

# Long Island Sound Area Contingency Plan

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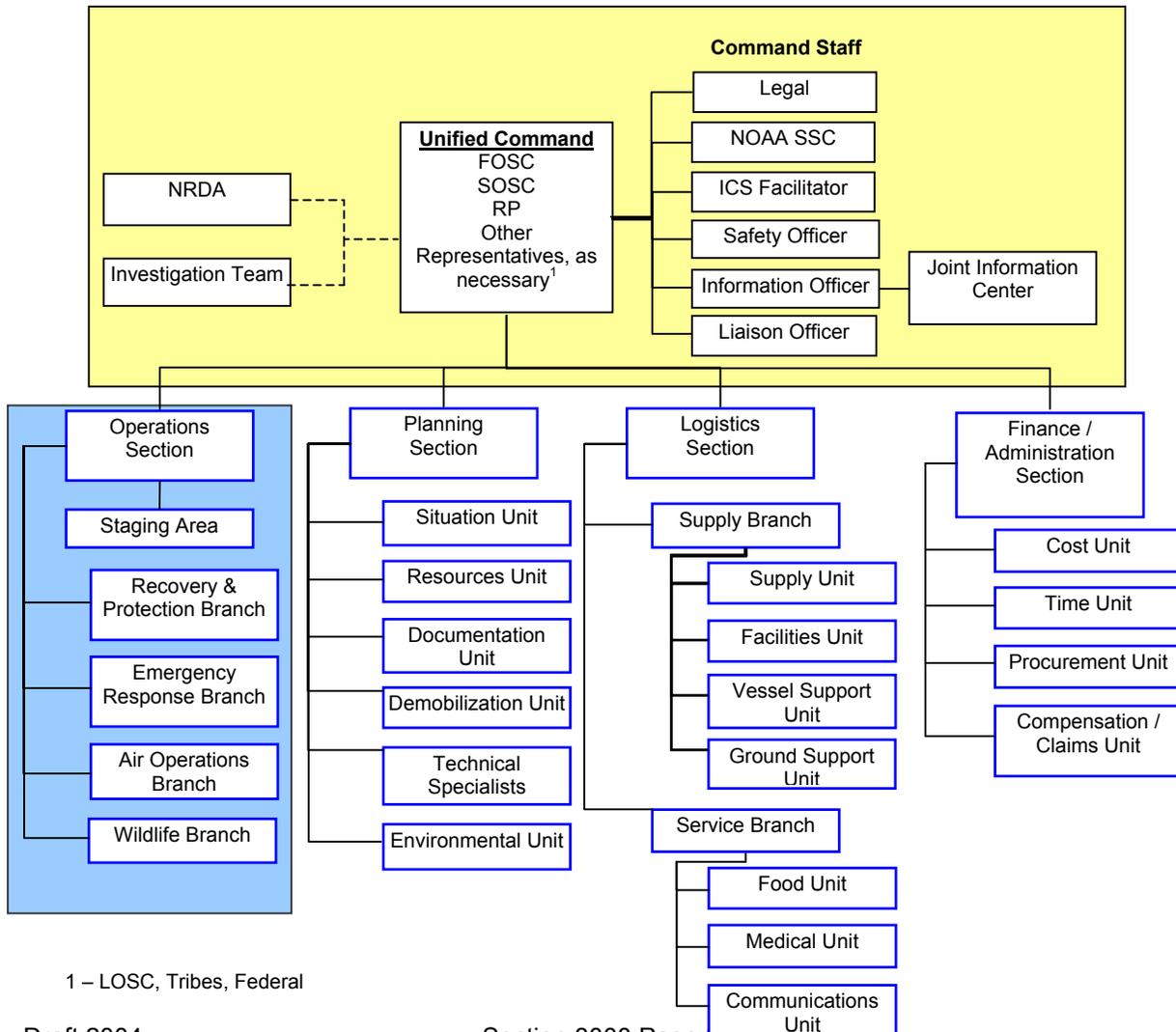
### 3000 Operations

Operations must implement and achieve the cleanup objectives determined by the Unified Command. Operations are responsible for developing detailed operational plans with representatives from federal, state, local, and responsible party organizations that are based on overall objectives. The operations section collects information from the field resources, assesses the situation, communicates with and makes recommendations to the Unified Command.

### 3100 Operations Section Organization

Figure 3-1 is an organizational chart of the operations section and its subordinate units. It serves as an example and is not meant to be all-inclusive. The functions of the operations section must be accomplished during an incident, however, they can be performed by one individual or can be expanded, as needed, into additional organizational units with appropriate delegation of authority.

**Figure 1**  
**Operations Section Organization**

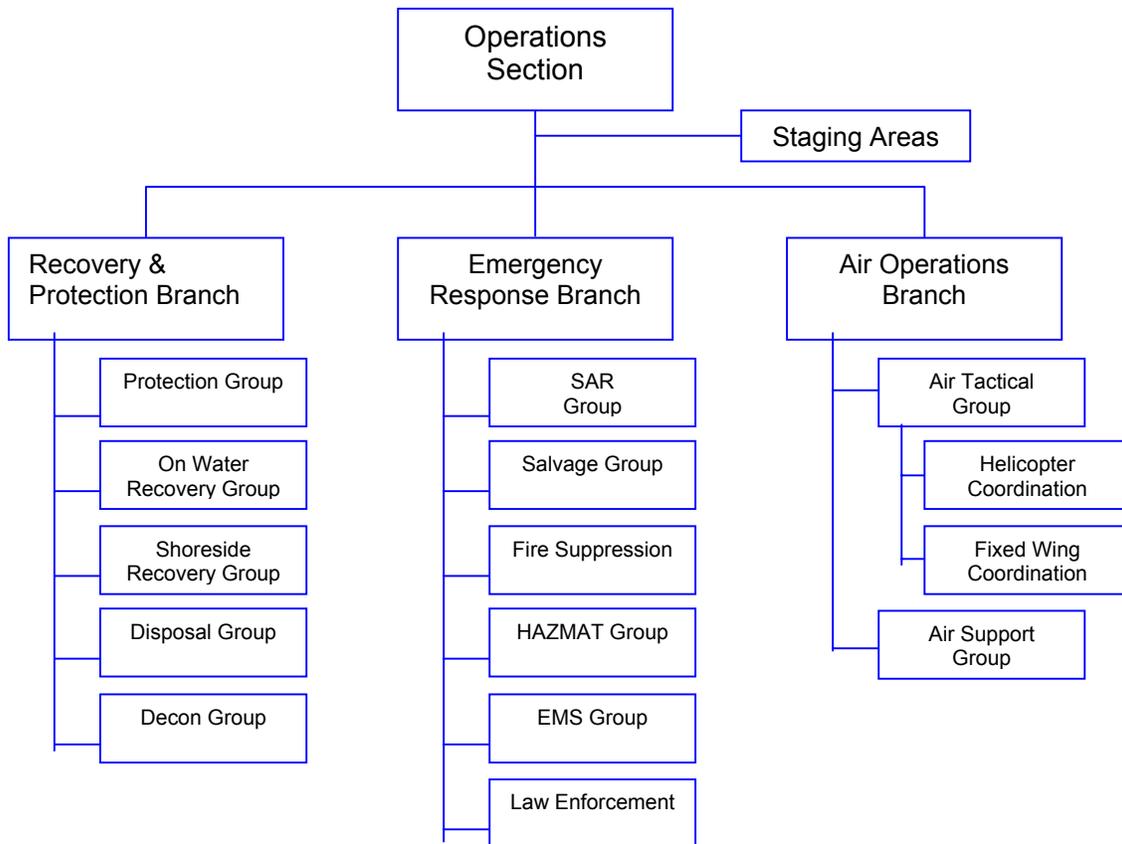


### 3110 Organization Options

The operations section is responsible for all operations directly applicable to the primary mission. They direct the preparation of unit operational plans, requests or releases resources, makes expedient changes to the Incident Action Plan as necessary, and report such to the Incident Commander. Includes the Recovery and Protection Branch, Emergency Response Branch, and Air Operations Branch. Figure 2 represents the operations subsections, as defined by the Incident Management Handbook (IMH).

Roles and responsibilities of the operations section can be found in the [Incident Management Handbook](#). The specific duties and responsibilities of the ICS Operations Section Chief can be located in the [Operations Section Chief Job Aid](#). The Long Island Sound Area Committee Watch, Quarter & Station Bill (WQSB) (TBD) describes the operations section's Organizational Elements, Job/Source Titles, and initial position holders.

**Figure 2**  
**Operations Section Organization**



### **3200 Recovery and Protection**

Strategic assessment planning is outlined in the following guidance-“Environmental Protection in Spill Response Planning: A Guidebook”.

Sensitive Area Sheets (SAS) and maps have been developed for the Long Island Sound area outlining the priority areas for protective booming. This is intended to provide responders with guidance on response priorities for the first 24 hours of the response, or until the ICS organization is staffed and the planning section determines additional or alternate response priorities.

Environmentally sensitive areas are identified and represent the collective input of natural resource trustee agencies and spill response organizations regarding environmental protection strategies for a given area. The objective is to reduce decision-making time during the initial hours of response to a major spill so that protection strategies can be implemented immediately. SASs contain maps and descriptions of sensitive public and natural and cultural resources identify strategies to protect those resources, and set priorities.

Specific recovery and protection tactics, equipment and personnel requirements, directions/access to the sensitive areas are detailed in the SASs on the enclosed CD-ROM, Section 10000. The response techniques employed in a spill are dependent upon the product spilled, quantity, location, response time, weather conditions, responder capability, and availability of response equipment. The following have also been considered as part of the SASs: hazing, water intakes, aquaculture, heavy vs. light oil, and heavy weather and cold weather conditions. Proposed tactics will be validated through field tests and updated periodically. General Response Priorities are:

- Protect Human Life and Health
- Minimize Ecological Impacts
- Minimize Economic and Public Impacts

SASs do not address private resources, such as commercial marinas. These resources are assigned the lowest planned priority for protection since the responsible party can restore losses through compensation. Development of any protection strategies for private resources falls under the duties of the responsible party.

### **3210 Protection**

The first step in dealing with any oil spill is to begin the determination of what action is necessary to respond to the situation. After initial reports and investigation, protection requirements become the first consideration. The initial decision must be made as to whether or not shoreline protection will be required. For example, if the oil is offshore and wind and water conditions will prevent it from reaching shore, then shoreline protection may not be necessary. Likewise, if the impact of oil reaching shore is not great, and cleanup would be relatively simple or more feasible than protection, it might become desirable to allow the oil to come ashore and deal with it once it becomes stranded on the shoreline. Of course, allowing oil to come ashore is not desirable whenever the oil would be difficult to remove, as in a marsh or lagoon, or if it would cause an immediately adverse impact, as in the case of a wildlife habitat or recreational beaches.

**Types of Shoreline Protection:** The goals of shoreline protection fall into two basic

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categories: (1) preventing the oil from reaching shore. (2) limiting the affected areas and minimizing further damage of oil that has already reached shore. Since many spills occur at or near the shoreline, the importance of the second category cannot be overlooked. Generally speaking, the types of protection vary according to the circumstances, but in many cases, one or more types may be used in concert to achieve a combination of both overall goals.

The [Mechanical Protection Guidelines Manual](#) emphasizes providing guidance to Area Committee members on how best to employ mechanical protection methods, such as booms and barriers, when designing workable protection strategies.

### **3210.1 Containment and Protection Options**

In general, SASs include the following types of containment and protection options:

**Exclusion Booming** – deploying various types of boom to keep oil out of a sensitive area.

**Deflection Booming** – deploying various types of boom to divert oil away from a sensitive area and/or divert oil toward a collection point.

**Protection Techniques/Uses** – see Figure 3.

### **3220 On-Water Recovery**

The on-water recovery group is responsible for managing on water recovery operations in compliance with the Incident Action Plan (IAP).

- Direct, coordinate and assess effectiveness of on-water recovery actions such as mechanical removal of floating oil by sorbent materials, vacuum trucks, and skimming devices
- Direct, coordinate and assess effectiveness of subtidal recovery actions such as mechanical removal of sunken oil by dredges, pumps, or submersible equipment.

#### **3220.1 Recovery Options**

**Floating Oil**- sorbent materials, vacuum trucks, and skimming devices

**Sunken Oil**- dredges, pumps, or submersible equipment.

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Figure 3

Protection Technique	Primary Use of Protection Technique	Environmental Effect of Use	
Booming	1. Exclusive Booming	Used across small bays, harbor entrances, inlets, river or creek mouths where currents are less than 1 knot and breaking waves are less than 25cm in height.	Minor disturbance to substrate at shoreline anchor points.
	2. Diversion Booming	Used on inland streams where currents are greater than 1 knot; across small bays, harbor entrances, inlets, river or creek mouths where currents exceed 1 knot and breaking waves are less than 25 cm, and on straight coastline areas to protect specific sites, where breaking waves are less than 25cm.	Minor disturbance to substrate at shoreline anchor points; causes heavy shoreline oil contamination on downstream end.
	3. Containment Booming	Used on open water to surround an approaching oil slick to protect the shoreline area where surf is present and oil slick does not cover a large area; also on inland waters where current are less than 1 knot.	No effect on open water; minor disturbance to substrate on in land anchor point.
	4. Sorbent Booming	Used on quiet water with minor oil contamination	Minor disturbance to shoreline at anchor points.
Berms & Dams	5. Beach Berms	Used on sandy, low energy beaches to protect the upper intertidal area from oil contamination.	Disturbs upper 60cm of mid-intertidal zone.
	6. Berms and Dams	Used on shallow streams or rivers where booms are not available or cannot be deployed, or where dams are part of the hydrological control system.	Disturbs stream or river bottom, adds suspended sediments to water.

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Animal Protection	7. Bird Warning System	Used in bird nesting areas, feeding areas, and flyway stopovers	Not applicable.
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## 3220.2 Storage for On-Water Recovery

In general, temporary storage for on-water recovery will be secure. Any storage device available will be used, as approved by the UC. Storage devices may be procured from Basic Ordering Agreement (BOA) contractors, Oil Spill Removal Organizations (OSRO), or through any other means approved by the UC. All barges or other vessels utilized for temporary storage must be certified on their Certificate of Inspection (COI) to carry any cargoes containing oil products and/or oily wastes.

## 3230 Shoreside Recovery

The shoreside recovery group is responsible for managing shoreside cleanup operations in compliance with the Incident Action Plan (IAP).

- Direct, coordinate, and assess effectiveness of shoreside recovery actions
- Modify protective action, as needed

In determining what cleanup is feasible, it is first necessary to consider the relative persistence of the oil. If the product is one that will evaporate or dissipate quickly and naturally, then cleanup measures may not be necessary. If the oil is unlikely to dissipate satisfactorily without artificial assistance, then cleanup measures must be considered. Environmental, economic, and aesthetic factors must all be considered in determining the desirability and extent of cleanup measures to be initiated.

Before launching an all-out cleanup effort, it is essential to examine the feasibility of the project. Logistical problems, access, expense, and effectiveness must all be taken into account. Additionally, the on-scene coordinator must be satisfied that the proposed operation will not cause more damage than the oil will. If a decision is made to proceed with a cleanup program, initial efforts are best directed toward those areas where the impact will be greater, such as critical-use areas or where the spill quantity is greatest. Section 9730 (TBD) may be of assistance in identifying critical-use areas. For more guidance regarding cleanup please view the following hyperlink.

**Shoreline cleanup** (<http://www.uscg.mil/d1/staff/m/rrt/shore.html>)

### 3230.1 Shoreline Cleanup Options

The cleanup technique used must be appropriate to the situation and based upon a myriad of factors, including weather, type of oil, depth of surface penetration, fire danger, shoreline type, logistics, accessibility and expense. A cleanup procedure proven effective under one set of circumstances may be totally inadequate for another. Some of the techniques available are listed below. All of the actions are considered carefully before they are approved.

The options listed in *Italics* represent methods that require special approvals under federal law.

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1. Natural Recovery	10. Ambient Water Washing: Low Pressure ( $\leq 50$ psi) or High Pressure ( $>100$ psi)
2. Manual Removal	11. Warm Water Washing ( $< 90$ °F)
3. Mechanical Removal	12. Hot Water Washing ( $> 90$ °F)
4. Passive Collection with Sorbents	13. Slurry Sand Blasting
5. Vacuum	14. <i>Solidifiers</i>
6. Debris Removal	15. <i>Shoreline Cleaning Agents</i>
7. Sediment Reworking/Tilling	16. <i>Nutrient Enrichment</i>
8. Vegetation Cutting/Removal	17. <i>Burning</i>
9. Flooding (deluge)	

The following links provide detailed information on shoreline recovery and cleanup:

- [Characteristic Coastal Habitats: Choosing Spill Response Alternatives](#)
- [Shoreline Assessment Manual](#)
- [Shoreline Assessment Job Aid](#)

### 3230.2 Pre-Impact Shoreline Cleanup

It is not uncommon that shorelines will have uncontaminated materials such as man-made litter, tree trunks, and decomposing vegetation (wrack). If this material is contaminated by oil from the release or spill, the subsequent removal of it becomes more difficult and costly. Therefore, under certain circumstances, non-oil spill contaminated material may be removed from the designated shorelines as a function of the response. This material will then be disposed of according to local, state, and federal regulations.

The removal of uncontaminated wrack should be conducted only in consultation with the Environmental Unit. The insects and organisms that thrive in the wrack often serve as important food sources for shore birds and other animals.

### 3230.3 Shoreline Storage

Any storage device available will be used, as approved by the UC. In selecting where these storage devices will be placed during the response, all considerations will be made to minimize the damage to or disturbance of resources at risk.

## 3240 Disposal

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.

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**GENERAL.** It is the responsibility of the OSC to ensure that any spilled oil or hazardous substance is disposed of properly once cleanup has occurred. The Resource, Conservation and Recovery Act (RCRA) and its implementing regulations contained in Title 40, Code of Federal Regulations are quite specific in defining what is hazardous waste and how it should be handled and disposed. The disposal of recovered spilled material and contaminated debris can pose many immediate and long-range problems. These problems can include identifying a disposal site, obtaining a complete assay of the spilled material to ascertain its complete make up, or simply arranging for transport of the material. Due to the potential for exacerbating a situation by moving the recovered materials to remote locations for recovery or storage it is imperative that the disposal process receives as much attention as the rest of the operation.

## 3240.1 Federal Disposal Policy

40 CFR 261, Subpart C states what characteristics a substance must exhibit to be considered hazardous. A substance need only exhibit one of these characteristics to be considered hazardous:

- Ignitability - Flash point less than 140 F
- Corrosivity -  $\text{pH} < 2$  or  $> 12.5$
- Reactivity - Normally unstable and readily undergoes violent change without detonating. Reacts violently with water. Forms explosive mixture with water. Is capable of detonation if subjected to a strong initiating source. Is readily capable of detonation at standard temperature and pressure.
- EP Toxicity - Contains a concentration of heavy metals
- PCB - Contains 50 ppm or more

40 CFR 261 Subpart D contains an extensive list of substances, which are also considered hazardous. Recovered material from a discharge must be correctly classified hazardous or non-hazardous to ensure appropriate management.

The following is general guidance on the storage, transportation and disposal of spilled materials and contaminated debris.

### (i) Temporary Waste Storage.

If there are large quantities of material for disposal, a temporary storage site should be established. A temporary storage site provides a location to store oily sediment and debris removed during shoreline cleanup operations. This should be accomplished early in the cleanup operation since oil soaked debris will amass rapidly as the cleanup begins. It will also provide the FOSC a buffer period to identify licensed transporters and an acceptable disposal method.

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The temporary storage sites should be located in area with good access to the shoreline cleanup operation and to nearby streets and highways. Good storage site locations are flat areas such as parking lots (paved or unpaved), and developed lots adjacent to the shoreline. Temporary storage sites should be selected and prepared to minimize contamination of surrounding areas from leaching oil. Therefore, storage sites should not be located on or adjacent to ravines, gullies, streams, or the sides of hills, but on flat areas with a minimum of slope. Once a location is selected, certain site preparations are usually necessary to contain any leaching oil. An earthen berm should be constructed around the perimeter of the storage site. If a paved parking lot is used, earth would have to be imported from nearby areas; if an unpaved surface is used, material can be excavated from the site itself and pushed to the perimeter thereby forming a small basin.

Entrance and exit ramps should be constructed over the berm to allow cleanup equipment access to the site. If the substrate or berm material is permeable, plastic liners should be spread over the berms and across the floor of the storage site to contain any possible oil leachate. Regardless, it is always advisable during waste handling, transfer, or storage, to cover the area of operation with plastic sheets to prevent further contamination.

A piece or several pieces of heavy equipment, such as a front-end loader, should be stationed at each temporary storage site to evenly distribute any dumped oily material and to load trucks that are removing the material to final disposal.

( ii ) Transportation Requirements. Most petroleum contaminated debris/waste and recovered products are not considered to be hazardous waste and therefore do not have to be manifested. However, transportation of a solid waste must be in compliance with NYCRR part 364. Before moving recovered materials that have been determined to be hazardous waste from a spill site to a disposal site, all materials must be manifested in accordance with RCRA procedures and all transporters must be EPA certified. The EPA has established a procedure for rapid issuance of EPA identification numbers to hazardous waste generators and transporters during spills and other unanticipated events. Hazardous waste generators an transporter who did not obtain EPA identification numbers through standard procedures may, during emergencies and other unusual circumstances, need to obtain them quickly if it is necessary to transport hazardous waste off site. For obtaining current information in this area, contact EPA Region II, see Tab U to Appendix III Annex F for telephone number.

( iii ) Disposal of Recovered Oil. There are several disposal methods available for recovered oil. However, each method is dependent on the physical state of the oil, which is directly related to how long the product has been exposed to the elements. These methods include oil and water separation (decanting) for reprocessing, burial, and natural degradation. Recovered oil is most easily dealt with by separating out any water that may be present and refining it locally or shipping it to its original destination. The specific disposal method selected depends on the nature of the oil-contaminated material, the location of the spill, and the prevailing weather condition.

( iv ) Oil/Water Separation Methods. In most spill situations, the oil recovered will contain a large percentage of water, which should be separated out prior to disposal or recycling. This is extremely necessary to reduce apparent volume of material being recovered and, thereby, number of truckloads needed and overall cost. In the event of a major spill, a large-scale oil/water separation operation should be set up at a local refinery, processing plant, or the facility possessing separation equipment. Many authorized waste oil and chemical

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processing facilities exist throughout New York and New Jersey, but they are oriented to petrochemicals and may be limited as to the quantity and type of material they can handle.

( v ) Field Separator. Effective oil/water separators can be constructed under field conditions to further recover oil from oil/water mixtures. Fifty-five gallon drums, or sheet metal welded together into 4x8, 4-foot transportable containers can be used as separators, after being fitted with a bottom-draining pipe with valve. The oil/water mixture would enter the container from the top, be allowed to separate, and then the water drained off the bottom through the drainpipe. The oil can be pumped from the separator to a storage tank or tank truck.

( vi ) Sump Pit. A second method can be used to separate water from oil using a natural or excavated sump pit. A 55-gallon drum fitted with a pump and hose and several holes are drilled in the side near the bottom. The sump pit is partially filled with water and the drum suspended upright and positioned such that the bottom two-thirds is submerged. The oil/water mixture is pumped into the top of the drum at a slow enough rate to prevent oil from being driven to the bottom and escaping out the holes. As more of the mixture is pumped in, the water will flow out the bottom with the oil concentrating at the water surface in the drum. Once the oil layer becomes thick enough, it can be pumped out into a storage tank or tank truck. The sump pit must be lined to prevent migration of contamination to the ground water.

( vii ) Truck Decanting. The final method is to pump the oil/water mixture into a tank truck or vacuum truck and allow the oil to separate out to the top, and then drain the water out the bottom. This procedure is repeated until the tank is full, with only minor amounts of water remaining.

( viii ) Decanted Water Discharge. A fairly common procedure for disposing of the decanted water is by draining it into the containment area or a line holding pond. This is necessary as it may still contain some pollutant. However, permission should be obtained from the State prior to doing this as it may violate their clean water statutes or other regulation.

( iv ) Oily Debris Disposal. Oil Spills can generate large quantities of oil-contaminated material. This contaminated material will be generated as much by the cleanup operation as by the objects initially impacted by their spill. The material will primarily consist of floatsam and jetsam, vegetation, sediments, and sorbents. Disposal of such debris is a major problem as only a few sites are authorized to receive oily wastes. Contaminated wastes may be burned or they can be buried safely on land in approved disposal sites if correct procedures are followed. Legal requirements for its disposal are established by the CTDEP and NYDEC. The ultimate method of disposal will be subject to their approval.

Disposal of the oily debris should be undertaken only at an authorized disposal site. The Resource Conservation and Recovery Act (RCRA) applies where petroleum wastes meet one or more of the ignitability, corrosivity, reactivity, and extraction procedure (EP) toxicity characteristics set out in Section 261.20-24 of reference (c). Consequently, wastes meeting those characteristics as well as any other waste identified in reference (c), which has been recovered in the course of response, or removal actions are subject to RCRA and to its implementing regulations. Details concerning RCRA and OSC concerns and procedures are found in Chapter 7.D.9 of reference (b).

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## 3240.2 New York State Disposal Policy

a. Proper disposal may be one of the last steps in a spill response, but it should begin as soon as containment operations commence so all disposal methods available can be considered as soon as possible to ensure the choice is environmentally effective. Methods of disposal should all center on the idea of returning the pollutant to stable surroundings because any contaminant carelessly disposed may eventually find its way to nearby ground or surface waters. The Regional Director or Regional Spill Engineer is responsible for giving approval of the method to be used for each oil spill response, which in his/her judgment represents the most environmentally desirable, feasible and practical solution.

A list of governing sections of laws and regulations applicable to spill debris is found in 6 NYCRR Part 360. The typical waste stream include:

a) Solid waste	360-1.2(a)
b) Municipal solid waste	360-1.2(b) (106)
c) Commercial waste	360-1.2(b) (30)
d) Industrial waste	360-1.2(b) (88)
e) Hazardous waste	360-1.2(b) (83)

b. Under the Department's regulation 6 NYCRR Part 360, oil spill debris material free of hazardous substance is treated as a commercial solid waste (see Section 360-1.2(b) (30)). Discharge of the decanted water into NYS waters is also exempt, pursuant to 6 NYCRR Part 751, Section 750.3(a) (1). Every effort should be made to return the decanted water to the contained or boomed contaminated area. However, in no case, should the decanted water be discharged to any uncontaminated surface water or groundwater nor onto the shore side. Items a, b, and c above may be disposed at any approved Solid Waste Management Facility, i.e., landfills and incinerators in New York State without prior approval. Item d, which includes non-hazardous industrial waste may be accepted at landfills and incinerators approved by the department. Item e hazardous waste may only be accepted as a hazardous waste at an approved Treatment, Storage or Disposal Facility (TSDF).

c. Virgin fuels oil spills will not require any testing prior to disposal. Oil debris resulting from the cleanup of oil, other than virgin fuel oil and unknown material, will be tested in accordance with hazardous waste regulation 6 NYCRR Part 371 prior to disposal.

d. Decanting, or the separation of water from recover oil, preserves critical temporary storage capacity for recovered oil thereby increasing the quantity of oil that will be recycled. 6 NYCRR Part 611 (and appropriate Department policies and procedures) requires containment and recovery procedures that maximize the quantity of product recovered and recycled as well as allows for the separation and decanting of recovered oily water mixtures. A representative of NYSDEC (presumably the state oil spill coordinator or his/her designee) can authorize the use of decanting if appropriate.

e. Outlined below is the process for disposing waste generated from a major marine spill. The majority of wastes would be generated from the spillage of virgin petroleum products, which makes storage, transportation, and disposal much easier than a chemical release. Chemical releases that involve hazardous waste will be addressed separately.

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## ( i ) Storage and Consolidation

The priority here is to recognize from the onset that there will be a need to designate a convenient, safe and fairly large area for the consolidation of both liquid and solid wastes.

Possible Areas:

1. Public/private beach parking areas.
2. Industrial property parking lots.
3. Schools, churches, railroad yards.

It would be meaningless trying to identify areas prior to the event; however, the area should be established as early in the spill as possible.

## ( ii ) Possible Storage Containers for Liquid and Solid Waste

Portable 20,000-gallon frac-tanks are the most versatile liquid storage units. Arrangements to identify possible sources should be secured prior to the spill.

Other choices are:

1. On-site storage tanks which have been identified under individual OPA-90 plans for terminals and utilities.
2. Portable barges.
3. Tank Trucks

Lined roll off containers provide easy loading are a safe storage unit for solid wastes. The availability of roll off containers should be identified prior to a spill.

Other choices are:

1. Dump Trucks
2. Storage Piles

## ( iii ) Transportation

New York Department of Environmental Conservation requires transporters of petroleum wastes to secure a Waste Transporter Permit. This permit validates the transporters insurance, use of licensed disposal facilities, and the proper documentation and reporting. Prior to a spill event, licensed transporters and their respective permits should be evaluated to insure the following:

1. Capabilities for liquid and solid transport.
2. Availability of a licensed disposal facility that this task force identifies to use for disposal.

If the storage methods are frac tanks and roll off containers, respectively there will be no problems in pickup or transportation of wastes. Transporters of roll off containers (used for

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storage) will have to identify either outside or inside rail containers. If a barge is the liquid storage method (off shore recovery), then other logistics will need to be identified (i.e. off loading ports, potential disposal facilities, etc.).

## ( iv ) Disposal for Liquid and Solid Wastes

The preferred method of disposal in industry today is re-use and recycle. Some innovative disposal scenarios have recently opened utilizing petroleum wastes for beneficial use. We should also consider these industries and not be driven by cost. It should also be understood that the disposal industry is very dynamic. Facilities that we may identify for use today may not even be in business the day of an event. It is recommended that this section be updated during drills and exercises, as well with the annual update of the ACP.

If we cannot identify a generator (i.e. barge company, power station, terminal, etc.) who can take their own liquid wastes back to their respective facility, then off-site disposal options must be identified. For liquid wastes, we should identify disposal facilities that can handle significant volumes and re-use the oil as a fuel source. These facilities should have State-Of-The-Art treatment capabilities for the water fractions of the liquid wastes. Facilities should be contacted to establish waste profiling, potential disposal costs and scheduling requirements prior to an event.

Incineration is one of the preferred methods of disposal. If the facility employs some type of energy recovery on the back end, that is even better. Generic waste streams and disposal approval should be confirmed prior to an event. Facilities should be contacted to establish waste profiling, potential disposal costs, scheduling requirements, etc. He should also note that segregation of different types of solid wastes (i.e. dirt, sand, soils) might be necessary in order to direct wastes to the most beneficial disposal facility, such as an asphalt recycling facility, while absorbents and other burnables can go to a mass-burn facility.

### **3240.3 Connecticut State Disposal Policy**

#### **TO BE DEVELOPED**

### **3240.4 New York Disposal Sites, Facilities, and Waste Oil Collectors**

1. Sites. As soon as cleanup begins, there is an immediate need for storage and consolidation of recovered wastes, both liquids and solids. This section will identify areas, which the OSC should keep in mind as possible storage locations for wastes.

#### **3240.41 Potential Storage Areas**

1. Public/private beach parking areas
2. Industrial property parking areas
3. Schools, churches, railroad yards

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Storage location should be selected based on the following priority:

1. On-site (at spill location)
2. Generator site (if applicable)
3. State owned area
4. Private sector

Following is a listing of New York State Parks and beaches that have significant areas for storage:

Robert Moses, Babylon, NY

Montauk Point, Montauk, NY

Jones Beach, Wantagh, NY

Caumsett, Huntington, NY

Orient Point, Orient, NY

Napeague, Montauk, NY

Bayard Cutting Arboretum, Oakdale, NY

Wildwood, Wading River, NY

Gilgo, Babylon, NY

Hither Hills, Montauk, NY

Caleb Smith, Smithtown, NY

Captree, Babylon, NY

Camp Hero, Montauk, NY

Hecksher, East Islip, NY

Sunken Meadow, Kings Park, NY

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## 2. Containers.

a. Liquid Wastes. Ideally, arrangements for disposal via vacuum trucks or barges will alleviate the necessity for liquid storage; however, if the need arises, the following are possible temporary storage vessels:

- \* 20,000- gallon frac-tank

Rain for Rent  
Sewell, NJ  
609-589-1311

- \* 8,000-gallon tank trailer

Island Transportation Corp.  
Babylon, NY  
516-694-4800

Mystic Transportation Corp.  
Astoria, NY  
718-932-9075

Other possible liquid storage capacities may be arranged with private corporations who have identified large storage capacities in their OPA-90 Plans filed with the United States Coast Guard.

b. Solid Wastes. Solid wastes will be an issue. At a minimum, wastes will have to be segregated by type (i.e. burnable, asphalt recovery, landfill) and then consolidated for shipment. The safest, most secure and readily available storage container for solid wastes is a lined roll off container. The following companies can provide roll off container services:

Miller Environmental Group, Inc.  
Calverton, NY  
516-369-4900  
(260 Boxes)

Buffalo Fuel Corp.  
Niagara, NY  
800-677-8002  
(230 Boxes)

## 3. Transportation.

a. Marina. The following is a list of barge companies, which may be contacted to provide bulk liquid transportation:

Bouchard Transportation  
Hicksville, NY  
516-681-4900  
(27 Barges)

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Moran Towing & Transportation Co.  
Greenwich, CT  
203-625-7800  
(7 Barges)

Ekloff Marine Corp.  
Staten Island, NY  
718-720-7207  
(23 Barges)

Poling Transportation Corp.  
Staten Island, NY  
718-727-1000  
(10 Barges)

b. Land. New York State Department of Environmental Conservation requires transporters of petroleum wastes to secure a Waste Transporters Permit. This permit validates the transporter's insurance, use of licensed disposal facilities and the proper documentation and reporting.

The following transporters are licensed to transport oily wastes to the facilities listed in this procedure:

Miller Environmental Group, Inc.  
Calverton, NY  
516-369-4900  
(9 Tankers)

United Industrial Services  
Meriden, CT  
203-230-3753 \*Check number  
(22 Tankers)

Clean Harbors  
Quincy, MA  
617-849-1800  
(10 Tankers)

c. Solids. The companies identified with roll off boxes are also licensed and capable of providing solid waste transportation (see Section I.B.1).

#### 4. Disposal.

Solid wastes will be consolidated into the following categories:

a. Burnables. Oil contaminated wood, absorbents, sea grass, and other items for incineration.

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## Disposal Facilities

American Ref-Fuel  
Westbury, NY  
516-683-5400

American Ref-Fuel  
Preston, CT  
203-889-4900

Ogden Martin  
Babylon, NY  
516-754-7001

Safeway Disposal Systems  
Middletown, CT  
203-632-0294

Long Beach Recycling  
Long Beach, NY  
516-431-2058

b. Asphalt Recycling. Sand, soil, aggregate, concrete, and other items acceptable for asphalt reclamation after analysis indicate acceptability.

## Disposal Facilities

Posillico Bros. Asphalt Co.  
Farmingdale, NY  
516-249-8124

Prima Asphalt Co.  
Holtsville, NY  
516-289-3223

c. Land filling. All other solid wastes generated on oil spill cleanups, which cannot be recycled will require land filling.

## Disposal Facilities

Brookhaven Town Landfill  
Medford, NY  
516-451-6222

CID Landfill, Inc.  
Chaffee, NY  
716-496-5000

Modern Landfill  
Model City, NY  
716-692-1272

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\*Landfill's ability to accept oil spill debris for disposal changes daily. The best way to determine which landfills may be utilized at the actual time or the spill is to contact the local regulatory agency.

d. Liquids. Recovered petroleum and water can be handled via barge or vacuum tanker by United Industrial Services that has two (2) facilities operating in Meriden and Bridgeport, CT. These facilities have a combined treatment throughput of 100,000 gallons/day and on-site storage of 1.5 million gallons.

United Industrial Services  
Meriden and Bridgeport, CT  
203-238-6745

## **3240.5 Connecticut Disposal Sites, Facilities, and Waste Oil Collectors**

1. General. The following resources are available in the state of Connecticut in the event of a major marine spill. This list addresses the spillage of virgin petroleum products although some could pertain to hazardous material also. The list is not necessarily inclusive of all facilities capable of receiving or handling wastes, but consists of the main or larger facilities in Connecticut. Listing the various sites does not imply that they will accept the wastes at this time, but only that they are the resources available.

### 2. Liquids.

#### a. EWR-Waterbury

1. Storage Capacity – 175,000 gallons
2. Treatment per day – 45,000 gallons

#### b. United Industrial-Meriden

1. Storage Capacity – 400,000 gallons
2. Treatment per day – 30,000 gallons

#### c. United of Bridgeport

1. Storage Capacity – 1,300,000 gallons
2. Treatment per day – 70,000gallons
3. Marine capabilities of unloading 500,000 gallons from barges

#### d. East Coast – New Haven

1. Storage Capacity – 1,000,000 gallons
2. Treatment per day – 12,500 gallons

# Long Island Sound Area Contingency Plan

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- e. National Oil – West Haven
  - 1. Storage Capacity – 1,000,000 gallons
  - 2. Treatment per day – 20,000 gallons
- f. Clean Harbors of Connecticut – Bristol
  - 1. Storage Capacity – 144,000 gallons
  - 2. Treatment per day – 100,000 gallons

### 3. Solids.

- a. Sorbents and contaminated debris
  - (i) Incineration
    - a. Connecticut Resource Recovery Authorized Plants\*
      - Hartford
      - Preston
      - Wallingford
    - b. Ogden Martin\*
      - 170 Enterprise Drive, Bristol, CT

\* These facilities are not presently permitted to accept this material, but may do so under the direction of the Commissioner of the Department of Environmental Protection.

- b. Soils or Sand
  - (i) Thermal Destruction
    - a. Phoenix Soils
      - 130 Freight Street, Waterbury, CT
- c. Landfills
  - a. Waste Management – New Milford
  - b. Branford
  - c. Manchester
  - d. East Windsor
  - e. Canterbury
  - f. Groton
  - g. Waterbury
  - h. Hartford (CRRRA)

4. Transportation. In Connecticut, there are no permitting requirements for a transporter to haul non-hazardous contaminated materials such as sand and soil. Most contractors in Connecticut have a network of truckers they could call on to obtain dump trucks and trailers as needed. Permits are needed to transport liquids. The vehicles needed can be obtained from permitted spill contractors and their network of transporters. Frac-tanks for portable storage would be obtained the same way.

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## **a. Temporary Storage/Solid Waste**

### **( i ) State of Connecticut Department of Transportation Sites**

#### **Connecticut River**

1. Old Saybrook Garage  
660 Middlesex Turnpike, Old Saybrook
2. Tylerville Garage  
Route 82, Haddam
3. Windsor Garage  
Route 395 – Bloomfield Avenue, Windsor
4. East Windsor Garage  
Route 5, East Windsor

#### **Long Island Sound**

1. Darien Garage  
Brookside Drive, Darien
2. Westport Garage  
West Parish Road, Westport
3. Boulevard Garage  
Sea Street, New Haven
4. Goose Lane Garage  
Route 1, Guilford
5. Avenue Garage  
Lordship Boulevard, Stratford

### **( ii ) State of Connecticut State Parks**

#### **Connecticut River**

1. Neck – Lyme
2. Gillette Castle – East Haddam
3. Haddam Meadows – Haddam
4. Humaston Brook – East Hampton
5. Windsor Meadows – Windsor

#### **Long Island Sound**

1. Sherwood Island – Westport
2. Silver Sands – Milford
3. Hammonasset Beach – Madison
4. Rocky Neck – Lyme

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5. Harkness Memorial – Waterford
6. Bluff Point – Groton
7. Haley Farm – Groton

These parks are state parks along Long Island Sound and the Connecticut River. Some may be more suitable than others (i.e. access, available space). Authorization from the Connecticut DEP should be obtained as part of the overall plan.

## 3240.6 Permitted Waste Transporters

**Connecticut** – DEP Bureau of Waste Management: 860-424-3372

**New York** – DEC NY Hazardous Waste Disposal Site info: 800-548-8660

## 3240.7 Decanting Policy

Decanting is the process of draining off recovered water from portable tanks, internal tanks, collection wells or other storage containers to increase the available storage capacity of recovered oil. When decanting is conducted properly most of the petroleum can be removed from the water.

This policy addresses "incidental discharges" associated with spill response activities. "Incidental discharge" means the release of oil and/or oily water within the response area in or proximate to the area in which oil recovery activities are taking place during and attendant to oil spill response activities. **Incidental discharges include, but are not limited to, the decanting of oily water, oil and oily water returns associated with runoff from vessels and equipment operating in an oiled environment and the wash down of vessels, facilities and equipment used in the response.** "Incidental discharges" as addressed by this policy, do not require additional permits and do not constitute a prohibited discharge (See 33 CFR 153.301 and 40 CFR 300).

In addition, some activities, such as those associated with oil recovery vessels; small boats and equipment-cleaning operations may result in incidental discharges. These activities may be necessary to facilitate response operations on a continuing basis, and all of these activities are considered to be "incidental discharges."

During spill response operations, mechanical recovery of oil is often restricted by a number of factors, including the recovery system's oil/water recovery rate, the type of recovery system employed and the amount of tank space available on the recovery unit to hold recovered oil/water mixtures. In addition, the longer oil remains on or in the water, the more it mixes to form an emulsified mousse or highly mixed oil/water liquid, which sometimes contains as much as 70% water and 30% oil, thus consuming significantly more storage space.

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The goal of mechanical recovery is the expeditious recovery of oil from water. In many cases, the separation of oil and water and discharge of excess water is necessary for skimming operations to be effective in maximizing the amount of oil recovered and in minimizing overall environmental damages. Such actions should be considered and in appropriate circumstances authorized by the FOSC and/or SOSC because the discharged water will be much less harmful to the environment than allowing the oil to remain on the water and be subject to spreading and weathering. During a response, it will be necessary for response contractors or a responsible party to request from the FOSC and/or SOSC authority to decant while recovering oil so that response operations do not cease or become impaired. Expeditious review and approval of requests is necessary to ensure a rapid and efficient recovery operation. In addition, such incidental discharges associated with mechanical recovery operations should not be considered prohibited discharges. Therefore, the Area Committee adopts this policy to provide for an expeditious approval process and provide guidance to OSCs, responsible parties, response contractors and other members of the spill response community relating to incidental discharges and decanting.

The Federal and State OSCs will consider each request for decanting on a case-by-case basis. Prior to approving decanting, the OSCs will evaluate the potential effects of weather including the wind and wave conditions, the quantity of oil spilled and the type of oil as well as available storage receptacles. The OSC should also take into account that recovery operations as enhanced by decanting will actually reduce the overall quantity of pollutants in a more timely and effective manner to facilitate cleanup operations.

The FOSC and/or SOSC should consider the following criteria in determining whether to approve decanting unless circumstances dictate otherwise:

- All decanting should be done in a designated "response area" within a collection area, vessel collection well, recovery belt, weir area, or directly in front of a recovery system.
- Vessels employing sweep booms with recovery pumps in the apex of the boom should decant forward of the recovery pump.
- All vessels, motor vehicles and other equipment not equipped with an oil/water separator should allow retention time for oil held in internal or portable tanks before decanting commences.
- When deemed necessary by the FOSC and/or SOSC or the response contractor, a containment boom will be deployed around the collection area to minimize loss of decanted oil or entrainment.
- Visual monitoring of the decanting area shall be maintained so that discharge of oil in the decanted water is detected promptly.
- Decanting in areas where vacuum trucks, portable tanks or other collection systems are used for shore cleanup will be subject to the same rules as vessels.

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The response contractor or responsible party will seek approval from the FOSC and/or SOSC prior to decanting by presenting the Unified Command with a brief description of:

- The area for which decanting approval is sought;
- The decanting process proposed;
- The prevailing conditions (wind, weather, etc.); and
- The protective measures proposed to be implemented.

The FOSC and/or SOSC will review such requests promptly and render a decision as quickly as possible. FOSC authorization is required in all cases and in addition SOSC authorization is required for decanting activities in state waters.

The FOSC and/or SOSC will review and provide directions and authorization as appropriate to requests to wash down vessels, facilities and equipment to facilitate response activities.

Other activities related to possible oil discharges associated with an oil spill event such as actions to save a vessel or protect human life, which may include such actions as pumping bilges on a sinking vessel, are not covered by this policy.

## **3240.8 Example Waste Management Plan**

The attached link provides a sample [Waste Management Plan](#)

## **3250 Decontamination**

The decontamination group is responsible for decontamination of personnel and response equipment in compliance with approved statutes. Contaminated personnel and personnel entering contaminated areas shall be decontaminated in accordance with the instructions of the Site Safety Officer (SSO). The following “minimum” actions shall be performed:

- Direct and coordinate decontamination activities
- Determine resource needs
- Brief SSO on conditions

### **3250.1 Sample Decontamination Plan**

The decontamination group is responsible for developing the decontamination plan for the response. Refer to form G of the [Site Safety Plan](#) for decontamination equipment and procedures template.

## **3260 Dispersants**

The Long Island Sound Area Committee agrees that the primary method of cleaning up oil shall be the method that maximizes effectiveness and minimizes additional damage to the environment. The Committee recognizes that in certain circumstances, timely, effective mechanical containment, collection, and removal of the oil may not be possible, and the utilization of chemical countermeasures, alone or in conjunction with other removal methods, may be considered as a means to minimize a substantial threat to public health or welfare, or minimize serious environmental damages.

# Long Island Sound Area Contingency Plan

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The Long Island Sound Area Committee recommends that dispersants be considered as a potential first response option to oil spills, along with other response actions. Implementation of this recommendation must consider logistical requirements, contingency planning, equipment and dispersant training.

Sensitive inshore habitats such as salt marshes, reefs, sea grasses, and other sensitive areas, are best protected by preventing oil from reaching them. Dispersion of oil at sea, before a slick reaches a sensitive habitat, generally will reduce the overall, and particularly chronic, impact of oil on many habitats.

Because the principal biological benefit of dispersant use is the reduction of an oil-forming slick, which may minimize the affect to rafting birds and because dispersability of oil decreases rapidly with weathering, prompt response is essential. In addition, use of dispersants may reduce the potential for oil standing on sensitive shorelines. Therefore, regulations and contingency planning should make rapid response a priority. In view of the need for a rapid response involving dispersant, the Area Committee has developed a preauthorization plan that describes the procedures to be followed for obtaining an expedited decision for the use of dispersants in waters covered under this plan.

The approval to use dispersants must be obtained as soon as possible after a spill occurs before substantial weathering takes place or the oil has spread. Therefore, early in the spill response the FOSC should evaluate the potential use of dispersants. The [Dispersant Decision Making Protocol](#) provides a list of questions that will be discussed and evaluated as part of the decision making process in either the pre-authorized zone with FOSC approval or on a case-by-case basis in the conditional approval zone with concurrence network evaluation. This list is not all-inclusive and may be modified by parties involved. For additional information on dispersants please see <http://www.uscg.mil/d1/staff/m/rvt/disperse.html>

## 3260.1 Dispersant Options

GENERAL. Subpart J of the National Contingency Plan provides that the OSC, with the concurrence of the EPA representative to the RRT and the concurrence of the State(s) with jurisdiction over the navigable waters polluted by the oil discharge, may authorize the use of Chemical Dispersants on the oil discharge, provided that the dispersants are on the NCP Product Schedule. With the exception of the pre-authorized areas, the OSC must consult with and get the concurrence of the federal and state trustee representatives prior to using any type of chemical countermeasures.

### 1. Guidelines For Determination Of Dispersant Use:

The OSC should attempt to answer the following questions in his decision to use dispersants:

- a. Will the application of dispersants remove a significant amount of the slick from surface waters?
- b. Can dispersants alter the extent or location of shoreline impacts?
- c. Can the damage to habitats and resources resulting from chemical dispersion be less than those resulting without chemical dispersion?

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d. Can the damage to endangered or threatened species, marine mammals, and waterfowl be lessened?

e. Will dispersants reduce the impact to recreational, economic, and aesthetic resources?

## **2. Information Needed For Determining Approval For The Use Of Chemicals And Dispersants:**

In order to assist the RRT in making a determination of the use of chemicals or dispersants, the OSC in conjunction with the SSC shall be prepared to provide the following information relative to the spill:

### **a. SPILL DATA:**

1. Circumstances (Fire, Grounding, Collision, Etc.):
2. Time/Date of incidents:
3. Location of spill/Distance offshore:
4. Type of oil:
5. Volume of oil released:
6. Total potential of release:
7. Type of release (Instantaneous, Continuous, Etc.):

### **b. CHARACTERISTICS OF THE SPILLED OIL:**

1. Specific gravity:
2. Viscosity:
3. Pour point:
4. Flash point:
5. Other:

### **c. WEATHER AND WATER CONDITIONS/FORECASTS:**

1. Air temperature, wind speed, direction:
2. Tide and current information:
3. Water temperature and salinity:
4. Water depth:
5. Sea state:
6. Assessment of flushing action:
7. Seasonal dissolved oxygen content:

### **d. OIL TRAJECTORY INFORMATION:**

1. Surface oil trajectory forecast:
2. Time to landfall:

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3. Expected areas of landfall:

4. Dispersed oil trajectory forecast:

3. Use Of Chemical Dispersants:

Upon arrival by the RRT or EPA representative to use chemical dispersants on an oil spill, the OSC shall be guided by the product manufacturer's specific instructions for its use and disbursement. Ultimate monitoring and documentation shall be in accordance with the Regional Plan, Subpart H.

Nothing in this part is meant to prohibit the OSC from the use of chemical dispersants, without prior approval, when there is an immediate threat to human life. Approval will however be sought, for their continued use, as soon as the threat to human life has ceased.

The [National Contingency Plan Product Schedule](#) is a listing of dispersants, which is compiled by the Emergency Response Division, U.S. Environmental Protection Agency as required by 40 CFR 300.83. These are the only agents authorized to be used to mitigate the effects of an oil spill. The only case in which an unlisted product may be used is if the use of the substance is necessary to prevent or substantially reduce a hazard to human life.

4. Geographic Areas Pertinent To The Use Of Chemical Dispersants:

The [dispersant MOU](#) (hard copy included in Appendix) clearly defines the geographic areas where chemical dispersants can be used within COTP-NY and COTP-LIS zones (defined in 33 CFR Part 3). The waters of COTP-NY and COT-LIS, which are divided into three zones and where advance approval conditions apply, are broken down as follows:

Zone 1 – Advance Approval Zone

Zone 2 – Trial Application Zone

- Advance Approval Zone for Zone 2

Zone 3 – Exclusion Zone

- Advance Approval Zone for Zone 3

Protocols for the use of chemical countermeasures on oil discharges have itemized conditions cited in the MOU (pages 5 & 6 of 9) that should be consulted prior to initiating use of said chemicals in the three geographic zones.

Dispersant Options:

- Do not use dispersants.
- Use dispersants on a trial basis, but not as a control or cleanup technique. (To evaluate for future use on this or other spills)
- Disperse in limited or selected areas.
- Disperse to the maximum extent possible with accepted methods and available equipment.
- Other recommendation/rationale.

Please see [Dispersant Use/Non-Use Recommendations](#) for additional Information.

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## 3260.2 Dispersant Checklists

If the FOSC feels the potential for dispersant use exists he/she should have the staff gather the information necessary to complete the [Dispersant Checklist](#). If upon completion of the dispersant checklist the FOSC decides the use of dispersants is the best course of action, the checklist information should be passed to the RRT concurrence and consultation network for final decision on their use.

## 3260.3 Preauthorized Zones

On March 14, 1997 the Regional Response Team approved a dispersant pre-authorization policy for the Long Island Sound area. In general terms this pre-authorization policy applies only to Corexit 9527 and 9500 and established conditional approval zones and pre-authorization zone, and also established a monitoring protocol.

For spill situations that are not addressed by the existing pre-authorization plan, the FOSC, with the concurrence of the EPA RRT representative and, as appropriate, the concurrence of the RRT representatives from the states with jurisdiction over the navigable waters threatened by the release or discharge, and in consultation with the DOC and DOI natural resources trustees, when practical may authorize the use of the dispersants, surface washing agents, surface collecting agents, bioremediation agents, or miscellaneous oil spill control agents on the oil discharge, provided that the products are listed on the NCP Product Schedule.

**If the use of a product is necessary to prevent or substantially reduce a hazard to human life**, the FOSC may authorize the use of products, including products not listed on the NCP Product Schedule, without obtaining the concurrence of the RRT. Once the threat to human life has subsided, the continued use of a product shall be in accordance with the above paragraphs and 40 CFR 300.910. Sinking agents shall not be authorized for application to oil discharges.

Whenever the FOSC authorizes the use of a product pursuant to this paragraph, the FOSC is to inform the EPA RRT representative, and as appropriate, the RRT representatives from the affected states, and when practicable, the DOC/DOI natural resources trustees of the use of the product, including products not on the Schedule, as soon as possible.

If the EPA RRT Representative, the states with jurisdiction, and the DOC/DOI natural resource approve in advance the use of certain products under specified circumstances as described in the pre-authorization plan, the FOSC may authorize the use of the products without obtaining the specific concurrence described above.

In situations described above requiring concurrence for use, the Federal, State, and Tribal Trustees shall be contacted.

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## 3260.4 SMART Protocol

Specialized Monitoring of Applied Response Technology (SMART) establishes a monitoring system for rapid collection and reporting of real-time, scientifically based information, in order to assist the Unified Command with decision-making during in-situ burning or dispersant operations. SMART relies on small, highly mobile teams that collect real-time data using portable, rugged, and easy-to-use instruments during dispersant and in-situ burning operations. Data are channeled to the Unified Command to address critical questions: *Are dispersants effective in dispersing the oil? Are particulates concentration trends at sensitive locations exceeding the level of concern?* Having monitoring data can assist the Unified Command with decision-making for dispersant and in-situ burning operations.

**Dispersants.** To monitor the efficacy of dispersant application, SMART recommends three options, or tiers.

**Tier I.** A trained observer, flying over the oil slick and using photographic job aids or advanced remote sensing instruments, assesses dispersant efficacy and reports back to the Unified Command.

**Tier II.** Tier II provides real-time data from the treated slick. A sampling team on a boat uses a fluorometer to continuously monitor for dispersed oil one meter under the dispersant-treated slick. The team records and conveys fluorometer data to the laboratory.

**Tier III.** By expanding the monitoring efforts in several ways, Tier III provides information on where the dispersed oil goes and what happens to it. (1) Two fluorometers are used on the same vessel to monitor at two water depths; (2) Monitoring is conducted in the center of the treated slick at several water depths, from one to ten meters, and (3) A portable water laboratory provides data on water temperature, pH, conductivity, dissolved oxygen, and turbidity.

**In-situ Burning.** For in-situ burning operations, SMART recommends deploying one or more monitoring teams downwind of the burn, at sensitive locations such as population centers. The teams begin sampling before the burn begins to collect background data. After the burn starts, the teams continue sampling for particulate concentration trends, recording them both manually at fixed intervals and automatically in the data logger, and reporting to the Monitoring Group Supervisor if the level of concern is exceeded. The Scientific Support Team forwards the data, with recommendations, to the Unified Command.

The following websites provide additional information on SMART:

<http://response.restoration.noaa.gov/oilaid/SMART/SMART.html>

<http://www.ert.org/>

## 3260.5 Types of Equipment Required for Utilizing Dispersants

Types of equipment required include airplanes equipped with in-line spray system, workboat with spray systems, helo buckets, ancillary pumping equipment and hoses, and DOT storage containers. See [Section 5410](#), Oil Response Equipment for contacts.

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## 3270 In-Situ Burning (ISB)

Given the right circumstances and the necessary equipment, in-situ burning could prove an effective means of mitigating an oil spill.

Like dispersants, in-situ burning may be used to reduce the amount of free-floating oil on the water to make terrestrial contact. In addition, where shoreline or terrestrial habits are already impacted (marshes), in-situ burning may be considered as a viable oil spill response option. For more information on in-situ burning please see the following website <http://www.uscg.mil/d1/staff/m/rrt/isb.html>

### 3270.1 Preauthorization Agreement for In-Situ Burning

Please refer to the Region 1 In-Situ Burn Memorandum of Understanding in Section 4 of the Regional Oil and Hazardous Substances Pollution Contingency Plan (RCP).

[In-Situ Burn MOU](#) (hard copy included in Appendix)

### 3270.2 ISB Checklists

To aid in determining whether in-situ burning is a viable strategy please see the [ISB Checklist](#) and the [ISB Decision Diagram](#).

### 3270.3 Pre-authorized Zones – TBD

## 3280 Bioremediation

Bioremediation is the augmentation of the natural biodegradation process of oil. Various microbes exist, in abundance, in nature, which metabolize hydrocarbons (oil). Under controlled conditions, these microbes can be encouraged to metabolize the oil at an increased rate or their numbers can be increased. This is done by one or a combination of the following actions; augmenting other nutrients, increasing the available oxygen, increasing the ambient temperature, and/or increasing the surface area of the oil. Under optimal conditions (laboratory) this process of natural degradation is slow. In the environment, the process, unaided, can take months to years, depending on the situation.

Because biodegradation, even when assisted, is slow and uncontrollable, it is considered a finishing technique and not a first response tool. In addition, because augmentation of natural biodegradation usually requires continuous contact with any additive, open water bioremediation is rarely, if ever, practical.

Under the National Contingency Plan, the use of bioremediation agents requires the approval of the RRT Region One Concurrence Network.

The National Oceanic and Atmospheric Administration report, [A Summary of Bioremediation Applications Observed at Marine Oil Spills, Report HMRB 91-2](#), is included in this section by reference.

## 3300 Emergency Response

The emergency response branch is primarily responsible for overseeing and implementing emergency measures to protect life, mitigate further damage to the environment, and stabilize the situation. This branch is divided into the following groups:

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- Search and Rescue
- Salvage
- Fire Suppression
- Hazardous Materials
- Emergency Medical Services
- Law Enforcement

## **3310 Search and Rescue (SAR)**

The Search and Rescue group is responsible for prioritization and coordination of all Search and Rescue missions directly related to a specific incident. All search and rescue operations in the Long Island Sound Area are the responsibility of Coast Guard Group/MSO Long Island Sound and Group Moriches.

### **3310.1 SAR Area Resources**

Area resources are coordinated and supported by Coast Guard Air Station Cape Cod.

Other SAR resources in the Long Island Sound area of responsibility include:

The Connecticut Office of Emergency Management can be located at the following web site <http://www.ct.gov/oem>.

## **3320 Salvage/Source Control**

The salvage and source control group is responsible for coordinating the salvage operations with vessel owners to open and maintain shipping channels. Experts from the following organizations can provide assistance as needed for salvage operations. Reference 9240.1 SUPSALV 9240.3.

Salvage efforts may be divided into three areas: assessment and survey, stabilization, special salvage operations (e.g., refloating, and post-refloating).

### **3320.1 Assessment & Survey**

Upon being assigned responsibility for the salvage action, the salvor should ensure that items on the [Salvor Response Checklist](#) are addressed.

Upon arrival (in coordination with the response organization/OSC where applicable), the salvage ship or vessels, and personnel, should conduct damage control and position stabilization.

The salvor must then, in preparation for development of the salvage plan, conduct a thorough salvage survey of the vessel and its immediate surrounding. 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, and may be approached in this manner. The salvor 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 to Chapter 8 of Volume of the Navy Salvage Manual, or an equivalent.

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Working with the responsible party and naval architect, the salvor 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, the responsible party must submit a copy of the plan to the Unified Command for review and approve or disapprove. Any plans for intentional jettison of cargo will be reviewed as part of the salvage plan.

Damage control actions may range from augmenting ship's crew to conducting fire fighting and flooding control. During the stabilization phase, salvors should take steps to limit further damage to the vessel and to keep the ship from being driven harder aground or broaching. Response leaders will gather information and formulate a salvage plan; that plan specifies actions to be taken during the refloating and post-refloating phases of the salvage. This phase of operations must take into account the potential discharge of oil or hazardous substance into the environment. Upon stranding, the vessel's master should consider the following [Vessel Stranding Stabilization Checklist](#).

## 3320.2 Specialized Salvage Operations

**Refloating** - The refloating phase commences when the salvage plan is executed and ends when the ship begins to move from her strand. The plan should be considered a working plan with prudent changes made in response to changing conditions. During this phase, all parties should be in close communication, and the process should be brought to a halt if significant safety problems develop. The salvor, responsible party, and the FOSC/Captain of the Port have the authority to stop salvage operations in this case.

**Post-Refloating** - This phase commences when the ship begins to move off the strand, and is completed when the ship has been delivered to safe haven or repair facility, and all salvage resources and equipment have been 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

These items should be addressed in the salvage plan, and updated as necessary following refloating. Following refloating, the salvor should check the following items:

- Overall seaworthiness
- Vessel's bottom, for damage hidden by the strand
- Potential for oil or pollution
- Piping systems and machinery
- All ship's systems necessary for the transit

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- Ship's stability, list, and trim (may necessitate loading or shifting of weights)
- Patching and pumping arrangements for compartments
- 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 CG-2692 to the Officer in Charge, Marine Inspection and submit all requested information to the Senior Investigating Officer of the Sector Office. During post-refloating, the vessel is secured and delivered to the designated port facility.

### 3320.3 Types of Equipment Required

For a listing of technical support see Section 4700. The FOSC may obtain services of the Navy Supervisor of Salvage (see Section 5310.310). The following list the types of resources that may be required during a salvage operation.

• Salvage manager	• Salvage vessel(s)
• Tugs	• Beach gear
• Barges with ground tackle	• Lifting vessels
• Pumps and hoses	• Hull patching equipment, cement

### 3320.4 Salvage Guidelines

The vessel's master should request salvage assistance immediately, and not delay pending the result of an early attempt to refloat the vessel. If the damage assessment shows the ship will not breach, sink, or capsize, the master can attempt to back the vessel clear using full engine power on the next high tide.

Search and rescue will have priority over spill response. Subsequent to any rescue efforts, the pollution response efforts and salvage efforts may be conducted concurrently. The FOSC will prioritize actions when interference between salvage and pollution response efforts cannot be eliminated.

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 SAR Mission Coordinator, the Captain of the Port, states, and the vessel's owner/operator may suffice.

It should be noted that in rescue situations the rescue vessel must be appropriately powered, equipped and crewed to handle the demands of the tow and sea conditions. In either of these cases, the user of this plan should follow the guidelines presented, adapting them to specific salvage requirements at hand.

### 3330 Marine Firefighting

Refer to [Section 8000](#), Marine Firefighting.

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## **3340 Hazardous Materials**

Refer to [Section 7000](#), Hazardous Materials.

## **3350 Emergency Medical Services (EMS)**

Emergency Medical Services has the responsibility for coordinating and directing all medical services related to the incident. Local fire department and medical services will be relied on for this activity.

A listing of area Emergency Services resources is provided in [Section 55130](#).

## **3360 Law Enforcement**

The Law Enforcement Group is responsible for coordinating and directing all law enforcement activities related to the incident, including but not limited to, isolating the incident, crowd control, traffic control, evacuations, beach closures, and/or perimeter security.

A listing of area Law Enforcement resources is provided in Section 55130.

### **3360.1 Perimeter/Crowd/Traffic/Beach Control**

Perimeter/Crowd/Traffic/Beach Control, if needed, should be coordinated with local law enforcement authorities and may be augmented or replaced with contract security for protracted responses.

### **3360.2 Safety/Security Zones**

**Safety Zone** regulations in 33 CFR 165.20 Subpart C is defined as a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels. It may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion.

**Security Zone** regulations in 33 CFR 165.30 Subpart D is defined as an area of land, water, land and water which is so designated by the Captain of the Port or District Commander for such time as is necessary to prevent damage or injury to any vessel or waterfront facility, to safeguard ports, harbors, territories, or waters of the United States or to secure the observance of the rights and obligations of the United States. The purpose of the security zone is to safeguard from destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of similar nature: (1) vessels (2) harbors (3) ports, and (4) waterfront facilities: in the United States and all territory and water, continental or insular, that is subject to the jurisdiction of the United States.

[33CFR165.T01-154](#) lists Safety and Security Zones in the Long Island Sound Marine Inspection Zone and Captain of the Port Zone.

## **3400 Air Operations**

The Air Operations Branch is primarily responsible for preparing the air operations portion of the Incident Action Plan. The Incident Action Plan will reflect agency restrictions such as night flying or hours per pilot that impact the operational capability or use of resources. After the Incident Action Plan is approved, an air operation is responsible for implementing its

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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 is responsible for providing logistical support to helicopters assigned to 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.

## **3410 Air Tactical**

The Air Tactical Group is primarily responsible for coordinating and scheduling 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. These coordination activities are performed by the Air Tactical Group while airborne.

## **3420 Aerial Surveillance**

Aerial surveillance is key to the response effort and may include the following:

- Overflights
- Computer modeling/trajectories
- Continue to monitor proximity of spill to sensitive areas

## **3430 Aerial Dispersant Application**

See Dispersant Policy requirement in Section 3260. See Logistics Section 5410 for a listing of resources.

## **3440 Procedures for Temporary Flight Restrictions- TBD**

## **3450 Permanent Area Restrictions- TBD**

## **3460 Air Support**

The Air Support Group is primarily responsible to support and manage helibase and helispot operations, and maintain liaison with fixed-wing air bases. This includes providing: 1) fuel and other supplies, 2) helicopter maintenance and repair, 3) keeping records of helicopter activity, and 4) enforcing 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.

## **3500 Staging Areas**

Environmental, cultural, and historical sensitive areas should be considered when selecting staging areas. All efforts should be taken to minimize the impact on these areas.

### **3510 Pre-Identified Staging Areas**

TBD

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## **3600 Wildlife**

The Wildlife Branch is responsible for minimizing wildlife losses during spill responses; coordinating early aerial and ground reconnaissance of 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. For information on the Endangered Species Act, click on [USC – TITLE 16: CHAPTER 35 – ENDANGERED SPECIES ACT](#).

**3700 Reserved**

**3800 Reserved**

**3900 Reserved for Area/District**