



REGIONAL RESPONSE TEAM FEDERAL REGION I

U.S. Environmental
Protection Agency

U.S. Coast Guard/
U.S. Department of Homeland Security

U.S. Department of Agriculture

U.S. Army Corps of Engineers

U.S. Department of Commerce

U.S. Department of Energy

U.S. Department of Defense

U.S. Department of Health and
Human Services

U.S. Department of Interior

U.S. Department of Justice

U.S. Department of Labor

U.S. Department of State

U.S. Department of Transportation

DHS- Federal Emergency
Management Agency

General Services Administration

U.S. Nuclear Regulatory Commission

States:

Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

New England Tribes:

Aroostook Band of Micmacs
Houlton Band of Maliseet Indians
Mashantucket Pequot Tribal Nation
Mohegan Tribe
Narragansett Indian Tribe
Passamaquoddy Tribe of Indians
Penobscot Indian Nation
Wampanoag Tribe of Aquinnah

DATE: July 26, 2006

TO: RRT Members and Regional Contingency Plan Holders

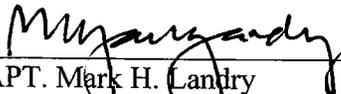
FROM: RRT Co-Chairs

RE: Amendment to the Regional Oil and Hazardous Substances
Pollution Contingency Plan:
Demarcation of the Inland and Coastal Zones
Transfer of On-Scene Coordinator Responsibility

The purpose of this amendment is to revise the existing U.S. Environmental Protection Agency Region I (EPA) and U.S. Coast Guard First District (USCG) – Standard Federal Region I – Inland Zone and Coastal Zone geographical boundaries establishing responsibility for the pre-designation of On-Scene Coordinators (OSCs) for pollution response pursuant to the National Oil and Hazardous Substances Pollution Contingency Plan (NCP; 30 CFR 300).

This amendment updates the Inland and Coastal Zone boundaries for the Standard Federal Region I Regional Oil and Hazardous Substances Pollution Contingency Plan (RCP) required by the NCP section 300.210(b), and supercedes previous jurisdictional boundaries as stated in the May 2002 Region I RCP. The review of the boundary produced no changes in the demarcation line, but resulted in added information and procedures, such as consideration of National Response Plan responses and establishment of a formal mechanism by which OSC responsibility may be transferred between EPA and the USCG during an oil and/or hazardous substance pollution incident.

Please make the appropriate correction to your copy of the RCP by replacing Appendix 5 to Volume II of the RCP with this document. If you have any questions or comments concerning this amendment, please feel free to contact Melanie Morash at EPA (617-918-1298 or morash.melanie@epa.gov) or Scott Lundgren at the USCG (617-223-8434 or scott.r.lundgren@uscg.mil).


CAPT. Mark H. Landry
Chief, Response Division
Co-Chair, Regional Response Team
USCG First District


Mr. Arthur V. Johnson, III
Chief, Emerg. Plan. & Resp. Branch
Co-Chair, Regional Response Team
U.S. EPA

AMENDMENT TO THE REGIONAL CONTINGENCY PLAN

DEMARCATIION OF THE INLAND AND COASTAL ZONES

BETWEEN

U.S. ENVIRONMENTAL PROTECTION AGENCY – REGION I

AND

U.S. COAST GUARD – FIRST DISTRICT

FOR

PRE-DESIGNATION OF ON-SCENE COORDINATORS

FOR POLLUTION RESPONSE

IN REGION I

THE STATES OF CONNECTICUT, MASSACHUSETTS, MAINE

NEW HAMPSHIRE, RHODE ISLAND, AND VERMONT

FEBRUARY 2006

1. **PARTIES.** The parties to this amendment are the United States Coast Guard (USCG) and United States Environmental Protection Agency (EPA).
2. **AUTHORITY.** This amendment is authorized under the National Oil and Hazardous Substances Pollution Contingency Plan (NCP; 40 CFR 300.210[b]).
3. **PURPOSE.** The purpose of this amendment is to revise the existing EPA Region I and USCG First District (Standard Federal Region I) Inland Zone (IZ) and Coastal Zone (CZ) geographical boundaries establishing responsibility for the pre-designation of On-Scene Coordinators (OSCs)¹ for pollution response pursuant to the NCP (30 CFR 300). This amendment clarifies the Inland and Coastal Zone boundaries for the Standard Federal Region I Regional Oil and Hazardous Substances Pollution Contingency Plan (RCP) required by the NCP section 300.210(b), and more precisely defines agency response jurisdiction as stated in the May 2002 Region I RCP. This amendment also establishes a formal mechanism by which OSC responsibility may be transferred between EPA and the USCG during an oil and/or hazardous substance pollution incident. Implicitly included in such a transfer of OSC responsibility is the responsibility for enforcement, as provided for in the USCG and EPA Memorandum of Understanding Concerning the Enforcement of

¹ The U.S. Coast Guard uses the term *Federal On-Scene Coordinator* to prevent confusion with the *On-Scene Commander* in the Search-and-Rescue community. For the purposes of this document, only the NCP term *On-Scene Coordinator* and acronym *OSC* are used.

Section 311 of the Clean Water Act, entered into on March 23, 1993.

4. **RESPONSIBILITIES.** In the area covered under this amendment, EPA and the USCG will carry out general agency and incident-specific responsibilities under the NCP, the National Response Plan (NRP), RCP, and the applicable Area Contingency Plan (ACP), and will assist each other to the fullest extent possible to prevent or minimize the impacts of actual discharges or releases or threats of discharges of oil onto navigable waters or adjoining shorelines, and actual releases or threats of releases of hazardous substances into the environment. The terms of this amendment will be incorporated into the applicable RCP and ACPs.

Inland Zone

The Inland Zone for Standard Federal Region I consists of the environment inland of the geographical boundary line promulgated under the RCP and revised by this amendment. This area inland of the boundary line excludes specified ports and harbors on inland rivers as described in the RCP.

EPA provides the pre-designated OSC for pollution response in the Inland Zone. Response to discharges or releases, or a substantial threat of such a discharge of oil or release of a hazardous substance originating within the Inland Zone, including those from unknown sources, is the responsibility of the EPA OSC. Discharges and releases which originate within the Inland Zone but impact the Coastal Zone remain under the jurisdiction of the EPA OSC (for elaboration see below, "Mutual Response Support and Transfer of OSC Responsibility").

Incidents for which EPA does not provide the OSC are outlined in 40 CFR 300.120 (c) and (d):

- releases of hazardous substances, pollutants, or contaminants, when the release is on, or the sole source of the release is from, any facility or vessel under the jurisdiction, custody, or control of the U.S. Department of Defense (DOD) and the U.S. Department of Energy (DOE);
- remedial responses to facilities owned or controlled by federal agencies other than DOD and DOE; and
- all responses involving DOD owned or controlled military weapons.

Coastal Zone

The Coastal Zone for Standard Federal Region I consists of the environment seaward of the geographical boundary line promulgated under the RCP and revised by this amendment. This area seaward of the boundary line consists of all United States waters subject to the tide, RCP-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 cognizant USCG Captain of the Port (COTP) is the pre-designated OSC for pollution response in the Coastal Zone. Response to discharges or releases, or a substantial threat of such a discharge of an oil or release of a hazardous substance originating within the Coastal Zone, including those from unknown sources, is the responsibility of the USCG OSC. Discharges and releases which originate within the Coastal Zone but impact the Inland Zone remain under the jurisdiction of the USCG OSC (for elaboration see below, "Mutual Response Support and Transfer of OSC Responsibility").

Incidents for which USCG does not provide the OSC are outlined in 40 CFR 300.120 (c) and (d):

- releases of hazardous substances, pollutants, or contaminants, when the release is on, or the sole source of the release is from, any facility or vessel under the jurisdiction, custody, or control of the DOD and the DOE;
- remedial responses to facilities owned or controlled by federal agencies other than DOD and DOE; and
- all responses involving DOD owned or controlled military weapons.

The USCG hazardous substance response role is generally limited to the emergency actions in response to hazardous substance releases, as further defined in the NCP at 40 CFR 300.120(a)(1) and the Department of Transportation (DOT)/EPA Instrument of Redefinition dated May 27, 1988.

Mutual Response Support and Transfer of OSC Responsibility

The EPA/USCG response jurisdiction boundary lines do not preclude mutual assistance between the two agencies during an incident to best utilize the expertise and capabilities of each. For certain incidents, a complete transfer of OSC responsibility may be more practical than providing expertise and resources to the primary agency through mutual support.

A formal agency transfer of OSC responsibility may be appropriate when:

- a hazardous substance response changes from an emergency response to a removal or remedial action;
- one OSC or agency is better suited to coordinate the response to a specific incident based on field of expertise (e.g., the USCG for Inland Zone oil discharges near the boundary that require a navigable water response, or EPA for Coastal Zone releases involving certain hazardous substances);
- releases cross the boundary line and the scope of potential and/or actual environmental impacts in one Zone significantly exceeds the other;
- the OSC's or agency's emergency response workload exceeds existing capabilities; or,
- other incident-specific situations in which EPA or USCG determine that a formal transfer of OSC responsibility is appropriate.

A request for OSC responsibility transfer may be initiated verbally by the OSC. Any transfer initiated verbally should be followed up in writing utilizing the attached form letter. A copy of the signed transfer agreement shall be maintained with the incident file according to standard agency record-keeping procedures.

Incident Origin and Seepage Sites

When discharges of oil or releases of hazardous substances are discovered to have originated from the Zone other than the one originally supposed, the OSC with the responsibility for the source Zone will assume responsibility. A source may be unknown or may occur in both Zones. In that case, the OSC for the Zone most significantly impacted will assume responsibility.

A seepage site should remain under the responsibility of the pre-designated OSC for the zone of origin. OSC responsibility may be transferred when the discharge or release crosses or has the potential to cross the boundary line, and the two agencies agree that the scope of potential and/or actual environmental impacts in one Zone significantly exceeds the other.

Nuclear/Radiological Incidents

Please consult the Nuclear-Radiological Incident Annex to the National Response Plan for guidance on coordinating agency and other agency roles in a nuclear or radiological incident. On-Scene Coordinator authorities and responsibilities apply to releases of radionuclides designated as hazardous substances (40 CFR 302.4), except where specifically excluded from the hazardous substance definition (statutory exclusions related to the Atomic Energy Act and Uranium Mill Tailings Radiation Control Act). While a radionuclide release may be fully addressed under the NCP under FOSC authority, there are a number of situation-dependent authorities, responsibilities, and coordinating functions of other federal agencies that may apply. The National Response Plan Nuclear-Radiological Incident Annex reconciles these roles by defining a coordinating agency based on the circumstances of an incident (Table 1 of the Annex), and further defining agency roles and responsibilities for both Incidents of National Significance and lesser incidents. OSCs should implement their NCP authority in a radionuclide release consistent with the coordination mechanisms of the NRP Nuclear-Radiological Incident Annex when an incident beyond NCP-only coordination occurs.

Notifications following Transfer of OSC Responsibility

EPA and the USCG often work closely with state and local counterparts during oil and hazardous substance pollution responses. To facilitate federal coordination with the state and local response community following a formal transfer of OSC responsibility, a signed copy of the transfer agreement should be sent to the appropriate state and/or local emergency response department. However verbal notification to the states is required as soon as the transfer of OSC responsibility takes place followed by the signed copy. The lead for enforcement actions may also be determined by the agency providing the OSC under other agreements and procedures; therefore, a copy of the transfer agreement should be sent to USCG and EPA enforcement personnel as appropriate to adjust enforcement lead.

OSC Responsibility under National Response Plan Activation

During pollution responses to natural disasters, homeland security events, or other incidents under an NRP and Emergency Support Function (ESF) #10 activation, many areas within a region may be affected. In some cases, the OSC responsibility pre-designation may not be strictly adhered to in an effort to best utilize available resources in response to pollution issues. However, under ESF #10 activations, care shall be taken to provide OSCs for responses consistent with the parent agency's expertise.

5. POINTS OF CONTACT. Points of contact for coordination, support, and implementation of this amendment are as follows:

Chief, Emerg. Plan. and Resp. Branch
U.S. EPA – Region I
One Congress Street
Suite 1100 (HBR)
Boston, MA 02114-2023
Chief, Marine Safety Division
(617) 918-1251

Commander (drm)
First Coast Guard District
408 Atlantic Avenue
Boston, MA 02210-2209
(617) 223-8480

Sector Commander
USCG Sector Northern New England
27 Pearl Street
Portland, ME 04101
(207) 767-0320

Sector Commander
USCG Sector Boston
455 Commercial Street
Boston, MA 02109
(617) 223-3027

Sector Commander
USCG Sector Southeastern New England
20 Risho Avenue
East Providence, RI 02914
(401) 435-2310

Sector Commander
USCG Sector Long Island Sound
120 Woodward Avenue
New Haven, CT 06512
(203) 468-4472

Regional and Area Contingency Plans of the signatory agencies will be amended to incorporate the information and procedures contained herein. This amendment supercedes previous jurisdictional boundaries as stated in the May 2002 Region I RCP for oil and hazardous substance pollution response within Federal Standard Region I.

6. OTHER PROVISIONS. Nothing in this amendment is intended to conflict with current law or regulation or the directives of the USCG, DHS, or EPA. If any term of this amendment is inconsistent with such authority, then that term shall be invalid, but the remaining terms and conditions of this amendment shall remain in full force and effect.
7. EFFECTIVE DATE. The terms of this amendment will become effective upon signature of all parties.
8. REVIEW AND MODIFICATION. This document will be subject to review and amendment coincident with each periodic review of the Regional, Area, and other applicable contingency plans and at any other time at the request of any of the signatory parties. The amendment may be modified upon the mutual consent of the parties.

9. TERMINATION. The terms of this amendment, as modified with the consent of both parties, will remain in effect indefinitely. Either party, upon 30 days written notice to the other party, may terminate this amendment.

ACRONYMS

| | |
|-------------|--|
| ACP | Area Contingency Plan |
| COTP | Captain of the Port |
| CZ | Coastal Zone |
| DHS | United States Department of Homeland Security |
| DOD | United States Department of Defense |
| DOE | United States Department of Energy |
| DOT | Department of Transportation |
| EEZ | Economic Exclusion Zone |
| EPA | United States Environmental Protection Agency |
| ESF | Emergency Support Function |
| IZ | Inland Zone |
| NCP | National Oil and Hazardous Substances Pollution Contingency Plan |
| NRP | National Response Plan |
| OSC | On-Scene Coordinator |
| RCP | Regional Oil and Hazardous Substances Pollution Contingency Plan |
| RRT | Regional Response Team |
| USCG | United States Coast Guard |

**STATEMENT OF AGREEMENT TO TRANSFER
ON-SCENE COORDINATOR (OSC) RESPONSIBILITY
BETWEEN
U.S. ENVIRONMENTAL PROTECTION AGENCY – REGION I
AND
U.S. COAST GUARD – FIRST DISTRICT***

Pursuant to the Demarcation of the Inland and Coastal Zones for Region I, this agreement documents the following transfer of OSC responsibility (check one):

from USCG _____ to EPA Region _____
(Sector) (Region number)

—OR—

from EPA Region _____ to USCG _____
(Region number) (Sector)

Responsibility is hereby delegated to the accepting OSC to take response measures deemed necessary to protect public health or welfare or the environment from the following threat or actual discharge or release:

at (location): _____

from (source): _____

description: _____

on or about (time): _____ (date): _____ (year): 20____
and otherwise identified as (case name or number): _____

It is hereby agreed:

That this delegation of responsibility is limited solely to the aforementioned incident.

That this transfer of responsibility to the accepting OSC is COMPLETE and will include all associated investigation, cleanup or removal, disposal, public relations, enforcement, incidental paperwork, filing of required reports, and all other responsibilities of the OSC under the National Oil and Hazardous Substances Pollution Contingency Plan (NCP).

That this transfer will further remain in effect until such time as the accepting OSC has determined that there is no further danger to the public health or welfare.

That this agreement does not preclude continued mutual support between EPA and the USCG as deemed appropriate for this incident.

U.S. COAST GUARD Federal OSC

U.S. EPA OSC

DATE

DATE

* This document provided as a means, not the sole means, to document transfer of OSC responsibility. If this form is unavailable or OSCs are unable to exchange signatures due to incident circumstances, other communications can be used to effect and document a transfer.

APPENDIX 5

COAST GUARD ENVIRONMENTAL PROTECTION AGENCY
RESPONSE JURISDICTION BOUNDARY

COAST GUARD/ ENVIRONMENTAL PROTECTION AGENCY

RESPONSE JURISDICTION BOUNDARY

CONNECTICUT

In 1979 a continual boundary for the State of Connecticut, delineating inland and coastal areas, was agreed upon by the U.S. Coast Guard and EPA Region I. The boundary begins at the State line on US Rte 1 in Pawcatuck, and ends at the Byram River, between Greenwich, CT and Port Chester, NY.

BOUNDARY

- Starting at the State line, where US Rte 1 enters the State of Connecticut, in the village of Pawcatuck, the boundary follows US Rte 1 to the intersection of West Broad Street.
- The boundary follows West Broad Street, which becomes the Pequot Trail (CT Rte 234), westerly, to Taugwank Road.
- The boundary follows Taugwank Road, northerly to its intersection with I-95.
- The boundary follows I-95, westerly to CT Rte 117.
- The boundary follows Rte 117, southerly, to US Rte 1.
- The boundary follows US Rte 1, westerly, to its intersection with CT Rte 12, in Groton.
- The boundary follows Rte 12, to its intersection with CT Rte 2, in Norwich.
- The boundary follows CT Rte 2, westerly, to its intersection with CT Rte 32.
- The boundary follows CT Rte 32, southerly, to its intersection with Rte I-95, in New London.
- The boundary follows Rte I-95, westerly, to its intersection with CT Rte 156, in Lyme.
- The boundary follows CT Rte 156, northerly, to its intersection with Old Hamburg Road in Hamburg.
- The boundary follows Old Hamburg Road until it connects with Joshuatown Road (which becomes River Road). The boundary follows River Road northwesterly, to CT Rte 148, in Hadlyme.
- From Hadlyme, the boundary follows Rte 148, easterly, to the junction with CT Rte 82.

COAST GUARD/ENVIRONMENTAL PROTECTION AGENCY

RESPONSE JURISDICTION BOUNDARY (Continued)

- The boundary follows Rte 82, northerly, to the intersection with CT Rte 149, in East Haddam.
- From East Haddam, the boundary follows Rte 149, northerly, to the junction with CT Rte 151, in Moodus.
- The boundary follows Rte 151, northwesterly, to its intersection with CT Rte 66 in Cobalt.
- From Cobalt, the boundary follows Rte 66, westerly, to Portland, where it follows CT Rte 17A, northerly, to its intersection with CT Rte 17.
- The boundary follows Rte 17, northerly, to its intersection with Main Street, in Glastonbury.
- The boundary follows Main Street through Glastonbury to its intersection with CT Rte 2 in Hochanum.
- The boundary follows Rte 2, northerly, to Rte 1-84 in East Hartford.
- The boundary follows Rte 1-84 across the Connecticut River, then follows I-91, southerly through Hartford, to the intersection with CT Rte 99.
- The boundary follows Rte 99, southerly, to its intersection with CT Rte 9.
- The boundary follows Rte 9, to the Union Street interchange, in Middleton, and along Union Street to River Road.
- The boundary follows River Road, westerly, to Aircraft Road, within the Pratt & Whitney compound.
- The boundary follows Aircraft Road, westerly, to its intersection with CT Rte 154.
- The boundary follows CT Rte 154, southerly, to its intersection with CT Rte 9, in Deep River.
- The boundary follows Rte 9, to its intersection with Rte I-95, in Old Saybrook.
- The boundary follows Rte I-95 to its intersection with US Rte 1, at Exit 55 in Branford.
- The boundary follows US Rte 1, westerly, to Townsend Avenue.
- The boundary follows Townsend and Quinnipiac Avenue, northerly, to CT Rte 80.

COAST GUARD/ENVIRONMENTAL PROTECTION AGENCY

RESPONSE JURISDICTION BOUNDARY (Continued)

- The boundary follows Rte 80, westerly to I-91.
- The boundary follows Rte I-91, southerly to Rte I-95.
- The boundary follows Rte I-95, westerly to the Milford Parkway.
- The boundary follows the Milford Parkway and CT Rte 15, westerly, to CT Rte 110, in Stratford.
- The boundary follows Rte 110, southerly, to Rte I-95.
- The boundary follows I-95, westerly, to Seaview Avenue.
- The boundary follows Seaview Avenue, northerly, to US Rte 1.
- The boundary follows Rte 1 and Chops Hill Road to CT Rte 8.
- The boundary follows CT Rte 8, southerly, to Rte I-95.
- The boundary follows Rte I-95, westerly, to East Street in Norwalk.
- The boundary follows East Street, northerly, to Wall Street.
- The boundary follows Wall Street, westerly, to West Street.
- The boundary follows West Street, southerly, to Rte I-95.
- The boundary follows Rte I-95, westerly, to Exit 5, where the boundary transfers to US Rte 1 Westerly.
- The boundary follows Rte 1, westerly, to Indian Trail, in Cos Cob.
- The boundary follows Indian Trail, southerly, to Rte I-95.
- The boundary follows Rte I-95, westerly, to Exit 2.
- From Exit 2, the boundary follows Delavan and Mill Street to the Byram River Bridge and Region II.

Notes: Incidents occurring seaward of the boundary are the responsibility of the U.S. Coast Guard to provide the On-Scene Coordinator. Incidents that occur on the boundary, or inland of the boundary are the responsibility of the U.S. Environmental Protection Agency to provide the On-Scene Coordinator.

Islands off the coast of Connecticut are within the U.S. Coast Guard's jurisdiction.

COAST GUARD/ENVIRONMENTAL PROTECTION AGENCY

RESPONSE JURISDICTION BOUNDARY (Continued)

MAINE

In 1978 a continual boundary for the State of Maine, delineating inland and coastal areas, was agreed upon by the U.S. Coast Guard and EPA Region I. The boundary begins at the International Bridge, connecting Calais, Maine and St. Stephen, N.B., and ends at the ME Rte 101 Bridge (Eliot Bridge), connecting Maine and New Hampshire.

BOUNDARY

Starting at the International Bridge, Calais, Maine, the boundary follows Main Street to US Rte 1 South.

- The boundary continues, southerly, along US Rte 1 to ME Rte 200 in Sullivan.
- The boundary follows Rte 200, northerly, to its intersection with ME Rte 182, in Franklin.
- The boundary follows Rte 182, southwesterly, to its intersection with US Rte 1, near Ellsworth.
- The boundary follows US Rte 1, westerly, to its intersection with ME Rte 72, in Ellsworth.
- From Ellsworth, the boundary follows Rte 172, southerly, to the intersection with ME Rte 176, in Surry.
- The boundary continues along Rte 176, southerly, to Blue Hill.
- In Blue Hill, the boundary rejoins Rte 172 and continues, southerly, on Rte 172 to its intersection with ME Rte 175, in Sedgwick.
- From Sedgwick, the boundary follows Rte 175, northerly, to its intersection with US Rte 1, in Orland.
- The boundary follows Rte 1, westerly, to ME Rte 15, in Bucksport.
- From the intersection of US Rte 1 and Rte 15, in Bucksport, the boundary follows Rte 15, northerly, to the intersection with US Rte 1A in Brewer.

COAST GUARD/ENVIRONMENTAL PROTECTION AGENCY

RESPONSE JURISDICTION BOUNDARY (Continued)

- From Brewer, the boundary follows Rte 1A into Bangor, then southerly to its intersection with US Rte 1 in Stockton Springs.
- The boundary continues, southerly, along US Rte 1, to its intersection with ME Rte 127 (In 1978 this was ME Rte 128), in Woolwich.
- The boundary initially follows Rte 127, then it follows Rte 128, northerly, to the intersection with ME Rte 197 in Dresden and Richmond Bridge.
- The boundary crosses the bridge, westerly, to ME Rte 24.
- From the intersection of Rte 24 and Rte 197, the boundary follows Rte 24, southerly, to its intersection with US Rte 201 in Topsham.
- From Topsham, the boundary follows US Rte 201, southerly, to Brunswick, and its junction with US Rte 1.
- The boundary follows US Rte 1, southerly, to Bucknam Road, in Falmouth.
- The boundary follows Bucknam Road, westerly, to ME Rte 9.
- From the intersection of Rte 9 and Bucknam Road, the boundary follows Rte 9, through Portland, to its intersection with US Rte 1, in South Portland.
- The boundary follows US Rte 1 southerly, to its intersection with Rte 9 in Saco. (In 1978, this intersection was misidentified as being in Biddeford.)
- The boundary follows Rte 9, southerly, to its intersection with US Rte 1 in Elms (part of Wells).
- The boundary follows US Rte 1, southerly, to its intersection with ME Rte 103, in Kittery.
- The boundary follows Rte 103, northerly, to its intersection with ME Rte 236.
- The boundary follows Rte 236, northerly, to ME Rte 101.
- The boundary follows Rte 101, westerly, across Eliot Bridge, to New Hampshire.

Notes: Incidents occurring on the boundary, or seaward of the boundary, are the responsibility of the U.S. Coast Guard to provide the On-Scene Coordinator. Incidents inland of the boundary are the responsibility of the U.S. Environmental Protection Agency to provide the On-Scene Coordinator.

COAST GUARD/ENVIRONMENTAL PROTECTION AGENCY

RESPONSE JURISDICTION BOUNDARY (Continued)

MASSACHUSETTS

In 1978/1979 a continual boundary for the State of Massachusetts delineating inland and coastal areas was agreed upon by the U.S. Coast Guard and EPA Region I. The boundary begins at the New Hampshire/Massachusetts border and ends, initially, at the Westport, MA/Little Compton, RI town line. It resumes at the Tiverton, RI/Fall River, MA boundary and ends at the Seekonk, MA/East Providence, RI border.

BOUNDARY

- The boundary begins in Salisbury, MA, where US Rte 1 crosses into Massachusetts from New Hampshire.
- The boundary runs southerly along US Rte 1 to its intersection with MA Rte 1A, in Newburyport.
- From Newburyport, the boundary follows Rte 1A to the intersection of MA Rte 133 in Ipswich.
- The boundary follows Rte 133, westerly, to the intersection with MA Rte 127, in Gloucester, MA.
- From Gloucester, the boundary follows Rte 127, southwesterly to its intersection with MA Rte 62, in Beverly.
- The boundary follows Rte 62, westerly, through Beverly to MA Rte 128.
- The boundary follows Rte 128, southerly, to the intersection with MA Rte 114, in Peabody.
- From the intersection with Rte 128, the boundary follows Rte 114, southeasterly, to the intersection with MA Rte 129, in Marblehead.
- From Marblehead, the boundary follows Rte 129, southwesterly, to the intersection with MA Rte 1A, in Lynn.
- The boundary follows Rte 1A, southwesterly, to its intersection with Commercial Street, which is also in Lynn.

COAST GUARD/ENVIRONMENTAL PROTECTION AGENCY

RESPONSE JURISDICTION BOUNDARY (Continued)

- The boundary follows Commercial, Bennett, Elmwood, West Neptune, and Minot Streets, generally, in a westerly direction, to MA Rte 107.
- The boundary follows Rte 107, southerly, through Revere, to its intersection with MA Rte 16.
- The boundary follows Rte 16, westerly, to MA Rte 28, in Malden, MA.
- From Malden, the boundary follows Rte 28, southerly, to the Edwin Land Boulevard (formerly Commercial Street) in Cambridge.
- In Cambridge, the boundary follows Edwin Land Boulevard, Monroe Street, and Third Street, in a westerly direction, to Broadway.
- The boundary follows Broadway, southerly, across the Charles River to Charles Street, in Boston.
- The boundary runs, southerly, through Boston on Charles Street (partially Storrow Drive) and I-93.
- The boundary follows MA Rte 3A from the intersection with I-93, southeasterly in Quincy, to MA Rte 53.
- The boundary follows Rte 53 southerly, to Commercial Street, in Weymouth.
- The boundary follows Commercial Street, northeasterly, to North Street, and then follows North Street, northerly, to Rte 3A.
- The boundary then follows Rte 3A, southeasterly, to the intersection with US Rte 6E in Bournedale.
- The boundary follows Rte 6E, southwesterly, to the intersection with Head of the Bay Road, in Bourne.
- The boundary follows Head of the Bay Road and Red Brook, northerly around Buttermilk Bay, to US Rte 6, in East Wareham.
- From Wareham, the boundary follows US Rte 6, westerly, to the intersection with Main Street, in Fairhaven.
- The boundary then follows Main Street, northerly, which becomes South Main Street, in Acushnet.

COAST GUARD/ENVIRONMENTAL PROTECTION AGENCY

RESPONSE JURISDICTION BOUNDARY (Continued)

- The boundary continues northerly, on South Main Street, to the intersection with Main Street.
- The boundary follows Main Street, westerly, becoming Tar Kiln Road in New Bedford, to MA Rte 18.
- The boundary follows Rte 18 through New Bedford, becoming First Street, to the intersection with Cove Road, at Clark's Cove.
- The boundary follows Cove Road, westerly, to its intersection with Russell's Mills Road at Bliss Corner.
- The boundary follows Russell's Mills Road, southwestly, to its intersection with Horseneck Road, at Russell's Mills (Dartmouth).
- The boundary follows Horseneck Road to the intersection with Hix Bridge Road, in South Westport.
- The boundary runs westerly, along Hix Bridge Road to Drift Road.
- The boundary follows Drift Road southerly, to Main Road, at Westport Point. (This is not written in the boundary description, but shown on maps.)
- The boundary continues northerly, on Main Road, to its intersection with Cornell Road, at Sherman Hill.
- The boundary follows Cornell Road and Adamsville Road, westerly, to the village of Adamsville, in Little Compton, RI.
- The boundary re-enters Massachusetts at the State line, where RI Rte 138 enters Fall River, MA, from Tiverton, RI.
- The boundary follows Rte 138, northerly, to the intersection with MA Rte 79, in Fall River.
- The boundary extends, northerly, to the North Main Street interchange in Assonet, MA via Rte 79 and Rte 24.
- From Assonet, the boundary trends westerly, via North Main Street (Assonet), South Main Street (Berkeley), Elm Street, and Center Street (Dighton), to the intersection with MA Rte 138, in Segreganset (Dighton).

COAST GUARD/ENVIRONMENTAL PROTECTION AGENCY

RESPONSE JURISDICTION BOUNDARY (Continued)

- The boundary follows Rte 138, southerly, to the intersection with US Rte 6, in Somerset.
- The boundary follows US Rte 6, westerly, to the State line with Rhode Island.

Cape Cod

- Starting with MA Rte 28 in Bourne (South of the Bourne Bridge), the boundary extends southerly and easterly, to its intersection with US Rte 6A, in Orleans.
- The boundary follows Rte 6A, westerly, to the intersection with US Rte 6W in Sandwich.
- From Sandwich, the boundary follows US Rte 6W, southwesterly, to the intersection with Rte 28, in Bourne.

Islands

Martha's Vineyard, Nantucket, and all other islands lying off the coast of Massachusetts are the responsibility of the U.S. Coast Guard for providing the predesignated Federal On-Scene Coordinator.

Note: Incidents occurring on the boundary, or seaward of the boundary, are the responsibility of the U.S. Coast Guard to provide the On-Scene Coordinator. Incidents inland of the boundary are the responsibility of the U.S. Environmental Protection Agency to provide the On-Scene Coordinator.

COAST GUARD/ENVIRONMENTAL PROTECTION AGENCY

RESPONSE JURISDICTION BOUNDARY (Continued)

NEW HAMPSHIRE

In 1978 a continual boundary for the State of New Hampshire, delineating inland and coastal areas, was agreed upon by the U.S. Coast Guard and EPA Region I. The boundary begins at the Eliot Bridge across the Salmon Falls River that joins ME Route 101 with Gulf Road in New Hampshire, and ends on US Rte 1, at the New Hampshire/Massachusetts border.

BOUNDARY

Starting at the Eliot Bridge, the boundary follows the shore, southerly to US Rte-4 , at Dover Point.

- The boundary follows US Rte 4, westerly, to NH Rte 108 in Durham.
- The boundary follows Rte 108, southerly, to its intersection with NH Rte 33 (formerly NH Rte 101), in Stratham.
- From Stratham, the boundary follows Rte 33 (formerly NH Rte 101), easterly, to its intersection with US Rte 1, in Portsmouth.
- The boundary follows US Rte 1, southerly, to Massachusetts.

Note: Incidents occurring on the boundary, or seaward of the boundary, are the responsibility of the U.S. Coast Guard to provide the On-Scene Coordinator. Incidents inland of the boundary are the responsibility of the U.S. Environmental Protection Agency to provide the On-Scene Coordinator.

COAST GUARD/ENVIRONMENTAL PROTECTION AGENCY

RESPONSE JURISDICTION BOUNDARY (Continued)

RHODE ISLAND

In 1978 a continual boundary for the State of Rhode Island delineating inland and coastal areas was agreed upon by the U.S. Coast Guard and EPA Region I. The boundary begins on Adamsville Road at the State line in Adamsville, and initially ends where Rte 138 enters Massachusetts, at Tiverton. The boundary resumes at the State line where US Rte 6 enters Rhode Island, in East Providence, and ends at the US Rte 1 Bridge, between Westerly, RI and Stonington, CT.

BOUNDARY

- Starting at the State line, where Adamsville Road enters Rhode Island from Westport, MA, the boundary follows Adamsville Road, Rte 179 and Cold Brook Road, westerly, to the intersection of Cold Brook Road and Long Highway.
- The boundary follows Long Highway, southerly, to the intersection with John Sisson Road.
- The boundary then follows John Sisson Road, Maple Lane, Brownell Road, and Swamp Road, westerly, to RI Rte 77 (Sakonnet Point Road), in Little Compton.
- The boundary follows Rte 77, northerly, to Highland Avenue, in Tiverton, RI.
- The boundary follows Highland Avenue, northerly, to its intersection with Main Road (formerly RI Rte 77).
- The boundary continues northerly on Main Road, to its intersection with RI Rte 138, also in Tiverton.
- The boundary continues northerly, on Rte 138, to the State line with Massachusetts.
- The boundary re-enters Rhode Island on US Rte 6, at the State line in East Providence, and continues westerly to the intersection with RI Rte 114.
- The boundary follows Rte 114 northerly, to the intersection with Division Street in Pawtucket.
- The boundary follows Division Street, Pleasant Street, and Alfred Stone Road to the intersection with Blackstone Boulevard near the Pawtucket/Providence city line.

COAST GUARD/ENVIRONMENTAL PROTECTION AGENCY

RESPONSE JURISDICTION BOUNDARY (Continued)

- The boundary follows Blackstone Boulevard and Butler Avenue, southerly to Waterman Street.
- The boundary follows Waterman Street, westerly, to the intersection with South Main Street.
- The boundary follows South Main Street, southerly, to its intersection with US Rte 44 (also US Rte 6), crossing the Providence River, westerly, via the Howard Street Bridge, to Dyer Street.
- The boundary follows Dyer Street, southerly, to Eddy Street. (These streets no longer connect; therefore, the boundary must be assumed to be a rhumb line, connecting the closest points.)
- The boundary follows Eddy Street, southerly, through Cranston, to its intersection with Broad Street.
- The boundary follows Broad Street, southeasterly, across the Pawtuxet River to its intersection with the Narragansett Parkway.
- The boundary follows the Narragansett Parkway, southerly, to its intersection with RI Rte 117.
- Rte 117 forms the boundary, southerly, to Post Road.
- The boundary follows Post Road to its intersection with US Rte 1 South, in Apponaug.
- The boundary follows US Rte 1, southerly, to its intersection with RI Rte 1A in Wickford.
- From Wickford, the boundary follows Rte 1A, southerly, to US Rte 1 in Narragansett.
- The boundary follows US Rte 1, westerly, to Rte 1A in Haversham.
- From Haversham, the boundary follows Rte 1A, via Avondale, northerly, to Westerly, where it joins US Rte 1.
- The boundary follows US Rte 1, westerly, to Connecticut.

Notes: Block Island, Conanicut Island, Rhode Island, and all other islands lying off the coast of Rhode Island are the responsibility of the U.S. Coast Guard for providing the predesignated Federal On-Scene Coordinator.

Incidents occurring on the boundary or to seaward of the boundary are the responsibility of the U.S. Coast Guard to provide the On-Scene Coordinator. Incidents occurring inland of the boundary are the responsibility of the U.S. Environmental Protections Agency to provide the On-Scene Coordinator.