan.

9110 Health & Safety

Applicable Regulations

The regulations regarding Hazardous Waste Operations and Emergency Response (HAZWOPER), references (a) and (b), apply to: a) cleanup operations, required by a governmental body, involving hazardous substances, that are conducted at uncontrolled hazardous waste sites, and b) emergency response operations for releases of, or substantial threats of release of, hazardous substances without regard to the location of the hazard; unless the employer can demonstrate that the operation does not involve employee exposure or the reasonable possibility for employee exposure to safety or health hazards. These regulations also define crude oil, fuel oils no. 1,2,4,5,6, aviation fuel, and gasoline as hazardous substances. An uncontrolled hazardous waste site is defined as, “an area identified as an uncontrolled hazardous waste site by a governmental body, whether Federal, state, local, or other, where an accumulation of hazardous substances creates a threat to the health and safety of the individuals or the environment or both.” OSHA considers an area impacted by an oil spill as an uncontrolled hazardous waste site.

Most oil spill emergency response and cleanup operations will fall within the scope of the HAZWOPER regulations. Any governmental agency or private employer involved in such operations must comply with HAZWOPER regulations as a matter of pre-planning, in order that a response to an actual situation may be safe, timely, and effective. Therefore, it is prudent for each employer to take action to meet as many of the requirements of the HAZWOPER regulations before an incident occurs. Some of the specific items that can be done, partially or completely, prior to an incident are, written standard operating procedures and work plans, written emergency response plan, written site safety plan, general site worker safety and health training, respiratory protection training, emergency responder training, medical surveillance program, written personal protective equipment program, site monitoring strategies, decontamination procedures.

Operations falling within the scope of the HAZWOPER regulations are not excluded from the requirements of other safety regulations, such as hazard communications, respiratory protection, occupational noise exposure, benzene, injury illness prevention, and others. In addition, health and safety hazards that have no mandatory standard such as heat stress, manual lifting, ergonomics, slips/trips & falls, biological hazards, and extremely low frequency vibrations, must also be addressed in training and the site safety plan.

9110.1 Site Safety

Any scenario for a large oil spill will usually begin as an emergency response. An emergency response plan will be developed and implemented to handle anticipated emergencies prior to the commencement of emergency response operations. The first emergency response organization on scene must therefore develop and implement this plan. When other employers become involved in the emergency response the emergency response plans should be modified to cover their employees. Each employer must provide written draft of those sections that contain information specific to their employees and their duties.

The vast majority of large oil spills in the marine environment will generate cleanup operations separate from the emergency operation and ultimately the associated emergency response will be downgraded to a post-emergency response. Therefore both an emergency response plan and a site safety plan are usually required. Since the two plans have many common elements and an emergency response plan is required as part of the site safety plan, it would be prudent to develop a combined plan.

A large spill in the marine environment may impact several physically separated sites. Therefore, it may be more convenient to treat these sites independently when writing and maintaining site safety and emergency response plans.

The following is a list of specific requirements that must be met prior to initial site entry or before an individual employee is allowed on site.

Employees who are expected to become involved in cleanup operations must be trained in accordance with section (e) before being permitted to participate in such operations.

Employees who are expected to wear a respirator must be covered under a respiratory protection program.

Employees must be enrolled in a medical surveillance program if;

1. they are or may be exposed to hazardous substances or health hazards at or above the permissible exposure limits for 30 days or more a year,

2. they wear a respirator for 30 days or more a year,
3. they are injured, become ill, or develop signs or symptoms due to possible overexposure involving hazardous substances,
4. they are a member of a HAZMAT team.

required medical examinations and consultations must be made available by the employer to the employee prior to assignment.

The emergency response plan and/or site safety plan must be written prior to initial site entry.

Employees who are required to wear a respirator while working at a hazardous waste site must have received 40 hours off-site instruction before they are permitted to engage in hazardous waste operations. In addition, they must receive three days actual field experience under the direct supervision of a trained, experienced supervisor.

Employees who are not required to wear a respirator and are unlikely to be exposed above permissible exposure limits while working at a hazardous waste site must have received 24 hours off-site instruction before they are permitted to engage in hazardous waste operations. In addition they must receive one day actual field experience under the direct supervision of a trained, experienced supervisor.

h. The SSHP shall provide for pre-entry briefings to be held prior to initiating any site activity and at such times as necessary to ensure that employees are appraised of the SSHP.

i. A preliminary evaluation of a site's characteristics shall be performed prior to site entry.

j. Required Information. The following information to the extent available shall be obtained by the employer prior to allowing employees to enter a site:

1. Location and approximate size of the site.
2. Description of the response activity and/or the job task to be performed.

3. Duration of the planned employee activity.
4. Site topography and accessibility by air and roads.
5. Safety and health hazards expected at the site.
6. Pathways for hazardous substance dispersion.
7. Present status and capabilities of emergency response teams that would provide assistance to hazardous waste cleanup site employees at the time of an emergency.
8. Hazardous substances and health hazards involved or expected at the site, and their chemical and physical properties.

Appropriate site control procedures shall be implemented to control employee exposure to hazardous substances before cleanup work begins. The site control program shall include as a minimum: a site map; site work zones; the use of a buddy system; site communications including alerting means for emergencies; the standard operating procedures or safe work practices; and identification of the nearest medical assistance.

A decontamination procedure shall be developed, communicated to employees and implemented before any employees or equipment may enter areas on-site where potential for exposure to hazardous substances exists.

An emergency response plan shall be developed and implemented by all employers prior to the commencement of hazardous waste operations.

The following requirements pertain to initial entry.

a. PPE for initial site entry must be appropriate for the hazards identified during the preliminary evaluation.

During initial site entry, if positive-pressure self-contained breathing apparatus is not used, and if respiratory protection is warranted by the potential hazards identified during the preliminary site evaluation, an escape self-contained breathing apparatus of at least 5 minutes duration shall be carried by employees during initial site entry.

If the preliminary site evaluation does not produce sufficient information to identify the hazards or suspected hazards of the site, an ensemble providing protection equivalent

to level B PPE shall be provided as minimum protection, and direct reading instruments shall be used as appropriate for identifying IDLH conditions.

During initial site entry when the preliminary site evaluation produces information that shows the potential for IDLH conditions, or when the site information is not sufficient to reasonably eliminate these possible conditions, monitoring the air with appropriate direct reading test equipment for IDLH and other conditions that may cause death or serious harm shall be conducted.

9110.2 Respiratory Protection

All workers that are required or allowed to wear a respirator during an emergency response or cleanup operation must be covered under an employer's respiratory protection program that meets the requirements of reference (c) and have received appropriate training as required in references (a), (b), and (c). Under the HAZWOPER regulations, the worker would require 40 hours of hazardous waste operations site safety and health training.

9110.3 Training Requirements

All individuals responsible for responding to an oil spill must meet the health and safety requirements mandated in regulations by both State and Federal Occupational Safety and Health Administrations (OSHA). The amount of health and safety training required for each individual to respond to an oil spill will depend upon: the kind of tasks performed, the degree of exposure encountered, and the type of operation (emergency response vs. post-emergency cleanup). Training shall be conducted by a qualified instructor and certified in writing upon completion. Proof of proper health and safety training will be required for each individual requesting entrance to the spill site. Proof of training should include: name of training class, hours of training received, dates of class, signature of the administrator of the employer's health and safety program, and description of course material covered in the class.

The initial training requirements for workers involved in the cleanup of uncontrolled hazardous waste sites and post-emergency response operations is summarized below.

General/Occasional Site Workers exposed above the PELs and/or required to wear respirators - 40 hours off-site and three days (24 hrs) actual field experience under the supervision of a trained supervisor.

General/Occasional Site Workers exposed below PELs and not required to wear respirators - 24 hours off-site and one day (8 hrs) actual field experience under the supervision of a trained supervisor.

Management and Supervisors of workers exposed below PELs and not required to wear respirators – 24-hours off-site plus 8-hours specialized training and one day actual field experience under supervision of a trained supervisor.

Management and Supervisors of workers exposed above PELs and/or required to wear respirators - 40 hours off-site plus 8 hours specialized training and three days actual field experience under supervision of a trained supervisor.

Although there is no provision Federal OSHA states that during the post-emergency response cleanup of an oil spill, for job duties and responsibilities with a low magnitude of risk, a minimum of 4 hours site safety and health training may be appropriate. The FED OSHA representative to the RRT can make the determination based on an assessment of the cleanup operation. Some of the criteria considered in this decision are:

This is the worker's first involvement in post-emergency response or cleanup operations and it is unlikely the worker will be involved in response activities in future incidents.

Cleanup is performed in an area that has been monitored and fully characterized by a qualified person indicating that exposures are presently and can be expected to, remain under permissible exposure limits and other published exposure limits.

Health risks from skin absorption are minimal.

Employers who can show by documentation or certification that an employee's work experience and/or training has resulted in training equivalent to that required in references (a) and (b) shall not be required to provide the initial training to such employees and shall provide a copy of the certification or documentation to the employee upon request.

The training curriculum for the four-hour training course provided to the one-time workers must include:

h. emergency response plan/site safety plan

i. hazard communications

j. decontamination procedures

k. water safety

l. hypothermia

m. heat stress

n. safety hazard controls

o. personal protective equipment

p. other safety training, as needed.

Eight hours of refresher training is required annually for all site workers, managers, and supervisors.

9110.4 Operational Activities: Under The Unified Incident Command System

Communication and coordination with any and all agencies having authorized activities dealing with oil spills (roles and responsibilities).

Local contingency plans jurisdiction when dealing with oil spills. Discussion of purpose, components, value and limitations of pre-event and event specific planning.

Incident Command System and unified version describe the basic implementation and how it manages an oil spill and demonstrate proper information flow from ICS stall to the incident commander.

9110.5 Site Health and Safety Plan for Oil Spills

Site Description

Hazard Identification and Recognition

Personal Protective Equipment

Hazard Evaluation/Risk Identification

Exposure Monitoring Program (General area and breathing zone)

Onsite Control

Decontamination

Safe Distances and Places of Refuge

Evacuation Routes and Procedures

Emergency Medical Treatment/First Aid

Emergency Alert and Response Procedures

9110.6 Hazard Communication

Health Effects and Chemistry of Oil (Benzene, Toluene, Xylene, Hydrogen Sulfide, Diesel Fuel, Gasoline, Crude Oil, Bunker C, MTBE, etc.)

Thermal Stress

Water Safety (Personal Flotation Devices)

Physical Hazards (including electrical, heavy equipment, confined spaces, trenches, shoring, excavation, etc.)

Biological Hazards

Slips, Trips, and Falls

Ergonomics

Hearing Conservation

Workers' Compensation

Accident Prevention and Reporting

9110.7 Animal Handling Techniques

Occupational health and safety hazards associated with the capture, transport, cleaning, rehabilitation, and release of oiled marine wildlife:

a. Required personal protective equipment

b. Decontamination of personal protective equipment

c. Slips, trips, and falls (e.g. mob cart)

d. Safe lifting and handling techniques of large mammals

e. Water safety during capture and release of animals

f. Bites, pecks, and scratches

g. Zoonosis

Oil Spill Cleanup Techniques
Health and safety hazards associated with manual oil cleanup activities
Safe work practices with oil cleanup tools and equipment
Waste Management Plan
One of the major issues associated with an oil spill response is the proper management of the recovered petroleum product, as well as the contaminated cleanup materials, soil, and debris. How these are managed is dependent on how they are characterized - as either a solid waste, hazardous waste or a hazardous material (used or reused). This subsection presents a general approach to the management of the various types of wastes collected during an oil spill.
Waste Management Options
A hazardous substance released or discharged to marine waters of the state is defined as a waste and must be characterized as either hazardous or non-hazardous and managed accordingly. Once the waste is characterized and its final disposition is determined, the waste may be redefined and managed as a material, rather than a waste.
Recovered hazardous wastes may be managed as a hazardous **material** rather than a hazardous **waste** by utilizing any one of the following methods:
The material is used or reused as an ingredient in an industrial process to make a product, and is **NOT** reclaimed; The material is used or reused as a substitute for commercial products, and is NOT reclaimed; Without first being reclaimed, the material is returned to the original process from which it was generated as a substitute for raw material feedstock, as long as the material is returned as a substitute for raw material feedstock, and the process uses raw materials as principal feedstocks.
The material is shipped to the site from where it was generated or managed, or to another site owned by the same generator, and is either burned as a fuel or is recombined with normal process streams to produce a fuel.
Remember, hazardous "material" management activities need to comply with a different set of regulations, which include, in part, the local fire code for storage and handling requirements,

and 49 CFR for shipping requirements. Do NOT use a hazardous waste manifest when shipping hazardous materials - use a **Bill of Lading**.

Waste Minimization and Recycling Opportunities

In managing hazardous wastes, one must also be responsible for adhering to the waste minimization philosophy behind good waste management practices. Waste generation and disposal can be minimized through proper waste characterization, handling, segregation, treatment, and recycling; while only solid, non-recyclable wastes are actually "disposed" of. The following waste management hierarchy should always be used in the management of both hazardous and non-hazardous wastes:

Eliminate or minimize the amount of waste generated
Source reduction
Use and reuse as a material
Reclaim or recycle
Treatment
Disposal: *Dispose of waste **only** if the above priorities are not feasible!*!

The need to minimize the volume and toxicity of all hazardous wastes has been made clear and explicit in state and federal regulations; however, other reasons to minimize waste would include protection of public health and the environment, as well as economic incentives, liability incentives, and public relations incentives.

Crude oil and Refined Petroleum Product. Crude oil spilled into marine waters that is recovered and transported to the refinery of original destination or a refinery that can accept the crude oil for use or reuse may be considered a "material" rather than a "waste

Contaminated Debris. Contaminated debris including organic material, contaminated cleanup equipment (i.e., PPE, sorbents, booms, etc.) and other contaminated materials that cannot be recycled must be managed as a waste. The materials must also be characterized before the appropriate waste management option is determined.

Oiled Animals and Carcasses. Oiled animals and carcasses should be collected and turned over to the U.S. Fish and Wildlife Service or licensed wildlife rehabilitators. The U.S. Fish and Wildlife Service is responsible for wildlife rehabilitation oversight and the collection of carcasses for Natural Resource Damage Assessment and/or criminal investigations. In the event oiled non-migratory birds or resident game animals or wildlife are collected , they should be turned over to the Louisiana Department of Wildlife and Fisheries. If oiled domestic animals are encountered, the local Parish or municipal animal control department should be contacted.

Debris Avoidance. It is generally not possible to avoid the generation of oily debris resulting from the contact of floating oil with waterborne solids, however, it is possible to minimize the generation of oily debris in the coastal intertidal zone if the anticipated area of oil impact can be cleaned prior to stranding of the spilled oil. This has been successfully accomplished in a small number of past spills.

Personnel can be deployed to remove debris from beach intertidal areas to above the high tide line in order to minimize oiling of stranded debris/trash. It is important to note that such crews are not likely to be certified as required under OSHA 1910.120 and can only perform this task prior to the stranding of spilled oil. An Industrial Hygienist and/or Health & Safety specialist should be consulted regarding the limitations of these crews and the effective establishment of exclusion zones in the area of beach impact.

Selection of Personal Protective Equipment. Depending upon climatic conditions and material compatibilities of personal protective equipment (PPE), waste can be minimized through the selection of reusable equipment, when possible. For instance, the use of reusable PPE (such as gloves and boots) instead of disposable PPE can minimize the generation of the oil-contaminated disposable PPE, as long as such equipment use is approved by the site safety officer. Such decisions should be made early in the response process in order to minimize the

generation of contaminated PPE that is generally considered a hazardous waste and managed at a Class I hazardous waste management facility.

Recovered Oil and Oily-water. In order to maximize skimmer efficiency and effectiveness, water should be decanted to the spill impact area with the approval of the FOSC and relevant state agency representatives. Operational standards (e.g., decanting only in the impact area where water depth is sufficient; no free oil) should be established as soon as skimming is initiated. In federal waters, decanting can be approved through a request to the FOSC. As discussed earlier, in state waters approval must be secured from the Regional Water Quality Control Board. Both oil and oily-water recovered from skimming operations should be off-loaded to facilities (i.e.; terminals, refineries) where it can be effectively managed as a material, or recycled as a wastestream at an off-site recycling facility (i.e.; commercial refiners, reclaimers, recyclers). These facilities may be able to provide temporary waste storage in their tank or container storage areas. Prior to commencing any storage activities, however, the facility may have to obtain an emergency permit from the LADNR (approval is usually over the phone, followed by the appropriate paperwork in the mail). Additionally, any oiled debris that is recovered along with the skimmed oil must also be maintained in a secure, temporary waste storage area until it is sufficiently characterized for final disposition.

Sorbent Use/Reuse: 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.

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

Petroleum-contaminated Soil Recycling and Reuse: While the volume of petroleum-contaminated soil associated with coastal spills is generally lower than such volumes resulting from large inland spills, opportunities for recycling/reuse should be considered. For soils satisfying the waste profiling requirements of the state and commercial facilities, beneficial reuse as daily landfill cover after appropriate treatment is an available option in Louisiana (see Response Resources list). Recycling of oil-contaminated soil as aggregate in cold-mix and hot batch asphalt is available at four facilities in the State of Washington. Furthermore, a recently completed study of the incorporation of oily/solid residuals into construction materials concluded that a large market exists in Removal of contaminated soil from temporary storage will require the authorization Unified Command, FOSC, or SIC.

Temporary Storage

To expedite removal of spilled oil, refined products, and contaminated materials from marine waters during an emergency-response, containment activities (to include temporary waste storage) may be conducted at appropriate on-shore locations. Temporary storage sites can be an area or facility approved by the IC or Unified Command for characterizing and/or temporarily storing recovered oil and/or oily materials used, collected, or recovered during an oil spill response. Such an area may include, but is not limited to, permitted or interim status hazardous waste storage facilities, other non-permitted facilities, vessels, barges, tanks, vacuum trucks,

barrels, containers, storage piles, or other appropriate containment methods and locations that may be used to hold recovered oil and/or oily materials. Temporary storage sites need not be owned, operated, or leased by the RP. Temporary storage sites that are on-shore should be established at locations that are convenient to the recovery operations for the temporary storage of recovered petroleum products, and contaminated materials and debris. Placing of the temporary storage site, however, must be done with the concurrence of the following:

Example Waste Management Plan

FOSC and SIC

If a Unified Command is established, LOSCO will facilitate the contact of the state and local government agencies through the Liaison Officer.

Initial Treatment

Petroleum and petroleum contaminated cleanup materials can potentially be treated at the temporary storage site. One of the treatment processes that may be used is Transportable Treatment Units (TTU). The most likely treatment process undertaken with a TTU will be separation of water from collected petroleum. Another treatment method employed for separating water on-site is decanting water from temporary storage tanks.

Any water generated through the separation of petroleum and seawater may be potentially discharged to a sanitary sewer system or back to marine waters. A discharge to the sanitary sewer will require a permit from the local sanitation district that will establish effluent requirements for the discharged water. Should a sanitation district not allow the discharge of water to its system, the recovered seawater would either be discharged back to the adjacent marine waters or transported off-site for disposal. The discharge of recovered seawater to state waters will require a NPDES.

Characterization of Recovered Material

Recovered petroleum and contaminated debris not recycled must be characterized to determine their waste classification before the waste can be shipped to a proper waste management facility for final disposition. The actual testing may be conducted on representative samples of each type of waste by a State of Louisiana certified hazardous waste laboratory.

It is the responsibility of the generator, or the responsible party (RP), to have the recovered petroleum and other contaminated materials accurately characterized as either hazardous or non-hazardous for proper disposition. A generator who incorrectly determines and manages a hazardous waste as non-hazardous is in violation of the hazardous waste requirements and may be subject enforcement action.

Transportation

Recovered petroleum product <u>not</u> accepted at a refinery for reuse must be transported to an approved waste management facility. The type of waste management facility will be based on the results of the waste analysis performed.

<u>Hazardous Waste:</u> Waste classified as hazardous under either federal or State regulations must be transported to a permitted or interim status hazardous waste management facility.

Non-hazardous Waste: Waste that is determined to be non-hazardous but is determined a "designated waste" will be transported to a Class II waste management facility. Manifesting of the waste is not required but a Bill of Lading is required for transportation.

Off-Site Waste Management Facilities

Depending on the type of waste and how it is to be managed, you need to identify an appropriate off-site waste management facility, as follows:

Non-hazardous waste/designated waste: Transport to a Class II waste management facility*.

Hazardous waste: Transport to a facility as a "material" for use/reuse; or to an authorized Class I hazardous waste management facility for recycling, treatment, storage, or disposal.

***** *The Water Quality Control Boards should be consulted for information on the location and disposal requirements of facilities in their region.*

To avoid confusion and panic at the time of a spill incident, it usually helps to plan ahead and identify the waste management facilities (primary and alternates) to use for the different types of waste streams that are expected to be generated during a spill response and clean up.

Waste Type & Management Method

Decanted Water: Water that is decanted from off-shore skimming operations will be released back to the ocean within the operational area, per the MOU between the State Oil Response Agency and the State Water Board.

Recovered Oil: Managed as a recovered product, and not a waste, as it will be used/reused as raw material as part of the process at the Careless Corp. Refinery.

Solid Oily Debris:

If non-hazardous (oiled dirt/sand, PPE, trash, wood, seaweed, etc.) = No-Waste, Inc. and Action Clean-Up Company will transport waste to the Union Pacific Railroad loading facility (245 Pacific Rim Drive, Wilmington) and shipped to WasteCo (class II landfill) located in-state.

If hazardous = transport to the Union Pacific Railroad loading facility in Wilmington and on to Burn-It Industries (class I Waste Management Facility) in Utah.

No-Waste is currently doing beach pre-cleanup, while Action Clean-Up and Waco Waste Co. are available to be contracted out by Careless Corp. to do waste sampling, transport to lab, clean-up, and HW transportation, as needed. All three contractors are available for oily debris beach clean up in the event oil does impact the shoreline.

Oily Sand/Dirt: Sand and/or dirt that is oiled will be placed in bins stored at the temporary waste storage area (if no bins area available, the sand/dirt can be stockpiled at the staging areas - lined and covered with visqueen), until results of the samples reveal whether or not the oiled sand/dirt is hazardous or non-hazardous. If hazardous, will transport to Burn-It Industries; if non-hazardous, it will be transported to Ace Asphalt for use in their asphalt processes.

Waste from Decon Operations: Liquid Waste: Two Baker Tanks (each with a capacity of 500 bbls.) will be located at each field staging areas/command posts. Oily water waste will be held in the Baker Tanks and off-loaded by vacuum trucks and transported to Cryer & Underwood in Wilmington for recycling. Solid Waste: Solid wastes resulting from decontamination operations will be placed in the bins labeled “Contaminated Waste “(which are already located at the temporary storage sites, next to the field staging areas/command posts) and will be managed the same way as the solid oily debris.

Waste from Wildlife Rehab Operations: Liquid Waste - All oily water recovered from rehab operations will be stored in a portable tank for further analysis/waste characterization. If the oily water is acceptable for re-use, it will be brought back to the Careless Corp. Refinery and used as a “material” in the refinery process. If not acceptable for re-use, the oily water waste will be discharged to the sewer with an approved NPDES permit (local sanitation district has already given approval). Solid Waste - All solid oily wastes from rehab operations will be placed in visqueen-lined roll-on/roll-off bins and will be managed the same as solid oily debris.

Oiled Animal Carcasses: Any oiled animal carcasses will be handled and managed by state Oil Response Agency wildlife personnel.

Waste Minimization: Careless Corp. will brief field responders and contractors on waste minimization practices (e.g.: minimize use of sorbents and waste segregation), types of waste, labeling, packaging, etc.

Pre-beach cleanup: Pre-beach cleanup of wood, seaweed and other debris prior to oil impacting the shoreline is being conducted by No-Waste, with Action Clean-Up and Wacco Waste are on stand-by.

Segregation of contaminated and non-contaminated wastes: Roll-off bins will be labeled as either “Contaminated Debris” or “Non-Contaminated Debris”, so as to avoid any cross-contamination.

Decontamination Sites

Decontamination of response equipment (boat, boom, etc.) and personnel, as well as recreation and fishing boats, will be conducted at approved sites
Traffic Plan TO BE DEVELOPED
Demobilization Plan TO BE DEVELOPED
Area Planning Documentation
Area Committee Charter/Members
Purpose/Role: The primary role of the AC is to act as a preparedness and planning body. ACs are made up of experienced environmental response representatives from Federal, State and local government agencies with definitive responsibilities for the area's environmental integrity. Each member is empowered by their own agency to make decisions on behalf of the agency and to commit the agency to carrying out roles and responsibilities as described in this plan. The predesignated FOSC for the area will serve as the AC chair. They will designate the vice-chair, select the AC members, and provide general direction and guidance for the AC. The FOSC should solicit the advice of the RRT to determine appropriate representatives from federal and state agencies. The AC is encouraged to solicit advice, guidance, or expertise from all appropriate sources and establish AC subcommittees as necessary to accomplish the preparedness and planning tasks. AC Subcommittee participants may include facility owners, operators, shipping company representative, cleanup contractors, emergency response officials, marine pilots associations, academia, environmental groups, consultants, response organizations and concerned citizens. The FOSC will appoint the AC Subcommittee members. The FOSC directs the AC's development and maintenance of the ACP.

Area Committee Organization Composition
Though the ACP has only a planning and preparedness role, the individual members may have two roles: planning and response. The planning role is discussed in OPA 90, which tasks the AC to prepare and submit for approval an ACP. The FOSC is chair of the AC and The LOSC has been appointed as Vice-Chair to help in the direction and coordination of the planning effort. The membership of the AC comes from qualified Federal, State and local government personnel and are appointed by the FOSC in consultation with the RRT.
Subcommittee Titles and Members
Subcommittees:
The AC is divided into 4 subcommittees, mirroring the ICS spill response command organization of:
planning
logistics
operations
finance
Each subcommittee is responsible for developing a specific portion of the ACP. Examples include resource inventories, strategies, environmentally sensitive areas, communications, and disposal, to name a few.
Plan Review and Exercise Process
Plan Review
Plans shall be reviewed to ensure all information is current, and in particular, the following areas shall be looked at: emergency notification list, response equipment information (type and amount of equipment available), sensitive areas, hazard/risk assessment of the area, response strategies (changes based on new technology, new equipment, etc.), dispersant approval.
The 1997/98 revision will be uploaded to be accessed via the Internet. This step forward has been taken to eliminate the need for numerous paper copies of this large document saving hundreds of pages of paper. The Eighth Coast Guard District Area Contingency Plans will now be updated through electronic means when necessary. This will make real time up to date information possible rather than annual corrections.

Contact the local MSO for information about sources of supply for paper copies of the ACP. Additional Web Sites may become available.

Exercise Process

The opportunity to exercise this plan and components of this plan presents itself via the National Preparedness for Response Exercise Program (NPREP or PREP). The final PREP guidelines booklet was published in August 1994 and is available at no charge by writing to: **TASC Dept Warehouse, 3341 Q 75th Ave, Landover, MD 20785**. The publication number is **USCG-X0191**. Additional PREP information can be found at the following web site: **www.dot.gov/dotinfo/uscg/hq/g-m/gmhome.htm**. The PREP guidelines also apply for vessel and facility plan holders. This following discussion focuses on the PREP requirements for the Planning Areas as designated in section 1400 of this plan. The Area exercises are divided into two classification categories; internal and external. The internal exercises are: Notification Drills (quarterly); Spill Management Team Tabletop Exercises (SMT-TTX) (annually); Equipment Deployment Exercises (annually); and, Government Initiated Unannounced Exercises (maximum of 4 per area per year). The external exercises are Government led Area exercises and Industry led Area exercises. The On-scene Coordinator (OSC) is responsible for planning, designing, and executing the internal exercises. The National Strike Force Coordination Center (NSFCC) is responsible for scheduling the external exercises and the appropriate OSC remains involved in the planning, design, and execution of the Government led Area exercises. The OSC will consult in exercise development and will participate as appropriate in the Industry led Area exercises.

The scope and objectives of internal and external Area exercises are detailed in the PREP guidelines. Members of the Area Committee and response community will be involved in each type of exercise to some degree, varying from the confirmation of a phone number to assisting in the design of a the scenario and performing as a controller or evaluator of the exercise. Participation in the PREP and utilization of the PREP guidance will ensure that all federal exercise requirements mandated by OPA 90 have been met. The PREP program requirements are optional for vessel and facility plan holders. However, if PREP guidelines are not followed, plan holders will be required to meet the drill requirements in 33 CFR 155.1060 (vessels) or 33 CFR 154.1055 (facilities). As part of their normal operations, representatives of the Captain of the Port will be verifying that vessel and facility plan holders are conducting and recording required exercises.

Procedures for Exercise Evaluation Documentation

Each objective tested should demonstrate that the plan component functions adequately enough for an efficient and effective response to an oil spill. Exercise objectives and criteria for measuring their attainment will be established as part of the development phase of the exercise. If criteria are not met, then the objective tested has not been met.

No exercise passes or fails. Credit may be withheld if the objectives tested are not met until such time as any deficiencies are corrected. If a deficiency is noted either in meeting specific objectives or in the contingency plan itself, the owner/operator must either correct the deficiency prior to the next exercise, or address it in writing within 60 days from receiving the evaluation report.

Exercise Scheduling and Attendance TO BE DEVELOPED

Evaluation Paperwork Process TO BE DEVELOPED

Spill & Discharge History

Data Source: MSIS, USCG, EPA, State and local records.

COTP Morgan City receives over 1700 spill reports involving oil annually. Approximately 350 pollution incidents involve actual field level response to a significant quantity of oil. The remaining cases are comprised of “mystery” spills; spills involving a quantity of oil such that field response was not required or not practical; incidents that were investigated by phone interviews with the reporting party; and spills reported from offshore platforms. A small number of received

reports are not located in the COTP Morgan City zone, and some are redundant reports by multiple parties to the same incident.
Statistical Summary: For an average 1700 oil spills (1990-1993) reported from the NRC, the sources were:
Source:
Offshore platforms 38%
Sheen sightings/unknowns 23%
Vessels/barges 19%
Facilities 15%
Pipelines 05%

Quantity:
<1 gal. 45%
>1 gal, <10 gal. 18%
>10 gal, <1 BBL 15%
>1 bbl, <5 BBLS. 08%
>5 BBLS. 03%

The majority of spills reported from offshore platforms are less than one gallon and the majority of offshore sheen sightings are estimated at less than one gallon or are unknown.

Causes:
Equipment failure. 49%
Unknown/undetermined 29%
Personnel error. 11%
Tank overflow 08%
*Significant marine casualty 03%
* (collisions, allisions, groundings, sinkings, hull fractures).

The 3% from “significant marine casualties” have historically been the larger spills, and closely correlate to the 3% of spills greater than 5 BBLS. These also contribute to port safety issues, such as waterway closures and salvage operations, and often require assistance from other CG resources (NSFCC, CGD8, PIAT, SSC). They also result in response from local, state and other federal agencies and generate much public/media interest.
Gulf of Mexico History: Largest Spills
The largest tanker spill in the G.O.M. occurred during the Mega Borg incident on June 8, 1990. The Mega Borg was lightering 350,000 BBLS of Angolan Palanca crude from the Norwegian Tanker Fraqmura. An explosion and subsequent fire resulted in an estimated loss of 119,048 BBLS of oil from the vessel, which either burned or were released into the G.O.M.
Summary of Data
The largest spill occurring in G.O.M. waters was the IXTOC in June, 1979. The incident consisted of a well blowout in Mexico, releasing nearly 3.7 million BBLS of oil from June 3, 1979 to March 23, 1980. An estimated 80,000 BBLS of oil impacted the Texas coastline.
Description of Major Oil Spills
MAJOR SPILLS - The following are classified as “major coastal spills” that occurred in the COTP Morgan City zone in 1991-1992. These spills are examples of Most Probable Discharges:
Tank Barge Coastal 2509, grounding/holed cargo tanks, GIWW WHL MM60, 2012 bbls reduced crude oil, 02 Nov-01 Dec 1990.

Greenhill Petroleum, wellhead blowout Tumbler Bay, 483,000 gals crude oil, 120,000 in water, 363,000 burned from the wellhead fire, 29 Sep-12 Oct 1992.
MEDIUM/MINOR SPILLS - The following are spills that occurred in the COTP Morgan City zone during 1991-1992. All of these spills required on scene response and mitigation. This is not a complete list of all the spills that occurred in this zone, as there were too many to list. However, this list will demonstrate the various types of incidents and situations that produce significant spills in this zone that require immediate action, response, mitigation and cleanup.

F/V Nancy Jane, sinking, 1500 gals diesel fuel, SW Pass & NM south of Marsh Island, 2-4 Apr 1991.
Conoco pipeline, corroded 12-inch pipeline, 1000 gals crude oil, GI block 40, 13-15 Dec 1991.
Conoco Pipeline, GI block 43, corroded 12-inch pipeline, 12,000 gals crude oil, 04-13 Jan 1992.
Chevron pipeline, holed pipeline, 294 gals crude oil, 17-18 Jan 1992.
Texaco pipeline, S. Marsh Island block 218, deteriorated 4 inch pipeline, 94 gals condensate, 10 Feb 1992
M/V J.A. Jones, sinking, GIWW WHL MM60, 100 gals diesel and waste oil, 24 Apr 1992.
Tank Barge H.T.CO. 1602, Collision between tows GIWW WHL MM115, 200 bbls. crude oil, 15-16 May 1992.
Mobil Oil, Gas well blowout Coyell Canal Dulac LA, 2100 gals condensate, 09-21 May 1992.
Murphy Exploration and Production, Ship Shoal Block 113, bulk oil transfer line failure, 500 gals crude oil, 22-24 Jul 1992.
PG&E Resources, equipment failure at facility, Kent Bayou, 336 gals condensate, 08-12 Aug 1992.
Exxon pipeline, Clovelly Canal, Galliano LA, pipeline pump station sump tank valve left open, 33,600 gals crude oil, 16-25 Sep 1992.
Rowe Oil & Gas tank battery, 2-inch flowline failed due to corrosion, 4830 gals crude oil, 9-16 Nov 1992.
Higman tank barge S2020, personnel error tank overflow, GIWW WHL MM 170, 25 bbls. condensate, 30-31 Dec 1992.
Unknown source, Bayou Lafourche, 168 gals waste oil, 4 Jan 1993.
M/V Phero, sank at dock in Bayou Lafourche, 200 gals diesel fuel, 25-26 Feb 1993.
M/V Sabine - Seacor Marine, Seacor marine slip Morgan City, pumped 20 gals waste oil, 18 Mar 1993.
Russell Resources, tank battery facility, equipment failure, 10 bbls. crude oil, 23-24 Mar 1993.
Sabine Transportation, tank barge allision with riprap, GIWW WHL MM169.5, 425 bbls. no 2 diesel fuel, 13-14 Apr 1993.

Planning Assumptions – Background Information
Navigational Hazards TO BE DEVELOPED

Planning Scenarios
Gulf Coast
An important part of contingency planning is anticipating the effects of a spill and preparing in advance the response to spills likely to occur in the area. This annex outlines the response to three spill scenarios: a most probable discharge, a maximum most probable discharge, and a worst-case discharge. At this time, the AC is only required to develop the three scenarios for oil discharges. Eventually, the AC will be required to address these same three scenarios for releases of HAZMAT. For this zone, scenarios have been developed as follows: coastal/offshore, Intracoastal Waterway, and bays/marshes.

Assumptions are made for the scenario development. For example, it is assumed that the RP is not taking action for cleanup.
The following information is provided for each scenario:
Determine the size of the discharge
historical spill considerations (locations/causes)
hazard assessment (what and where are the hazards)
vulnerability analysis (what is sensitive and susceptible to damage)
risk assessment (what and where is the probability of spills and impact occurring? To what extent could impact occur?)
seasonal considerations (scenarios commonly change with the seasons)
Describe the event:
situation
location
type and amount of spill
can pollution source be secured?
sensitive areas (environmental, human use, etc.)
time of the year
on-scene weather
Describe initial actions (including time to accomplish each action):
notification
activation of response - dispatching pollution response team
Initial on-scene investigation, evaluation and recommendations
initial response actions, strategies (What decisions must be made at this time? What information is needed to make these decisions? Where will the information come from? What problems can be expected in obtaining this information?)
Describe spill response organization (What decisions must be made at this time? What information is needed to make these decisions? Where will the information come from? What problems can be expected in obtaining this information?)
situational
which organization to use (NRS will be used, but decisions must be made as to how much to c. expand it,
who will fill what roles in the organization; also, a determination must be made as to if and when the SONS organization will be activated)
which jobs are most critical (need to be filled first)?
Describe containment, COUNTERMEASURES and cleanup strategies (What decisions must be made at this time? What information is needed to make these decisions? Where will the information come from? What problems can be expected in obtaining this information? What approvals or consultations must be obtained?)
offshore
nearshore
shoreline
island
sensitive areas
Describe resource requirements for each scenario:
equipment
personnel (Including Regular CG, Reservists, Auxiliarists, other Federal, State, local agency and private sector personnel)
Describe available resources and sources of procurement
who will provide primary response resources?
procedure for acquiring additional resource assistance (NSF, DRG, DRAT, etc.)
response time for all resources

Describe shortfalls, including administrative and policy shortfalls, and options for alleviating them:
equipment
personnel
funds
minimum response times
location and identification of additional resources
How long will it take to clean up the spill?
mechanical cleanup only
mechanical cleanup combined with other methods

(NOTE: THESE TIMES ARE FOR PLANNING PURPOSES ONLY AND DO NOT REFLECT PERFORMANCE STANDARDS)
Describe disposal options for different volumes of debris.
Describe procedures and criteria for terminating cleanup

Scenario Development-Scenario Outline
COASTAL/OFFSHORE
AVERAGE MOST PROBABLE DISCHARGE, COASTAL/OFFSHORE
MAXIMUM MOST PROBABLE DISCHARGE, COASTAL/OFFSHORE
WORSE CASE DISCHARGE, COASTAL/OFFSHORE

Intracoastal Waterway(Giww)/Atchafalaya River
AVERAGE MOST PROBABLE DISCHARGE, GIWW/ATCH. RIVER
MAXIMUM MOST PROBABLE DISCHARGE, GIWW/ATCH. RIVER
WORSE CASE DISCHARGE,GIWW/ATCH. RIVER

Bays/Marsh
AVERAGE MOST PROBABLE DISCHARGE, BAYS/MARSH
MAXIMUM MOST PROBABLE DISCHARGE, BAYS/MARSH
WORSE CASE DISCHARGE, BAYS/MARSH

Assumptions:
In all cases, assume parties contributing to the spill are not or cannot take appropriate response action.
Planning considerations were calculated using Guidelines for the Development and Review of Vessel Response Plans (Navigation and Vessel Inspection Circular 8-92).

Nearshore/Offshore Area
AVERAGE MOST PROBABLE DISCHARGE, NEARSHORE/OFFSHORE
MAXIMUM MOST PROBABLE DISCHARGE, NEARSHORE/OFFSHORE
WORSE CASE DISCHARGE, NEARSHORE/OFFSHORE
Size Of Discharge
Major/potential major spill >1 million bbls. crude oil - may also include a release of natural gas and associated hazardous materials (poison gases) including methane and hydrogen sulfide gas. Possible scenarios include:
Collision between a tankship and an offshore crude oil/natural gas platform or drilling rig resulting in loss of entire cargo of tanker and failure of platform/rig's below-surface shut off valves and/or blowout preventers. Drilling rigs generally have fewer controlling mechanisms onboard to control potential blowouts.
Or -

Collision between two tankship at LOOP or the offshore lightering area resulting in loss of entire cargos of both tankers.
Or -
Catastrophic equipment failure aboard tankship transiting coastal/offshore area resulting in loss of entire cargo.
Or -
Catastrophic equipment failure onboard oil/gas platform/drilling rig resulting in uncontrollable release or full well blowout.

Historical Spill Considerations
1970 - South Timbalier Block 26, blowout, 53,000 bbls. LA crude
1979 - T/S Burma Agate, collision, 254,000 bbls. Nigerian light crude
1980 - T/S Texaco North Dakota, collision w/ wellhead, 18,000 bbls. Raffinate/gasoline
1990 - T/S Mega Borg, fire/catastrophic equipment failure, 3.9 million bbls., Angola crude

Hazard Assessment
Primary transportation route for deep-draft tanker traffic in the Morgan City zone is the safety fairway entrance to LOOP (LA Offshore Oil Port) and Off Shore lightering area at approximate position 28-10.0 N, 90-30.0 W. Oil lightered from tankers at the LOOP is transferred to shore via pipeline and lightered oil from ultra large crude carriers (ULCC) and very large crude carriers (VLCC) is transferred via smaller tankers through the Southwest Pass Safety Fairway to the entrance to the Mississippi River. At any given time there may be three to six tankers in the LOOP anchorage and one tanker in their lightering area. The Southwest Pass safety fairway experiences heavy shipping traffic, both deep draft and otherwise. There are numerous fixed platforms in the vicinity of the LOOP and off shore lightering area and associated safety fairways. Additionally, there are over 1600 production platforms in the COTP Morgan City zone and by their nature, appear variably throughout the region. These platforms transfer their produced oil and gas to shore via an estimated 20,000 miles of pipeline. Another area of concern for the COTP Morgan City zone is the Mississippi River mouth Southwest Pass and associated anchorage. This area is located approximately 5 NM due east of the COTP Morgan City zone boundary. Southwest Pass is the primary transportation route for deep-draft tanker traffic and other shipping into and out of the Port of New Orleans. The pass is narrow and can present a navigational challenge to the most experienced mariners. The pass has shallow waters and wrecks immediately outside of the dredged areas of the shipping lanes and these can present further problems. The Southwest Pass anchorage normally has six to twelve vessels at anchor and during periods of fog or bad weather as many as 30 vessels may be at anchor. A significant incident within the Southwest Pass or anchorage could potentially impact coastal LA within the COTP Morgan City zone.
Vulnerability Analysis
The entire coast of LA can be considered an environmentally sensitive area. The coastal area of LA is the habitat for numerous species classified as endangered and threatened.
Risk Assessment
Given the high volume of deep-draft traffic, the prevalence of oil and gas platforms and drilling rigs, and the unpredictable and sometimes severe weather on-scene, a high probability exists for a worst-case or near worst-case scenario spill to occur at or near: LOOP, Offshore lightering area, or Safety Fairway to Southwest Pass.
Seasonal Considerations
Wind: Summer winds (May - October) are most frequently observed from ESE-SSW at 10 kts., with winds with southeasterly components dominating at 14 kts., producing northwesterly directed waves. Winter winds (December - March) are most frequently observed from ESE - NNE at 9 kts., with winds with southeasterly components dominating at 12 kts., producing

northeasterly directed waves. Currents for the G.O.M. generally flow westerly of the shores of LA. The winter season also includes additional frequent strong winds from the NNW to NE at 15-23 kts (storm conditions).

Average Most Probable Discharge, Nearshore/Offshore
Description Of Event
Situation:
At 0000 hours (midnight), day 1, a VLCC (Very Large Crude Carrier) experiences a transfer hose failure while transferring to a smaller oil tanker at the Offshore Lightering Area (at approximate position 28-10.0 N, 90-30.0 W). Water depth is approx. 300'. The vessel spilled 50 barrels of Norwegian Brent crude (API 38.4). Closest point of land is the Isles Dernieres, approx. 50 NM NNE of spill site. The time of year is midsummer (July/August). On-scene weather: Winds S-SE, 5-10 kts, seas 3-6 ft., visibility 9 NM, partly cloudy, 75² F. Given on-scene weather conditions, spill trajectory is as follows: slick will extend from source point NW toward western LA. Slick will continue NW toward the shoreline, being driven by sea current and the prevailing winds. A very small amount of oil sheen may make landfall at any point from Isles Dernieres to Marsh Island.
Planning considerations:
Discharge volume: 50 bbls. Group III (medium crude)
Emulsification factor: 2.0
Areas Impacted: Offshore

Planned % on-water recovery: Offshore: 40%
Planned % shoreline recovery: Offshore: 30%
Planning volumes for on-water recovery:
Offshore: 50 bbls. x .4 x 2.0 = 40 bbls.

Planning volumes for shoreline recovery:
Offshore: 50 bbls. x .3 x 2.0 = 30 bbls.
Planning conclusions:
Scenario requires a shoreline cleanup capacity of 30 bbls. (max) and offshore cleanup capacity of 40 bbls.
Total on-water recovery capacity (bbls/day):
Tier I - 40 day x .15 = 6.0 day
Tier II - 40 day x .25 = 10 day
Tier III - 40 day x .40 = 16 day

Given these calculations, it would take 4 days to recover 28 day of oil at a rate of 11.2 day per day after the first 72 hours.
Initial Actions
Initial report received when mayday received from vessel, drilling rig, or neighboring production platform, describing collision, damage to the rig, and possible injuries or casualties. No reports of fire. Reports of some oil spilled in water, initial estimates are vague.

Spill Response Organization
Initial CG personnel from MSO Morgan City dispatched to scene would include a Marine Inspector, Marine Investigator, at least two PIs, and one On Scene Coordinators Representative.
Containment, Countermeasures And Cleanup
A spill occurring under this type of scenario may be an excellent candidate for alternative methods of remediation such as use of dispersants and in-situ burning. To minimize

environmental impact, broad application of non-mechanical means of recovery or remediation must be considered.
Resource Requirements
Resources sent to scene must be capable of being deployed in an offshore environment in a timely manor. They must be staged in a location where they can quickly be moved to the waterfront for loading onto offshore supply vessel and transport offshore. A second option is transportation and deployment by heli sling.
Available Resources And Sources Of Procurement
Resources contracted under a FPN must be obtained from contractors holding an approved Basic Ordering Agreement (BOA).
Disposal Options
Waste generated during cleanup must be disposed of IAW Federal, State, and local laws.
Cleanup Termination
Cleanup operations will normally be secured after a joint survey has been conducted by the FOSC, Natural resource trustees, state and local agencies.
Shortfalls To Scenario
Agency contracting/procurement mechanisms and authority. Response will be time-critical and Federal procurement is typically slow.
Shore skimmers. Would make arrangements for the GST VOSS (Vessel of Opportunity Skimming System) and possibly skimming assets from Clean Gulf Associates.
Offshore oil boom. We consider the GST Open Water Oil Containment and Recovery System (OWOCRS) located in Mobile, AL.

Maximum Most Probable Discharge, Nearshore/Offshore
Description Of Event
Situation:
At 0000 hours (midnight), day 1, a severe offshore storm causes a tanker to lose her anchor hold in the LOOP anchorage and results in a collision with another tanker. Water depth is approx. 125'. The Collision results in hull damage to both tankers. Three cargo tanks are ruptured on the first tanker, 90,000 barrels capacity each tank containing Arabian Heavy crude oil (API 27.4), for a discharge of 270,000 barrels. Two cargo tanks are ruptured on the second tanker, 75,000 barrels capacity
Each tank containing Nigerian Brass River crude oil (API 41.0), for a discharge of 150,000 barrels. The combined total discharge is 420,000 barrels of crude oil. Resulting and two cargo tanks are ruptured on the second tanker. The capacity of each cargo tank is approx. 90,000 barrels resulting in an estimated discharge of 450,000 barrels of crude oil. Closest point of land is Port Fourchon and adjacent marshes, approx. 20 NM NE of spill site. The time of year is midwinter (Jan/Feb). On-scene weather: Winds N-NW, 15-25 kts, seas 7-10 ft., visibility less than 1 NM, severe thunderstorms with heavy rains and gusting winds to 45 NM, 55² F. Given on-scene weather conditions, spill trajectory is as follows: slick will remain somewhat stationary as the northwesterly winds tend to offset the westerly current. As the storm subsides in the early morning hours, the slick will tend to move westerly, being driven by sea current. Slick may make landfall at any point from the Port Fourchon Marshes to the Isles Dernieres.
Planning Considerations:

This spill scenario depicts two-thirds Group IV oil (heavy crude) and one-third Group II oil (Light crude).
Discharge volume: 270,000 bbls. Group IV (Heavy crude)
150,000 bbls. Group II (Light crude)
420,000 bbls. total
Emulsification factor: 1.4 Group IV

1.8 Group II
Areas Impacted: NEARSHORE
Planned % on-water recovery: Nearshore: 50%
Planned % shoreline recovery: Nearshore: 70%

Planning volumes for on-water recovery:
Nearshore: 420,000 bbls. x .5 x 1.4 = 294,000 bbls.
Planning volumes for shoreline recovery:
Offshore: 420,000 bbls. x .7 x 1.4 = 411,600 bbls.
Planning conclusions:
Scenario requires a shoreline cleanup capacity of 411,600 bbls. (max) and 294,000 bbls. (max) cleanup capacity for offshore operations.
Total on-water recovery capacity (bbls/day):
Tier I - 294,000 day x .15 = 44,100 day
Tier II - 294,000 day x .25 = 73,500 day
Tier III - 294,000 day x .40 = 117,600 day

On-water recovery capacities (projected) exceed planning capacity caps. Plan for 10,000 bbl/day recovery capacity on-scene w/i 24 hrs., 20,000 bbls/day recovery capacity on-scene w/i 48 hrs., and 40,000 bbls/day capacity w/i 72 hours. Given these calculations, it would take 9 days to recover 294,000 day of oil at a rate of 40,000 day per day.
Initial Actions
Initial report received when mayday received from vessel, LOOP, or neighboring production platform, describing collision, damage to the rig, and possible injuries or casualties. No reports of fire. Reports of some oil spilled in water, initial estimates are vague.
Spill Response Organization
Initial CG personnel from MSO Morgan City dispatched to scene would include a Marine Inspector, Marine Investigator, at least two PIs, and one On Scene Coordinators Representative. Additional shore side manning would include key ICS staff elements as found in Operations, Logistics, Planning, and Finance. LOOP resources will be requested by the FOSC. Additional personnel and special forces augmentation will be as per standard operations.
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 U.S. Navy's SUPSALV for their skimmers. A spill occurring under this type of scenario may be an excellent candidate for alternative methods of remediation such as use of dispersants and in-situ-burning. To minimize environmental impact, broad application of non-mechanical means of recovery or remediation must be considered.
Available Resources And Sources Of Procurement
Resources contracted under a FPN Must be obtained from contractors holding an approved Basic Ordering Agreement (BOA).
Disposal Options:
Waste generated during cleanup must be disposed of IAW Federal, State, and local laws.
Cleanup Termination:
Cleanup operations will normally be secured after a joint survey has been conducted by the FOSC, Natural resource trustees, state and local agencies.
Anticipated Shortfalls To Scenario 1.B
Emergency contracting/procurement mechanisms and authority. Response will be time-critical and Federal procurement is typically slow.

Dispersant. Pre-use authorization exists for LOOP. With a spill of two different groups of oil, heavy vs. light, a decision has to be made as to what type of dispersant should be used. An estimated 16,800 gallons of dispersant would be required to effectively treat a spill of this size. LOOP maintains 45,300 gallons of CORTEXIT 9527 dispersant.

Offshore skimmers. The LOOP skimmers would be put into operation, however there would be a need for many additional skimmers. Possible sources would be through the Gulf Strike Team for their VOSS (Vessel of Opportunity Skimming System), Clean Gulf Associates for their twelve OSRVs (Oil Spill Response Vessels) and FRUs (Fast Response Units) and, the U.S. Navy's SUPSALV for their skimmers.

Offshore oil boom. The three National Strike Force (NSF) Open Water Oil Containment and Recovery System (OWOCRS) located in Mobile, AL, would be effective provided the response is expeditious enough to limit impacts to a small geographic area and other technologies such as dispersant application/burning are feasible; however support craft (assume 2 patrol boats and a buoy tender or equivalent per OWOCR) are lacking. There are no "extra" boats "standing by" for an emergency. This equipment could possibly come from CGA or SUPSALV.

Tank barges. There is an industry shortage of tank barges and they would be required to pump recovered oil into if offshore recovery were attempted. Assume at least 80,000 barrels of storage capacity in tank barges would be necessary for storage, separation and transportation of recovered oil. Experience has shown that it is difficult to rapidly obtain the service of tank barges suitable for the carriage of crude oil or for periods of indeterminate duration. These difficulties would be exacerbated if the situation required the barges to be deployed offshore since the vast majority of barges available in AOR are designated for inland service.

Nearshore boom. There is a sufficient amount to achieve what is considered practical. However, there is a significant shortfall if the entire coastline were to be boomed. There are approximately 250 miles of coastline. There are not 250 miles of containment boom. Deflection booming areas between Caminada Pass and Caillou Bay would require an additional 250,000 feet.

Booming priorities. There is presently no realistic triage established for deployment of available boom. While the sensitive areas are identified, the priority of deploying limited assets to multiple threats needs to be established.

Fire boom. 2000 feet of fire boom would facilitate the option of disposal burning. The availability of such boom in AOR is questionable.

Communications. The use of portable satellite communications equipment and portable facsimile machines would be critical during extended operations in the remote regions of LA. With many response teams operating at numerous locations (vessels, platforms, shore areas) it would be necessary to obtain least 50 additional portable VHF-FM radios with spare batteries and chargers, for local area comms among the team members and adjacent teams. Also we would require 25 portable cellular phones, spare batteries and chargers, for teams to comms with and report to the command.

Personnel. Shortages may be filled with NSF personnel, Other MSO and CG reservists, however, use of reserves would require funding. To maintain continuous monitors during cleanup operations would require 2 personnel per site per shift. We could anticipate simultaneous cleanup activities occurring at 50 sites during daylight hours. This may equate to 150 additional personnel, including administrative support.

Small boats. Airboats and/or small craft would be required for Federal monitoring in shallow water impact area. Assume 10 to 15 small boats. This shortfall could be partially eliminated through contracting but this requires additional funding and efficient/timely contracting authority. Large numbers of boats would need to be diverted from their current employment in the offshore oil and commercial fishing industries. The suitability of many of the latter would be questionable.

Vehicles. Additional vehicles would be required. The number and type of vehicles would depend largely on the areas and severity of shore 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. These may be rented if funding were available.
Support. Should large amounts of boom be deployed near inlets to marsh areas, there is a likely shortfall in boats and personnel to continuously tend these booms and monitor/enforce the coincident safety zones.
Disposal. Whether oil or hazardous materials, there exists no plan by the state of LA for disposal of recovered materials.

Worse Case Discharge, Nearshore/Offshore
Description Of Event
Situation:
At 0000 hours (midnight), day 1, a catastrophic equipment failure aboard tanker results in tanker collision with manned drilling rig in vicinity of Southwest Pass outside of safety fairway. (Approx. 28²44-00'N, 089²44-00'W) Water depth is approx. 280'. Collision results in severe hull damage to tanker where most or all of cargo is lost. Damage to drilling rig is such that controlling mechanisms on wellhead fail resulting in uncontrollable release of crude oil from well (blowout). Entire cargo of tanker is as much as 1 million day (42 million gallons) of Kuwait crude oil (API gravity 31.1). The drilling rig is spilling LA crude at a rate of 60 hour/hour. The rig is also releasing hydrogen sulfide and methane gas as a result of the blowout. Neither source can be secured within the first 72 hours. Closest point of land is Grand Isle, approx. 40 NM NNW from the spill site. The time of year is midsummer (July/August). On-scene weather: Winds E-SE, 10-15 kts, seas 7-10 ft., visibility less than 1 NM, intermittent thunderstorms with heavy rains and gusting winds to 25 NM, 75² F. Given on-scene weather conditions, spill trajectory is as follows: slick will extend from source point NNW toward Grand Isle. Slick will continue N-NW toward the shoreline, being driven by sea current and the prevailing winds. Slick may make landfall at any point from Grand Isle to Isles Dernieres. It is highly probable that oil from this spill could impact the TX shoreline. Hydrogen Sulfide or other gases being released from rig may cause toxic levels as far away as 10 NM from spill site (direction of plume based on wind direction and speed).
Planning considerations:
Discharge volume: 1,000,000 bbls. Group III (medium crude)
Emulsification factor: 2.0
Areas Impacted: Offshore
Planned % on-water recovery: Offshore: 40%
Planned % shoreline recovery: Offshore: 20%
Planning volumes for on-water recovery:
Offshore: 1,000,000 hour x .4 x 1.4 = 560,000 hour
Planning volumes for shoreline recovery:

Offshore: 1,000,000 hour x .3 x 1.4 = 420,000 hour
Planning conclusions:
Scenario requires a shoreline cleanup capacity of 420,000 hour (max) and offshore cleanup capacity of 560,000 hour (max).
Total on-water recovery capacity (bbls/day):
Tier I - 560,000 day x .15 = 84,000 day
Tier II - 560,000 day x .25 = 140,000 day
Tier III - 560,000 day x .40 = 224,000 day

On-water recovery capacities (projected) exceed planning capacity caps. Plan for 10,000 bbl/day recovery capacity on-scene w/i 24 hrs., 20,000 bbls/day recovery capacity on-scene w/i 48 hrs., and 40,000 bbls/day capacity w/i 72 hours. Given these calculations, it would take 16 days to recover 560,000 day of oil at a rate of 40,000 day per day. Note - this exceeds the susceptibility of on-water oil recovery by 6 days.

Initial Actions

Initial report received when mayday received from vessel, drilling rig, or neighboring production platform, describing collision, damage to the rig, and possible injuries or casualties. No reports of fire. Reports of some oil spilled in water, initial estimates are vague.

Spill Response Organization

Initial CG personnel from MSO Morgan City dispatched to scene would include an On Scene Coordinators Representative (OSCR), Marine Inspector, Marine Investigator, and at least two PIs. As in the previous scenario, the ICS staffing will increase substantially. On-site command posts will be established as necessary. Coordination will likely be established with MSO New Orleans in the event impacts occur in their zone. The Command Action Center at MSO Morgan City will be activated while a closer coordination center is established. The FOSC would request support and augmentation from the Eighth CG District, Gulf Strike Team and other special forces as per operations procedures.

Containment, Countermeasures And Cleanup

Skimming vessels would be deployed, including: Gulf Strike Team VOSS (Vessel of Opportunity Skimming System) and Open Water Oil Containment and Recovery System (OWOCRS), Clean Gulf Associates twelve OSRVs (Oil Spill Response Vessels) and FRUs (Fast Response Units) and the CGA 200 HOSS (High volume Open Seas Skimmer) barge, the U.S. Navy's SUPSALV for their skimmers. A spill occurring under this type of scenario may be an excellent candidate for alternative methods of remediation such as use of dispersants and in-situ burning. Given the extremely large planning volume for open-water recovery, traditional methods (skimmers) will be effective where applied, but can only be applied to 4% of the original discharge volume per day. To minimize environmental impact, broad application of non-mechanical means of recovery or remediation must be considered.

Resource Requirements

Resources sent to scene must be capable of being deployed in an offshore environment in a timely manor. They must be staged in a location where they can quickly be moved to the waterfront for loading onto offshore supply vessel and transport offshore. A second option is transportation and deployment by heli sling.

Available Resources And Sources Of Procurement

Resources contracted under a FPN Must be obtained from contractors holding an approved Basic Ordering Agreement (BOA).

Disposal Options

Waste generated during cleanup must be disposed of IAW Federal, State, and local laws.

Cleanup Termination

Cleanup operations will normally be secured after a joint survey has been conducted by the FOSC, Natural resource trustees, state and local agencies.

Anticipated Shortfalls To Scenario I.C

Emergency contracting/procurement mechanisms and authority. Response will be time-critical and Federal procurement is typically slow.

Dispersant. Clean Gulf Associates maintain approximately 26,000 gallons of dispersant throughout the gulf region. If dispersants are used in a scenario of this magnitude, roughly 38,400 gallons would be required. [Note: LOOP also maintains some 45,000 gallons of COREXIT 9527.]

Offshore skimmers. The CGA 200 HOSS (High volume Open Seas Skimmer) Barge could be obtained to recover oil from the platform, however, there would be a need for many additional skimmers. Possible sources would be through the Gulf Strike Team for their VOSS (Vessel of Opportunity Skimming System), Clean Gulf Associates for their twelve OSRVs (Oil Spill Response Vessels) and FRUs (Fast Response Units) and the U.S. Navy's SUPSALV for their skimmers.

Offshore oil boom. The three National Strike Force (NSF) Open Water Oil Containment and Recovery System (OWOCRS) located in Mobile, AL, could provided support; however support craft (assume 2 patrol boats and a buoy tender or equivalent per OWOCR) are lacking. There are no "extra" boats standing by for an emergency.

Tank barges. There is an industry shortage of tank barges and they would be required to pump recovered oil into if offshore recovery were attempted. Assume at least 80,000 barrels of storage capacity in tank barges would be necessary for storage, separation and transportation of recovered oil. Experience has shown that it is difficult to rapidly obtain the service of tank barges suitable for the carriage of crude oil or for periods of indeterminate duration. These difficulties would be exacerbated if the situation required the barges to be deployed offshore since the vast majority of barges available in AOR are designated for inland service.

Nearshore boom. There is a sufficient amount to achieve what is considered practical. However, there is a significant shortfall if the entire coastline were to be boomed. There are approximately 250 miles of coastline. There are not 250 miles of containment boom. Deflection booming areas between Caminada Pass and Caillou Bay would require an additional 250,000 feet.

Fire boom. At least 2000 feet of fire boom would facilitate the option of disposal burning. The availability of such boom in AOR is uncertain.

Communications. The use of portable satellite communications equipment and portable facsimile machines would be critical during extended operations in the remote regions of LA. With many response teams operating at numerous locations (vessels, platforms, shore areas) it would be necessary to obtain least 50 additional portable VHF-FM radios with spare batteries and chargers for local area comms among the team members and adjacent teams. Also we would require 25 portable cellular phones, spare batteries and chargers, for teams to comms with and report to the command.

Personnel. Shortages may be filled with NSF personnel, other MSOs, and CG reservists. However, use of reserves would require funding. Continuous monitors during cleanup operations would require 2 personnel per site per shift. We could anticipate simultaneous cleanup activities occurring at 50 sites during daylight hours. This may equate to 150 additional personnel, including administrative support.

Small boats. Airboats and/or small craft would be required for Federal monitoring in shallow water impact area. Assume 10 to 15 small boats. This shortfall could be partially eliminated through contracting but this requires additional funding and efficient/timely contracting authority. Large numbers of boats would need to be diverted from their current employment in the offshore oil and commercial fishing industries. The suitability of many of the latter would be questionable.

Vehicles. Additional vehicles would be required. The number and type of vehicles would depend largely on the areas and severity of shore 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. These may be rented if funding were available.

Support. Should large amounts of boom be deployed near inlets to marsh areas, there is a likely shortfall in boats and personnel to continuously tend these booms and monitor/enforce the coincident safety zones.

Intracoastal Waterway(Giww)/Atchafalaya River
MOST PROBABLE DISCHARGE, GIWW/ATCH. RIVER
MAXIMUM MOST PROBABLE DISCHARGE, GIWW/ATCH. RIVER
WORSE CASE DISCHARGE,GIWW/ATCH. RIVER

Size Of Discharge
Major/potential major discharge >500,000 bbls. of crude oil.
Involvement of one or more barges may contribute >10,000 bbls. of petroleum product other than crude oil. Possible scenarios include:
Collision between tows consisting of multiple tank barges carrying cargo of crude oil or petroleum product resulting in loss of entire cargo of one of more barges.
or -
Collision of single tow configuration consisting of multiple tank barges carrying cargo of crude oil or petroleum product with moored or fixed structure along river bank resulting in loss of entire cargo of one of more barges.
or -
Grounding of single tow configuration consisting of multiple tank barges carrying cargo of crude oil or petroleum product resulting in loss of entire cargo of one of more barges.
Historical Spill Considerations
1980 - HBL 3011 (barge), collision, mile 112, 9,000 bbls. crude oil.
1980 - Georgia, collision, mile 3, 32,000 bbls. light crude oil.
1984 - American Eagle, explosion, mile 180, 3,650 bbls. bunker fuel.
1988 - Stolt Sea, collision, mile 109, 1,000 bbls. #6 fuel oil.
1988 - Exxon Puerto Rico, collision, 23,000 bbls. Carbon Black feedstock
1992 - NMS 1905, tank barges, collision, 97,000 gals styrene, GIWW MM 109
Hazard Assessment
The Atchafalaya River is a major route for barge traffic transporting crude oil to and petroleum products from refineries and pipeline terminals. Seasonal high water stages on the river cause marked increase in river current which creates steerage and maneuvering difficulties, particularly for down-bound vessels. Shifting mud and sand on the river bottom can increase the likelihood of vessel groundings. The Intracoastal Waterway (GIWW) is very narrow, with a channel width of only 125 feet throughout the majority of the COTP Morgan City zone. There are numerous bends, blind spots, and navigation hazards along the GIWW.
Vulnerability Analysis
Particular points of environmental and economic sensitivity include, but are not limited to:
Municipal and industrial water intake facilities, River crossing areas (bridges, ferries)
Wildlife and natural resource areas.

Risk Assessment
Given the high volume of vessel and barge traffic, and the frequent high water and hazardous current conditions on the Atchafalaya River and Intracoastal Waterway, a high probability exists for a worst-case or near worst-case scenario spill to occur at any point along the Atchafalaya River or Intracoastal Waterway.
Seasonal Considerations
Primary seasonal consideration is high water and flood stages on the Atchafalaya River. The term high water is defined in 33 CFR 162 as applicable to the Atchafalaya River when the Morgan City River reads 3 feet or more. During high water periods, 33 CFR 165 prescribes specific regulations pertaining to towing of barges. In general, high water periods occur during late winter and early spring, or after periods of excessive rainfall. High water stages on the river create particularly high river currents that may diminish the ability of a down-bound vessel to maneuver safety, especially during the transition between the Atchafalaya River and

Intracoastal Waterway. Up-bound river traffic may also experience increased difficulty maneuvering safely, particularly at bends in the river or at slower speeds.

Average Most Probable Discharge, Giww/Atch. River
Description Of Event
Situation:
At 0800 hours, a transfer hose failure at a facility located on the Intracoastal Waterway produces a 50 bbls. spill. The time of year is late fall (November). On scene weather: winds N-NNE at 15 kts, current is 0.6 kts, visibility 5 NM, overcast, temperature is 50² F. Spill trajectory depends on-scene weather, waterway current and flow to and from adjoining bayous and tributaries resulting in the following trajectory: oil may spread slightly in the direction of the current and with the flow into nearby bayous and tributaries. It should be expected that all shoreline down current of the spill will become oiled. Specific impact sites and natural pooling areas will depend upon the waterway stage, current, and wind conditions.
Planning considerations:
Discharge volume: 50 bbls. Group II (light crude)
Emulsification factor: 1.8
Areas Impacted: Inland Waterway
Planned % on-water recovery: River: 50%
Planned % shoreline recovery: River: 70%

Planning volumes for on-water recovery:
River: 50 bbls. x .5 x 1.8 = 45 bbls.
Planning volumes for shoreline recovery:
River: 50 bbls. x .7 x 1.8 = 63 bbls.
Planning conclusions:
Total on-water recovery capacity (bbls/day):
Tier I - 50 day x .30 = 15 day
Tier II - 50 day x .40 = 20 day
Tier III - 50 day x .60 = 30 day
Plan for 1500 bbl/day recovery capacity on-scene w/i 24 hrs., 3,000 bbls/day recovery capacity on-scene w/i 48 hrs., and 6,000 bbls/day capacity w/i 72 hours. Given these calculations, it would take 1.0 days to recover 2000 day of oil.
Initial Actions
Initial report received from the facility or tow vessel describing the hose rupture at the transfer facility. No reports of fire or injuries. Reports of some oil spilled in water, initial estimates are vague.
Spill Response Organization
Initial CG personnel from MSO Morgan City dispatched to scene would include an On Scene Coordinators Representative (OSCR), Marine Investigator, and at least two PIs.
Containment, Countermeasures And Cleanup
Deflection booming will be used to collect the oil at natural collection points along the waterway. These points must be assessable to clean up crew and equipment. Booming off adjoining bayous, slips and cuts will be used to prevent the spread of oil and mobilize shallow water skimmers to recover corralled oil. A spill occurring under this type of scenario would not be considered a candidate for alternative methods of remediation such as use of dispersants and in-situ burning due to proximity of populated areas and the nature of the affected water body (inland waterway).
Resource Requirements
Resources sent to scene must be capable of operating in a shallow water environment.
Available Resources And Sources Of Procurement

Resources contracted under a FPN must be obtained from contractors holding an approved Basic Ordering Agreement (BOA).
Disposal Options
Waste generated during cleanup must be disposed of IAW Federal, State, and local laws.
Cleanup Termination
Cleanup operations will normally be secured after a joint survey has been conducted by the FOSC, Natural resource trustees, state and local agencies.
Anticipated Shortfalls To Scenario.
A spill as described in this scenario could be managed completely by the existing personnel and equipment at MSO Morgan City. A clean up contractor would be hired through an existing BOA (Basic Ordering Agreement) contract.
Maximum Most Probable Discharge, Giww/Atch. River
Description Of Event
Situation:
At 0000 hours (midnight), day 1, an equipment failure aboard an east-bound towing vessel transiting the Intracoastal waterway (GIWW) with two barges loaded with crude oil causes a loss of that ship's ability to maneuver. The towing vessel's equipment failure results in a collision with the rip-rap on the north bank of the GIWW at MM169.5. The forward cargo tanks are holed resulting in discharge of 2000 day of crude oil. The time of year is early spring (March). On scene weather: winds S-SSE at 10 kts, current is 1.0 kts, light chop, visibility <1 NM, intermittent severe thunder storms with heavy rains and gusting winds, temperature is 65² F. Spill trajectory depends on-scene weather, waterway current and flow to and from adjoining bayous and tributaries resulting in the following trajectory: oil may spread slightly in the direction of the current and with the flow into nearby bayous and tributaries. It should be expected that all shoreline down current of the spill will become oiled. Specific impact sites and natural pooling areas will depend upon the waterway stage, current, and wind conditions.
Planning considerations:
Discharge volume: 2000 bbls. Group II (light crude)
Emulsification factor: 1.8
Areas Impacted: Inland Waterway
Planned % on-water recovery: River: 50%
Planned % shoreline recovery: River: 70%

Planning volumes for on-water recovery:
River: 2000 day x .5 x 1.8 = 1800 day
Planning volumes for shoreline recovery:
River: 2000 day x .7 x 1.8 = 2520 day
Planning conclusions:
Total on-water recovery capacity (bbls/day):
Tier I - 2000 day x .30 = 600 day
Tier II - 2000 day x .40 = 800 day
Tier III - 2000 day x .60 = 1200 day

Plan for 1500 bbl/day recovery capacity on-scene w/i 24 hrs., 3,000 bbls/day recovery capacity on-scene w/i 48 hrs., and 6,000 bbls/day capacity w/i 72 hours. Given these calculations, it would take 2.5 days to recover 2000 day of oil.
Initial Actions
Initial report received describing the collision. No reports of fire or injuries. Reports of some oil spilled in water, initial estimates are vague.
Spill Response Organization

Initial CG personnel from MSO Morgan City dispatched to scene would include a On Scene Coordinators Representative (OSCR), Marine Investigator, Marine Inspector, and at least two PIs. Additional personnel will be provided as per ICS structure.

Containment, Countermeasures And Cleanup

Deflection booming will be used to collect the oil at natural collection points along the waterway. These points must be assessable to clean up crew and equipment. Booming off adjoining bayous, slips and cuts will be used to prevent the spread of oil and mobilize shallow water skimmers to recover corralled oil. A spill occurring under this type of scenario would not be considered a candidate for alternative methods of remediation such as use of dispersants and in-situ burning due to proximity of populated areas and the nature of the affected water body (inland waterway).

Resource Requirements

Resources sent to scene must be capable of operating in a shallow water environment.

Available Resources And Sources Of Procurement

Resources contracted under a FPN must be obtained from contractors holding an approved Basic Ordering Agreement (BOA).

Disposal Options

Waste generated during cleanup must be disposed of IAW Federal, State, and local laws.

Cleanup Termination

Cleanup operations will normally be secured after a joint survey has been conducted by the FOSC, Natural resource trustees, state and local agencies.

Anticipated Shortfalls To Scenario Ii.B

Personnel. Shortages may be filled with NSF personnel, Other MSO and CG reservists, however, use of reserves would require funding. To maintain continuous monitors during cleanup operations would require 2 personnel per site per shift. We could anticipate simultaneous cleanup activities occurring at 10 sites during daylight hours. This may equate to 25 additional personnel, including administrative support.

Small boats. Airboats and/or small craft would be required for Federal monitoring in shallow water impact area. Assume 10 to 15 small boats. This shortfall could be partially eliminated through contracting but this requires additional funding and efficient/timely contracting authority.

Vehicles. Additional vehicles would be required. 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. These may be rented if funding were available.

Support. Should large amounts of boom be deployed near inlets to marsh areas, there is a likely shortfall in boats and personnel to continuously tend these booms and monitor/enforce the coincident safety zones.

Disposal. Whether oil or hazardous materials there exists no plan by the state for disposal of recovered materials.

Worse Case Discharge, Giww/Atch. River

Description Of Event

Situation:

At 0000 hours (midnight), day 1, an equipment failure aboard a down-bound towing vessel with three barges loaded with crude oil causes a loss of that ship's ability to maneuver. The towing vessel's equipment failure results in a collision with up-bound tow consisting of multiple barges containing low flash point petroleum products (gasoline). Collision occurs at or near river mile 121. Catastrophic structural damage to four barges results in discharge of all or most of all the damaged barges cargos. Each barge capacity is 20,000 day with a total discharge estimated at 80,000. The time of year is late winter/early spring (February/March). On scene weather: winds S-SSE at 10 kts, river stage is 6.2 ft., river current is 4 kts, light chop, visibility <1 NM, intermittent severe thunder storms with heavy rains and gusting winds, temperature is 50² F.

Spill trajectory depends not so much on on-scene weather but on river conditions such as river stage and current. River current is at least 4 kts, resulting in the following trajectory: oil may be expected to spread as far as 20 miles down river into Atchafalaya Bay within the first 10 hours of the incident, and as far as the G.O.M. within 24 hours for the incident. It should be expected that all shoreline below the spill site may become oiled. Specific impact sites and natural pooling areas will depend upon river stage, current, and wind conditions. It is expected that oil will enter the numerous bayous and tributaries of the river.
Planning considerations:
Discharge volume: 80,000 bbls. Group III (medium crude)
Emulsification factor: 2.0
Areas Impacted: River
Planned % on-water recovery: River: 15%
Planned % shoreline recovery: River: 65%
Planning volumes for on-water recovery:
River: 80,000 day x .15 x 2.0 = 24,000 day
Planning volumes for shoreline recovery:
River: 80,000 day x .65 x 2.0 = 104,000 day

Planning conclusions:
Total on-water recovery capacity (bbls/day):
Tier I - 80,000 day x .30 = 24,000 day
Tier II - 80,000 day x .40 = 32,000 day
Tier III - 80,000 day x .60 = 48,000 day

On-water recovery capacities (projected) exceed planning capacity caps. Plan for 1500 bbl/day recovery capacity on-scene w/i 24 hrs., 3,000 bbls/day recovery capacity on-scene w/i 48 hrs., and 6,000 bbls/day capacity w/i 72 hours. Given these calculations, it would take 14.5 days to recover 80,000 day of oil at a rate of 6,000 day per day. However, the nature of the affected water body (inland river with high currents) will appreciably change the actual daily rate of oil recovery. A large percentage of the planning volume for water recovery will be deposited on the river shoreline or will be carried down river towards the open waters of the Gulf.
Initial Actions
Initial reports received from vessels in the area describing the collision. No reports of fire or injuries. There are numerous reports of a large oil slick, initial estimates are vague.
Spill Response Organization
Initial CG personnel from MSO Morgan City dispatched to scene would include a On Scene Coordinators Representative (OSCR), Marine Investigator, Marine Inspector, and at least two PIs. Additional personnel will be provided as per ICS structure. The FOSC would request support and augmentation from the Eighth CG District, Gulf Strike Team and other special forces as per operations procedures.
Containment, Countermeasures And Cleanup
Deflection booming will be used to collect the oil at natural collection points along the waterway. These points must be assessable to clean up crew and equipment. Booming off adjoining bayous, slips and cuts will be used to prevent the spread of oil and mobilize shallow water skimmers to recover corralled oil. It may be possible to utilize skimming vessels such as FRUs (fast response units) and the VOSS (Vessel of Opportunity Skimming System) on vessels capable of transiting the river. As the oil move down river into the bay and gulf, skimming vessels would be utilized. A spill occurring under this type of scenario would not be considered a candidate for alternative methods of remediation such as use of dispersants and in-situ burning due to proximity of populated areas and the nature of the affected water body (inland waterway).

Resource Requirements
Resources sent to scene must be capable of operating in a shallow water environment.

Available Resources And Sources Of Procurement
Resources contracted under a FPN must be obtained from contractors holding an approved Basic Ordering Agreement (BOA).
Disposal Options
Waste generated during cleanup must be disposed of IAW Federal, State, and local laws.
Cleanup Termination
Cleanup operations will normally be secured after a joint survey has been conducted by the FOSC, Natural resource trustees, state and local agencies.
Anticipated Shortfalls To Scenario Ii.C
Emergency contracting/procurement mechanisms and authority. Response will be time-critical and Federal procurement is typically slow.
Offshore skimmers. Would make arrangements for the GST VOSS (Vessel of Opportunity Skimming System) and skimming assets from Clean Gulf Associates to be deployed aboard vessels capable of operating in the river.
Shallow water skimmers. There would be a need for as many shallow water skimmers as could be obtained. This would call for numerous contractors and their personnel to operate these skimmers.
Communications. The use of portable satellite communications equipment and portable facsimile machines would be critical during extended operations in the remote regions of LA. With many response teams operating at numerous locations (vessels, platforms, shore areas) it would be necessary to obtain least 50 additional portable VHF-FM radios with spare batteries and chargers, for local area comms among the team members and adjacent teams. Also we would require 25 portable cellular phones, spare batteries and chargers, for teams to comms with and report to the command.
Personnel. Shortages may be filled with NSF personnel, Other MSO and CG reservists, however, use of reserves would require funding. To maintain continuous monitors during cleanup operations would require 2 personnel per site per shift. We could anticipate simultaneous cleanup activities occurring at 20 sites during daylight hours. This may equate to 50 additional personnel, including administrative support.
Small boats. Airboats and/or small craft would be required for Federal monitoring in shallow water impact area. Assume 10 to 15 small boats. This shortfall could be partially eliminated through contracting but this requires additional funding and efficient/timely contracting authority.
Vehicles. Additional vehicles would be required. 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. These may be rented if funding were available.
Support. Should large amounts of boom be deployed near inlets to marsh areas, there is a likely shortfall in boats and personnel to continuously tend these booms and monitor/enforce the coincident safety zones.
Disposal. Whether oil or hazardous materials there exists no plan by the state for disposal of recovered materials.
No Lodging. Response personnel will be required to commute large distances to and from on scene. Alternatives may be leasing of several galley/bunk quarters barges, placing mobile homes on barges to accommodate the crews, or requesting assistance from DOD (as in Alaska).
Vehicles. Shortfall is the same as in Scenario I.
Funding. Shortfall is the same as Scenario I.

Booming priorities. Booming would be most effective as a containment tool to hold oil at natural collection points such as cuts and tributaries along the river. BAYS/MARSH
Average Most Probable Discharge, Bays/Marsh
MAXIMUM MOST PROBABLE DISCHARGE, BAYS/MARSH
WORSE CASE DISCHARGE, BAYS/MARSH
Size Of Discharge
Major/potential major spill >1 million day crude oil - may also include a release of natural gas and associated hazardous materials (poison gases) including methane and hydrogen sulfide gas. Possible scenarios include.
Allision between inland oil tank barge and oil/natural gas wellhead. Allision results in the rupture of two cargo tanks on the tank barge, and the failure of production wellhead and subsequent uncontrollable release of 200 day of crude oil per day.
or -
Catastrophic failure onboard workover drilling rig resulting in uncontrollable release or full well blowout.
Historical Spill Considerations
OCT 1992 - Green Hill Petroleum, Timbalier Bay, 120,000 gal Crude oil, Well Blowout.
Jun 1993 - Energy Properties, Inc. Well Casing Rupture, 200 BBLS Crude Oil.
Hazard Assessment
The Bays and Marshes of Southern LA have been heavily used for Crude Oil and Natural Gas Exploration and Production for the past 60 years. Consequently the marsh and bays are dotted with countless oil wells and associated flowline piping. Typically, a “Field” of oil wells is all joined to a Production & storage platform. At the production & storage platform the oil/gas is separated and processed for shipment. The gas is shipped via transmission piping, and the oil via transmission piping or inland oil tank barge. Production of crude oil is normally a by product of the natural gas production, with the percentages of crude oil production varying greatly from well to well and field to field. Production platforms which discharge crude oil to inland tank barges will typically have between 1 to 5 1000 bbl crude oil storage tanks. These tanks may be loaded out weekly, monthly, or yearly depending on the crude oil production rate of the field.
A Second area of concern is the age of the oil and gas production equipment in Southern LA. Much of the equipment currently in use is more than 20 years old, with a fair percentage approaching 40 years or older. Many Plugged & Abandoned (P&As) oil wells and countless miles of abandoned flowline lie along the canals and bayous of the marsh and bays.
Vulnerability Analysis
Particular points of environmental and economic sensitivity include, but are not limited to:
(Summary for this scenario from RPI Coastal LA Environmental Sensitivity Atlas TO BE DEVELOPED.)
Risk Assessment
Given the current state of the economy and the marginal profitability of the oil fields, maintenance projects within the fields are often undertaken using antiquated and poorly maintained equipment. This highly increases the probability that uncontrollable well discharges will continue to occur with increasing frequency and severity.
Seasonal Considerations
Summer winds (May - October) are most frequently observed from ESE-SSW at 10 kts., with winds with southeasterly components dominating at 14 kts.
Winter winds (December - March) are most frequently observed from ESE - NNE at 9 kts., with winds with southeasterly components dominating at 12 kts. The winter season also includes additional frequent strong winds from the NNW to NE at 15-23 kts (storm conditions).
During the spring season (March - June) there is normally a period of “High Water” caused by the spring snow melt in the Central Sections of the U.S. This snow melt substantially raises the water level in both the Mississippi and Atchafalaya rivers. During this period of high water, the

water will normally cover and flood most of the areas of marsh which border the basins of these rivers. The influence of the cold water flowing from the North during this time of the year also causes dense fogs to form throughout much of the region during the early evening through late morning hours.
Currents within the bays and marshes are influenced by a combination of factors, tidal, river flow levels, and wind.
Most Probable Discharge, Bays/Marshes
Description Of Event
Situation:
1020, day one, MSO Morgan City received notification of a discharge of approximately 50 day of crude oil from a Weeks Island Storage and Transfer facility. The discharge occurred during the transfer of crude oil from the facility to an inland tank barge. During the transfer, both the tankerman on the barge, and the PIC of the facility were drinking coffee in the galley of the attending tow vessel. Due to this lack of supervision, both the #2 port and starboard cargo tanks overfilled. The oil spilled into the waterway which is adjoining Weeks Bay.
Planning considerations:
Discharge volume: 50 bbls. Group II (medium crude)
Emulsification factor: 1.8
Areas Impacted: Weeks Bay, Vermilion Bay, and adjoining marsh and shorelines.
Planned % on-water recovery: Inland: 50%
Planned % shoreline recovery: Inland: 70%
Planning volumes for on-water recovery:
Offshore: 50 day x .5 x 1.8 = 45 day

Planning volumes for shoreline recovery:
Offshore: 50 day x .7 x 1.8 = 63 day
Planning conclusions:
Scenario requires a shoreline cleanup capacity of 45 day (max) and offshore cleanup capacity of 63 bbls.
Total on-water recovery capacity (bbls/day):
Tier I - 45 day x .15 = 6.8 day
Tier II - 45 bbls. x .25 = 11.3 bbls.
Tier III - 45 bbls. x .40 = 18 bbls.

Given these calculations, it would take 4 days to recover 45 bbls. of oil.
Initial Actions
Initial report received from the transfer facility. There are no injuries or casualties, or fire. There are reports of oil spilled in water, initial estimates are vague.
Spill Response Organization
Initial CG personnel from MSO Morgan City dispatched to scene would include an On Scene Coordinators Representative (OSCR), a Marine Inspector, Marine Investigator, and at least two PIs.
Containment, Countermeasures And Cleanup
Corral booming would be utilized with shallow water skimmers deployed to recover the corralled oil. A spill occurring under this type of scenario may be an excellent candidate for the alternative remediation method of in-situ burning.
Resource Requirements
Resources sent to scene must be capable of operating in a shallow water environment.
Available Resources And Sources Of Procurement
Resources contracted under a FPN must be obtained from contractors holding an approved Basic Ordering Agreement (BOA).

Disposal Options
Waste generated during cleanup must be disposed of IAW Federal, State, and local laws.
Cleanup Termination
Cleanup operations will normally be secured after the FOSC, Natural resource trustees, state and local agencies have conducted a joint survey.
Anticipated Shortfalls To Scenario Iii.A
A spill as described in this scenario could be managed completely by the existing personnel and equipment at MSO Morgan City. A clean up contractor would be hired through an existing BOA (Basic Ordering Agreement) contract.

Maximum Most Probable Discharge, Nearshore/Offshore
Description Of Event
Situation:
0800, Day one, MSO Morgan City received notification of a discharge of crude oil from a leaking Natural Gas wellhead in the Bayou Ferblanc Oil & Gas field, Lafourche parish, LA. Cause of leak unknown. Oil and gas are bubbling up from area of well casing below water level. Field pumper estimates well leaking light crude oil at a rate of approximately 05 bbls. per hour. Well was last checked by pumper two days previously. Since the area is remote, the oil has already extensively spread into the surrounding areas of marsh and canals. Pumper estimates 150 bbls. spilled to date. Workover rig will be o/s at 1900 day one, and will begin well control measures am day two. Well control measures lasted 14 days, with leak secured on day 13. An estimated 1,500 bbls. total discharged. Well tubing corroded and ruptured at 1,900 ft below surface, well casing also failed at 40 ft below surface, allowing oil to escape from the tubing through the casing, and to the surface.
or
0730 Day One, MSO Morgan City received a report of a discharge of approximately 1500 bbls. of light crude oil from a storage tank located in the Bayou Pigeon Oil & Gas field. The facility field pumper states that sometime during the night, a person boarded the facility platform and cut the lock securing the tank valve. The person then opened the valve and allowed the tank to drain directly into the water through the facilities oil transfer hose.
Planning considerations:
Discharge volume: 1,500 bbls. Group II (light crude)
Emulsification factor: 1.8 Group II
Areas Impacted: Canals, Bayous, and Marsh surrounding spill location.
Planned % on-water recovery: Nearshore: 50%
Planned % shoreline recovery: Nearshore: 70%
Planning volumes for on-water recovery:
Nearshore: 1,500 bbls. x .5 x 1.8 = 1,350 bbls.
Planning volumes for shoreline recovery:
Offshore: 1,500 bbls. x .7 x 1.8 = 1,890 bbls.
Planning conclusions:
Scenario requires a shoreline cleanup capacity of 1,890 bbls. (max) and 1,350 bbls. (max) cleanup capacity for offshore operations.
Total on-water recovery capacity (bbls./day):
Tier I - 1,350 bbls. x .15 = 206 bbls.
Tier II - 1,350 bbls. x .25 = 338 bbls.
Tier III - 1,350 bbls. x .40 = 540 bbls.

Given these calculations, it would take 5 days to recover 1,350 bbls. of oil.

Initial Actions

Initial report received from the facility operator. Reports of some oil spilled in water, initial estimates are vague.

Spill Response Organization

Initial CG personnel from MSO Morgan City dispatched to scene would include an On Scene Coordinators Representative (OSCR), Marine Inspector, Marine Investigator, and at least two PIs. Additional personnel will be provided as per ICS structure.

Containment, Countermeasures And Cleanup

The wellhead slip would be double boomed with several skimmers positioned to recover the oil with in the slip as it spills from the well. Booming off adjoining bayous, slips and cuts will be used to prevent the spread of oil and mobilize shallow water skimmers to recover corralled oil. A spill occurring under this type of scenario may be an excellent candidate for the alternative remediation method of in-situ burning.

Resource Requirements

Resources sent to scene must be capable of operating in a shallow water environment.

Available Resources And Sources Of Procurement

Resources contracted under a FPN must be obtained from contractors holding an approved Basic Ordering Agreement (BOA).

Disposal Options

Waste generated during cleanup must be disposed of IAW Federal, State, and local laws.

Cleanup Termination

Cleanup operations will normally be secured after the FOSC, Natural resource trustees, state and local agencies have conducted a joint survey.

Anticipated Shortfalls To Scenario Iii.B

Emergency contracting/procurement mechanisms and authority.

Response will be time-critical and Federal procurement is typically slow.

Shallow water skimmers. There would be a need for as many shallow water skimmers as could be obtained. This would call for numerous contractors and their personnel to operate these skimmers.

Booming priorities. There is presently no realistic triage established for deployment of available boom. Common sense in the marsh and bay environment would direct that the spill be contained in a “dead end” canal; however, this is not always possible. Strong tidal and wind currents will often prevent deployment. While the sensitive areas are identified, the priority of deploying limited assets to multiple threats needs to be established.

Fire boom. 2000 feet of fire boom would facilitate the option of disposal burning. The availability of such boom in AOR is questionable.

Communications. The use of portable satellite communications equipment and portable facsimile machines would be critical during extended operations in the remote regions of LA. With many response teams operating at numerous locations (vessels, platforms, shore areas) it would be necessary to obtain least 50 additional portable VHF-FM radios with spare batteries and chargers, for local area comms among the team members and adjacent teams. Also we would require 25 portable cellular phones, spare batteries and chargers, for teams to comms with and report to the command.

Personnel. Shortages may be filled with NSF personnel, Other MSO and CG reservists, however, use of reserves would require funding. To maintain continuous monitors during cleanup operations would require 2 personnel per site per shift. We could anticipate simultaneous cleanup activities occurring at 10 sites during daylight hours. This may equate to 20 additional personnel, including administrative support.

Small boats. Airboats and/or small craft would be required for Federal monitoring in shallow water impact area. Assume 5 to 10 small boats. This shortfall could be partially eliminated through contracting but this requires additional funding and efficient/timely contracting authority.

Vehicles. Additional vehicles would be required. 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. These may be rented if funding were available to Support. Should large amounts of boom be deployed near inlets to marsh areas, there is a likely shortfall in boats and personnel to continuously tend these booms and monitor/enforce the coincident safety zones.
Disposal. Whether oil or hazardous materials, there exists no plan by the state of LA for disposal of recovered materials.

Worse Case Discharge, Bays/Marshes
Description Of Event
Situation:
At 0530 hours, day 1, a 10,000 bbl inland tank barge collides with a production & storage platform in the Timbalier Bay Oil & Gas field. The barge sustained damage to both #1 & #2 port cargo tanks, 1,000 bbls. each, discharging the contents of both tanks. The allision also ruptured four 10,000 bbl storage tanks located on the production & storage platform, discharging 32,500 bbls. of crude oil (condensate).
Planning considerations:
Discharge volume: 34,500 bbls., Group II (light crude)
Emulsification factor: 1.8
Areas Impacted: Timbalier bay, surrounding marshes and barrier islands
Planned % on-water recovery: Inland: 50%
Planned % shoreline recovery: Inland: 70%
Planning volumes for on-water recovery:
Inland: 34,500 bbls. x .5 x 1.8 = 31,050 bbls.
Planning volumes for shoreline recovery:
Inland: 34,500 bbls. x .7 x 1.8 = 43,470 bbls.
Planning conclusions:
Total on-water recovery capacity (bbls/day):
Tier I - 34,500 bbls. x .15 = 5,175 bbls.
Tier II - 34,500 bbls. x .25 = 8,625 bbls.
Tier III - 34,500 bbls. x .40 = 13,800 bbls.
Given these calculations, it would take 3.5 days to recover 31,050 bbls. of oil.
Initial Actions
Initial report received when mayday received from vessel, production facility, or neighboring production facility, describing collision, damage to the facility, and possible injuries or casualties. No reports of fire. Reports of a large oil slick in water, initial estimates are vague.
Spill Response Organization
Initial CG personnel from MSO Morgan City dispatched to scene would include an On Scene Coordinators Representative (OSCR), Marine Inspector, Marine Investigator, and at least two PIs. Additional personnel will be provided as per ICS structure. The FOSC would request support and augmentation from the Eighth CG District, Gulf Strike Team and other special forces as per operations procedures.
Containment, Countermeasures And Cleanup
Containment booming around the facility and damaged barges would be deployed. Portable skimmers would be deployed to recover the oil within this containment. Corral booming would be utilized in the bay with shallow water skimmers deployed to recover the corralled oil. If the oil migrates to the gulf, skimming vessels would be deployed.
Resource Requirements
Resources sent to scene must be capable of operating in a shallow water environment.
Available Resources And Sources Of Procurement

Resources contracted under a FPN must be obtained from contractors holding an approved Basic Ordering Agreement (BOA).
Disposal Options
Waste generated during cleanup must be disposed of IAW Federal, State, and local laws.
Cleanup Termination
Cleanup operations will normally be secured after the FOSC, Natural resource trustees, state and local agencies have conducted a joint survey.
Anticipated Shortfalls To Scenario Iii.C
Emergency contracting/procurement mechanisms and authority. Response will be time-critical and Federal procurement is typically slow.
Shallow water skimmers. There would be a need for as many shallow water skimmers as could be obtained. This would call for numerous contractors and their personnel to operate these skimmers.
Tank barges. There is an industry shortage of tank barges and they would be required to pump recovered oil into if offshore recovery were attempted.
Booming priorities. There is presently no realistic triage established for deployment of available boom. While the sensitive areas are identified, the priority of deploying limited assets to multiple threats needs to be established.
Fire boom. 2000 feet of fire boom would facilitate the option of disposal burning. The availability of such boom in AOR is questionable.
Communications. The use of portable satellite communications equipment and portable facsimile machines would be critical during extended operations in the remote regions of LA. With many response teams operating at numerous locations (vessels, platforms, shore areas) it would be necessary to obtain least 50 additional portable VHF-FM radios with spare batteries and chargers, for local area comms among the team members and adjacent teams. Also we would require 25 portable cellular phones, spare batteries and chargers, for teams to comms with and report to the command.
Personnel. Shortages may be filled with NSF personnel, Other MSO and CG reservists, however, use of reserves would require funding. To maintain continuous monitors during cleanup operations would require 2 personnel per site per shift. We could anticipate simultaneous cleanup activities occurring at 20 sites during daylight hours. This may equate to 50 additional personnel, including administrative support.
Small boats. Airboats and/or small craft would be required for Federal monitoring in shallow water impact area. Assume 10 to 15 small boats. This shortfall could be partially eliminated through contracting but this requires additional funding and efficient/timely contracting authority.
Vehicles. Additional vehicles would be required. 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. These may be rented if funding were available.
Support. Should large amounts of boom be deployed near inlets to marsh areas, there is a likely shortfall in boats and personnel to continuously tend these booms and monitor/enforce the coincident safety zones.
Disposal. Whether oil or HAZMAT, there exists no plan by the state of LA for disposal of recovered materials.

North Coast Area
Scenario Development
As required by OPA-90, a most probable discharge, a maximum most probable discharge, and a worst-case discharge are presented. An additional scenario for the North Coast Area, a “Discharge of Maximum Impact”, is also included.
Most Probable Discharge

The Coast Guard has determined that 0-50 barrels is a reasonable volume for planning the most probable discharge because it is based on national operational spill data and evaluation of historical trends in smaller-sized spills. This value was adopted for consistency with Federal and State Vessel and Facility Contingency Plans.

Maximum Most Probable Discharge

Model Limitations and Caveats

For this Area Plan oil spill scenario, only user-specified winds were used.

For offshore areas, current patterns are based on average seasonal conditions. Current perturbations from wind events, shelf waves, and eddy events are not predictable and therefore not included in the model. Similarly, local small-scale phenomena, such as eddies off spits or in rivers and local convergences or divergences are not modeled.

Tidal information is based on NOS Tide Tables and does not reflect short-term episodic events such as heavy runoff from floods or storm surges.

The model does not account for oil that picks up sediment and sinks. This occurs in high sediment rivers and along high-energy sand beaches.

For large spills of the type being modeled for these scenarios, secondary sources of oil, such as refloating of oil from the shoreline, can be a significant problem. In this model, shorelines were coded so that the oil would not "stick" but would refloat after each tidal cycle. This allows more oil to move with tidal action and provides a more widespread impact. This procedure is used to enhance the "worst-case" scenario. In actual fact, wherever the model indicates shoreline impacts, the oil would mostly remain beached. However, some of the oil would refloat on high tides and be available to impact other areas.

9200 Agreements

9210 Memorandums of Understanding Between the EPA and the Eighth Coast Guard District

MEMORANDUM OF UNDERSTANDING

BETWEEN

THE U. S. ENVIRONMENTAL PROTECTION AGENCY

REGION 6, DALLAS, TEXAS

AND

THE EIGHTH COAST GUARD DISTRICT

CONCERNING RESPONSE BOUNDARIES

FOR

OIL AND HAZARDOUS SUBSTANCES POLLUTION INCIDENTS

PURPOSE

The purpose of this memorandum is to delineate the geographic areas of responsibility for the predesignated Federal On-Scene Coordinator (OSC) for pollution response pursuant to the National Oil and Hazardous Substances Pollution Contingency Plan and the Instrument of Redelegation for the Comprehensive Environmental Response, Compensation and Liability Act.

AGREEMENT

The U.S. Coast Guard (USCG) will provide the predesignated Federal OSC for releases of oil and hazardous substances into the environment in the waterways specifically named and coastal of a line described below.

Commencing at the intersection of U.S. 90 and the Mississippi State line, westerly along US 90. Continuing along US 90 southwesterly to the intersection with I-510. Then south on I-510 and primary State Road 47 to the levee on the Left Descending Bank (LOB) of the Mississippi River. Then continuing upriver on the LDB to the U.S. 90 highway bridge. Then across the US 90 bridge to the levee on the Right Descending Bank (RDB) of the Mississippi River. Then upriver on the ROB to the Harvey Locks on the Gulf Intracoastal Waterway (GIWW).

Then south and westerly along the GIWW to Morgan City, Louisiana including the Atchafalaya River to the Texas and Pacific Railroad bridge in Melville, Louisiana, Grand Lake, Six Mile Lake, and Berwick Bay. Continuing along the GIWW to the Calcasieu River, including the Calcasieu River to the Southern Pacific Railroad bridge and the following bodies of water: Moss Lake and Lake Charles, Louisiana.

Continuing from the junction of the GIWW with the Calcasieu River westerly, into and including Sabine Lake, and the Neches River to its intersection with I-10 in Beaumont, Texas. Then along the GIWW towards Port Arthur, Texas including Taylors Bayou south of Highway 73. From Port Arthur, Texas along the GIWW to, and including, East Bay, Galveston Bay, Clear Lake, Dickinson Bay, Moses Lake, Swan Lake, Jones Lake, Trinity Bay, and the Houston Ship Channel, to the turning basin in Houston, Texas. The Houston Ship Channel includes: Buffalo Bayou to Highway 59, Brays Bayou to the Broadway Street Bridge, Sims Bayou to Highway 225, Vince Bayou to North Ritchie Street, Hunting Bayou to I-10, Greens Bayou to I-10, Boggy Bayou to Highway 225, Tucker Bayou to Old Battleground Road, Carpenter's Bayou to Sheldon Road, San Jacinto River to I-10, Spring Bayou, Goose Creek to Highway 146, and Cedar Bayou to Spur 55. Continuing at the junction of West Bay and the GIWW in Galveston, Texas, westerly along the GIWW to the Port of Freeport, Texas, including Chocolate Bay, the Old Brazos River and the New Brazos River up to the Missouri-Pacific Railroad Bridge in Brazoria, Texas.

Then southerly along the GIWW through and including: the Colorado River to 28-52N Latitude, Lavaca River to 28-50N Latitude, Chocolate Bay to 96-40W Longitude, Cox Bay, Keller Bay, Lavaca Bay to 96-40W Longitude, Turtle Bay, Culver Cut (West Branch Colorado River to 28-42N Latitude and entire Middle Branch), Robinsons Lake, Crab Lake, Mad Island Lake, Salt Lake, Carancahua Bay, Tres Palacios Bay to 28-47N Latitude, Oyster Lake, Blind Bayou, Powderhorn Lake, La Salle Bayou, Broad Bayou, Boggy Bayou, and Matagorda Bay.

Continuing south through San Antonio Bay including: Corey Bay, Victoria Barge Canal, Guadalupe River to 28-30N Latitude, Goff Bayou, Hog Bayou, Green Lake, Buffalo Lake, Alligator Slide Lake, Mission Lake, Guadalupe Bay, Hynes Bay, Twin Lake, Mustang Lake, and Jones Lake.

Then, continuing through Mesquite Bay including: Dunham Bay, Long Lake, and Sundown Bay.

Continuing southerly through St. Charles Bay including: Burgentine Creek to 28-17N Latitude, Salt Creek to 28-16N Latitude, and Cavaso Creek to 97-01W Longitude.

Then, through Copano Bay including: Mission River, Mission Bay, Chiltipin Creek to 97-18W Longitude, Aransas River to 97-18W Longitude, Swan Lake, Copano Creek, Port Bay, and Salt Lake. Then southerly including: Little Bay, Aransas Bay, Conn Brown Harbor, Redfish Cove, Redfish Bay, LaQuinta Channel, Nueces River to US 77, Rincon Industrial Channel, Rincon Bayou, Nueces Bay, Tule Lake, Corpus Christi Inner Harbor, Oso Creek, Oso Bay, and Corpus Christi Bay.

Continuing south, through and including: Packery Channel, Cayo Del Grullo, Cayo Del Infiernillo, Laguna De Los Olmos, Laguna Salada, Petrolina Creek, Comitas Lake, Alazan Bay, Baffin Bay, Port Mansfield Harbor, Four Mile Slough, Arroyo Colorado River to 26-12N Latitude, Callo Atascosa, Arroyo Colorado Cutoff, Laguna Vista Cove, South Bay, Vadia Ancha, Bahia Grande, San Martin Lake, and the Brownsville Ship Channel.

Where the Coastal Area is defined by a body of water such as a bay or lake, it includes small bays or lakes encompassed therein, but does not include waters tributary thereto unless specifically named.

On the Mississippi River, commencing from river mile 504.0 south to the coastal boundary at New Orleans (downriver of which will be considered USCG jurisdiction entirely), encompassing the area riverward between the levee on the LDB and the RDB, and including Lake Pontchartrain.

This agreement will become effective August 1, 1984.

Signed by Dick Whittington (EPA) and Rear Admiral Stewart (USCG) on July 10, 1984.

9220 Drills and Exercises

a. Frequency: The FOSC shall periodically conduct drills of removal capability, without prior notice, in areas for which ACPs are required, to assess the effectiveness of such plans and relevant tank vessel and facility response plans. These drills may include participation by Federal, State, and local agencies, the owners and operators of vessels and facilities in the area, and private industry.

b. Criteria: Using the scenario for average most probable spill, from the facility's response plan, the COTP will select among those sites which have:

1. not been drilled under PREP in the past 36 months;
2. not had an actual spill recently (response must have been evaluated and documented);
3. are from any of the various industries, regardless of size, geographic area, time of primary operations (production, refineries, mobile, day/night, etc); or have a facility response plan on file;
4. a documented history of spills.

c. Steps and Procedures to Conduct the Drill: See "COTP Drill & Exercise Package"

d. NSFCC Coordination: Acts as a clearinghouse for these exercises, participating in the development, execution, and evaluation to the fullest extent practicable, with the cognizant program managers of the USCG and EPA. The NSFCC may, in conjunction with the cognizant program managers of the USCG and EPA, impose unannounced area or multi-area exercises. The method of exercising a plan may vary: tabletop, field exercise, FOSC/RRT exercise, unannounced NSFCC exercise, simulated, functional, FTX.

[Note: The NSFCC is responsible for executing the NRS Pollution

Exercise Program (NRSPEP). All CG participation in exercises will be coordinated with and/or through the NSFCC.]

MMS Drills: Conduct drills on a regular basis for drilling and production facilities within their jurisdiction. These drills test elements contained within the respective Oil Spill Contingency Plans required for these facilities, and are much smaller in scale than those experienced through the NRSPEP. Consideration may be given to local drills within the Morgan City zone to test particular aspects of the applicable contingency plans.

9220.1 COTP Drill & Exercise Package

Contents:

q. Evaluation Check-off Sheet (Pg. 2)

r. Sample Drill Summary Letter (Pg. 3)

s. Sample After-Action Report (Pg. 5)

Steps to Conduct a Drill/Exercise:

t. Inform the facility supervisor (on duty) that the Coast Guard is conducting a drill, citing 33 CFR 154.1055(a)(5).

u. Ask supervisor if there are any unsafe conditions at the facility which need to mitigated prior to starting the drill.

v. Provide the scenario (verbal or written) to the person(s) that would normally discover the spill or release. If no one is on-site, the scenario should be passed to the QI over the phone.

w. Once the facility has initiated the drill, the attached checklist should be used to monitor their actions. The drill should not normally last more than 4 hours.

x. Upon completion of the drill, USCG evaluators and the facility staff should meet to discuss strengths and areas for improvement.

y. Upon returning to the office, USCG prepares an after-action report to formally brief the COTP and the participating facility, summarizing the activities.

Drills and exercises are required by both Parties to ensure the readiness and interoperability of pollution response organizations. It is the intention of the Parties to encourage coordination, participation, and cross-training in periodic drills and exercises to facilitate a better understanding of each Party's duties and responsibilities as well as to ensure a combined, effective, familiar working relationship at oil spill incidents.

Action:

z. The Parties agree to interact in the planning, scheduling, design, conduct and evaluation of exercises as time and resources permit. In this context, the Parties recognize the role of the National Strike Force Coordination Center, as the focal point for exercise strategy for all elements of the National Response System, in scheduling, designing, executing, evaluating and providing feedback on all National Response System PREP exercises in conjunction with the appropriate RRT and Area Committees.

aa. The Parties agree to make available, as time and resources permit, any published annual reports as required by OPA 90 and State statutes concerning evaluations of drills and recommended changes to the National and Area Contingency Plans.

9220.2 Certification of Oil Spill Response Organizations:

Both Parties evaluate, categorize, and certify oil spill response organizations.

Action:

bb. The Coast Guard and the State will cooperate to the maximum extent practicable to evaluate, categorize, and certify oil spill response organizations. The Parties will develop joint certification guidelines and conduct independent or joint reviews as necessary or desirable.

The State shall accept to the maximum extent practicable the Federal compliance documents for Federal certification and shall prepare supplementary forms for compliance with State regulations.

9300 PREVENTION OF OIL SPILLS

9310 Cooperativ e Implementation:

The Parties are coordinating their efforts to prevent oil spills in the marine environment.

a. Action:

To the extent permitted under applicable laws, the Parties agree to cooperate in the execution of their respective regulatory responsibilities, to minimize duplication of effort, and to identify opportunities for innovative implementation of casualty prevention plans. Both Parties recognize the importance to encouraging cross-training in each other's regulations and rules including the areas of inspection and response. Each Party must exercise its own rulemaking implementation responsibilities independently and in accordance with applicable rulemaking procedures. Federal inspection requirements associated with vessel safety are not subject to supplemental State regulation.

9320 Vessel Inspections:

Each Party recognizes that the other must independently exercise its respective examination responsibilities in accordance with applicable law, regulations and policies. The Coast Guard conducts inspection programs for the purpose of enforcing both international agreements and domestic law aboard United States and foreign flagged vessels

9320.1 Action:

The Parties agree to work together to avoid inconsistent requirements and to find ways to conduct vessel inspections in such a way that disruption to the industry is minimized and efficiency and safety maximized.

In implementing any State examination programs, the State agrees to avoid conflicts and unnecessary duplication in reviewing Federal inspection programs by on-going consultation with the Coast Guard.

Review of inspection records: The Parties agree to make inspection records available to the other and to cooperatively review inspection results, subject to applicable laws, regulations, and procedures.

The State shall report to the responsible officer in charge, marine inspection (OCMI), recognized discrepancies in meeting the requirements of international agreements

believed to exist aboard United States and foreign flagged vessels.

Requirements in State Waters: The Parties will cooperate to establish consistent pollution prevention requirements, and to cooperatively monitor, examine and exchange information relative to those requirements, for vessels to operate in State waters.

The State will promptly inform the cognizant OCMI, and the Coast Guard will promptly inform the Administrator or his designee, of any situation or circumstance relative to a vessel whose condition or equipment may significantly increase the potential for an unauthorized discharge or create an unusual or an unacceptable risk to public health and safety or the safety of navigation within State waters.

The Parties agree to share all applicable information obtained from their respective vessel inspections and examinations.

9320.2 Vessel Screening:

The Coast Guard, under Federal law, through the District Commander and the Captain of the Port (COTP), has the authority to regulate the entry of vessels, including those determined to be a threat to the environment. The State may establish the means by which it can determine whether tank vessels entering the State waters pose a substantial risk of harm to public health and safety and the environment.

Action:

When the State determines that a particular vessel or vessels pose a substantial risk, that determination will be forwarded to the cognizant Captain of the Port (COTP). The COTP shall consider that information in making a determination under Federal law as to appropriate action to be taken, if any, including the possibility of denial of entry.

9320.3 Tank Vessel Equipment:

The Coast Guard conducts inspections and examinations to ensure compliance with requirements for equipment to ensure safety of life at sea aboard vessels.

Action:

The Parties will cooperatively examine pollution prevention and pollution response equipment aboard vessels and report noncompliance to the other Party.

9320.4 Tank Vessel Manning:

The Coast Guard establishes and enforces requirements for manning, competence, and documentation of personnel aboard tank vessels.

Action:

cc. The State will assist the Coast Guard to evaluate and coordinate additional requirements for manning, training, and qualification requirements through the manning standards process.

dd. The Parties agree to actively promote and coordinate research projects, such as PTP, to identify human factors that need to be regulated to prevent pollution incidents.

9320.5 Tank Vessel Transfer Operations:

Monitoring tank vessel transfer operations has been identified as an effective pollution prevention action.

Action:

ee. The Parties will cooperate to monitor transfer operations aboard tank vessels, including, but not limited to, dockside transfers at facilities and lightering and bunkering operations. The Coast Guard acting through the Marine Safety Offices (MSOs) and the State agree to cooperate in the scheduling of monitoring vessel transfer operations to make best use of limited resources and avoid redundant oversight and disruptions to industry. Each Party will advise the other of violations observed.

ff. The Parties will cooperatively monitor and examine pollution prevention and pollution response equipment during transfer operations. Each Party will advise the other of violations observed.

The Parties agree to make transfer monitor records available to each other and to cooperatively review monitoring results, subject to applicable laws, regulations and procedures.

9330 MARPOL 73/78

MARPOL 73/78 is the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto:

MARPOL 73/78 is an international agreement implemented to reduce pollution from vessels.

Action: The Parties will cooperate in the enforcement of existing MARPOL requirements. The Coast Guard will keep the State informed concerning MARPOL regulations, and both Parties will work together to develop disposal services adequate to support port operations.

9330.1 Facility Inspections:

Facility inspections are conducted by both Parties to ensure compliance with pollution prevention and pollution response regulations. The State has statutory responsibility for oil transfer facilities and their operation within the State. Included in this responsibility is the requirement to establish regulation and inspection programs governing oil transfer facilities. This includes regulation and inspection of oil transfer operations between marine facilities and tank vessels.

Action:

gg. Facility Inspection: The Parties will coordinate their respective inspection and monitoring activities to the extent practicable to utilize the resources of both Parties efficiently and effectively. Cognizant inspectors from both Parties may carry out inspections and other activities jointly where appropriate.

Equipment: The Parties will cooperatively enforce requirements for pollution prevention and pollution response equipment at marine facilities.

Manning: The Parties will cooperatively enforce requirements for trained and qualified personnel to be responsible for transfer operations at marine facilities.

MARPOL Reception Facilities: The Parties will work together to ensure adequate facilities are present to receive garbage, sewage, and oily wastes from vessels.

The State will promptly inform the COTP, and the USCG will promptly inform the State, of any situation or circumstance relative to facilities whose operation or equipment may significantly increase the potential for an unauthorized discharge or create an unusual or an unacceptable risk to public health and safety, or the safety of navigation within State waters.

9340 Waterw ays Management:

9340.1 Port and Waterways Safety

The Captain of the Port (COTP) is the predesignated Federal official with primary responsibility to exercise control of vessels to ensure the safety and security of ports and waterways. Harbor Safety Committees are created and are responsible for the planning of safe navigation and operation of tankers, barges, and other vessels in harbors and harbor approaches.

action:

hh. The State will promptly inform the COTP, and the Coast Guard will promptly inform the appropriate State authority, of any situation or circumstance relative to vessels whose operation or equipment may significantly increase the potential for an unauthorized discharge or create an unusual or an

unacceptable risk to public health and safety, or the safety of navigation within State waters.

The State is guided by recommendations from the Harbor Safety Committee for the planning of safe navigation and operation of tankers, barges and other vessels within each harbor. The State, in adopting regulations to implement the Harbor Safety Plan will coordinate with the COTP.

Vessel Traffic Services (VTS)

The Ports and Waterways Safety Act authorizes the Coast

Guard to construct, operate and maintain vessel traffic services in the areas subject to the jurisdiction of the United States. The Federal system of VTS is designed and empowered to inform, advise, and direct marine traffic in designated areas. Federal VTSs require the participation of certain classes of vessels and may direct the movement of those vessels to reduce navigational risks.

Pilots

Federal law requires pilots aboard vessels sailing within the coastwise trade. Foreign vessels or United States vessels engaged in foreign trade may be controlled by State pilotage requirements. In the absence of State pilotage regulations, the Federal government may impose pilotage requirements on those vessels.

Tug Escorts

Federal and State law authorize the regulation of the use of tug escorts and may require either equipment or standards of performance deemed necessary for the function.

Action:

1. The State and the Coast Guard agree to consult with each other in issuing any regulations requiring tug escorts to ensure that they are consistent to the extent permitted by law.

2. Towing Equipment: The Parties agree to review requirements for tow equipment for barges and tank vessels carrying oil in bulk, with the purpose of determining whether additional standards for equipment, maintenance, operation, and inspection should be adopted.

Aids to Navigation (ATON)

The Coast Guard establishes, regulates, and maintains a uniform system of aids to navigation within the United States.

Action: The State will assist the Coast Guard by recommending changes, improvements, or repairs that may improve aids to navigation, in cooperation with the Harbor Safety Committees.

9350 Public Information/Education

The Parties agree that public education in areas of pollution prevention, which includes oil, hazardous substances and garbage, is a high priority and that each agency shall seek opportunities to coordinate pollution prevention public awareness and education programs.

a. Action:

1. Marinas: Public information and education will be cooperatively developed and implemented targeting marina operations to reduce pollution from oil, toxic substances, garbage, and sewage.

2. Small Oil Transfer Facilities: Public information and education will be cooperatively developed and implemented targeting small oil transfer facilities to reduce pollution from oil, toxic substances, garbage, and sewage.

3. Recreational Vessels: Public information and education will be cooperatively developed and implemented targeting the recreational boating community to reduce pollution from oil, toxic substances, garbage, and sewage.

9400 RESPONSE

Federal law established the Coast Guard as the primary Federal agency tasked with responding to oil spills on the navigable waters of the United States. In such cases, the Federal On Scene Coordinator (OSC) is the predesignated official responsible for directing response actions. The OSC may direct or monitor all Federal, State, and private actions in response to an oil spill or a potential oil spill in State waters. The Parties will respond to marine oil spills as required by and in accordance with the National Contingency Plan (NCP). The OSC will consult, as required by OPA 90 and other applicable Federal law concerning oil spill response activities. State law provides that LOSCO is responsible for coordinating State oil spill cleanup efforts.

9410 Notification

The Parties agree to provide the earliest possible notification of discharges of oil and hazardous substances and imminent threats of such discharges to each other in accordance with applicable law, regulations and policies consistent with the National Oil and Hazardous Substances Pollution Contingency Plan and applicable area contingency plans. In order to provide a single point of contact for the OSC in the event of a marine oil spill, the LOSCO designee will represent all State agencies and will be the primary point of contact.

9420 Incident Command System (ICS)/Unified Command Structures (UCS)

The Incident Command System (ICS)/Unified Command Structure (UCS) establishes functional responsibilities, lines of communication, information sharing and control for the conduct of an oil spill response operation.

a. Action:

1. The Parties agree to work together within the framework of their respective authorities to ensure a coordinated effort with a minimum of duplication in response to oil spills.

2. The Parties agree to implement an ICS/UCS to ensure coordination of emergency response decision-making during a pollution incident. In those circumstances where governmental action is required to develop and direct action to clean up or abate the effects of an oil spill, the Parties agree to consider best utilization of existing resources, avoiding duplication, while taking advantage of resource availability. The OSC may request the State to undertake response actions on a case-by-case basis. If the State assumes responsibility for response activity, the State will conduct those activities, as directed by the OSC, in accordance with the National Contingency and Area Contingency Plans.

9430 Response Decisions

The OSC will coordinate with the State in decision-making relating to the conduct of oil spill response operations including, but not limited to: salvage, lightering, safe haven and other matters affecting the discharge of spilled oil, its containment or its cleanup.

The Parties agree to establish a joint public information center to provide for the coordinated dissemination of information during a response operation. This provision does not preclude the Parties from making independent responses to the media and the public.

9440 Natural Resource Protection

Both Parties recognize the importance of protecting and preserving natural resources in responding to an oil spill. Both Parties agree that response strategies and procedures will be established through the Unified Command Structure (UCS), in accordance with applicable laws, regulations, and policies, and procedures. The Area Contingency Plan (ACP) will be used as the primary guidance document regarding resource protection.

9450 Response Monitoring and Technology

Both Parties agree that the methods used to clean up oil and oily debris shall be established through the Incident Command System (ICS)/UCS which will determine the level of action which is required.

a. Action:

1. Both Parties agree, through the Incident Command System, to provide timely input and recommendations to the Unified Command, to the extent practicable, on dispersant usage, in situ burning, bioremediation, and other non-mechanical cleanup technologies.

2. Both Parties agree that decisions to discontinue clean up operations and demobilize response activities shall be made through the Unified Command Structure. The State retains the right to undertake response, remedial or mitigating actions beyond the response actions completed by the OSC.

9460 Incident Command System (ICS) Training

Both Parties acknowledge the necessity for increased and ongoing training in ICS procedures to maintain a qualified pool of response personnel.

a. Action:

1. Both Parties agree to establish training criteria appropriate to their agencies.

2. Both Parties agree to pursue joint training opportunities and instruction.

3. To better prepare for an oil spill where a responsible party is not present or not identified, the State and each COTP shall prepare an action plan for, and exercise the Incident Command System. Such action plans shall be reviewed, updated, and exercised as needed.

9500 NATIONAL POLLUTION FUNDS CENTER INFORMATION

9510 The Oil Spill Liability Trust Fund (The Fund)

The Fund provides funding under certain conditions for oil discharge removal actions. The Fund is available in certain circumstances to compensate the State for incurred costs and damages associated with oil discharges. To the extent allowed, a State may access the Fund under current regulations and National Pollution Fund Center (NPFC) procedures.

a. Action:

Upon the publication of regulations implementing Section 1012(d)(2) of OPA 90, the State may negotiate directly with the NPFC to establish a cooperative agreement to provide access to the Fund under Section 1012(d)(2). Any agreement between the State of Louisiana and the National Pollution Fund Center shall be attached as an annex to this MOA.

9520 The National Pollution Fund Center (NPFC)

The NPFC administers the Oil Spill Liability Trust Fund (The Fund) in order to: provide funding for oil removal activities, provide State access to the Fund, conduct cost recovery, accept and process claims, and evaluate requests by Federal trustees to fund initiation of natural resource damage assessments. The NPFC also administers Certificates of Financial Responsibility and provides CERCLA/Superfund funding to Coast Guard On Scene Coordinators (OSC) responding to hazardous material incidents.

The State may receive payment from the Fund in the State's role as a response organization engaged in removal activities consistent with the National Contingency Plan, as an appropriate claimant for damages, and in the State's role as a natural resource trustee. In addition to the text herewith concerning Section 1012(d)(2) of the Oil Pollution Act of 1990 (OPA 90), the State recognizes the following provisions outline alternative funding methods for State removal activity:

Section 1012(d)(1). Regulations under Section 1012(d)(1) of OPA 90 allow the NPFC, upon request of the Governor of a State and as authorized by the Federal On Scene Coordinator (OSC), to obligate The Fund for payment in an amount not to exceed $250,000 for removal costs, consistent with the National Contingency Plan (NCP), required for the immediate removal of a discharge, or the mitigation or prevention of a substantial threat of a discharge, of oil. The NPFC's Technical Operating Procedures (TOPS) for State access under Section 1012(d)(1) of OPA 90, and the TOPS for resource documentation under OPA 90 are approved guidelines for State use to access the Fund under this section.

Claims. Regulations under Section 1012(a)(4) of OPA 90 authorize use of The Fund for the "payment of claims in accordance with Section 1013 of OPA 90 for uncompensated removal costs determined by the President [Coast Guard] to be consistent with the NCP or [for] uncompensated damages." Procedures for claims are found in 33 CFR Part 136. States have a special status under Section 1013 of OPA 90 regarding claims for uncompensated costs which allows States to make such claims directly to The Fund rather than first to the responsible party.

The State agrees to eliminate excessive overhead expenses associated with the cost recovery program so that only those individual claims in excess of a dollar amount to be determined through consultation with the Coast Guard and eligible for compensation shall be submitted to the Fund.

Working Directly for the OSC. State agencies may work directly for the On Scene Coordinator (OSC) in performing removal actions. In these situations, the OSC issues a Pollution Removal Funding Authorization (PRFA) to the State to establish a contractual relationship and to obligate The Fund. The OSC actively directs and is responsible for the response actions. The OSC may request State assistance and participation in emergency removal actions under CERCLA in response to a hazardous materials incident or threatened incident and where funding for these actions is established in a PRFA.

Natural Resource Damage Assessments. A State natural resource Trustee may request access to the Fund for the initiation of an assessment of natural resource damages resulting from a discharge of oil, through a Federal Lead Administrative Trustee (one of the Federal Trustees designated in the NCP), in accordance with the procedures established by the NPFC (Section 6002(b) of OPA 90).

9530 ENFORCEMENT

Enforcement action by either Party may include civil and criminal penalties. The Coast Guard may also take action against Coast Guard merchant marine licenses and seamen's documents.

a. Action:

1. Subject to the requirements and limitations of applicable State and Federal law, the Parties agree to cooperate to the fullest extent possible in marine casualty investigations and pollution investigations including, but not limited to: the sharing of information regarding witnesses, reports, analyses, and other available information, or evidence that may assist in determining the cause of the casualty or pollution incident.

2. Enforcement action undertaken by each of the Parties must occur independently in accordance with applicable laws and regulations. The Parties agree that to the extent they can, they will consult with each other as to intended enforcement action.

3. The Parties agree to investigate the feasibility of the Coast Guard utilizing the Department of Fish and Game Petroleum Chemistry Laboratory for the analysis of Coast Guard oil samples.

9540 RULEMAKING

9540.1 Issuance of Regulations

The Oil Pollution Act of 1990 and other-Federal law provides for the issuance of regulations pertaining to the prevention of oil spills from vessels. The Commandant of the Coast Guard has the authority to promulgate such regulations. The Commander, Eighth Coast Guard District, and the respective Captains of the Port have limited authority to promulgate local regulations. Acting under its inherent regulatory authority and under authority not preempted by Federal law, the State has the authority to promulgate regulations concerning oil spill prevention which does not conflict with, and which are not otherwise preempted, by Federal law. It is the intention of the parties to maintain close communications to reduce conflict between each Party's permits, directives, and instructions.

a. Action:

1. The intent of this section is to avoid conflict and inconsistent regulation in rulemaking wherever possible, subject to applicable procedural rules, and to endeavor to provide a coordinated, synergistic response to oil pollution planning and response. It is the intent of the Parties to endeavor under their respective authorities to assure the best achievable protection for the waters of the State.

2. In addition, the respective Federal and State procedures for noticing the opportunity to comment on proposed rules, the Parties anticipate that through their participation on committees and day-to-day working communications, the concerns of each will be discussed and given due consideration.

Containment and cleanup for refueling, bunkering or lightering operations OPA 90 and other Federal laws regulate refueling, bunkering and lightering operations. Federal regulations enforced by the Coast Guard govern these operations. Subject to the requirement that they be consistent with Federal regulations, the State may issue its own regulations relating to these same operations.

9540.2 Tank Vessel Response Equipment Rules

Federal law governs the standards for response equipment. State law authorizes the adoption of State standards for spill response equipment to be maintained on tank vessels operating in waters of the State. State rules must be consistent with Federal spill response equipment standards.

9600 Conversions TO BE DEVELOPED

9700 Response References

9710 Relevant Statute/Regulations/Authorities

9710.1 Federal Statutory & Regulatory Guidance

The Coast Guard obtains its pollution investigation authority through pollution response laws. These laws give us many different authorities such as assessing penalties, pollution prevention regulations, access to monies for clean-up of pollution, and required notifications for releases.

The Federal Government requires that the National Response Center (NRC) be notified (1-800-424-8802) by the responsible party for oil or hazardous substance discharge/releases. Failure to notify or deliberate discharge can lead to criminal penalties. State law requires that the Office of Emergency Services (OES) be notified (1-800-852-7550).

9710.11 Regulations

40 C.F.R. 300.600 (Identification of Federal Trustees; CERCLA)

40 C.F.R. 300.605 (Identification of State Trustees; CERCLA)

15 C.F.R. Part 990 (NOAA NRDA rule - see 61 Fed. Reg. p. 440 et. seq.)

43 C.F.R. Part 11 (DOI rules - see 59 Fed. Reg. p. 14262 et. seq.)

9710.12 Statutes

33 United States Code 1251 et. seq. (Clean Water Act)

33 United States Code 2701 et. seq. (Oil Pollution Act of 1990)

42 United States Code 9601 et. seq. (CERCLA)

9710.13 NOAA Regulations

The National Oceanic and Atmospheric Administration (NOAA) promulgated final regulations for NRDA of injuries resulting from a discharge of oil (15 C.F.R. Part 990). NOAA published the final rules on January 5, 1996 in the Federal Register (61 Fed. Reg. 440). These regulations supersede the Department of the Interior's (DOI) NRDA regulations (43 C.F.R. Part 11) implementing portions of the Comprehensive Environmental Response, Compensation and Liability Act (42 U.S.C. 9601 et. seq.) (CERCLA) and the Clean Water Act (33 U.S.C. 1251 et. seq.) (CWA) for oil spills. Any assessment of damages prepared in accordance with the regulations promulgated by NOAA shall have the force and effect of a rebuttable presumption of correctness on behalf of the trustees.

In addition to the final NRDA rule, NOAA has developed guidance documents covering various aspects of the NRDA process. The NOAA rule has similar advantages to the DOI rules but is more specific to oil-related injuries and the dynamics following an oil spill incident.

9710.14 Louisiana Oil Spill Coordinator's Office TO BE DEVELOPED

9710.15 CERCLA and Clean Water Act

CERCLA, enacted in 1980, authorizes Federal and State governments and federally-recognized Indian tribes to act as public trustees of natural resources and pursue damages from the RP(s) for injuries to natural resources caused by release of a hazardous substance. Section 1321 of the Clean Water Act authorizes the trustees to assess damages to natural resources caused by a release of oil. Pursuant to CERCLA and CWA, the DOI promulgated the first NRDA regulations ("DOI Rules") establishing procedures that trustees may follow. The procedures, as modified by *Ohio* v. *U.S. Dept. of the Interior*, 880 F.2d 432 (D.C. Cir. 1989) and *Colorado* v. *U.S. Dept. of the Interior*, 880 F.2d 481 (D.C. Cir. 1989), provide guidance for measuring injuries to natural resources and quantifying damages (dollars) for the injuries.

The DOI issued a revised final NRDA rule for Type B assessments on March 25, 1994 (59 Fed. Reg. 14262) and a proposed rule for economic valuation on May 4, 1994 (59 Fed. Reg. 23098), in response to the Ohio decision. The DOI also issued a revised Type A (simplified) assessment rule on May 7, 1996 (61 Fed. Reg. 20560). The overall framework set forth in the DOI rules is the basis for NOAA's NRDA regulations. It is also important to understand the procedures and standards set forth in the DOI rules because CERCLA still applies to oil spills in which the oil is mixed with a hazardous substance as defined in 42 U.S.C. 9601(14).

9720 Relevant Instructions/Guidelines/Standard Procedures and Practices

9720.1 Salvage

This section describes marine salvage.

Note: The Coast Guard Captain of the Port has jurisdiction over vessel salvage situations occurring within his/her zone; this does not preclude any other agencies' interests with respect to spill response.

A vessel casualty and oil spill or potential oil spill, may require the following responses:

a. Search and rescue

b. Oil spill containment/clean-up

c. Fire fighting

d. Vessel salvage

The first priority in a vessel casualty is the safety of the crew and any other personnel in the area. Secondary concerns are for environmental protection and vessel salvage. The responders aboard the vessel should complete a casualty-scene information that will become essential to the early efforts at salvage.

9720.2 Search and Rescue Operations.

The SAR (Search and Rescue) Mission Coordinator (SARMC) will respond by deploying Coast Guard resources. This individual will be the local Coast Guard Group Commander or District Commander whose zone includes the vessel casualty. Upon notification, the Coast Guard will designate the SARMC and respond, as necessary, with on-scene resources.

9720.3 Pollution Response Operations.

The Federal On-Scene Coordinator will ensure pollution response efforts are conducted in accordance with this plan. However, pollution response operations will be accomplished on a not-to-interfere basis with search and rescue operations. While pollution response clearly takes priority over salvage efforts, the two responses may necessarily be conducted concurrently. Salvage operations could be critical to preventing any further discharge of oil. The FOSC will prioritize actions to avoid interference between salvage and pollution response efforts.

9720.4 Fire Fighting.

Refer to section 8000 of this plan and the Local Marine Safety Office Burning Ship Contingency Plan for marine fire fighting activities.

The salvage issues regarding firefighting should be considered while fire fighting activities are being completed. The de-watering, ballasting, and counter-flooding aspects of fire fighting will be coordinated by the FOSC. Follow on issues of hull integrity due to weakening from heat fatigue must be considered in the salvage effort.

9720.5 Salvage Operations.

Salvage is a term used to describe all services rendered to save property from marine peril. This broad definition encompasses not only actions undertaken to save a vessel or cargo, but also includes wreck removal, harbor clearance, and deep water search and recovery.

Salvage includes:

Providing firefighting assistance.

Refloating a vessel from a stranding.

Offloading cargo or water to prevent foundering, or removing sound cargo from impending peril.

Shoring, patching and making temporary repairs to correct structural, stability, or mechanical problems.

Rescue towing of an incapacitated vessel to a safe haven.

Preventing pollution.

9720.51 Salvage Tug

A Salvage tug is a tugboat equipped to attend to vessels in distress in coastal or ocean conditions, and to render assistance either by towing, provision of pumping equipment, or similar aid. Such tugs historically have been large, powerful, and stationed at high risk locations for ship traffic.

9720.52 Rescue Tug

A rescue tug is generally a “tug boat of opportunity”, having adequate horsepower or bollard pull strength to assist in controlling a distressed vessel until salvage resources arrive. A rescue tug would generally be capable of providing emergency towing, and quite possibly render a degree of firefighting assistance, since many of the newer tugs are equipped with firefighting water monitors. Rescue towing involves taking an incapacitated vessel under tow at sea and towing it out of harm’s way, generally to a safe haven or port, but sometimes for beaching.

9720.53 Salvage Masters

In order to conduct a proper salvage you must have someone in charge that has the knowledge of how to respond to the specific situation. The person in charge of a salvage operation is known as the salvage master.

A Salvage Master should have direct experience in ship salvage, demonstrating experience in the use of salvage ships and craft, ground tackle, heavy lift craft, cranes and booms, oil pollution containment equipment, and all ancillary types of salvage equipment (e.g. pumps, compressors, welding equipment, etc.). The salvage master acts under the direction of the FOSC, he generally assumes complete control of salvage, harbor clearance, and related engineering operations.

9720.54 Potential threats

The threat is greatest from cargo vessels that carry hazardous materials in large quantities, such as break bulk; containerized cargoes; dangerous liquids; and pressurized or liquefied gases. Vessels that are regulated, such as oil tank ships and barges, pose a substantial threat to the marine environment, they have been the main target of federal and state oil spill prevention regulations. Yet, in some cases it is the unregulated cargo vessel that may pose a bigger potential pollution hazard. There are far more cargo vessels than tank vessels, cargo vessels may carry more bunker fuel than the cargo capacity of some oil barges, additionally, cargo or freight vessels may be carrying products far more hazardous in nature than oil.

9720.55 Salvage Response Considerations

This section describes salvage situations and the general guidelines to follow in responding to a salvage situation. In addition, this section also describes actions to be taken in response to vessel strandings, the relationship between the on-scene coordinator, the responsible party, the vessel's master, and the salver. Information pertaining to salvage procedures was adapted from Chapter 8 of Volume I of the U.S. Navy Salvage Manual. All parties involved in a salvage response should refer to the manual for specific information relating to salvage techniques.

Salvage efforts may be divided into three phases: stabilization, refloating, and post-refloating. During the stabilization phase, salvers take steps to limit further damage to the vessel, and to keep the ship from being driven harder aground or broaching. Response leaders gather information and formulate a salvage plan; that plan specifies actions to be taken during the refloating and post-refloating phases of the salvage. The refloating phase commences when the salvage plan is executed and ends when the ship begins to move from her strand. During post-refloating, the vessel is secured and delivered to the designated port facility.

Parties involved in salvage response should refer to Chapter 8, Volume I of the U.S. Navy Salvage Manual for specific information relating to salvage techniques.

9720.56 Stabilization Phase

This phase of operations must take into account the potential discharge of oil and hazardous substances into the environment. Upon stranding the Vessel's master SHOULD take the following steps:

a. Have ships personnel report to their emergency stations.

b. Take action to determine the vessel's condition and stabilize the vessel.

c. Secure watertight closures.

d. Notify Coast Guard and vessel's Operations center.

e. Request salvage assistance.

f. Note course and speed at time of stranding.

g. Obtain and provide if necessary, an accurate cargo stowage plan.

h. Evaluate the following:

   1. Safety of personnel
   2. Weather and sea conditions
   3. Forecast for change in weather and sea conditions
   4. Nature of the sea floor and shoreline.
   5. Depth of water around ship

6. Ground reaction
7. Damage to hull
8. Damage to shafting, screws, and rudder
9. Risk of further damage
10. Prospect of maintaining communications
11. Ground reaction
12. Likely draft and trim after refloating
13. Potential for discharge of pollutants
14. Position of vital and cargo systems' valves
15. The liquid level of all tankage (e.g. fuel, ballast, cargo, etc.)

The Vessel's Master should **not:**

Jettison weight to lighten the vessel in an attempt to back the vessel off.

Attempt to back the vessel off when the bottom is torn open.

Fail to take action to stabilize the vessel and to determine its condition.

The Vessel's Master should request salvage assistance immediately, and not delay pending the results of an early attempt to refloat the vessel. If the damage assessment indicates the vessel is not in danger of broaching, sinking or capsizing, the master may attempt to back the vessel clear using full engine power on the next high tide.

The Responsible Party should take the following steps:

Contact the Coast Guard. Provide a current status of the situation.

Implement a Unified Command System response organization.

Identify salvage resources available and determine time required for those resources to arrive on scene:

1. Salvage Master
2. Salvage Vessel's
3. Tug Boats
4. Beach Gear
5. Barges with Ground Tackle
6. Lightering Resources
7. Lifting Vessels

8. Appropriate portable cargo transfer pumps and hoses Hull patching equipment

Initiate salvage response. Over-estimate the quantity of resources needed.

Keep the vessel's master informed of all actions taken.

Obtain the services of a Naval Architect.

Conduct damage stability and longitudinal strength calculations.

Upon being assigned responsibility for the salvage action, the salver should:

Advise the vessel that he (his organization, vessel, etc.) is enroute to assist, and provide ETA (estimated time of arrival) on-scene.

Ensure that the master is aware of the information covered in the preceding paragraphs that relates to early attempts to refloat the vessel.

Obtain all information available regarding the vessel's particulars and details of the stranding. This should include:

1. An accurate position of the stranding (latitude/longitude)
2. Means used to fix position
3. Drafts at time of sailing
4. Estimated drafts at time of stranding
5. Applicable chart numbers
6. Drafts after stranding, with state of time and tide
7. Soundings along side from forward to aft, corrected to datum of the chart of the area
8. Soundings of all tanks and voids, noting changes in contents
9. Ships course and speed at time of stranding
10. Ships heading after stranding and details of changes
11. Liveliness of the vessel in response to swells and surf
12. Weather conditions
12. Sea and current conditions
13. Extent of vessel damage
14. Location of grounding points and estimated ground reaction

15. Seafloor type
16. Status of vessel's machinery and piping systems
17. Vessels loading plan or cargo manifest
18. Amount and location of hazardous substances
19. Locally available resources (tugs, cranes, bulldozers)

Upon arrival, the salvage ship or vessels, and personnel, should conduct damage control and position stabilization. Damage control actions may range from augmenting the ship's crew, to conducting firefighting and flooding control. Position stabilization consists of securing the ship at the first opportunity to prevent it from broaching or being driven further ashore.

Prior to developing a salvage plan, the salver must conduct a thorough salvage survey of the vessel and its immediate surroundings. The survey is defined in the Navy Salvage Manual as being comprised of: the preliminary survey; the detailed hull survey; the topside survey; the interior survey; the diving survey; the hydrographic survey; and the safety survey. The salver should refer to Section 8-2.6 of Volume I of the Navy Salvage Manual for details. The information should be recorded on the salvage survey form included in Appendix I, Chapter 8, Volume I of the Navy Salvage Manual, or an equivalent.

Based on information received from the vessel, the salver should evaluate the following:

Vessel's original estimates of ground reaction and freeing force.

stability afloat and residual strength.

Ship's machinery condition and retraction power available locally.

Ship's ability to proceed to a safe haven after refloating.

The salver should then advise the master based on these evaluations, and take the following steps to mobilize the salvage force:

Determine personnel and material required

Collect information about the stranded ship. Sources include:

1. Owner
2. Vessel's classification society
3. Coast Guard

Ensure needed navigation material is on board.

Begin recording written record of information and actions taken.

Ensure that salvage vessels enroute will be prepared to respond upon arrival to the stranding site.

Upon arrival (in coordination with the response organization/OSC where applicable), the salvage master should conduct damage control and stabilization. Damage control actions may range from augmenting the vessel's crew for firefighting and flooding control. Position stabilization consists of securing the vessel to prevent broaching or being driven further ashore. The salver must then, in preparation for the development of the salvage plan, conduct a thorough salvage survey. This survey is defined and described in the Navy Salvage Manual, Volume 1 Section 8-2.6, as being comprised of the preliminary survey, a detailed hull survey, a topside survey, an interior survey, a diving survey, a hydrographic survey and a safety survey. The information gathered during the surveys should be recorded on a survey form as found in Appendix of the aforementioned manual.

Basic information identifying the ship's characteristics and the condition of the stranding.

An analysis prepared by the salver and naval architect, which provides estimates of:

1. The ground reaction
2. The freeing force
3. Location of the neutral loading point (point at which weight can be added w/out change in ground reaction)
4. Stability - grounded and afloat
5. Strength of hull girder, damaged areas, attachment points, and rigging
6. A summary of the engineering rationale employed for selection of retraction and refloating techniques
7. Hydrographic information
8. Potential pollution risks

List of specific safety hazards involved

Potential pollution risks

1. Lightering Considerations
2. Booming Considerations

3. Standby Equipment

Means for controlling interference between pollution response efforts and salvage efforts

Appendices that provide detailed information regarding techniques to be employed.

Location to which the vessel will proceed following refloating.

Means for controlling the vessel as it is freed.

Vessel escort, if any, to be employed.

Means for delivering vessel to destination (tow, own power).

Any preparation of vessel necessary to gain permission for entry into port of destination.

Means of disposal, if other than above.

9720.57 Refloating Phase

The salvage plan is implemented during this phase. The plan should be considered a flexible working plan with appropriate changes made in response to changing conditions. During this phase, all parties must be in close communication, and the process should be brought to a halt if significant safety problems develop. The salver, responsible party, and the Captain of the Port have the authority to stop salvage operations in this case.

Consideration to assuring that the problem will not be made worse must be addressed thoroughly. In the case of a heavily damaged vessel, the risk to the port and the environment may not warrant allowing the vessel to be brought into the harbor. In some cases, it may be desirable to allow the vessel to sink in deep water to mitigate environmental damage, or minimize risk to life. Obviously, these are decisions that will have all parties in the salvage effort fully involved, and the FOSC must take the lead to assure that the best management of the incident/threat is achieved.

Working with the Responsible Party and the naval architect, the salver must develop a salvage plan. The plan must detail actions to be taken and resources to be used, and it must set organizational responsibilities and the anticipated schedule. **After the plan is prepared and prior to initiating salvage operations, the Responsible Party must submit the plan to the Federal On Scene Coordinator or his designated representative, for review.** The Federal On Scene Coordinator will review the plan, and approve or disapprove it based upon real or potential risks to port safety and the environment. Any plans for the intentional jettisoning of cargo will be reviewed as part of the salvage plan.

9720.58 Post Refloating Phase

This phase commences when the ship begins to move off the strand, and is completed when the ship has been delivered to a safe haven or repair facility. In addition, salvage resources and equipment should be removed from the salvage site. The options for disposal of the vessel include:

- Steaming into port, or to another location within the port
- Towing to safe haven
- Anchoring in preparation for tow or temporary repairs
- Beaching if the ship is in danger of sinking
- Scuttling or sinking

The following salvage plan items are to be updated, as necessary, following refloating:

- Overall seaworthiness
- Vessel's bottom, for damage hidden by the strand
- Condition of piping systems and machinery
- Condition of all ship's systems necessary for the transit
- Ship's stability, list, and trim (may necessitate loading or shifting of weights)
- Patching and pumping arrangements for compartments in way of damage
- Towing bridle, day marks, and navigation lights (an insurance line should be rigged even when the ship proceeds under its own power)

Following this phase, the Responsible Party shall submit a completed form CG2692 to the Officer in Charge of Marine Inspection and submit all requested information to the Senior Investigating Officer of the Marine Safety Office.

9720.59 Salvage Response for Other Than Strandings

Salvage assistance may also be required for vessel sinking and rescues (towing). In these cases, the relationships between the various parties remain the same as for strandings. For sinking, the salver must focus on methods for refloating the vessel, and vessel stability as it is refloated. For rescue situations, development of a comprehensive salvage plan may not be necessary. Use of good marine practice in establishing and maintaining the tow, and coordination with the vessel's master, tow vessel, Coast Guard SARMC, the Captain of the Port, and the vessel's owner/operator may suffice. In either of these cases, the user of this plan should follow the guidelines presented, adapting them to the specific salvage requirements at hand.

9720.510 Federal Salvage Resources

9720.510.1 Navy Supervisor of Salvage Assistance (SUPSALVAGE)

In the event that the Responsible Party does not respond to the casualty, the federal government may respond to the salvage requirement, utilizing the services of Navy Supervisor of Salvage. However, financial responsibility remains with the responsible party.

Navy Supervisor of Salvage services may be obtained by:

a. Telephoning Supervisor of Salvage Operations (703) 607-2758

b. After hours and weekends (NAVSEA Duty Officer) (703) 602-7527

c. Initiating a message to: CNO WASHINGTON DC//N312/N866//

Add the following if applicable:

a. //N45// for oil pollution

b. //N873// for diving support

Info copy to: COMNAVSEASYSCOM WASHINGTON DC//OOC//

Message text should include: a brief description of services required; location; urgency; point of contact; and telephone number. If the task is urgent and requires immediate mobilization, the message should amplify this and include a statement that funding will be provided by separate correspondence.

SUPSALVAGE can provide the services of naval architects, may provide the services of naval salvage vessels, and has access to contracts that will provide the services of commercial salvers and equipment. SUPSALVAGE developed and has available software for rapid analysis of longitudinal strength and intact/damaged stability. The software is known as Program of Ship Salvage Engineering (POSSE).

9720.510.2 US Coast Guard Marine Safety Center Support

Technical support is also available from the Marine Safety Center (MSC) Salvage Team. This group can evaluate vessel stability, hull strength and salvage plans, and may also be available for on-scene assistance. The MSC may be able to provide vessel plans if the ship is U.S. flag. The Federal On-Scene Coordinator may obtain services of MSC by calling **(202) 366-6481** during business hours, or by calling FLAGPLOT at **(202) 267-2100**, after hours. The checklist should be completed and faxed to the MSC at the earliest opportunity. The Marine Safety Center fax number is **(202) 366-3877**.

9720.510.3 U.S. Coast Guard Gulf Strike Team

The Gulf Strike Team can be on the scene quickly to provide initial response assistance with pumps, personnel, pollution control equipment, and miscellaneous salvage hardware. The Strike Team can be contacted 24 hrs a day at **(334) 441-6706**. The National Strike Force Coordination Center in North Carolina can also be notified at **(919) 331-6000.**

9720.6 NRDA Procedures

9720.61 Introduction

The overall goals of the natural resource damage assessment (NRDA) process are to restore the injured natural resources to pre-spill conditions and to obtain compensation for all documented losses and is a separate process from response. In general, this process may require several phases to complete, including the individual phases of documenting injuries, assessing damages, settling claims, and undertaking restoration programs. This document addresses the NRDA process only during the initial stages while response efforts are underway. This document attempts to describe the NRDA process, identify the principle participants in NRDA activities, and clarify the relationship of NRDA within the framework of the Incident Command System (ICS). NRDA is separate from the response, therefore it fits in under liaison. This information provided here is to allow an RP to understand the NRDA process. Additional information is provided concerning funding for NRDA activities and the requirements for specific federal, state, and local permits necessary to collect information for assessments of natural resource damages.

It is highly desirable for natural resource trustees to coordinate their NRDA activities and to consult with local governments and interest groups from the affected area to produce a single NRDA for all injuries to public trust resources. The trustees are encouraged to coordinate these activities with the efforts of a cooperative responsible party (RP) to the extent that trustee responsibilities are not compromised.

9720.62 Background And Structure

Significant oil spill incidents initially lead to two primary actions: a response to contain and cleanup the spilled oil, and an assessment of the injuries to natural resources caused by the pollutant. In 1990, Congress enacted the Oil Pollution Act (OPA 90; 33 U.S.C. 2701 et. seq.). OPA 90 authorizes Federal resource trustees (Department of Agriculture, Department of Commerce, Department of Defense, Department of Energy, Department of the Interior), State resource trustees (designated by the governor of each state), federally-recognized Indian tribes, and foreign trustees to seek compensation for injuries to natural resources caused by the discharge of oil. For purposes of this document, these groups are referred to as either “trustees” or “trustee agencies”. In Louisiana, the Governor has designated the Louisiana Oil Spill Coordinator’s Office as the State Trustee for natural resources within their purview. The Lead State Trustee generally is selected based upon the types of natural resources affected by the spill.

Damage assessments for natural resources shall be coordinated by representatives from each of the trustee agencies with affected resources. These trustee agencies typically work as a team to develop a single approach to the assessment process. The “NRDA Team” consults with members of government and interest groups from the affected area to address local concerns. Cooperative RP(s) may be invited to participate with the NRDA Team activities to develop one unified NRDA plan for public trust resources. A cooperative damage assessment could reduce costs by eliminating parallel assessments by the trustees and the RP. However, due to the statutory responsibilities, the trustees must maintain management and oversight of any cooperative damage assessment.

9720.63 Assessment Procedures

The assessment procedures set forth in the DOI rules are not mandatory. However, they must be used by trustees to obtain a rebuttable presumption that a specific assessment of damages is correct. The DOI rules set out two types of assessment procedures. The “Type A” procedures uses a computer model to calculate damages and is a simplified assessment process. The “Type B” procedures involve more comprehensive assessment activities but, may be tailored for individual cases.

Five steps are described in the DOI rules for determining and quantifying injury to resources and assessing monetary damages. The steps include: (1) conducting an initial preassessment; (2) conducting a preassessment screen; (3) preparing an assessment plan; (4) conducting the assessment following either the "Type A" or "Type B" rule; and, (5) preparing a post-assessment report. Although the regulations provide the option for the trustees to use either "Type A" or "Type B" procedures in a given case, both may be employed in practice as long as there is no double recovery of damages. The speed and simplicity of the "Type A" procedures may prove useful for certain spills or types of injury, whereas the "Type B" procedures may be used if a full assessment is warranted.

NOAA has identified three phases to a damage assessment: (1) Preassessment; (2) Restoration Planning; and, (3) Restoration Implementation. If injuries to natural resources or the services provided by natural resources are expected to continue following response actions, and feasible restoration alternatives exist to address those injuries, then trustees may proceed beyond the Preassessment phase to Restoration Planning and Implementation.

9720.64 Injuries and Lost Services

Initial steps in the NRDA process require documentation of a pathway for the spilled oil, demonstration of oil exposure (direct and indirect) with specific resources along the pathway, and quantification of the injuries caused by the spilled oil. Natural resources and/or the services provided by such resources may be injured or disrupted through direct or indirect exposure to released substances.

The methods used to assess the injuries arise largely from scientific practices and best professional judgment. The DOI rules and NOAA rule provide guidance on specific types of biological injuries (e.g., death, physiological malfunctions such as decreased reproductive capacity) that may be used to claim damages. The scope of possible injuries extends beyond impacts to single organisms and may include effects on populations, habitats, and ecosystems.

"Services" include physical and biological functions provided by the natural resources to the ecosystem as well as other functions related to human use of the resources. Production of food, protection from predators, maintenance of community diversity, and provision of habitats are examples of some services provided to the ecosystem or its constituents. Examples of services provided to humans by natural resources include recreational opportunities such as fishing, wildlife viewing and beach activities. Other services provided by resources to humans are often less visible and can relate to the knowledge that a resource exists and is healthy or will continue to exist for the benefit of future generations.

9720.65 Preliminary Damage Estimates

Expected damages should be estimated as soon as possible to determine the potential scope of the case and the prudence of undertaking certain types of studies. Preliminary damage estimates should include: (1) the reasonable costs of injury assessment, (2) the cost of restoring, rehabilitating, replacing or acquiring the equivalent of the injured resources; and, (3) the value of interim losses including both direct use (e.g., recreational) and passive use (e.g., existence value) of resources pending restoration or natural recovery.

9720.66 NRDA Process

Successful pursuit of NRDA actions, either by the trustees alone or in cooperation with the RP(s), is a complex process comprising numerous tasks that generally involve the interaction of scientists, economists, lawyers, and administrators. The DOI rules and NOAA rule reduce some of the complexity by establishing an assessment process and providing a mechanism for determining the merits of going forth with the assessment and claim. The process provides a record of the trustees' decisions.

Other advantages to following the federal regulatory assessment processes may warrant use of the procedures. Results obtained by following the DOI and NOAA rules are presumed correct. The rebuttable presumption shifts the burden of proof to the party challenging the correctness of those results. Additionally, these rules provide national standards on injury measurement, describe methods for quantifying natural resource injuries into monetary values, and assist trustees in planning restoration of impacted resources.

9720.67 NRDA and the ICS

The Incident Command System (ICS) is an organizational framework designed to efficiently and effectively manage personnel and resources during emergency incidents. The system is designed to be adaptable to any size event, and can be changed in structure to conform to the needs of the response. One objective of the ICS is to reduce or eliminate the duplication of efforts by the numerous response agencies while attempting to control or contain the spill and mitigate possible impacts of the spilled oil. A small group consisting of the On-Scene Coordinator (OSC), the State Incident Commander (State IC), and a representative of the RP form the Unified Command (UC), coordinates and directs the actions of the response.

Concerns of the affected local governments related to spill response or cleanup are generally presented to the UC through a Multi-Agency Coordination (MAC) group representative. The local government claims for spill damages associated with services provided by natural resources should be coordinated with the Trustee NRDA Team to avoid overlap within assessments. For additional details on the ICS see section 1000.

Assessment of injuries and damages resulting from spilled oil need to begin as soon as possible following the initial release of the pollutant. This necessitates that NRDA activities be conducted simultaneously with response efforts and coordinated through the UC. Portions of the NRDA process should be integrated into the ICS to improve communication, expedite both response and NRDA activities, and make efficient use of personnel and equipment. To avoid potential conflicts in duties, it is recommended that members of the NRDA Team not have responsibilities for the spill cleanup or general response activities.

The primary role of the NRDA Team is to document a pathway for the spilled oil, measure levels of injuries resulting from the spill, and determine damages. The UC, in contrast to the NRDA Team, focuses primarily on response, cleanup, and minimizing impacts of the oil spill. Although the UC and NRDA Team often have different responsibilities and needs, some of their activities overlap and require coordination. Examples of activities to be coordinated immediately following a spill include collecting samples (e.g., access to restricted sites, sampling prior to cleanup), gathering information pertinent to measuring actual or potential adverse changes to natural resources, using equipment (boats, helicopters, etc.), communications, surveying spill sites, identification of protective measures and potential need for emergency restoration.

Uninterrupted communication between the UC and the NRDA Team is essential to ensure that needs and efforts of the NRDA Team are not in conflict with response strategies and activities selected by the UC. Information concerning, for example, the spill trajectory forecasts, cleanup strategies, and beach and port closures should be made available to the NRDA Team to assist sample and data collection in a timely fashion. Conversely, information concerning potential injuries to natural resources caused by oiling or response techniques should be made available to the Planning Section before implementation of cleanup responses by the Operations Section.

It is important to note that the RP is part of the UC but may not necessarily be part of the trustees' coordinated NRDA activities. For this reason, the NRDA Team must remain separate from the ICS to ensure that statutory responsibilities of the trustees are not compromised. The trustees retain the option of inviting the RP to participate in all or part of the damage assessment process. Some NRDA activities, however, are best coordinated through the UC. **The NRDA Team will provide a Representative(s) to the Liaison Officer of the ICS to present the needs of the NRDA Team and other response information to the incident command.** The NRDA Representative(s) will also act as historian or recorder of information critical for an accurate assessment of spill damages and will attend appropriate incident command meetings to secure knowledge of the up-to-date response activities.

9720.68 Notification Procedure for Initiating NRDA

In the event of a spill, each trustee is responsible for notifying its own members of the NRDA Team. Individual federal, state, and local agencies may be notified through various channels depending on the size and location of the spill. In all incidents that might require NRDA action, the Louisiana Oil Spill Coordinator's Office and the Louisiana Department of Wildlife and Fisheries will attempt to notify representatives from each of the trustee agencies expected to participate in the NRDA process.

9720.69 Identification of Lead Administrative Trustee

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

The trustees intend to execute a general Memorandum of Agreement (MOA) to coordinate their damage assessment and restoration activities. Among other things, the MOA will identify trustees, establish criteria for selecting the LAT, and provide procedures for decision making between the trustees signing the agreement.

9720.7 Funding Issues

9720.71 Oil Spill Liability Trust Fund (OPA Fund)

The federal LAT will contact the OSC or his/her representative to secure money to initiate the assessment of natural resource damages following an oil spill. The LAT will provide an outline jointly agreed upon by the participating trustees describing funding needs and how such funds will be allocated among the trustees. Each participating trustee will provide documentation of all expenditures, costs, and activities. The LAT is responsible for coordinating the submission of all such documentation to the representatives of the OSTLF. Please see the NPFC users guide to see what can be funded from the OSTLF for NRDA.

9720.72 Louisiana Oil Spill Response Trust Fund TO BE DEVELOPED

9720.73 Contacts With Responsible Party(ies)

The trustees will need early access to representatives of the RP(s) to determine the availability of funding, personnel, and equipment for damage assessment activities. The federal LAT or non-federal lead trustee will first notify the appropriate representative of the USCG or UC and request a meeting between the trustees and the RP's representative. Should the USCG or UC fail to arrange a timely meeting, the trustees will establish contact directly with the RP's representative.

9720.8 Public Affairs Procedures

9720.81 Check-list for Public Affairs Response to Pollution Incidents

a. Where a potential risk to the health & safety of local communities exists, consider coordinating an **EDIS** broadcast through the local Office of Emergency Services (OES).

b. The Federal On-Scene Commander (FOSC) designates an incident **Lead Information Officer (IO)** — generally a Public Affairs Officer (PAO) from either the Coast Guard or LOSCO, experienced in Louisiana spill response. Ensure that all PAOs know who the IO is, and understand that they report to him or her. The IO reports directly to the three Unified Commanders.

c. Complete a basic fact sheet and prepare a 30-second **media statement** (about 150 words, maximum).

d. Establish **Joint Information Center (JIC)** if the size or impact of the incident generates enough media or public interest in the spill and response.

e. Contact district (Pcp) and LOSCO at outset of any medium-to-large spill to arrange for **PA back-up**. (See Section **2000**for contacts and phone numbers).

f. Establish **phone bank** for answering media calls (on large spills, consider staffing on 24-hour basis during initial crisis), and deploy adequate PA staff to answer all incoming phones.

g. Have a minimum of four **phone lines** available for public affairs use: Two each, incoming (published) and outgoing (unpublished) phone and FAX.

h. Schedule a **media availability with the FOSC** at least daily when media interest is great. Preference is immediately following UCS operations meeting. This allows the three key parties (FOSC, SOSC & RP) to attend and field questions.

i. Contact the Coast Guard's National Strike Force Coordination Center (**NSFCC**), Public Information Assistance Team (**PIAT**) to alert for back-up, in case of any potential major incident. Note: FOSC may request PIAT at any time, regardless of spill size.

j. In major spills, designate a **Protocol Officer** to handle VIP visitors. Do not, under any circumstances, assign this function to the Information Officer or JIC staff as a collateral responsibility.

9720.82 Suggested Equipment Needs for JIC/Public Affairs:

Minivans (six passenger or greater) and a fuel-purchase card.

FAX machines (two or more)

At least four modem-quality telephone lines (incoming & outgoing phone & FAX, + modem)

Complete computer system (including printers, modems, & software)

Office supplies (paper, pens, file folders, tape, paper clips, push-pins, easels, felt pens, etc.)

Desks, chairs, file boxes, erasable white boards, pens, & erasers

Cellular phones, batteries, & charging units

VHF-FM radios (at least one)

Scanners for VHF-FM (to monitor response activities)

Voice Pagers

Photocopiers and paper

Televisions/VCRs

Podium w/PA system (for news conferences)

Charts, maps, and a way to display them (easels, tape to walls, magnets, etc.)

Bulletin boards / Erasable boards and supplies

Answering machine (for nights when JIC is not staffed)

AM-FM Radio

Pain relievers (aspirin, acetaminophen, and ibuprofen)

Bottled water, coffee, juices, soft drinks (caffeine)

VCR and monitor on tall, movable stand, for use in Press Room (or news conferences)

Security (for JIC when unstaffed, and for news conferences)

Paper towels, facial tissues (Kleenex)

9720.83 Public Affairs Section Staffing

In accordance with the Oil Spill Field Operations Guide (FOG) ICS-OS-420-1, there will be one **Lead Information Officer (IO)**, assigned from either the USCG or LOSCO. The IO heads the entire public affairs effort, and is responsible for developing and releasing information about the incident to the news media, to incident personnel, and to other appropriate agencies and organizations. S/he has direct contact with the Unified Command (UC), attends UC meetings, and informs the UC of the news media's focus and areas of particular interest. S/he answers directly to the State and Federal On-Scene Commanders, and ensures that information flows in both directions between the UC, PA staff, and media/public. S/he supervises the Deputy Information Officer, Joint Information Center (JIC) Chief, and Community Relations Officer.

Only one Information Officer will be assigned for each incident, including incidents operating under Unified Command (UC) and multi-jurisdictional incidents. The IO may have as many assistants, responsible for specific public affairs tasks, as necessary. The assistants my also represent assisting agencies or jurisdictions. The assistants will fill the following positions within a JIC, under the direction of the lead IO. The IO should make these assignments in consultation with ICS, based on the expertise of each assistant. All assistant positions may be filled by qualified PA personnel from the USCG, LOSCO, RP, or other responding organizations, and no single agency should dominate the lead positions.

Deputy Information Officer — Assists the IO directly, and serves as facilitator between the IO and the JIC Chief, Media Relations Supervisor, and others as needed. Is responsible for internal information flow from JIC to the response community (ICS responders & "home office" staff).

JIC Chief — This should be an experienced, well-organized PA specialist with working knowledge of oil spill response issues, ICS, basic supervision, and, if possible, the local media. The JIC Chief is responsible for managing the JIC, under the direct guidance of the lead IO. The JIC Chief will:

1. Determine staffing needs for the JIC. Assess the experience, skills, capabilities, and interests of available PA staff, and match staff with appropriate positions within the JIC (telephones, information coordinators, media relations, writing/production, support, etc.);

2. Review information supplied by information coordinators and determine appropriate method for dissemination (to writers/production for news releases, fact sheets & updates, copying and writing on status board for JIC staff, etc.);

3. Elevate sensitive or unresolved issues to the Lead IO;

4. Ensure news releases, fact sheets, and media advisories are distributed to JIC staff, Command staff, on- and off-site news media, and other interested parties;

5. Provide orientation for newly-arriving or assigned staff (this task may be delegated to the JIC Deputy Chief or other staff as appropriate).

JIC Deputy Chief — Reports to JIC Chief and carries out assignments as given. Should be from a different organization than Chief. Supervises media relations, production and support groups, and must be able to carry out all the responsibilities of the JIC Chief when necessary. May be called on to be JIC Chief during night shifts.

Information Coordinators — Report to the JIC Chief and gather information about the spill response effort directly from Operations, Planning, Logistics, and Finance sections. Information coordinators will work closely with the appropriate section supervisor and/or designated public information contact. Information gathered is provided to the JIC Chief immediately, for dissemination to the media, public, and entire response community. Information coordinators are assigned to Operations (on- and off-shore, as needed), Planning/Environmental (wildlife, habitat, NRDA), Planning/Situation, Logistics, and Finance, and will use status sheets to help determine what information and activities should be recorded. Specific information to be collected by Information Coordinators includes the following:

1. Off-Shore Operations —

Information on the vessel(s) involved in the incident (i.e.: name, ownership, registry, destination) Size and type (single hull, double hull, freighter, tanker, barge, yacht.)

Cargo and fuel type

Extent of damage to vessel(s), and (if known) cause of damage

Information on crew status (injuries, missing) and search & rescue operations

Size (area covered) and volume of spill

Information on the spilled material

Safety restrictions or advisories (Notice to Mariners, closed air space, etc.)

Number & activities of oil skimmers and other on-water response operations (amount of boom deployed & location, types of equipment, names of contractors, etc.).

Amount of spilled material recovered

Stabilization, salvage, and other activities directed at the vessel(s) involved in the incident.

2. On-Shore Operations —

Locations of equipment and staging areas

Number and activities of shoreline clean-up crews

Amount of oil and oiled debris recovered

Waste storage and disposal activities

Any special provisions for local residents (medical monitoring, decontamination stations, etc.)

3. Environmental --

Number, status and description of oiled wildlife (species, # captured, collected dead, estimated oiled)

Status and description of oil slick (trajectories, from NOAA)

Environmentally sensitive areas impacted or threatened by spill

Protective actions that will be taken in sensitive areas

Activities taking place at wildlife care centers and LOSCO vet van

Volunteer activities (if any) and desirability of convergent volunteers (give 800 phone #)

4. Planning-Logistics-Finance —

Weather and tides

Incident Action Plan (overall response objectives)

Noteworthy logistical activities (equipment from out-of-state, etc.)

Claims processing information (telephone number for 3rd party claims against spiller)

Total number of people involved in response effort (and organizational breakdowns)

Media Relations — Positions in this group are filled by experienced PA staff that have media experience and local knowledge (particularly geographical features), if possible. The media relations group, headed by a **Media Relations Supervisor (MRS)**, answers news media questions, sets up facilities for news conferences, and reports to the JIC Deputy Chief. The MRS ensures that all media relations staff have the most current information available on the spill response effort.

Media Phone Staff must include at least one representative each from the USCG, LOSCO, and RP. Other affected, local governments and organizations may also provide staff. Typically this might include PAs from the National Park Service or State Dept. Of Parks and Recreation (closed beaches or parks), impacted city or parish, NOAA, etc. Phone staff will answer inquiries from the news media, direct calls to appropriate staff when an "agency" or "RP" response is warranted, and provide the MRS with questions and "rumors" that need to be checked-out. There must be enough phone staff on duty to answer all phone lines in the JIC.

On-Site Media Staff will monitor news coverage and:

1. Assist reporters at command post or spill site;
2. Work with MRS to locate appropriate staff for interviews;
3. Escort reporters and photographers through command post and/or spill site;
4. Set-up facility for news conferences and facilitate pool coverage when necessary;
5. Provide directions to field locations as appropriate;
6. In absence of clerical support staff, do clerical support tasks, as needed.

JIC Production Staff consists of writers and a graphic designer/artist, and reports to the JIC Deputy Chief. The Production staff prepares news releases, updates, fact sheets, media advisories, maps, and other graphics materials for the news media and public. The **Production Supervisor** ensures written and graphics materials are produced as needed for public dissemination, news conferences, and public meetings. **Writers** must have solid journalistic abilities, know AP Style, and be proficient with computers and word processing programs (i.e.: WordPerfect and/or MS Word). Writers prepare materials as directed by the Production Group Supervisor or JIC Chief. The **Graphic Designer** prepares maps, status boards, and other graphic materials for use in news conferences, public meetings, and for dissemination through the media.

JIC Support Staff are PAs or knowledgeable clerical support personnel with above-average communication skills, and report to the JIC Deputy Chief. The JIC Support staff will:

1. Make copies of news releases, fact sheets, maps, advisories, etc.;

2. Disseminate materials as directed to internal OSCs, Operations, Planning, Logistics, Finance sections, Liaison & Safety Officers) and external recipients (media and off-site agency/company representatives);

3. Maintain status boards (update hourly) and map of spill response actions (update hourly);

4. Answer phones & take messages, ensure the JIC has necessary office supplies, perform other support duties as required by the JIC Deputy Chief.

Note: Two staff groups that are sometimes associated with Public Affairs — Community Relations and Government Relations — are handled in Louisiana by the **Liaison Officers (LO)**, who are part of the Unified Command Staff. The lead IO and LO communicate frequently, sharing information regarding media and VIP tours of the spill site, most frequently-asked questions, and information updates from areas within the response organization. Efforts should be made to keep VIP and media tours separate, so officials aren't tempted to use the occasion to "grandstand," and reporters aren't tempted to use the occasion to interrogate officials, or interview them regarding unrelated issues. We want to keep everyone on-track. Under no circumstances should VIP/protocol or community relations be a collateral duty of the media relations staff, during a major incident.

9720.84 Logistical Concerns For News Conferences

Pollution incidents that generate significant media interest require news conferences, at least in the first few days of emergency response. These media gatherings provide an opportunity for the three Incident Commanders (FOSC, SOSC, & RP) to tell the media what has happened and what they're doing about it. It also gives reporters a chance to photograph and ask questions of senior response officials.

If the incident is large enough for the JIC to have a Media Relations Supervisor (MRS), s/he is responsible for scheduling news conferences, managing the "press room" or conference site, advising the media in advance of upcoming news conferences, and ensuring that news releases, updated fact sheets, or press packets, podium & PA system (if needed), and visual aids (large charts, maps, diagrams) are in place before news conferences begin. In absence of a MRS, the lead Information Officer or a PAO s/he designates will be responsible for media relations activities.

News conferences should, ideally, be held in a dedicated “press room,” preferably in the same building as the command post, but completely separated from the Unified Command’s room or area where operations and planning staff are working. (The JIC should be between the press room and UC’s meeting room.) Ideally, it would be near the entrance to the building and have entries from both sides of the room. Such a dedicated room allows the MRS to leave charts, maps, and diagrams posted for reporters and photographers to see, throughout the response phase. These must be updated, as often as new information becomes available, and would typically include enlarged aerial photos, spill trajectories, NOAA-generated displays, wildlife injury/mortality counts, and maps indicating the locations of oil, boom, skimming operations, closed beaches, and environmentally-sensitive areas (Threatened & Endangered Species’ habitats).

If a room at the command post is not available, news conferences could also be conducted next to a mobile command post, such as the Pacific Strike Force trailer. The outer walls of the trailer can be posted with the maps, charts, etc. A major drawback to outdoor news conferences is a lack of acoustics. It is more difficult to hear a speaker outside, especially if there is much wind or any ambient sound (such as traffic, surf, clean-up equipment, etc.). Even a slight breeze will cause papers to blow away, and wind can make a distracting noise when it blows across a microphone. News conferences held at a spill site must be carefully controlled, to mitigate safety hazards and prevent any interference with clean-up operations.

Both print and TV photographers will want access to the spill site. Reporters may not interfere, but they may observe and photograph an incident site. The UC may require media to check-in and -out, and provide proof that they represent legitimate media outlets. A business card that matches some photo I.D., or letter of introduction on company letterhead will suffice, for those who lack official CHP press credentials. They are responsible for their own safety. (Exceptions to the media exemption from PC 409.5 are crime scenes and air crashes, where an investigation is necessary.)

Direct access to private property such as facilities, vessels, or barges will remain under the control of the owner. If possible, a Coast Guard vessel should be made available for media tours of the affected area from the water-side. When media interest exceeds the capacity of the vessel, it will be necessary to form a press pool. The selection of participants is best left to members of the media, but generally includes equal representation from print, TV, Radio, and “wire” service (AP, UPI, et al.). News organizations may also obtain their own vessel, plane, or helicopter for surveillance. Unless granted specific access by appropriate authority (FOSC), they will continue to be governed by any security or safety zones around the site.

The lead Information Officer is responsible for briefing the three Incident Commanders (ICS) in advance, advising them of the subjects in which media seem most interested that day, and facilitating the news conference. (S/he may delegate the latter task.) One successful format has been this:

Lead IO welcomes media, introduces self and ICs (who should be seated at a front table, if possible), then describes the format.

S/he explains that each IC will make a statement regarding his/her organization's area of responsibility, then answer questions from reporters.

After all three ICs have made their statements, the IO will request that reporters who have questions raise their hands, and when s/he recognizes them, identify themselves and their organization, before asking their questions. S/he will have assigned a member of the Media staff to record the names and organizations of each reporter, for the record.

If a time limit has been established prior to the news conference, the IO should say so, while describing the format. When the allotted time has nearly passed, the IO should tell the reporters (i.e.: "We only have a few minutes before the Incident Commanders need to get back to the spill response..."). At the end of the available time, the IO wraps it up, thanks the reporters for coming, and points out Media Staff who can answer additional questions. A uniformed USCG or LOSCO law enforcement officer will escort the ICs from the pressroom or site.

The lead IO or his/her designee should request security at news conferences, escalating the degree if there is any indication of possible demonstrations or "gate-crashing" by people outside the legitimate media.

9720.85 Internal Information

Purpose

Informing the members of the response community of the status of the response is vital, if consistent and accurate information is to be conveyed to all interested parties. Likewise, the UCs need to know what subjects are of greatest interest to the media and community. Internal information is the process of informing our own people of the status of our activities, and of public interest in the incident.

Discussion

At a minimum, all personnel assigned to response duties should be provided with access to the daily fact sheet(s) prepared by the media relations supervisor. Conversely, all PAs need frequent updates on the response activities, wildlife casualty counts, etc. This will help ensure a consistent and accurate flow of information. The Deputy Information Officer shall be responsible for internal information dissemination.

Action

Distributing copies of the fact sheets and news releases to the cooperating agencies and their employees is a function of the internal information staff. During clean-up operations of a lengthy duration, consideration may be given to a computer-generated or hard copy publication, published at regular intervals.

To facilitate the flow of information and ensure that the information given to the media by JIC staff is the most current available, the Support unit of the Logistics section will provide the JIC with at least one "runner." The runner(s) will gather updated information from other units (Situation, Wildlife, Ops, Planning) for use by the JIC writers, and take updated fact sheets and news releases to each section or branch in and near the Command Post.

9720.86 Photo Documentation

Purpose

Photo documentation, both still and video, has a three-fold purpose: (1) Additional resource material for news media outlets, (2) briefing materials for town meetings and protocol-sanctioned visits, and (3) historical documentation. It is not the intention of establishing this unit to provide documentation for a legal action against the responsible party or spiller. Separate arrangements must be made by legal entities to provide this function for litigation.

Discussion

As a unit reporting directly to the Deputy Information Officer, the needs of the Unified Command are prioritized and assigned by this individual. When the news media cannot visit locations due to safety concerns, it is the responsibility of the photo documentation unit to provide this information.

Action

Resources available to fill this requirement begin with the three lead agencies of USCG, LOSCO, and the RP. Access and assistance from the DOD's Combat Camera should be solicited by the FOSC by message traffic, early in the clean-up effort.

One person should be designated Chief Photographer for each incident. Depending on the size and complexity of the incident, s/he may request assistance. If additional photographers (still and/or video) are employed, consideration should be given to balancing the organizations represented (i.e.: USCG, LOSCO, and RP). The resulting photographic record should represent as many areas of response as possible, and all response organizations (not just the photographer's own organization).

9720.87 Administration

Purpose

Provide administrative support to the various branches of the public affairs effort. This includes the JIC, Community Relations, and Photo Documentation units. Record-keeping, purchasing, and logistical support is provided by the Support branch of the Logistics section.

Action

Support staff report directly to the Deputy IO and are assigned tasking, according to the needs of the Public Affairs branches.

Staffing

Immediate staffing (first 48 hours) should consist of at least one (1) Yeoman and one (1) Storekeeper with District, Reserve, and Auxiliary (See Section 5612 for CG Personnel Resources) augmentation following for the longer duration. Support staff may also be provided by the RP, and volunteers.

9720.88 Community Relations

Background

Providing information directly to members of the impacted community, free of the filtering and potentially distorting effect of the media, is critical to public understanding of the incident response. Community relations may include scheduling of public meetings, preparing speeches and coordinating public activities with the Liaison Officer and local government MAC representative. If a spill's impact justifies a Community Relations branch, it should be within the Public Affairs section.

Discussion

In order to ensure that important constituencies are not overlooked or slighted during a major response, it is important that a **Community Relations Officer (CRO)** and necessary support staff be assigned within the public affairs branch. Under no circumstances should community relations be a collateral duty of the media relations staff, during a major incident. A local government official should be considered for the position. Additional community relations officers should be sought from the RRT and regional EPA office, to provide expertise to this important aspect of the public affairs program.

Action

Important considerations for establishing a separate Community Relations branch include public health & safety, damage claims, and transportation disruptions. The media may not provide detailed information to their audiences on issues that affect smaller groups of individuals. It is incumbent on community relations staff to provide answers to the impacted communities.

A well-run community relations program is a two-way street in a successful public affairs program. Authoritative answers to important individual questions are given and the UC gains a "grass-roots" feel for the concerns of the individuals directly impacted by the spill. Those concerns can then be addressed by the Command Staff to mitigate problems before the problems begin to drive the clean-up effort.

Public Health and Safety

The primary, initial concern of the community relations staff should be addressing the public health & safety issues. When warranted, an EDIS alert should be issued, outlining the specific health & safety concerns.

Phone Banks

Consideration should be given to establishing an "800" telephone bank for general public inquires, which should be answered by community relations staff (**not** the media relations staff). Information about public health & safety, transportation disruptions, third-party claims, etc., would be disseminated by a team of operators separate from media phone staff. Ideal staffing would include representatives from Federal, State, and local governments, and community affairs personnel from the responsible party. This conduit would serve as rumor control and provide the UCs with the current concerns of local citizens. Spokespersons should use the "Rumor Inquiry" form to track these.

Town Meetings

Local community meetings should be considered by the UC when communities suffer severe environmental, recreational, economic, or cultural impact. In extremely large communities, arrangements should be made for teleconference sites in addition to the "live" site. The CRO should arrange town meetings with the Liaison Officers, in consultation with the UC.

Claims

Questions about damage to private property, loss of income, and disruption of transportation become real concerns in a major oil spill. Information directing individual recourse must be addressed early in the clean-up process. The Responsible Party will take the lead on addressing these issues and provide the Community Relations branch with information that alleviates and mitigates these real concerns. It is imperative that the JIC staff (all PAs) know the "claims phone" number, to give media and other callers who request information.

9720.9 GRPs/Site Strategies TO BE DEVELOPED

9730 Fish and Wildlife Response Plans TO BE DEVELOPED

9730.1 Wildlife Recovery Plan

9730.11 Introduction

The purpose of this document is to inform users of the Area Contingency Plans in Louisiana about the personnel and equipment resources and the procedures that will be utilized during the beginning of an oil spill response to carry out the responsibilities of the Wildlife Branch in support of the Operations Section of the Unified Command.

This document shows the responsibilities and capabilities of the various organizations and agencies involved with the protection and management of marine wildlife and those wildlife protection, collection, handling, transportation and treatment activities that would take place under the authority of the Unified Command during spill response and cleanup.

In 1990, the President signed the Oil Spill Pollution Act (OPA-90) requiring the development of a “fish and wildlife response plan” in consultation with the U.S. Fish and Wildlife Service, the Department of Commerce, National Oceanic and Atmospheric Administration, and other interested parties including the State fish and wildlife agencies. OPA-90 required that the fish and wildlife response plan include “immediate and effective protection, rescue, rehabilitation of, and the minimization of risk of damage to fish and wildlife resources and habitat that are harmed or that may be jeopardized by a discharge. The “Fish and Wildlife Response Plan” required by OPA-90 has been renamed, “Fish and Wildlife and Sensitive Environment Plan” and is currently in draft form.

OPA-90 authorizes Federal resource trustees (Department of Agriculture, Department of Commerce, Department of Defense, Department of Energy, Department of Interior), State resource trustees (designated by the governor of each state), federally-recognized Indian tribes, and foreign trustees to seek compensation for injuries to natural resources caused by a discharge of oil

9730.12 Primary Response

The primary response for protecting marine wildlife from an oil spill is to prevent the oil from reaching areas where marine wildlife are concentrated utilizing standard response techniques such as booms, dikes, berms, mechanical skimming, sorbent materials or other non-mechanical means and dispersants.

Spill response techniques and strategies that are directed at protecting natural resources are addressed in other sections of the Area Plan and will not be considered further here except for the following comments.

When in-situ burning is considered, prior to and throughout the effort, wildlife within the burning area should be hazed away or captured if they become contaminated.

The application of dispersants over concentrations of birds, otters and other sensitive species should be avoided. Dispersants wash the natural oils off feathers and fur, reducing insulation and buoyancy. After dispersants have mixed with water, the danger is reduced, but not entirely eliminated. Concentrations of wildlife will be carefully noted during reconnaissance flights and should be avoided when applying dispersants. During a spill response, the wildlife trustee agencies (U.S. Fish and Wildlife Service, National Park Service, National Marine Sanctuaries, National Marine Fisheries Service, Louisiana Department of Parks and Recreation and Louisiana Department of Wildlife and Fisheries) will advise the Unified Command on the use of appropriate response strategies.

[1] Much of this section has been adapted from the USFWS Oil Spill Contingency Plan for Region 7.

Marine wildlife breeding colonies, migration staging areas, haul-outs, foraging habitats and other key wildlife habitats are considered in other sections of the Area Plan.

9730.13 Secondary Response - Hazing

The secondary response to protect wildlife from an oil spill is to deter them from the slick or contaminated areas. These activities will take place under the authority and oversight of the trustee agencies in coordination with the Unified Command.

There are circumstances where dispersal of birds may not be feasible. If a broad expanse of open water is affected, or if there are predominately diving birds present, dispersal may only have limited effectiveness at best. Whenever possible, however, dispersal of birds from the immediate and adjacent areas of the spill should be attempted.

Special consideration must be given, however during the nesting season.

A number of factors must be considered in determining locations for placement of dispersal (hazing) equipment. Oil will spread out and move with winds, tides and currents and time may not permit coverage of all areas where wildlife might become oiled. Selection of priority target areas will be based on the presence of threatened or endangered species, the ability of species to recover from losses, and effectiveness of the hazing techniques on the species present. Some dispersal methods may not be advisable in highly populated areas due to the noise they make or safety risks to people. Oiled wildlife should not be dispersed, since this can lead to introduction of oiled animals into uncontaminated populations. Oiled animals will be captured as soon as practicable.

Results are likely to be most effective when birds are concentrated in coastal lagoons, estuaries and bays. Migratory birds may have a strong tendency to return to contaminated staging areas thus frequent hazing utilizing varied methods will be needed.

The devices and methods used for bird dispersal are generally grouped into visual and auditory, or a combination of both. The appropriate choice of method depends on the species involved, the surrounding environment, and the spill situation. Water bird deterrent techniques and strategies utilized by LOSCO will be guided by a recent technical report prepared by Exxon Biomedical Sciences Inc. for MSRC.

9730.14 Tertiary Response

The tertiary response is the collection of dead and live wildlife and the treatment, rehabilitation and release of oiled wildlife. These activities will be conducted under the authority of the State and Federal trustee agencies in coordination with the Unified Command. Appropriate measures must be undertaken by the Responsible Party and the Unified Command to insure that dead animals are detected and not disposed of until approved by the trustees.

Collection and Transport of Oiled Birds

Human safety should be considered before any bird retrieval effort is conducted: an oil spill may present several safety hazards including toxic vapors, fire hazard, hazardous weather and seas or unsafe footing. All personnel involved in retrieval must have appropriate safety training be adequately protected with the appropriate personal protection equipment, (rubber boots and gloves, etc.) and be trained in handling techniques that ensure worker safety and present the least amount of stress to birds.

All wildlife OPS must conform to the Site Safety Plan. Training issues are addressed in the Volunteer Coordination and Management Plan.

Capture and Transport of Marine Mammals

The trustee agencies for marine mammals (the U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), CDFG) will evaluate the need for marine mammal capture on a case-by-case basis. The potential benefits of capture must outweigh the potential negative consequences. While sea otters and fur seals can be immediately and acutely affected by oil, other pinnipeds may be able to withstand some short-term external exposure to oil. Any situation that may involve marine mammal capture will require experienced capture personnel from one of the marine mammal rehabilitation centers working in coordination with the trustee agencies.

9730.15 Wildlife Operations

The following text describe the responsibilities and activities of the staff of LOSCO, trustee agencies, LOSCO contractors and cooperators, conducted in cooperation with the Unified Command during the early stages of a spill response. After the first 24 hours, the Wildlife Branch Director will develop the wildlife element of the Incident Action Plan for the review and approval of the Unified Command. The Incident Action Plan will guide wildlife OPS for the duration of the spill.

Guidance Documents

NOAA. 1996. Natural Resource Damage Assessment Guidance Document: Pre-assessment Phase (Oil Pollution Act of 1990). National Oceanic and Atmospheric Administration, Damage Assessment and Restoration Program, Silver Spring, MD.

NOAA. 1996. Natural Resource Damage Assessment Guidance Document: Specifications for Use of the NRDA/CME Version 2.4 to Generate Compensation Formulas. National Oceanic and Atmospheric Administration, Damage Assessment and Restoration Program, Silver Spring, MD.

NOAA. 1996. Natural Resource Damage Assessment Guidance Document: Injury Assessment (Oil Pollution Act of 1990). National Oceanic and Atmospheric Administration, Damage Assessment and Restoration Program, Silver Spring, MD.

NOAA. 1996. Natural Resource Damage Assessment Guidance Document: Primary Restoration (Oil Pollution Act of 1990). National Oceanic and Atmospheric Administration, Damage Assessment and Restoration Program, Silver Spring, MD.

NOAA. 1996. Natural Resource Damage Assessment Guidance Document: Restoration Planning (Oil Pollution Act of 1990). National Oceanic and Atmospheric Administration, Damage Assessment and Restoration Program, Silver Spring, MD.

NOAA. 1997. Natural Resource Damage Assessment Guidance Document: Scaling Compensatory Restoration Actions (Oil Pollution Act of 1990). Public Review Draft. National Oceanic and Atmospheric Administration, Damage Assessment and Restoration Program, Silver Spring, MD.

NPFC. Users guide.

9740 Volunteer Plan TO BE DEVELOPED

9750 Job Aids TO BE DEVELOPED

9760 Technical References

9760.1 Incident Command System Forms Index

ICS Form #	Form Title	Prepared By
201[1]	Incident Briefing	Initial Response IC
202[1]	Response Objectives*	Planning Section Chief
203[1]	Organization Assignment List*	Resources Unit Leader
204[1]	Division Assignment List*	Ops. Chief & Resources Unit
205	Incident Radio Comms Plan*	Comms Unit Leader
206	Medical Plan*	Medical Unit Leader
207	Organization Chart	Resources Unit Leader
208	Site Safety Plan	Safety Officer
209(oil)[2]	Incident Status Summary	Situation Unit Leader
210	Status Change Card	Communications Center
211	Check-in List	Resources Unit at multiple locations
212(oil)[3]	Resources at Risk Source*	Situation Unit Leader
213	General Message Form	Any message originator
214	Unit/Activity Log	All Positions
215	Operational Planning Worksheet	Operations Section Chief & Planning Section Chief
216	Radio Requirements Worksheet	Comms Unit Leader
217	Radio Frequency Assignment	Comms Unit Leader
218	Support Vehicle Inventory	Ground Support Unit Leader
219	Resource Status Card	Resources Unit Leader
220[1]	Air Operations Summary	Logistics Section Chief
221	Demobilization Checkout	Demobilization Unit Leader
OS-230	Daily Meeting Schedule	Situation Unit Leader
OS-230a	Meeting Description	Situation Unit Leader
__[3]	Initial Notification Sheet	Person receiving initial report of incident
__[3]	Executive Summary	Planning Section Chief
__[3]	General Plan	Planning Section Chief
__[3]	ICS IAP Cover*	Situation Unit Leader

[1] Form is significantly changed from the original ICS version.

[2] ICS form has been slightly modified for oil spills, either version can be used.

[3] No ICS form equivalent.

* Commonly used in written Incident Action Plans (IAP)

These ICS Forms can be obtained via the Internet at:
http://www.dot.gov/dotinfo/uscg/hq/g-m/nmc/response/forms/Default.htm or
http://www.dot.gov/dotinfo/uscg/hq/g-m/nmc/genpub.htm

9760.2 NCP Product List TO BE DEVELOPED

9760.3 Catalog of Crude Oil & Oil Product Properties TO BE DEVELOPED

9760.4 CHRIS Manual TO BE DEVELOPED

9760.5 FOG TO BE DEVELOPED

9760.6 ART Check-Off Lists (See also Section 4400)

9760.7 Letters (Refer to Section 3500)

9770 Notices

9770.1 Notice to Mariners

For development of a Notice to Mariners in the event of a spill situation, refer to the Coast Guard Aids to Navigation Manual-Administration, COMDTINST 16500.7, Ch. 13.D.3.

9770.2 Safety and Security Zones

Detailed information describing Safety & Security Zones can be found in 33 CFR 165.1 thru 165.33. Information on delegation of authority to COTPs to establish and enforce Safety & Security Zones, and Regulated Navigation Areas can be found in 33 CFR 1.01-30 and 33 CFR 160.5.

9770.3 COTP & Administrative Orders

Information on Captain of the Port Orders and other special orders applying to vessel operation can be found in COMDTINST 16000.6, Marine Safety Manual, Volume 1, Administration and Management, Ch 12, Sect I; COMDTINST 16000.11, Marine Safety Manual, Volume VI, Ports and Waterways Activities, Ch. 1, Sect 1.E; 33 CFR 160, Subpart B.

9770.4 Press Releases

Guidance on preparing a press release can be found in the Coast Guard Public Affairs Manual, COMDTINST M-5728.2A, Ch. 2, Sec. E (pgs 2-10 thru 2-14).

***9800* Reserved**

***9900* Reserved for Area**

***91000* Reserved for District**

***91100* Reserved**

Acronyms

ACRONYM	DEFINITION
AC	Area Committee
ACP	Area Contingency Plan
AIRSTA	Coast Guard Air Station
AOR	Area of Responsibility
ART	Alternative Response Technologies
BNTM	Broadcast Notice to Mariners
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CFR	Code of Federal Regulations
CG OWOCRS	Coast Guard Open Water Oil Containment and Recovery System
CMC	Center for Marine Conservation
COTP	Captain of the Port
CWA	Clean Water Act
DOI	Department of the Interior
DRAT	District Response Advisory Team
DRG	District Response Group
EEZ	Exclusive Economic Zone
EMT	Emergency Medical Technician
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
FOG	Field Operations Guide
FOSC	Federal On-Scene Coordinator
FOSO	Friends of the Sea Otter
FRP	Facility Response Plan
FWPCA	Federal Water Pollution Control Act
GIS	Geographic Information System
HASP	Health and Safety Plan
HAZWOPER	Hazardous Waste Operations and Emergency Response

ACRONYM	DEFINITION
HBRC	Humboldt Bay Response Corporation
HHS	Health and Human Services
IAP	Incident Action Plan
IBRRC	International Bird Rescue and Research Center
IC	Incident Commander
ICP	Incident Command Post
ICS	Incident Command System
IO	Information Officer
JIC	Joint Information Center
LGR	Local Government Representative
LO	Liaison Officer
MAC	Multi-Agency Coordination Unit
MACS	Multi-Agency Coordination System
MBARI	Monterey Bay Aquarium Research Institute
MEXUSPAC	U. S./Mexico Pacific Coast Joint Response Team
MMC	Marine Mammal Center
MMS	Minerals Management Service
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
NCP	National Contingency Plan
NIIMS	National Interagency Incident Management System
NOAA	
NRDA	Natural Resource Damage Assessment
NRT	National Response Team
OPA 90	Oil Pollution Act of 1990
OPS	Office of Pipeline Safety
OSC	On Scene Coordinator
OSHA	Occupational Safety and Health Administration

ACRONYM	DEFINITION
POLREP	Pollution Report
QI	Qualified Individual
RP	Responsible Party
RRT	Regional Response Team
SA	Health and Safety Officer
SLC	State Lands Commission
SO	Safety Officer
SONS	Spill of National Significance
State IC	State Incident Commander
TFR	Temporary Flight Restrictions
UC	Unified Command
USC	United States Code
VRP	Vessel Response Plan
WMS	Waste Management Specialist

Glossary

TERM/ACRONYM	DEFINITION
Agency Representative	Individual assigned to an incident from an assisting or cooperating agency who has been delegated full authority to make decisions on all matters affecting their agency's participation at the incident. Agency Representatives report to the Liaison Officer
Air Operations Branch Director	The person primarily responsible for preparing and implementing the air operations portion of the Incident Action Plan. Also responsible for providing logistical support to helicopters operating on the incident.
Allocated Resources	Resources dispatched to an incident
Alternative Response Technologies (ART)	Response methods or techniques other than mechanical containment or recovery. ART may include use of chemical dispersants, in-situ burning, bioremediation, or other alternatives. Application of ART must be authorized and directed by the OSC
Assigned Resources	Resources checked-in and assigned work tasks on the incident
Assignments	Tasks given to resources to perform within a given operational period, based upon tactical objectives in the Incident Action Plan
Assistant	Title for subordinates of the Command Staff positions. The title indicates a level of technical capability, qualifications, and responsibility subordinate to the primary positions. Assistants may also be used to supervise unit activities at camps
Assisting Agency	An agency directly contributing tactical or service resources to another agency
Available Resources	Incident-based resources which are immediately available for assignment
Base	That location at which the primary logistics functions are coordinated and administered. (Incident name or other designator will be added to the term "Base") The Incident Command Post may be collocated with the base. There is only one base per incident
Biological Additives	Micro-biological cultures, enzymes, or nutrient additives that are deliberately introduced into an oil discharge for the specific purpose of encouraging bio-degradation to mitigate the effects of a discharge
Branch	That organizational level having functional/geographic responsibility for major incident operations. The Branch level is organizationally between Section and Division/Group in the Operations Section, and between Section and Units in the Logistics Section.
Burning Agents	Those additives that through physical or chemical means, improve the combustibility of the materials to which they are applied

TERM/ACRONYM	DEFINITION
Cache	A pre-determined complement of tools, equipment and/or supplies stored in a designated location, and available for incident use
Camp	A geographical site, within the general incident area, separate from the base, equipped and staffed to provide sleeping areas, food, water, and sanitary services to incident personnel
CERCLA	The Comprehensive Environmental Response, Compensation and Liability Act of 1980 as amended by the Superfund Amendments and Reauthorization Act of 1986
Check-In	The process whereby resources first report to an incident. Check-in locations include: Incident Command Post (Resources Unit), Incident Base, Camps, Staging Areas, Helibases, Helispots, and Division Supervisors (for direct line assignments).
Chemical Agents	Those elements, compounds, or mixtures that coagulate, disperse, dissolve, emulsify, foam, neutralize, precipitate, reduce, solubize, oxidize, concentrate, congeal, entrap, fix, make the pollutant mass more rigid or viscous, or otherwise facilitate the mitigation of deleterious effects or the removal of the pollutant from the water
Chief	The ICS title for individuals responsible for command of functional sections: Operations, Planning, Logistics and Finance
Claim	A request, made in writing for a sum certain, for compensation for damages or removal costs resulting from an incident
Clear Text	The use of plain English in radio communications transmissions. No Ten Codes, or agency specific codes are used when using Clear Text
Coastal Waters	The waters of the coastal zone except for the Great Lakes and specified ports and harbors on inland rivers. Used for classifying the size of discharges.
Coastal Zone	Mean all United States waters subject to the tide, United States waters of the Great Lakes, specified ports and harbors on inland rivers, waters of the contiguous zone, other waters of the high seas subject to the NCP, and the land surface or land substrata, ground waters, and ambient air proximal to those waters. The term coastal zone delineates an area of federal responsibility for response action. Precise boundaries are determined by EPA/Coast Guard agreements and identified in federal regional contingency plans.
Command	The act of directing, ordering and/or controlling resources by virtue of explicit legal, agency, or delegated authority. May also refer to the Incident Commander/Unified Command
Command Post	See Incident Command Post
Command Staff	The Command Staff consists of the Information Officer, Safety Officer, and Liaison Officer, who report directly to the Incident Commander. They may have an assistant or assistants, as needed.

TERM/ACRONYM	DEFINITION
Communications Unit	A vehicle (trailer or mobile van) used to provide the major part of an incident Communication Center
Contiguous Zone	The zone established by the United States under Article 24 of the Convention of the Territorial Sea and Contiguous Zone. It is the zone contiguous to the territorial sea which extends nine miles seaward from the territorial sea.
Cooperating Agency	An agency supplying assistance other than direct tactical or support functions or resources to the incident control effort (e.g., Red Cross, telephone company, etc)
Cost Unit	Functional unit within the Finance Section responsible for tracking costs, analyzing cost data, making cost estimates, and recommending cost-saving measures
Demobilization Unit	Functional unit within the Planning Section responsible for assuring orderly, safe and efficient demobilization of incident resources
Deputy	A fully qualified individual who, in the absence of a superior, could be delegated the authority to manage a functional operation or perform a specific task. In some cases, a Deputy could act as relief for a superior and therefore must be fully qualified in the position. Deputies can be assigned to the Incident Commander, General Staff, and Branch Directors.
Director	The ICS title for individuals responsible for supervision of a Branch.
Discharge	Any emission (other than natural seepage), intentional or unintentional, and includes, but is not limited to spilling, leaking, pumping, pouring, emitting, emptying, or dumping.
Dispatch	The implementation of a command decision to move resources from one place to another
Dispersants	Chemical agents that emulsify, disperse, or solubize oil into the water column or promote the surface spreading of oil slicks to facilitate dispersal of the oil into the water column.
Dispatch Center	A facility from which resources are directly assigned to an incident.
Division	That organization level having responsibility for operation within a defined geographic area or with functional responsibility. The Division level is organizationally between the Task Force/Team and the Branch. (See also “Group”)
Documentation Unit	Functional unit within the Planning Section responsible for collecting, recording and safeguarding all documents relevant to the incident.
Emergency Medical Technician (EMT)	A health-care specialist with particular skills and knowledge in pre-hospital emergency medicine.
Emergency Operations Center (EOC)	A pre-designated facility established by an agency or jurisdiction to coordinate the overall agency or jurisdictional response and support to an emergency.

TERM/ACRONYM	DEFINITION
Environment	The navigable waters, waters of the contiguous zone, and the ocean waters which the natural resources are under the exclusive management of the U. S. under the Magnuson Fishery Conservation and Management Act. Also includes surface water, ground water, drinking water supply, land surface and subsurface strata, or ambient air.
Exclusive Economic Zone	
Facilities Unit	
Field Operations Unit	

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