

U.S. Department
of Transportation

United States
Coast Guard



Commandant
United States Coast Guard

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DEPARTMENT OF TRANSPORTATION

U. S. COAST GUARD

STATEMENT OF ADMIRAL PAUL A. YOST JR.

ON OIL SPILL CLEAN UP STATUS

UNITED STATES SENATE

SUBCOMMITTEE ON NATIONAL OCEAN POLICY STUDY

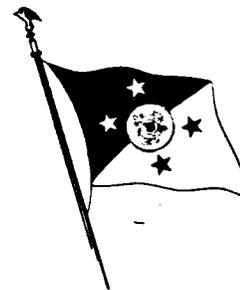
COMMITTEE ON COMMERCE, SCIENCE AND TRANSPORTATION

20 JULY 1989



Admiral Paul A. Yost, Jr. Commandant

United States Coast Guard



Admiral Paul Alexander Yost, Jr. became the 18th Commandant of the United States Coast Guard on May 30, 1986. He was nominated to that position while serving as Commander Atlantic Area, Commander Maritime Defense Zone Atlantic and Commander Third Coast Guard District in New York City where he was assigned in 1984.

In these roles, the Admiral was responsible for Coast Guard operations in the Atlantic, Caribbean and Gulf of Mexico including drug interdiction, maritime law enforcement and search and rescue, as well as maritime coastal defense under the authority of the Commander in Chief, Atlantic Fleet, United States Navy. Prior to his Third District assignment, Admiral Yost was Chief of Staff at Coast Guard Headquarters in Washington for three years, where he managed planning, programming and budgeting for the service. He was promoted to flag rank in 1978 and served as Eighth District Commander in New Orleans for three years.



Admiral Yost's management and operational positions included Chief of Staff and Chief of Operations for Seventeenth Coast Guard District in Alaska in 1975 and Commander Task Group 115.3, a combat command in Vietnam, in 1969. In addition, he served as Special Assistant to the Deputy Secretary, Department of Transportation and as an Alternate Delegate on the U.S. Law of the Sea Delegation. Admiral Yost was Captain of the Port, Seattle, Washington in 1974, Special Assistant to the Chief Counsel, Coast Guard Headquarters in 1972 and Chief, Bridge Branch, Aids to Navigation Division, Headquarters in 1970. Seagoing duty included command of the Coast Guard Cutter RESOLUTE in San Francisco, California in 1966.

Admiral Yost was graduated from the Naval War College at Newport, Rhode Island in 1964. He received master's degrees in international affairs from George Washington University in 1964 and in mechanical engineering from the University of Connecticut in 1959. He also completed course work toward a master's degree in business administration. Admiral Yost received a Bachelor of Science degree from the U.S. Coast Guard Academy in New London, Connecticut in 1951.

The Commandant's awards include two Distinguished Service Medals, Silver Star, Legion of Merit with combat "V" and a gold star, Meritorious Service Medal, Combat Action Ribbon, Korean Service Medal and United Nations Service Medal. He also received the Cross of Gallantry with Silver Star (RVN), Presidential Unit Citation, Navy Meritorious Unit Commendation and the Distinguished Service Medal (RVN).

A native of St. Petersburg, Florida, Admiral Yost is active in church, school and community affairs. He was awarded the Silver Beaver Award by the Boys Scouts of America.

Admiral Yost is married to the former Jan Worth of Wakefield, Massachusetts. Mrs. Yost earned a degree in communications from the University of Maryland. They have five children: Linda, Paul III, David, Lisa and Christopher. The Yosts reside in Chevy Chase, Maryland.

DEPARTMENT OF TRANSPORTATION

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STATEMENT OF ADMIRAL PAUL A. YOST

COMMITTEE ON COMMERCE, SCIENCE AND TRANSPORTATION

THE NATIONAL OCEAN POLICY STUDY

UNITED STATES SENATE

20 JULY 1989

GOOD MORNING, MR. CHAIRMAN. I AM PLEASED TO MEET WITH YOU AND THE OTHER DISTINGUISHED MEMBERS OF THIS SUBCOMMITTEE TO DISCUSS THE COAST GUARD'S ROLE IN RESPONSE TO THE RECENT MAJOR OIL SPILLS IN RHODE ISLAND, THE HOUSTON SHIPPING CHANNEL, AND THE DELAWARE RIVER, AS WELL AS TO GIVE YOU A STATUS REPORT ON THE EXXON VALDEZ OIL SPILL. I AM ACCOMPANIED TODAY BY REAR ADMIRAL JOEL SIPES, CHIEF OF THE COAST GUARD'S OFFICE OF MARINE SAFETY, SECURITY AND ENVIRONMENTAL PROTECTION; COMMANDER JAMES HULL, OF MY BUDGET DIVISION; AND CAPTAIN ERIC J. WILLIAMS, COAST GUARD CAPTAIN OF THE PORT, PROVIDENCE RHODE ISLAND.

THE COAST GUARD RESPONDED TO THESE FOUR CASES CONSISTENT WITH THE VARIOUS PROVISIONS OF THE CLEAN WATER ACT, THE NATIONAL CONTINGENCY PLAN, AND A MEMORANDUM OF UNDERSTANDING BETWEEN THE COAST GUARD AND THE ENVIRONMENTAL PROTECTION AGENCY (EPA). UNDER THE NATIONAL CONTINGENCY PLAN, A FEDERAL PREDESIGNATED ON-SCENE COORDINATOR IS ASSIGNED TO ENSURE THAT APPROPRIATE RESPONSE ACTION IS TAKEN WHENEVER THERE IS A DISCHARGE OF OIL INTO THE NAVIGABLE WATERS OF THE UNITED STATES OR A RELEASE OF HAZARDOUS

SUBSTANCES INTO THE ENVIRONMENT. THERE ARE TWO ESTABLISHED ZONES OF RESPONSIBILITY, INLAND AND COASTAL, FOR RESPONSE ACTION. THE BOUNDARY BETWEEN THE COASTAL AND INLAND ZONES IS DETERMINED BY JOINT AGREEMENT BETWEEN THE EPA AND THE COAST GUARD AND IS DEFINED IN EACH REGIONAL CONTINGENCY PLAN. A COAST GUARD CAPTAIN OF THE PORT SERVES AS THE PREDESIGNATED ON-SCENE COORDINATOR FOR POLLUTION INCIDENTS OCCURRING IN THE COASTAL ZONE. THE COASTAL ZONE IS COMPRISED OF THE WATERS IN THE EXCLUSIVE ECONOMIC ZONE, EXTENDING APPROXIMATELY 200 MILES OFFSHORE, THE GREAT LAKES AND SPECIFIED PORTS AND HARBORS ON THE INLAND RIVERS. THE EPA PROVIDES PREDESIGNATED ON-SCENE COORDINATORS FOR THE INLAND ZONE. IN ACCORDANCE WITH A COAST GUARD/EPA MEMORANDUM OF UNDERSTANDING, THE LOCAL COAST GUARD CAPTAIN OF THE PORT IS THE PREDESIGNATED ON-SCENE COORDINATOR FOR ALL DISCHARGES OF OIL AND HAZARDOUS SUBSTANCES WHICH RESULT FROM A VESSEL CASUALTY OR VESSEL TRANSFER ACTIVITY WITHIN SPECIFIED PORTS AND HARBORS OF THE INLAND RIVER SYSTEM. THE EPA NORMALLY SERVES AS THE PREDESIGNATED ON-SCENE COORDINATOR FOR DISCHARGES WHICH OCCUR AT INDUSTRIAL FACILITIES, BULK STORAGE FACILITIES OR HAZARDOUS WASTE SITES, OR FROM NON-MARINE TRANSPORTATION CASUALTIES IN THE INLAND ZONE.

IN ALL CASES WHERE A SPILL OCCURS, THE COAST GUARD CAPTAIN OF THE PORT INVESTIGATES THE CAUSES OF THE SPILL. IN THESE FOUR SPILLS, OUR NORMAL INVESTIGATIVE PROCESS IS BEING FOLLOWED AND AFTER ACTION REPORTS PREPARED. ONCE FINISHED, THE REPORTS WILL BE REVIEWED BY THE PROGRAM MANAGER AT COAST GUARD HEADQUARTERS, AND NECESSARY CORRECTIVE ACTIONS TAKEN. ALL OF THESE SPILL INVESTIGATIONS ARE IN VARIOUS STAGES OF COMPLETION. SEPARATELY,

THESE CASUALTIES ARE BEING INVESTIGATED UNDER THE AUTHORITY OF THE LOCAL COAST GUARD OFFICER IN CHARGE, MARINE INSPECTION. THIS LATTER INVESTIGATION IS CONCERNED WITH THE CAUSE OF THE CASUALTY AS AN ISSUE INDEPENDENT OF THE POLLUTION INCIDENT.

THE ENVIRONMENTAL DAMAGE RESULTING FROM THESE FOUR SPILLS HAS NOT BEEN FULLY ASSESSED. ENVIRONMENTAL DAMAGE ASSESSMENT IS THE RESPONSIBILITY OF THE NATURAL RESOURCES TRUSTEES WHICH, IN THESE CASES, INCLUDES THE DEPARTMENT OF THE INTERIOR, THE DEPARTMENT OF COMMERCE, AND THE AFFECTED STATES.

THE SPILL IN RHODE ISLAND

AT APPROXIMATELY 4:45 PM, FRIDAY, JUNE 23, 1989, THE GREEK-FLAGGED TANKSHIP WORLD PRODIGY RAN AGROUND ON BRENTON REEF JUST OUTSIDE OF NARRAGANSETT BAY, RHODE ISLAND. THE VESSEL WAS CARRYING APPROXIMATELY 8 MILLION GALLONS OF NO. 2 HOME HEATING OIL. NINE CARGO TANKS WERE DAMAGED, AND APPROXIMATELY 290,000 GALLONS OF OIL WERE RELEASED INTO THE COASTAL WATERS OF RHODE ISLAND.

THE COAST GUARD CAPTAIN OF THE PORT, PROVIDENCE, WAS THE FEDERAL ON-SCENE COORDINATOR FOR THE SPILL. AT APPROXIMATELY 5:15 PM, ONE-HALF HOUR AFTER THE SPILL, THE COAST GUARD FEDERALIZED THE SPILL BECAUSE THE INSURER OF THE VESSEL WAS UNABLE TO CONTACT THE OWNER'S REPRESENTATIVE FOR AUTHORIZATION TO CONDUCT THE CLEANUP; HOWEVER, BY NOON ON JUNE 25, THE OWNER AGREED TO ASSUME FINANCIAL RESPONSIBILITY FOR THE CLEANUP, BUT THE COAST GUARD RETAINED FEDERAL CONTROL TO THE END. DIVERS WERE ON SCENE AT 6:25 PM, LESS THAN 2 HOURS AFTER THE GROUNDING, TO ASSESS DAMAGE TO THE VESSEL'S HULL. CONTAINMENT BOOM WAS PLACED

AROUND THE VESSEL TO CONTAIN ADDITIONAL LEAKING. THE REGIONAL RESPONSE TEAM WAS ACTIVATED. THE ON-SCENE COORDINATOR REQUESTED THE ASSISTANCE OF THE COAST GUARD STRIKE TEAM, THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION'S (NOAA) SCIENTIFIC SUPPORT COORDINATOR, AND A SALVAGE MASTER FROM THE U.S. NAVY'S SUPERVISOR OF SALVAGE. BARGES WERE CONTRACTED TO OFF-LOAD THE CARGO REMAINING ON THE VESSEL. CONTAINMENT BOOM WAS STRATEGICALLY PLACED TO PROTECT SENSITIVE AREAS. CLEANUP CONTRACTORS WERE HIRED TO CLEAN THE SHORELINE IMPACTED BY THE OIL. SOME SHORELINE POLLUTION WAS REPORTED. PLACING BOOM AROUND THE VESSEL, EVAPORATION OF THE MAJORITY OF THE OIL, AND AN OFFSHORE WIND MINIMIZED THE ENVIRONMENTAL IMPACT FROM THIS SPILL. THE SHORELINE CLEANUP WAS ACCOMPLISHED MOSTLY WITH OIL ABSORBENT MATERIAL AND VACUUM TRUCKS. THE CLEANUP WAS COMPLETED ON JULY 6, 1989, 13 DAYS AFTER THE GROUNDING.

THE SPILL IN HOUSTON, TEXAS

AT 6:20 PM, FRIDAY, JUNE 23, 1989, THE COAST GUARD CAPTAIN OF THE PORT, HOUSTON, RECEIVED A REPORT OF A COLLISION BETWEEN THE PANAMANIAN-FLAGGED CHEMICAL TANKSHIP RACHEL B, AND THE U.S. OIL CARRYING BARGE, COASTAL 2514, RESULTING IN AN OIL SPILL IN THE HOUSTON SHIPPING CHANNEL. THE RACHEL B DAMAGED ITS BOW BUT RELEASED NO OIL. THE BARGE SUFFERED DAMAGE TO THREE CARGO TANKS AND RELEASED APPROXIMATELY 250,000 GALLONS OF HEAVY SLURRY OIL. THE OWNER OF THE DAMAGED BARGE ACCEPTED FINANCIAL RESPONSIBILITY FOR THE CLEANUP AND HIRED A LOCAL CLEANUP CONTRACTOR.

COAST GUARD PERSONNEL WERE ON SCENE AT 8:14 PM AND THE POLLUTION CLEANUP CONTRACTOR BEGAN BOOMING OFF SENSITIVE AREAS AT

8:25 PM. MOST OF THE SPILLED OIL MOVED INTO THE BAYPORT CHANNEL WHERE IT WAS RECOVERED USING CONTAINMENT BOOM, VACUUM TRUCKS, ABSORBENT MATERIAL, AND HAND TOOLS. CLEANUP OPERATIONS WERE CONDUCTED AROUND THE CLOCK. MUCH OF THE OIL WAS RECOVERED DURING UNFAVORABLE WEATHER CONDITIONS CREATED BY TROPICAL STORM ALLISON WHICH DROPPED MORE THAN TEN INCHES OF RAIN IN THE AREA. ON THE AFTERNOON OF FRIDAY, JULY 7, 1989, THE SPILL WAS FEDERALIZED AS THE OWNERS OPTED NOT TO COMPLETE THE CLEANUP. THE POTENTIAL FOR A LARGER SPILL WAS AVERTED BY OFF-LOADING THE CARGO WHICH REMAINED ABOARD THE TANK BARGE.

THE SPILL IN THE DELAWARE RIVER

AT APPROXIMATELY 4:46 AM, SATURDAY, JUNE 24, 1989, THE COAST GUARD CAPTAIN OF THE PORT, PHILADELPHIA, RECEIVED A REPORT THAT THE URUGUAYAN-FLAGGED TANKSHIP PRESIDENTE RIVERA WAS HARD AGROUND AND RELEASING NUMBER 6 INDUSTRIAL HEATING OIL IN THE DELAWARE RIVER NEAR MARCUS HOOK, PENNSYLVANIA. THE INSURER FOR THE VESSEL ASSUMED FINANCIAL RESPONSIBILITY FOR CLEANUP AND HIRED A CLEANUP CONTRACTOR AT 5:40 AM. COAST GUARD PERSONNEL WERE ON-SCENE AT 6:30 AM. A NOAA SCIENTIFIC SUPPORT COORDINATOR PROVIDED A SPILL TRAJECTORY AND EPA PROVIDED PERSONNEL SUPPORT BEFORE 8:00 AM. THE NOAA SCIENTIFIC SUPPORT COORDINATOR WAS ON-SCENE AT APPROXIMATELY 1:00 PM. COAST GUARD STRIKE TEAM PERSONNEL FROM MOBILE, ALABAMA, ARRIVED IN PHILADELPHIA AT 1:15 PM.

FOUR CARGO TANKS WERE DAMAGED AND APPROXIMATELY 300,000 OF THE 18 MILLION GALLONS OF NUMBER 6 OIL ABOARD THE VESSEL HAD BEEN RELEASED INTO THE DELAWARE RIVER. NUMBER 6 OIL IS VERY HEAVY AND THUS, MOST OF IT SANK BELOW THE SURFACE WHICH SEVERELY HAMPERED

EARLY RECOVERY EFFORTS. THE COAST GUARD CLOSED THE RIVER TO VESSEL TRAFFIC IN THE VICINITY OF THE SPILL TO FACILITATE CLEANUP. RESPONSE ACTIONS INCLUDED ACTIVATING THE REGIONAL RESPONSE TEAM; BOOMING OFF SENSITIVE AREAS; PARTIALLY OFF-LOADING THE VESSEL TO BARGES, AND MOVING IT TO THE SUNOIL DOCK IN MARCUS HOOK, PENNSYLVANIA; CONTAINING AND RECOVERING FLOATING OIL; AND CLEANING THE SHORELINE IMPACTED BY THE OIL. THE FREE FLOATING OIL WAS RECOVERED USING SKIMMING VESSELS; A FISHING VESSEL WITH SMALL MESH NETS; OPEN OCEAN CONTAINMENT BOOM; SMALL BOATS AND HAND TOOLS; AND ABSORBENT MATERIAL. SHORELINE WAS CLEANED USING HAND TOOLS AND ABSORBENT MATERIAL. NINE CONTRACTORS, MORE THAN 800 PERSONNEL, OVER 60 BOATS, AND 12,000 FEET OF CONTAINMENT BOOM HAVE BEEN USED SO FAR. CLEANUP IS NEARLY COMPLETE.

EXXON VALDEZ SPILL

IN ALASKA, WE ARE NOW IN THE MOST DIFFICULT AND LABOR INTENSIVE PHASE OF SHORELINE CLEANUP. THE FEDERAL ON-SCENE COORDINATOR, ADMIRAL ROBBINS, AND HIS STAFF OF MORE THAN 300 COAST GUARD PERSONNEL, ALONG WITH A LARGE NUMBER OF FEDERAL AND STATE EMPLOYEES, ARE PROVIDING DIRECTION AND MONITORING FOR THE CONTINUED EXXON CLEANUP EFFORT. THE DEPARTMENT OF DEFENSE, THROUGH THE ALASKA JOINT TASK FORCE, CONTINUES TO PROVIDE TWO LARGE NAVY VESSELS FOR BERTHING OF SHORELINE CLEANUP CREWS. NAVY SKIMMERS AND BOOMS ARE STILL BEING DEPLOYED, AND DOD CONTINUES TO PROVIDE GENERAL SUPPORT FOR THIS EFFORT.

IN MAY, EXXON SUBMITTED THEIR SHORELINE CLEANUP PLAN. AFTER SOME MODIFICATIONS AND A COMMITMENT TO INCREASE THE NUMBER OF PERSONNEL, THE FEDERAL ON-SCENE COORDINATOR APPROVED THE PLAN.

EXXON HAS NOW EXCEEDED THE AGREED UPON LEVEL OF 2,500 SHORELINE CLEANUP PERSONNEL. THESE "DIRECT" WORKERS AND EXXON SUPPORT PERSONNEL EXCEED 10,000 PEOPLE. IN ADDITION, THERE ARE MORE THAN 900 BOATS AND MORE THAN 60 AIRCRAFT BEING OPERATED BY EXXON.

SKIMMING OF FREE OR SURFACE OIL IN THE WATER IS NEARLY COMPLETE. CURRENT SKIMMING IS MOSTLY OF RUNOFF FROM SHORELINE CLEANING AND OF MIGRATING OIL, CONSISTING PRIMARILY OF MOUSSE AND TAR BALLS.

TWO TYPES OF SHORELINE CLEANUP ARE UNDERWAY. THE FIRST INVOLVES MANUAL PROCEDURES SUCH AS MECHANICAL REMOVAL OF CONGEALED OIL AND OIL DEBRIS, WHICH LEAVES THE NATURAL SHORELINE RELATIVELY UNDISTURBED. THE SECOND INVOLVES MECHANICAL DEVICES AND OTHER ENHANCEMENT METHODS SUCH AS COLD, WARM AND HOT WASHING, REMOVING OILED MATERIAL AND TRENCHING. THESE METHODS CAN CAUSE EXTENSIVE DISTURBANCE TO THE IMMEDIATE AREA.

THE FEDERAL ON-SCENE COORDINATOR, WORKING WITH EPA, NOAA, THE STATE AND EXXON, CONTINUES TO SEEK MORE INNOVATIVE METHODS FOR SHORELINE CLEANUP. THIS INCLUDES SMALL SCALE TESTING OF CHEMICAL AGENTS, TESTED AND PLANNED TESTING OF VARIOUS FERTILIZERS THAT PROMOTE THE GROWTH OF NATURALLY OCCURRING BIOLOGICAL ORGANISMS WHICH CONSUME OIL, AND TESTING OF HOT WATER INJECTION METHODS FOR TREATING SUBSURFACE OIL.

THE FEDERAL ON-SCENE COORDINATOR CONTINUES TO CLOSELY MONITOR AND DIRECT THE CLEANUP OPERATION. NOAA AND THE COAST GUARD CREATED A COMPUTER AIDED MANAGEMENT MODEL FOR THE VALDEZ SPILL, DUBBED VALDEZ CAMEO. THE MODEL TAKES INTO ACCOUNT THE VARIOUS SHORELINE TYPES, THE DEGREE OF OILING, AND AN ESTIMATE OF

WORK NEEDED. THIS MODEL HAS ENABLED THE FEDERAL ON-SCENE COORDINATOR TO ASSESS THE RESULTS OF THE CLEANUP OPERATION AND MAKE A REAL TIME EVALUATION OF PROGRESS. EXXON HAS ADDED A NEW TASK FORCE IN PRINCE WILLIAM SOUND THIS MONTH AND A SIXTH TASK FORCE WILL BE ADDED SOON.

THE FEDERAL ON-SCENE COORDINATOR, NOAA AND THE STATE ARE WORKING CLOSELY WITH NATIVE ALASKANS TO RESTORE CONFIDENCE IN THE QUALITY OF THE FISH AND WILDLIFE THAT ALASKANS DEPEND UPON FOR THEIR SUBSISTANCE AS WELL AS TO INVOLVE THEM MORE IN THE CLEANUP OPERATION. NATIVE ALASKANS HAVE JOINED THE CLEANUP OPERATION IN MANY LOCATIONS, PARTICIPATING IN WEEKLY MULTI-AGENCY COMMITTEE MEETINGS AND BECOMING MEMBERS OF THE SHORELINE CLEANUP OVERSIGHT TEAMS.

AS BEFORE, THE FEDERAL ON-SCENE COORDINATOR'S GOAL IS THAT ALL SHORELINE SEGMENTS WILL BE TREATED BEFORE THE EXPECTED ONSET OF SEVERE WEATHER CONDITIONS IN SEPTEMBER. BY THEN, HEAVILY AND MODERATELY OILED SHORELINE SEGMENTS SHOULD BE TREATED TO A STABLE LEVEL. LIGHTLY OILED SEGMENTS SHOULD BE FULLY TREATED. PLANS ARE BEING DEVELOPED TO EVALUATE THE EFFECTS OF WINTER WEATHER ON ANY OIL THAT MAY REMAIN. BEFORE NEXT SPRING, AN EVALUATION WILL BE CONDUCTED TO DETERMINE THE LEVEL OF WORK REQUIRED.

MR. CHAIRMAN, THE EXXON VALDEZ SPILL AND THE THREE RECENT SPILLS IN RHODE ISLAND, PENNSYLVANIA AND TEXAS HAVE SERVED AS STARTLING REMINDERS OF THE NEED TO BE READY AND TO HAVE ADEQUATE RESOURCES TO RESPOND TO SUCH EVENTS. MANY LESSONS HAVE BEEN LEARNED AND MANY NEW INITIATIVES HAVE BEGUN. WE HAVE INITIATED A THOROUGH REVIEW OF ALL PORT CONTINGENCY PLANS, AND THE NATIONAL

RESPONSE TEAM WILL LOOK AT THESE CONTINGENCY PLANS AND ISSUE A REPORT EARLY NEXT YEAR. MANY OTHER AREAS WHICH CONTRIBUTE TO SPILL PREVENTION SUCH AS SHIP DESIGN, VESSEL MANNING AND LICENSING, AND PILOTAGE ARE NOW BEING CAREFULLY STUDIED. CONGRESS AND THE ADMINISTRATION HAVE PROPOSED NEW LAWS TO STRENGTHEN OUR ABILITY TO PREVENT AND CLEAN UP FUTURE OIL SPILLS. INDUSTRY HAS PROPOSED A SUBSTANTIAL INCREASE IN RESPONSE CAPABILITY AND A COMMITMENT TO RESEARCH AND DEVELOPMENT. ALTHOUGH ALL OF THE EFFORTS AND NEW INITIATIVES WILL CONTINUE TO STRAIN THE RESOURCES OF THE COAST GUARD, I REMAIN FULLY COMMITTED TO THE WORK AHEAD.

IN CLOSING, MR. CHAIRMAN, I WANT TO RECOGNIZE THE IMPORTANT ROLE THAT NOAA'S SCIENTIFIC SUPPORT COORDINATORS PLAY IN OUR RESPONSE ORGANIZATION. THE SCIENTIFIC SUPPORT COORDINATOR IS AN INDIVIDUAL FROM NOAA ASSIGNED TO PROVIDE THE ON-SCENE COORDINATOR WITH VITAL OPERATIONAL AND SCIENTIFIC ADVICE DURING A RESPONSE EVOLUTION. THIS PERSON IS GENERALLY SUPPORTED BY A TEAM OF HIGHLY CAPABLE NOAA PEOPLE FROM SEVERAL SCIENTIFIC DISCIPLINES AND HAS THE CAPABILITY TO DRAW ON, AND COORDINATE, THE KNOWLEDGE AVAILABLE FROM A WIDE RANGE OF INVOLVED AGENCIES, PRIVATE SOURCES, AND ACADEMIA. THE SCIENTIFIC SUPPORT COORDINATOR SYNTHESIZES INFORMATION AND CONVEYS IT IN USEFUL FORM TO THE ON-SCENE COORDINATOR DURING A CLEAN UP. THE CLOSE RELATIONSHIP BETWEEN THE SCIENTIFIC SUPPORT COORDINATOR AND THE ON-SCENE COORDINATOR IS IMPORTANT TO EFFECTIVE RESPONSE.

MR. CHAIRMAN, THIS CONCLUDES MY STATEMENT. I WILL BE GLAD TO ANSWER ANY QUESTIONS THAT YOU OR THE OTHER MEMBERS OF COMMITTEE MAY HAVE.