

Long Island Sound Area Contingency Plan

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9100 *Emergency Notification*

Any person in charge of a vessel or facility must immediately give notice as soon as they have knowledge of any discharge of oil or hazardous substance. The regulations found in 40 CFR Sections 300.125, 300.300 and 300.405 require that such notifications be made directly to the NRC, which will relay the report to the cognizant USCG or EPA OSC. The OSC's staff must be prepared to receive reports and react accordingly. The more complete the initial information the better, but further notifications should not be held up pending investigation.

9110 Initial Awareness, Assessment & Notification Sequence

The USCG shall to the extent possible fill out the [Incident Report Summary](#) and begin notifications. If warranted, USCG personnel shall follow critical incident communications procedures in accordance with [COMDINST 3100.8](#).

9110.1 Initial Assessment Check-off List

The first responders on-scene will attempt to gather as much information as possible to obtain an accurate description of the incident (see the [Initial Assessment Job Aid](#) and the [ICS Form 201](#)). The investigation team will gather information required to recommend countermeasures to minimize or mitigate adverse impacts of the spill. This information should be detailed, consistent, and systematic. This information is not only of value to the response personnel; the Information Officer can prepare a press statement with the factual information gathered during the initial investigation to address any questions from the public.

9110.2 Initial Action Check-off List

When the investigation shows that an actual or potential minor discharge exists, the FOSC shall monitor the situation to ensure that proper removal action is taken.

Determine if effective and immediate removal or prevention of a discharge can be achieved by private party efforts (see Sector Long Island Sound's [Pollution Incident Report](#)), and where the discharge does not pose a substantial threat to public health or welfare, determine whether the responsible party or other person is properly carrying out removal.

9110.3 Notification Check-off List

For a coastal spill, upon notification of a discharge or a suspected discharge of oil, the Coast Guard Sector Long Island Sound Port Operations Duty Officer watchstander (during working hours) or the Operations Duty Officer or Sector Duty Officer (during non-working hours) will complete applicable notifications as listed on the [Incident Report Summary \(to NPFC\)](#).

[Pollution Incident Report](#) for Sector Long Island Sound.

9200 Personnel and Services Directory

9210 Federal Resources/Agencies

9210.1 Trustees for Natural Resources

The President is required to designate in the NCP those federal officials who are to act on behalf of the public as trustees for natural resources. These designated federal officials shall act pursuant to section 1006 of the OPA. "Natural resources" means land, fish, wildlife, biota, air, water, ground water, drinking water supplies, and other such resources belonging to, managed by, held in trust by, appertaining to, or otherwise controlled (hereinafter referred to as "managed or controlled") by the United States, including the resources of the exclusive economic zone. A discussion concerning Trustees is included in Subpart G of the [National Contingency Plan \(NCP\)](#).

The tribal chairmen (or heads of the governing bodies) of Indian tribes, as defined in section 1.5, or a person designated by the tribal officials, shall act on behalf of the Indian tribes as trustees for the natural resources, including their supporting ecosystems, belonging to, managed by, controlled by, or appertaining to such Indian tribe, or held in trust for the benefit of such Indian tribe, or belonging to a member of such Indian tribe, if such resources are subject to a trust restriction on alienation. When the tribal chairman or head of the tribal governing body designates another person as trustee, the tribal chairman or head of the tribal governing body shall notify the President of such designation.

9210.2 U.S. Coast Guard

9210.21 Hazardous Materials Response Special Teams

Hazardous Materials Response Special Teams Capabilities and Contact Handbook [Coast Guard Link](#)

9210.22 Local USCG Support Capabilities

Response Trailer

The Coast Guard Sector Office in New Haven maintains a response trailer that contains a VHF-FM radio, generator, and berthing space for two. The trailer can be used for response to pollution, emergency communications, or other scenario that requires CG field support.

Vessel Support

Sector Long Island Sound small boat stations can provide vessel support to assist Sector personnel in conducting pollution investigations or evaluating the severity of an oil spill. Vessels are requested through the FOOSC.

Aerial Support

The Coast Guard [Air Station at Cape Cod](#) can provide overflights to assist MSO Long Island Sound personnel in conducting pollution investigations or evaluating the severity of an oil spill.

- HH60 Jayhawk Helicopters (4)

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- One equipped with a mounted infrared video camera.
- One night vision video camera (portable) that can be used in conjunction with Aireye overflight.

- HU-25 Falcon Jets (4)
 - The Coast Guard HU-25 Falcon Jets with installed Airborne Remote identification Systems (AIREYE) systems are located at Coast Guard Air Station Corpus Christi, TX (512) 939-2079.

The Air Station also has access to the following video equipment, which can be used to document a spill in conditions of limited light.

- SLAR (Side Looking Airborne Radar), a sensor system capable of long range detection in all weather, day/night operation with wide area mapping capabilities. For oil spill detection its range is estimated at 10-20 NM off each side of the aircraft for a swath of up to 40 NM.

- IR/UV (Infrared/Ultraviolet Line Scanner), can serve two purposes;
 - (1) Scan the area directly beneath the A/C missed by the SLAR.
 - (2) Targets detected by the SLAR can be overflown and imaged by the IR/UV scanner.

9210.23 USCG National Strike Force (NSF)

The [National Strike Force](#) (NSF) was created in 1973 as a Coast Guard staffed “Special Force”. This special force assists On-Scene Coordinators (OSCs) responding to potential and actual oil and hazardous material spills as directed by the National Contingency Plan (NCP). The NSF is composed of four units including three, 35 member Strike Teams. These teams are:

The [Atlantic Strike Team](#) located in Fort Dix, NJ (609) 724-0008;

The [Gulf Strike Team](#) located in Mobile, AL (205) 639-6601;

The [Pacific Strike Team](#) located in Novato, CA (415) 883-3311.

A fourth unit, the [National Strike Force Coordination Center](#) (NSFCC), located in Elizabeth City, NC, manages the Strike Teams. Their contact number is (252) 331-6000/6032. Fax (252) 331-6012/6013.

Address:

Commanding Officer

National Strike Force Coordination Center

1461 US Hwy 17 North

Elizabeth City, NC 27909

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The NSF is a unique, highly trained cadre of Coast Guard professionals who maintain and rapidly deploy with specialized equipment in support of Federal On-Scene Coordinators preparing for and responding to oil and chemical incidents in order to prevent adverse impact to the public and to reduce environmental damage.

NSF capabilities include:

- Responding with trained personnel and specialized equipment to prevent, contain and/or remove spills of oil and releases of hazardous materials;
- Providing spill management expertise;
- Assisting with response planning and consultation;
- Conducting operational training in oil and chemical spill response techniques and equipment usage;
- Identifying, locating, and assisting in the transportation of specialized equipment needed for spill response; and
- Providing support from the Public Information Assist Team (PIAT) to OSCs during pollution response.

• The NSF can provide OSCs with expertise in many areas, including:

- Operating spill response equipment;
- Supervising / monitoring response personnel on site;
- Outlining, establishing, monitoring site safety requirements during the conduct of hazardous material release operations;
- Providing resource and photographic documentation support;
- Providing command, control and communications support.

The NSF equipment inventory includes:

- Lightering and transfer systems - including pumping equipment capable of handling all oils, corrosives and other chemical cargoes;
- Containment barriers and skimming systems; Open Water Oil Containment and Recovery System (OWOCRS) and Vessel of Opportunity Skimming System (VOSS);
- Offshore inflatable containment boom;
- Temporary storage devices for oil and hazardous materials;
- Mobile command posts and communications equipment;
- Generators, light towers, air compressors;
- Air monitoring equipment;
- Levels A, B and C HAZMAT response entry capabilities;
- Trailerable and inflatable boats to support deployment of equipment and provide logistics;
- Photographic and video documentation equipment.

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The [National Strike Force Information Kit](#) includes useful information on the NSF and NSF-supported projects.

Request for Strike Team Assistance: As outlined in the NCP, “The OSC may request assistance directly from the Strike Teams. Requests for a team may be made to the Commanding Officer of the appropriate team, the USCG member of the RRT, or the Commandant of the USCG through the NRC”. OSCs are encouraged to use the NSF whenever its expertise or equipment is needed, or to augment the OSC’s staff when it is overburdened by a response to a given incident. Both USCG and EPA OSCs may utilize the NSF.

The NSF should be used when:

- A medium or major discharge or potential discharge occurs;
- Control of the discharge requires the special knowledge or special equipment of the NSF;
- Response will require in excess of two days to complete removal operations and augmentation by NSF personnel will release local forces to return to normal operations; or
- In the judgment of the OSC, NSF capabilities are necessary.

Upon receiving a request, personnel and equipment will be deployed to the scene in the most expeditious manner possible. This may involve over-the-road transport. For this rapid deployment capability, each of the three Strike Teams has tractor-trailer rigs. In the event air transport of equipment is required, the appropriate USCG Area Commander will coordinate aircraft support. By requesting assistance from any one Strike Team, an OSC immediately gains access to the entire NSF personnel roster and equipment inventory. Each team maintains a state of readiness, which enables them to dispatch two members immediately, four members within two hours, and up to twelve members within six hours as the circumstances of the incident dictate. Equipment would be dispatched within four hours of a request for assistance. Note: Since response support is time critical, early notification of Strike Team assistance (or potential assistance) will allow the teams to begin logistical planning even before a formal request is made.

Logistical Considerations: Strike Teams make every effort to be as logistically independent, however, assistance may be required from the OSC in arranging the following support:

- -Heavy lifting equipment, such as cranes and forklifts capable of handling a 16,000 lb. containment barrier box;
- -Fork extensions for forklift;
- -Small boats, vessels of opportunity;
- -Electrical power, land lines for phones and computers, potable water supply and fuel supply for command posts.

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9210.24 Public Information Assist Team (PIAT)

The [Public Information Assist Team](#) (PIAT) (252) 331-6006/6032 is an element of the NSFCC staff, which is available to assist FOSCs to meet the demands for public information during a response or exercise. Its use is encouraged any time the FOSC requires outside public affairs support. Requests for PIAT assistance may be made through the NSFCC or NRC.

9210.25 USCG District Response Group (DRG) and USCG District Response Advisory Team (DRAT)

The District Response Group (DRG) is a framework within each Coast Guard district to organize district resources and assets to support USCG OSCs during response to a pollution incident. Coast Guard DRGs assist the OSC by providing technical assistance, personnel, and equipment, including the Coast Guard's pre-positioned equipment. Each DRG consists of all Coast Guard personnel and equipment, including firefighting equipment within its district, additional pre-positioned equipment, and a District Response Advisory Team (DRAT) that is available to provide support to the FOSC in the event that a spill exceeds local response capabilities. The D1 DRAT is located at the First Coast Guard District Office in Boston, MA. The contact number is (617)-223-8586.

Address:

Commander (Amr)
First Coast Guard District
408 Atlantic Avenue
Boston, MA 02110

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9210.26 USCG Marine Safety Center

The USCG Marine Safety Center can provide support for a salvage incident. The Marine Safety Center [Salvage Engineering Response Team](#) (SERT) provides immediate salvage engineering support to the COTP/FOSC in response to a variety of vessel casualties. Specifically, SERT can assist the COTP/FOSC in managing and minimizing the risk to people, the environment, and property when responding to vessels that have experienced a grounding, allision, collision, capsizing, or structural damage. SERT provides this assistance by performing numerous technical evaluations including: assessment and analysis of intact and damaged stability, hull stress and strength, grounding and freeing forces, prediction of oil/hazardous substance outflow, and expertise on passenger vessel construction, fire protection, and safety. SERT also has an extensive library of vessel arrangement and construction plans for a variety of U.S. and Foreign-flagged vessels. SERT can be contacted by paging the duty salvage engineer at (866) 263-4919, by calling the MSC at (202) 366-6480, or by contacting FLAGPLOT at (202) 267-2100. For more information, see the MSC's website at www.uscg.mil/hq/msc/salvage.htm for additional information.

9210.27 USCG Reserve

In the event of a spill incident, the preference is to use local Coast Guard Personnel to the maximum extent possible. Current procedures for involuntarily activating reservists require a Secretary of Homeland Security order and would likely take days or weeks for a spill event. Therefore, it is assumed the reservists will be mobilized most rapidly on a voluntary basis utilizing the District Commander's authority to order not more than 10 officers and 100 enlisted ready reservists in one district for not more than 30 days (COMDTINST M1001.27A). Since these active duty orders are voluntary, the exact number of reservists available for active duty is impossible to predict. Additional reservists could be activated utilizing ADT or TEMAC orders. For immediate needs (during the first 1-2 days), local Coast Guard personnel will be requested to assist. Further information on utilization of Coast Guard Reserve Forces can be obtained from the local Marine Safety Office or by contacting the First Coast Guard District's Force Optimization and Training Office (fot) in Boston, MA at (617)-223-3470.

9210.28 USCG Auxiliary

The Coast Guard Auxiliary is a voluntary organization that supports Coast Guard operations and may be utilized in the event of a spill incident. The Auxiliary flotillas are organized under the Group Commander and can be requested to assist the Incident Commander through the Group Commander. Support from the USCG Auxiliary for a spill event would be organized through the USCG MSO.

Additional information regarding the employment of the Coast Guard Auxiliary in support of the Marine Environmental Protection Program can be obtained by contacting COMDT G-OCX at 202-267-1001.

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9210.3 National Oceanic and Atmospheric Administration (NOAA)

9210.31 NOAA Scientific Support Coordinator

The [NOAA SSC](#) for New England can be reached at (617) 223-8016 (office) or at (617)-877-2806 (cell). The NOAA SSC is the principal advisor to the USCG FOSC for scientific issues, communication with the scientific community, and coordination of requests for assistance from State and Federal agencies regarding scientific studies. The NOAA SSC leads a scientific team and strives for a consensus on scientific issues affecting the response but ensures that differing opinions within the community are communicated to the FOSC. The NOAA SSC can also assist the FOSC with information relating to spill movements and trajectories. The NOAA SSC serves as the FOSC's liaison between damage assessment data collection efforts and data collected in support of response operations. The NOAA SSC leads the synthesis and integration of environmental information required for spill response decisions in support of the FOSC, coordinating with State representatives, appropriate trustees and other knowledgeable local representatives.

9210.32 Spill/Discharge Trajectory Modeling

The Trajectory Analysis Team develops estimates that combine visual spill observations made from aircraft overflights or remote sensing platforms with computer model calculations that include observed, predicted, and statistical information on weather and ocean currents. Integrating and interpreting data from field observations and computer models, allows the team to provide complex information in a form the FOSC can use. For hazardous materials releases, projections can be made for the pollutants' movement in water and air.

The Team gives the NOAA SSC information on a spill's projected movement and behavior in the water or air. There are often two or more team members at each spill scene: one team member is responsible for participating in aircraft overflights of the actual spill scene and for briefing the SSC, the Coast Guard, and other operational personnel on the slick movement. Overflights by trained observers provide critical information to decision-makers about the location, quantity, and changes in the oil. The information also serves to verify and update data in trajectory models, which use statistical averages until actual observations are available. During these overflights, the Team member will direct the pilot's flight track and aircraft flight elevation in order to best measure the course of the spill in the water. This person often may deploy oil-tracking instrumentation, such as drogues or dye pills to mark the path of the pollutant and look for visual confirmation of the spill's movement and behavior.

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The other on-scene Trajectory Analysis Team member usually works out of the on-scene command post. This Team member is responsible for interfacing with the “home team,” the Seattle-based component of the Team that provides data from the spill model and literature searches to the on-scene team. The spill model uses information on the location and time of the spill and its rate of release, area tides, currents, any unique circulation features, both observed and forecasted weather conditions, and the pollutant’s composition. The model takes this information and generates maps that graphically estimate the expected movement of the spill. The command post member analyzes data received from the home team and consults local experts on the physical and chemical properties of the oil and on the particular oceanography of the area to help them make informed, accurate recommendations.

Collectively, the Trajectory Analysis Team has about seventy-five years of experience in dealing with spills and their fate in the marine environment. Please see the NOAA Scientific Support Team Reference Guide for more information.

9210.4 Navy Supervisor of Salvage (SUPSALV)

The [U.S. Navy Supervisor of Salvage](#) (SUPSALV) is the branch of service within DOD most knowledgeable and experienced in ship salvage, shipboard damage control, and diving. The USN has an extensive array of specialized equipment and personnel available for use in these areas as well as specialized containment, collection, and removal equipment specifically designed for salvage-related and open-sea pollution incidents. SUPSALV has an extensive salvage/search and recovery equipment inventory with the requisite knowledge and expertise to support these operations, including specialized salvage, firefighting, and petroleum, oil, and lubricant offloading capability. SUPSALV also developed and utilizes a software program for rapid analysis of longitudinal strength and intact/damaged stability known as Program of Ship Salvage Engineering (POSSE). When possible, SUPSALV can also provide equipment for training exercises in support of national and regional contingency planning objectives.

The FOSC may request assistance directly from SUPSALV at (202)-781-1731 (main number) or (202)-781-3889 (Duty Officer). Formal requests are routed through message traffic to the Chief of Naval Operations at: **CNO WASHINGTON DC//N312/N866//**. Add the following addresses, if applicable: **//N45//for oil pollution** or **//N873//for diving support**. Send an information copy to **COMNAVSEASYSCOM WASHINGTON DC//00C//**.

Text should include a brief description of services required, location, urgency, point of contact, and telephone number. If the task is urgent and requires immediate mobilization, the message should amplify this and include a statement that funding will be provided by separate correspondence. Funding for SUPSALV assistance is done through the Oil Spill Liability Trust Fund under a Military Interdepartmental Purchase Request (MIPR).

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9210.5 EPA Emergency Response Teams

EPA [Emergency Response Team](#) (ERT) has expertise in treatment technology, biology, chemistry, hydrology, geology, and engineering. The ERT can provide the FOSC access to special equipment to deal with chemical releases, and can provide the FOSC with advice concerning hazard evaluation, multimedia sampling and analysis, risk assessment, on-site safety, cleanup techniques, water supply decontamination and protection, use of dispersants, environmental assessment, degree of cleanup required, and the disposal of contaminated materials. The ERT also offers various training courses to prepare response personnel.

Contact Information:

Environmental Response Team
U.S. Environmental Protection Agency
Edison, NJ 08817
(732) 321-6740 or (732) 321-6660 (24hr)

9210.6 Agency for Toxic Substance and Diseases (ATSDR)

The Agency for Toxic Substances and Disease Registry (ATSDR) maintains appropriate disease/exposure registries, provides medical care and testing of individuals during public health emergencies, develops, maintains, and informs the public concerning the effects of toxic substances, maintains a list of restricted or closed areas due to contamination, conducts research examining the relationship between exposure and illness, and conducts health assessments at contaminated sites. The ATSDR also assists the EPA in identifying most hazardous substances at CERCLA sites, develops guidelines for toxicological profiles of hazardous substances, and develops educational materials related to the health effects of toxic substances. ATSDR resources are an important tool for the OSC to use in assessing the possible effects of an emergency on the public's health.

Contact Information:

(617) 223-5590 or (404) 639-0615

9210.7 U.S. Department of Energy (DOE)

The DOE generally provides designated FOSCs that are responsible for taking all response actions with respect to releases where either the release is on, or the sole source of the release is from, any facility or vessel under its jurisdiction, custody, or control, including vessels bareboat-chartered and operated. Incidents that qualify for DOE radiological advice and assistance are those believed to involve source, by-product, or special I nuclear material or other ionizing radiation sources, including radium, and other naturally occurring radionuclides, as well as particle accelerators. Assistance is available through direct contact with the appropriate DOE Radiological Assistance Program Regional Office.

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9210.8 Nuclear Regulatory Commission

Notify the Nuclear Regulatory Commission (NRC) at (301) 816-5100 of any incident involving radiological material. The NRC can also provide an FOSC.

9210.9 Federal Emergency Management Agency (FEMA)

[FEMA](#) provides guidance, policy and program advice, and technical assistance in hazardous materials, chemical, and radiological emergency preparedness activities (including planning, training, and exercising. FEMA should be notified of any significant incident that could result in a release or threatened release of Hazardous Materials, Weapons of Mass Destruction (WMD), or result in large-scale evacuation or relocation of people. The Regional Office should be contacted at (617)-223-9540 during normal business hours and the Regional Operations Center in Maynard, MA after normal hours at (978)-461-5501.

9210.10 U. S. Department of the Interior (DOI)

The DOI may be contacted through Regional Environmental Officers who are the designated members of the Regional Response Team. Department land managers have jurisdiction over the national park system, national wildlife refuges and fish hatcheries, the public lands, and certain water projects in western states. In addition, bureaus and offices have relevant expertise as follows:

- United States Fish and Wildlife Service: Anadromous and certain other fishes and wildlife, including endangered and threatened species, migratory birds, and certain marine mammals; waters and wetlands; and effects on natural resources.
- Geological Survey: Expertise in mapping, seismic data, biological resources and hydrology (ground water and surface water).
- Bureau of Land Management: Minerals, soils, vegetation, wildlife, habitat, archaeology, and wilderness.
- Office of Surface Mining: Coal mine wastes and land reclamation.
- National Park Service: General biological, natural, and cultural resource managers to evaluate, measure, monitor, and contain threats to park system lands and resources; archaeological and historical expertise in protection, preservation, evaluation, impact mitigation, and restoration of cultural resources; emergency personnel.
- Bureau of Indian Affairs: Coordination of activities affecting Indian lands; assistance in identifying Indian tribal government officials.

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9210.11 Federal Agency Resource Directory

Agency	Phone Number	Pollution	Hazmat	Salvage	Boats	Boom	Pumps	Skimmer	Vac Trucks	Heavy	Tugs	Barges	Tank Vess.	Divers	Helo
CG Sector Long Island Sound	203-468-4444	X			X	X									
CG Sta New Haven	203-468-4499														
CG Sta Montauk	631-668-2773														
CG ISC Boston	617-223-3333														
CG Sta New London	860-442-4471														
CG Sta Shinnecock	631-728-0343														
CG Sta Eatons Neck	631-261-6959														
CG Sta Fire Island	631-6619101														
CG Sta Jones Beach	516-785-2995														
CG ANT Long Island Sound	203-468-4510														
CG SFO Moriches SARDET	631-395-4412														
CG AirSta Cape Cod	508-968-6300														4
CG D1 Command Ctr	617-223-8555														
CG D1 Public Affairs	617-223-8519														
CG D1 (m) phone listing	617-223-8439														
CG DRAT	617-223-8586	X				X	X	X		X					
CG ESU Boston	617-223-3102														
CG Atlantic Strike Team	609-724-0008 / 0009	X	X	X	X	X	X	X							
CG MLC	757-628-4275														
CG MLC Safety and Occupational Health Coord.	617-223-3202														
CG Marine Safety Center (SERT)	202-366-6480/6441														
Navy SUPSALV 24 Hrs:	202-781-1731 202-781-3889	X		X	X	X		X	X						
US Naval Base, Groton, CT	860-694-3011	X						X				X			
US Naval Base, Portsmouth, NH	207-438-1000	X						X							
NSFCC	252-331-6000	X	X												
CG Flagplot	202-267-2100														
PIAT	252-331-6000														
USCGA OOD	860-444-8452														
USCGA Waterfront	860-444-8572														
CGIS New London	860-444-8262														
USCG Auxiliary	860-464-8193														
USCG Air Auxiliary	201-825-8339														
CEPPO	617-918-1804														
US Army Corps of Engineers	978-318-8111														

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	Phone Number	Pollution	Hazmat	Salvage	Boats	Boom	Pumps	Skimmer	Vac Trucks	Heavy Eqpt.	Tugs	Barges	Tank Vess.	Divers	Helo
NPFC	202-493-6700														
Pager:	800-759-7243														
Dept. of the Interior:															
- Trustee Notification (any spill 1000+gals) <i>Andrew Raddant</i>	617-223-8565														
Office	617-223-8565														
Mobile	617-592-5444														
Alternate	215-597-5378														
Alternate Mobile	215-266-5155														
CG(G-MOA)	202-267-1430														
CG(G-MOR)	202-267-2611														
NOAA:	203-579-7019														
- Trustee Notification (any spill 1000+ gals) <i>CDR John Steiger</i>	202-267-1321														
Pager	800-759-8888														
Pin	1645420														
Fax	202-267-4085														
- or contact Hazmat	206-526-4911/5317														
SSC (Ed Levine) Office	212-668-6428														
Mobile	206-849-9941														
24 Hrs	206-526-4911														
Hazmat Duty Officer	206-526-4911														
U.S. Fish and Wildlife Service	413-253-8300														
Permit Office	413-253-8641														
24-hr NE Region Spill Response	413-539-3194														
Stellwagen Bank National Marine Sanctuary Mgr	781-545-8026 x207														
Nat'l Marine Fisheries Service	978-281-9300														
Bureau of Citizenship & Immigration Service	800-375-5283 617-223-3088														
EPA	888-372-7341														
24 Hrs	800-424-8802														
Local	617-918-1251														
Agency for Toxic Substance Disease Registry ATSDR	888-422-8737 617-918-1495 212-637-4305														

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	Phone Number	Pollution	Hazmat	Salvage	Boats	Boom	Pumps	Skimmer	Vac Trucks	Heavy Eqpt.	Tugs	Barges	Tank Vess.	Divers	Helo
U.S. Customs	617-565-6149/7 203-773-2155														
FEMA	617-223-9540														
Dept of Environmental Protection	860-424-3333														
Coastal Zone Management	617-626-1200														

9220 Foreign Trustees

Pursuant to section 1006 of the OPA, foreign trustees shall act on behalf of the head of a foreign government as trustees for natural resources belonging to, managed by, controlled by, or appertaining to such foreign government.

9230 State Resources/Agencies

State															
Connecticut															
Dept. of Environmental Protection	860-424-3333														
Dept. of Public Health	860-509-8000														
CT Dept. of Transportation	800-695-0444														
Natural Disasters & Oil Spills	860-424-3338														
Emergency Management	860-566-2074														
State Historic Preservation Office Director: J. Paul Loether	860-566-3005														
New York															
Dept. of Environmental Conservation	518-474-8096														
Dept. of Public Health	914-654-7000														
NY Dept. of Transportation	518-457-5100														
Natural Disaster & Oil Spills	518-457-7362														
Emergency Management	518-447-5679														
State Historic Preservation Office Director: Ruth Pierpont	518-237-8643 x3269														
Rhode Island															
Dept. of Environmental Management	401-222-3070														
Dept. of Public Health	401-222-2231														
RI Dept. of Transportation	401-222-1362														
Natural Disasters & Oil Spills	401-272-3121x2607														

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9240 Local Resources/Agencies

	Fire Authorities	Fire Authorities	Police Authorities	Police Authorities
City or Town	Phone Number	Other Number	Phone Number	Other Number
Asharoken	631-261-7400		631-261-7400	
Branford	203-488-2555	-7266 Divers	203-488-8740	
Bridgeport	203-367-5351 203-576-8008	Divers	203-576-7671	-7601 Divers
Clinton	860-669-8633		860-669-8633	
Cromwell	860-635-1445		860-622-5300	
Cold Springs	631-854-8300		631-854-8300	
CT State Police			860-622-2200	
Darien	203-662-5300		203-662-5300	
Deep River/Valley	860-399-7921		860-399-7921	
East Haddam	860-537-3411		860-537-7500	
East Hartford	860-528-4173		860-528-4173	
East Haven	203-468-3840	Divers	203-468-3820	
Eaton's Neck	631-757-8932		631-261-7500	
Fairfield	203-259-1611		203-254-4800	-4870 Divers
Fishers Island	631-788-7375		631-323-2500	
Glastonbury	860-652-7526	Divers	860-652-4227	
Glen Cove	516-676-0366		631-676-1000	
Greenport/Southold	631-477-1943		631-765-2600	
Greenwich	203-622-7800		203-622-8044	Divers
Groton	860-445-2497	-2451 Divers	860-445-9721	
Groton Long Point	860-536-7607		860-536-4921	
Guilford	203-453-8448	-8056 Divers	203-453-8061	
Haddam	860-345-4945		860-345-2769	
Hartford	860-522-1234		860-522-0111	
Horton Point	631-427-1629		631-765-2600	
Huntington Harbor	631-427-2020		631-427-2020	
Ledyard	860-464-7271		860-424-7271	
Lloyd Harbor	631-427-1629		631-549-8800	
Madison	203-245-2721		203-245-2721	
Mattituck (Southold)	631-765-3385	Divers 631-765-2600	631-734-6022	
Middletown	860-347-6941		860-347-6941	
Milford	203-878-5991		203-878-6551	
Nassau City	631-852-6000		631-852-6000	
New Haven	203-946-6237 203-946-6222		203-946-6316	
New London	860-447-5268		860-447-5269	
	Fire Authorities	Fire Authorities	Police Authorities	Police Authorities

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City or Town	Phone Number	Other Number	Phone Number	Other Number
Niantic	860-739-3419	860-739-7171	860-739-5900	
Northport	631-261-7504		631-261-7500	
Norwalk	203-866-3312		203-854-3000	Divers
Norwich	860-886-5561		860-886-5561	
NY State Police			631-537-0237	631-728-3000
Old Field Point	631-941-9412		631-941-9412	
Old Lyme	860-399-7921	860-399-7981	860-399-2100	
Old Saybrook	860-395-3142 /3/4	Divers	860-395-3142	960-395-3143
Orange	203-891-2130		203-891-2130	
Oyster Bay Cove	516-922-0404		516-922-6363	
Port Chester (NY)	914-939-1000		914-939-1000	
Port Jefferson (NY)	631-473-3232		631-331-3567	
Portland	860-347-2541		860-347-2541	
Riverhead	631-727-2751		631-727-4500	
Rhode Island State Police			401-539-2411	
Rocky Hill	860-258-7603		860-258-2782	
Rowayton	203-853-9411		203-854-3000	
Rye (NY)	914-939-5144		914-967-1234	
Shoreham	631-744-2390		631-854-8600	
Smithtown	631-265-1503		631-854-8400	
Southold	631-765-3385		631-765-2600	
Stamford	203-977-5555		203-977-4444	-4720 Divers
Stratford	203-385-4071	203-385-4100	203-385-4100	
Stonington	860-599-4411 /4408	Divers	860-599-4411	
Stony Brook	631-941-4376		631-854-8600	
Suffolk City (air division)			631-854-5705	
Waterford	860-442-5332		860-442-9451	
Westerley, RI	401-596-6855	Divers		
Westbrook	860-399-2100		860-399-2100	
West Hartford	860-523-5263		860-523-5203	
West Haven	203-937-3710	203-933-1616	203-937-3900	
Westport	203-341-5014		203-341-6000	Divers
Wethersfield	860-563-9345		860-571-2900	
Nassau Commons (CTY)	516-742-3191	Emergency 516-742-3300	516-573-7000	Marine 516-573-4450
Suffolk Commons (CTY)	631-924-5252		631-852-6000	Marine 631-854-8382

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9250 Private Resources

9250.1 Dispersant Resources

Air Response, Inc. Mesa, AZ	480-844-0800
Airborne Support, Inc. Houma, LA	985-851-6391
Biegert Aviation, Inc. Chandler, AZ	520-796-2400
Clean Bay, Inc. Concord, CA	925-685-2800
Clean Caribbean, Coop. Port Everglades, FL	954-983-9880
Clean Gulf Associations Houma, LA	985-580-0924
Clean Harbors co-op Edison, NJ	732-248-1997
Clean Seas Carpinteria, CA	805-684-3838
Clean Sound co-op Edmonds, WA	425-744-0948
CISPRI North Kenai, AK	907-776-5129
Delaware Bay River co-op Slaughter Beach, DE	302-645-7861
Emergency Aerial Dispersants Consortium	207-665-2363 Email: vervision@aol.com
MSRC Galveston, TX	409-740-9188
Maine Department of Environmental Protection Westbrook, ME	207-287-2651
NALCO/Exxon Energy Chemicals Sugarland, TX	281-263-7000
NRC Miami, FL	305-379-1625
Oil Spill Response Limited South Hampton, UK	44-1703-331-551
SEAPRO INC. Ketchikan, AK	907-225-7002
USAF Youngstown-Warren Regional Warren, OH	330-609-1217
X Products & Services, INC Colorado Springs, CO (John Kuipers)	719-576-8047

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9250.2 Aerial Dispersant Application Services

Name of Supplier/ Location	Contact Information	Equipment
Air Response, Inc. Mesa, AZ	Richard Packard (480) 844-0800	1 DC-4 airplane equipped with 2,000 capacity in-line spray system
Clean Harbors Environmental Services http://www.cleanharbors.com/	Edison, NJ (800) 641-0007 (732) 248-1997	COREXIT 9527 1,375 G in 55G drums in trailer 1 workboat spray system 1 220G helo bucket
Delaware Bay & River Co-Op Lewes, DE	Gene Johnson (302) 645-7861	COREXIT 9527 1,650G in 55G drums 1 VOSS spray system 1 TC3 helo bucket
Maine Dept. of Environmental Protection Westbrook, ME http://www.maine.gov/	Main Office (800) 452-1942 (207) 287-2651	COREXIT 7664 165G in 55G drums COREXIT 9527 220G in 55G drums 1 VOSS spray system
Airborne Support, Inc. Houma, LA	Howard Barker Brad Barker (985) 851-6391	COREXIT 9527G DC-4 plane W/24,000G cap DC-3 plane w/1,200G and 1,000G cap Twin engine spotter plane Assoc'd loading pumps
Farwest/Biegert Aviation, Inc. Chandler, AZ	Jim Jefferies David Berry (520) 796-2400	2 ADDS-PACK systems Ancillary pumping equipment
Clean Caribbean Co-Op Port Everglades, FL www.cleancaribbean.org	Skip Przelomski (954) 983-9880	COREXIT 9527 5,000G in bulk tank; 55G drums COREXIT 9500 15,840G in 55G drums 1 ADDS-PACK Unit 2 VOSS spray systems 2 helo spray buckets

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Name of Supplier/ Location	Contact Information	Equipment
Emergency Aerial Dispersants Consortium (Agricultural spraying aircraft)	(207) 665-2362 Email: vervision@aol.com	- AT-802 Aircraft - can fly up to 200 mi-offshore - 810 gal. Capacity - COREXIT 9500
Clean Seas Carpinteria, CA	(800) 982-1948 (805) 684-3838	COREXIT 9527 11,000G in 55G drums 2 90G helo buckets
	Steve Sears- Material Control Manager (281) 263-7404 Cell Phone (281) 782-9780 Main Office (281) 263-7000	COREXIT 9527 200,000G in 55G drums COREXIT 9500 stored in 55G drums
NRC Miami, FL www.nrcc.com	Bob Grim (305) 379-1625	COREXIT 9527 5,000G in 55G drums
X Products and Services, Inc. Colorado Springs, CO	John Kuipers (719) 576-8047	SX-100 4,840G in 55G drums
CISPRI-Cook Inlet Spill Response Prevention and Response Inc. North Kenai, AK	Victoria Askin (907) 776-7406 Main Office (907) 776-5129	COREXIT 9527 11,275G in 55G drums 2 helo buckets

9250.3 Co-op Organizations

Co-op	Phone Number
TRI-S	866-308-8747
Bridgeport Santa	203-367-3661
CT River Citgo	860-529-6821
Middletown	203-342-3560
New Haven	203-782-3007

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9250.4 Oil Spill Response Organizations

NAME/ADDRESS/PHONE		FACILITIES				VESSELS			
		M	W 1	W 2	W 3	M	W 1	W 2	W3
All State O.R.C.									
437 Hamburg Turnpike	River/Canal	X	X	X		X	X	X	
West Milford, NJ 07480	Inland	X				X			
	Opn Ocean								
973-283-9550	Offshore								
800-300-3122	Nearshore								
www.allstateorc.com	Great Lks								
NAME/ADDRESS/PHONE		FACILITIES				VESSELS			
		M	W 1	W 2	W 3	M	W 1	W 2	W3
American Environmental Technologies									
	River/Canal	X				X	X		
3 Trowbridge Drive	Inland								
Bethel, CT 06801	Opn Ocean								
203-774-3477	Offshore								
	Nearshore								
	Great Lks								
NAME/ADDRESS/PHONE		FACILITIES				VESSELS			
		M	W 1	W 2	W 3	M	W 1	W 2	W3
Atlantic Response, Inc.									
760 Roosevelt Avenue	River/Canal	X				X			
Carteret, NJ 07008	Inland	X				X			
	Opn Ocean								
732-969-8555	Offshore								
	Nearshore								
www.atlanticresponse.com	Great Lks								
NAME/ADDRESS/PHONE		FACILITIES				VESSELS			
		M	W 1	W 2	W 3	M	W 1	W 2	W3
Clean Harbors Environmental									
	River/Canal	X	X	X	X	X	X	X	X
	Inland	X	X	X	X	X	X	X	X
	Opn Ocean								
781-849-1800	Offshore								

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800-645-8265 Emergency www.cleanharbors.com	Nearshore Great Lks								
NAME/ADDRESS/PHONE		FACILITIES				VESSELS			
Environmental Products & Services		M	W 1	W 2	W 3	M	W 1	W 2	W3
	River/Canal			X	X	X	X	X	X
532 State Fair Blvd. Syracuse, NY 315-471-0503	Inland Opn Ocean Offshore					X			
800-843-8265 www.eps-inc.com	Nearshore Great Lks								
NAME/ADDRESS/PHONE		FACILITIES				VESSELS			
Fleet Environmental		M	W 1	W 2	W 3	M	W 1	W 2	W3
	River/Canal	X				X			
Toll free #'s	Inland	X				X			
Berlin, CT 866-353-3876 Bethel, CT 800-562-7611 888-233-5338 www.fleetenvironmental.com	Opn Ocean Offshore Nearshore Great Lakes								
NAME/ADDRESS/PHONE		FACILITIES				VESSELS			
Heritage Environmental Services – (HES)		M	W 1	W 2	W 3	M	W 1	W 2	W3
	River/Canal			X	X	X	X	X	X
Lemont, IL	Inland			X	X	X	X	X	X
	Opn Ocean								
630-739-1151	Offshore								
	Nearshore								
www.heritage-enviro.com	Great Lks								
NAME/ADDRESS/PHONE		FACILITIES				VESSELS			
Lewis Environmental		M	W 1	W 2	W 3	M	W 1	W 2	W3
Andover, NJ	River/Canal	X	X	X	X	X	X	X	X
	Inland	X		X	X	X		X	X
	Opn Ocean								
800-258-5585	Offshore								
	Nearshore								

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www.lewisenvironmental.com	Great Lkes								
NAME/ADDRESS/PHONE		FACILITIES				VESSELS			
Marine Spill Response Corporation – (MSRC)		M	W 1	W 2	W 3	M	W 1	W 2	W3
	River/Canal	X	X	X	X	X	X	X	X
Edison, NJ	Inland	X	X	X	X	X	X	X	X
	Op Ocean	X	X	X	X	X	X	X	X
800-259-6772	Offshore	X	X	X	X	X	X	X	X
	Nearshore	X	X	X	X	X	X	X	X
www.msrc.org	Great Lks								
NAME/ADDRESS/PHONE		FACILITIES				VESSELS			
Miller Environmental Group		M	W 1	W 2	W 3	M	W 1	W 2	W3
538 Edwards Avenue	River/Canal	X	X	X	X	X	X	X	X
Calverton, NY 11933	Inland	X	X	X	X	X	X	X	X
	Opn Ocean								
631-369-4900	Offshore								
800-394-8606 Emergency	Nearshore								
www.miller-env.com	Great Lks								
NAME/ADDRESS/PHONE		FACILITIES				VESSELS			
National Response Corporation – (NRC)		M	W 1	W 2	W 3	M	W 1	W 2	W3
	River/Canal	X	X	X	X	X	X	X	X
3500 Sunrise Hwy Ste. T103	Inland	X	X	X	X	X	X	X	X
Great River, NY	Opn Ocean	X	X	X	X	X	X	X	X
631-224-9141	Offshore	X	X	X	X	X	X	X	X
800-899-4672 Emergency	Nearshore	X	X	X	X	X	X	X	X
www.nrcc.com	Great Lks								
NAME/ADDRESS/PHONE		FACILITIES				VESSELS			
Oil Mop, LLC		M	W 1	W 2	W 3	M	W 1	W 2	W3
#4 Hook Road	River/Canal			X	X	X	X	X	X
Bayonne, NJ 07002	Inland				X	X		X	X
	Opn Ocean								

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201-436-3500	Offshore								
800-645-6671 Emergency	Nearshore								
	Great Lks								
NAME/ADDRESS/PHONE		FACILITIES				VESSELS			
TankTite, Inc.		M	W 1	W 2	W 3	M	W 1	W 2	W3
Hewitt, NJ	River/Canal	X				X			
Greenwood Lake, NY	Inland								
	Opn Ocean								
800-828-8265	Offshore								
	Nearshore								
	Great Lks								
NAME/ADDRESS/PHONE		FACILITIES				VESSELS			
Trade-Winds Environmental		M	W 1	W2	W 3	M	W1	W2	W3
Restoration, Inc.	River/Canal								
100 Sweeneydale Avenue	Inland								
Bay Shore, NY 11706	Opn Ocean								
631-435-8900	Offshore								
800-282-8701	Nearshore								
www.tradewindsenvironmental.com	Great Lks								

KEY to M / W1 / W2 / W3

Protective Boom (feet)	Containment Boom (feet)	Oil Recovery Equipment (bbls/day EDRC)	Recovered Oil Storage (bbls TSC)	Facility Response Times (hours)	Tank Vessel Response Times (hours)
<u>M (1,200 bbls/day recovery)</u>					
4,000	1,000 plus 300 per skimming system	1,200	2,400	6 for higher volume ports 12 for all other locations	12 for higher volume ports 24 for all other locations
<u>W1 (1,875 bbls/day recovery)</u>					
25,000	1,000 plus 300 per skimming system	1,875	3,750	6 for higher volume ports 12 for all other locations	12 for higher volume ports 24 for all other locations
<u>W2 (3,750 bbls/day recovery)</u>					
25,000	1,000 plus 300 per skimming system	3,750	7,500	30 for higher volume ports 36 for all other	36 for higher volume ports 48 for all other

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				locations	locations
<u>W3 (7,500 bbls/day recovery)</u>					
25,000	1,000 plus 300 per skimming system	7,500	15,000	54 for higher volume ports 60 for all other locations	60 for higher volume ports 72 for all other locations

Above chart contains official status information as of: August 22, 2005.

For Current Official Status of OSROs: [Oil Spill Removal Organizations](#) from the National Strike Force/USCG website.

9250.5 Divers

Atlantic Commercial	401-783-5505
DONJON Marine	908-686-1199
Subsea Associates, Inc.	203-368-4611
Towing Charters Diving	401-741-5505
CGDONE Diver Listing (Local PD/FD Divers – See Section 9240)	

9250.6 Marine Pilots/Vessel Agents

Coastwise Pilots	401-294-4738
Constitution State Pilots	203-468-0255
LIS Pilots Association	401-849-2444
NE Pilots	607-843-9255
New Haven Pilots	203-230-0778
NE Marine Pilots	401-847-9052/9050
CT River Pilots	860-388-4167
A. Willard Ivers	212-736-6600
Atlantic Tankships	757-461-2277
Cilco Terminals	203-336-3841
VanOmmeren Clipper	203-406-3440
Interoceanica	203-367-2554
Kerr Steamship	504-566-0500
Kurz Moran	732-602-1551
Moran Shipping	203-468-7855
New Haven Terminal	203-469-1391
Reinaur Trans	718-816-8167
Ruggiero & Ogle	718-816-8850
Moran Towing	203-442-2800

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Connecticut State Pilots	800-346-4877
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9250.7 Laboratories

<u>NYSDEC Laboratories</u>	
<u>CT In-state Laboratories</u>	
<u>Out-of-state Laboratories</u>	
<u>Non-commercial Laboratories</u>	
Marine Safety Laboratory (MSL), Groton, CT	860-441-2645/2777

9250.8 Airports/Aircraft Rental

F.A.A. CT	203-377-7359		203-576-7498
F.C.C. Watch Officer	202-632-6975	Enforcement	202-418-7450
Aircraft Information			800-992-7433
Bradley Airport	Hartford, CT	Tower	860-654-1048
Brainard Airport	Hartford, Ct	Tower	860-247-7503
Groton-New London Airport	Groton, CT	Tower	860-448-1851
McArthur Airport		Tower	631-585-7069
Sikorsky Airport		Tower	203-385-4473
Tweed Airport	New Haven, CT		203-467-5779
Advanced Air Ambulance			800-633-3590
Air Response			800-631-6565
Chester Charter, Inc.			800-752-6371
Columbia Air LLC			860-449-1400
Ocean Wings Air Charter			800-253-5039
Robinson Aviation, Inc.			203-467-9555

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9250.9 Vehicle Rental

Company	Phone Number
Avis	800-331-1212
Advantage Rent-A Car	800-777-5500
Budget Car & Truck Rental	800-527-0700
Hertz Rent-A-Car	800-654-3131
Enterprise Rent-A-Car	800-325-8007
National Car Rental	800-227-7368

9250.10 Trucking/Heavy Equipment Companies

Company	Phone Number
Francis P. Ryan Corporation	203-787-7139
J. R. Christoni, Inc.	203-265-0921
Blakeslee, Arpaia & Chapman, Inc.	800-227-7368

9250.11 Media (Television, Radio, Newspaper)

[Media Information](#) for COTP Long Island Sound Zone.

9250.12 Volunteer Resources

New England Wildlife Center	Hingham 781-749-1248
Felix Neck Wildlife Sanctuary	Vineyard Haven, MA 508-627-4850
Tufts University School of Veterinary Medicine Wildlife Clinic	508-839-5302
Save the Harbor Save the Bay	617-560-2399 (pager)
Tri State Bird and Rescue	302-737-9543
Save the Sound	203-354-0036

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9250.13 Towing/Barge/Salvage Companies

	Phone Number	Pollution	Hazmat	Salvage	Boats	Boom	Pumps	Skimmer	Vac Trucks	HeavyEqpt	Tugs	Barges	Tnk Vsls.	Divers	Helo
Bouchard Trans.	718-895-0144														
McAllister Marine	410-276-8000														
K-Sea Trans.	718-720-7027														
Moran Towing & Trans.	203-442-2800														
Morania Oil Tankers	203-356-0009														
Reinaurer Trans. Co.	718-816-8167														
Mormack	203-977-8929														
Thames Tow Boat	860-443-9433														
DONJON Marine (NJ)	908-686-1199			X											
Moran Towing	203-625-7800														
Tow Boat U.S.	800-888-4869														
Sea Tow	631-765-5300 (NY) 860-395-0405 (CT)														

9250.14 Marine Firefighting

See [Section 8000](#) of this plan for a listing of Marine Firefighting resources and contact numbers.

9250.15 List of Local Scientists Required by the Chaffee Amendments to the Oil Pollution Act of 1990

Historically, the local NOAA Scientific Support Coordinator (SSC) leads the scientific team for the federal OSC during a response [33 USC 1344 subchapter J part 300.145 (c) (2)]. The Scientific Support Team (SST), established by the SSC at the time of the response typically includes NOAA Office of Response & Restoration scientists with many years experience in oil and chemical emergencies. The SSC and the scientists on the SST interface with local and other federal scientists within their particular scientific discipline (e.g.: physical oceanography, marine biology, environmental toxicology) in an attempt to leverage their broad experience with specific knowledge and research of local scientists. Also, between responses, the SSC acts as the liaison between the US Coast Guard FOSC and the scientific community for issues regarding planning and training.

This list of scientists provided below does not represent a full accounting of the scientific expertise available in the COTP LIS area. This list represents both individual scientists who have some level of direct experience with oil spills and scientists who can act as a conduit and point of contact for expertise available within their particular organization.

“Expertise”

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For the purposes of this section of the Area Plan, “expertise” requires some level of field experience with actual oil spills, whether in the local region or not, along with a technical understanding. The exception might be those scientists involved in chemically characterizing oil samples in a laboratory. However, experience with oil “fingerprinting” (i.e. the interpretation of analytical results for the purpose of matching a particular sample to a particular source) is required.

“Local”

As large oil spills are inherently complex and infrequent, and therefore a difficult area in which to gain experience, scientific expertise is often required from outside the immediate geographic area of the event. Therefore, the term “local” is necessarily defined by more than a mere geographical context. “Local,” for the purposes of this section, will mean resources that can be activated and mobilized on a 24 hours, 7 days a week basis.

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Long Island Sound Area Contingency Plan

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Marine mammals - rehabilitation\Marine mammals - resources\Notification.

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9300 Incident Action Plan (IAP)

To be developed.

9400 Area Planning Documentation

9410 Discharge & Release History

To be developed.

9420 Risk Assessment

To be developed.

9430 Planning Assumptions - Background Information

To be developed.

9440 Planning Scenarios

Reference: (a) 40 CFR 300, National Oil and Hazardous Substances Pollution Contingency Plan

General. As part of the preparedness improvement, reference (a) requires the development of scenarios for average most, maximum most probable and worst-case spills. These scenarios must describe the incidents as well as the response to those incidents.

Area Spill Scenario Considerations. Preparing for where spills may occur and what decisions will have to be made is critical to effective contingency planning. Despite all the equipment, expertise, and personnel, an oil spill of severe consequence could occur in the COTP Long Island Sound zone. The response to the spill would be affected by the location, temperature, wind velocity, current velocity, type of oil, and many other factors, but the effectiveness of that response will depend on thorough prior planning. One method for doing this is through scenario development. Reference (a) requires that three such scenarios be developed and worked through to identify appropriate actions and shortfalls. The three scenarios follow.

Average Most Probable Discharge

Scenario Definition. The average spill in the COTP Long Island Sound zone would be approximately 150 gallons (minor spill) of No. 6 or No. 2 fuel oil and would occur at a waterfront facility during transfer operations (primarily through human error).

Response Strategy

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Phase I – Discovery and Notification: The discharge of oil in this scenario would be discovered by the dockman at the facility or the tankerman onboard the tank vessel. The spiller would contact the Sector Operations Duty Officer (ODO). The ODO completes the Pollution Incident Report and contacts the COTP Duty Investigator. The COTP Duty Investigator would collect all available information concerning the incident, brief the COTP Duty Officer, and make sure State and Local notifications are made if not already accomplished by the responsible party.

Phase II – Preliminary Assessment and Initiation of Action: Once the notification phase has been completed, the COTP Duty Investigator would respond to the scene of the incident, determine the extent of the pollution, evaluate the cleanup effort proposed or being conducted by the responsible party, and issue a Letter of Federal Interest to the spiller. First aid equipment (absorbent boom, pads, etc.), if available and required, would be applied. Public affairs actions would be handled by the company's public affairs officer and/or the Sector's Public Affairs Officer as required.

Phase III – Containment, Countermeasures: Mitigation of the spill would be handled by the spiller or a contractor hired by the spiller. The COTP Duty Investigator would monitor the cleanup effort and make a recommendation to federalize the cleanup if action was not adequate or timely.

Phase IV – Documentation and Cost Recovery: Documenting the spill would include MSIS entries and violation case paperwork.

Shortfall. The only shortfall would be inadequate response times of pollution investigators in certain parts of the zone.

Variations to Scenario. This scenario could take place anywhere within the boundaries of the COTP Long Island Sound zone. Spill sources could include a facility, vessel (barge or ship), or any other source in the zone. The product spilled could be any of those transported in this zone. The one major variation would be federalization of the spill due to inadequate cleanup or non-acceptance of the cleanup by the Coast Guard.

Maximum Most Probable Discharge

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Scenario Definition. On a December Friday, at approximately 1400 hours, a 420 foot barge with a draft of 30 feet, runs hard aground in the vicinity of Southwest Ledge. The barge is carrying 4 million gallons of # 6 fuel oil, headed for a facility in New Haven. The number 1 and 2 starboard tank, holding 300,000 gallons each, have been holed and are leaking at a moderate rate (50,000 gallons/hour). The tug captain reports the incident to Long Island Sound. At the time of the incident, weather conditions are: wind – 15 kts WNW, visibility ½ mile, improving to 2 miles after first hour, ceiling 1000 ft, seas – 2 ft, precipitation – snow. The wind shifts to the Southwest after 6 hours. The tide is low and the current is SBF. 300,000 gallons of product are spilled over a 6-hour period. The area of impact is New Haven harbor and Connecticut shoreline from Pond Point to Sachem Head. The owners of the barge are contacted, but their plan to respond to the incident is not viewed as adequate by the COTP. As OSC, the COTP makes the decision to open a federal project for this incident. CGC Bollard is breaking ice on the Connecticut River and unavailable as a resource. All Small Boat Stations are in one ready boat status.

Response Strategy

Response actions will follow the response phases and objectives directed by the National Contingency Plan (NCP). Priority of action will be as follows: ensure safety of personnel, secure the source, protect vulnerable areas, contain oil and prevent further migration, and conduct removal and disposal operations.

Phase 1 – Discovery and Notification: The Sector Operations Duty Officer (ODO) and/or the Duty COTP Investigator, if on board, are key individuals in Sector Long Island Sound initial spill response actions. Based upon standing orders, they will initiate many of the early action items necessary to ensure a successful response to a major oil spill.

- Actions**
- (1) Complete the Oil Pollution Incident Report.
 - (2) Immediately dispatch a patrol boat from Station New Haven to the scene of the incident.
 - (3) Complete the Notification Checklist and initiate recall of critical personnel including COTP, Alternate COTP, MEP Officer, COTP Duty Officer, Duty Investigator, Sector Command Duty Officer, Operations Officer, Assistant Operations Officer, Corpsman, etc..
 - (4) Document existing weather, tide, and current conditions and obtain weather forecasts for the next several days.
 - (5) Complete/transmit the initial POLREP.

Phase II – Preliminary Assessment and Initiation of Action: Efforts during this phase of the response will determine the extent of the spill and the scope of the response necessary to mitigate the spill. Resources and personnel will have to be requested from various sources to build a response organization and to mobilize the necessary response assets capable of handling the spill. There will be a heavy dependence on “outside” of the zone personnel to build the response organization (LAST, USN, augmentation from other MSO’s).

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- Actions**
- (1) Dispatch a survey team consisting of pollution investigators, marine inspectors, marine investigator and Corpsman (augmented later by LAST advisor and contractors when available).
 - (2) Obtain diving resources to perform underwater surveys of the barge.
 - (3) Initiate mobilization of critical personnel (SSC, LAST advisory personnel, etc.) and response resources (especially getting initial containment boom at the source as quickly as possible); key floating assets will be requested/deployed ASAP (WLB/WLM, WPB, UTB's, etc).
 - (4) Establish and enforce a safety zone from Pond Point to the Dumping Ground to Sachem Point including New Haven Harbor and approach channels to control vessel traffic.
 - (5) Request overflights (including Aireye and EPIC) and develop oil spill trajectories to track the movement of the oil.
 - (6) Conduct initial assessment of at-risk sensitive shoreline areas – begin coordination with DEP to mobilize personnel, boats, boom, etc.
 - (7) Hold an initial press briefing and establish recurring press briefings for the response effort.
 - (8) Activate Region I RRT and Region II RRT for determinations on burning and dispersant use.

Phase III – Containment Countermeasures: In this scenario, the tides in the vicinity of the grounding are relatively weak. The type of product (high pour # 6 fuel oil) and the temperature of the water severely reduce the effectiveness of using skimmers to recover the product. However, conditions during this spill make the containment at the source desirable and feasible. 30% (100,000 gallons) of the product is expected to be released to the environment before containment at the source will be accomplished. Shoreline, open water, and source suppression cleanup efforts will have to be flexible to cope with the weather and tidal current conditions. Mechanical methods will play a major role in all aspects of cleanup. Skimmers and vac trucks will be used when conditions permit. Barges with crane and bucket will probably be required for recovery given the product involved and the time of year. Response and salvage operations will be conducted through combination of CG (LAST), SUPSALV, and contractor assets. Top priority will be given to securing the source (lightering, salvage, moving to safe berth) and protecting sensitive areas. Oil samples will be taken at every cleanup site to support cost recovery efforts.

- Actions**
- (1) Deploy primary and secondary boom around the barge.
 - (2) Obtain lightering barges for removing product from the barge's damaged tanks, crane and work barges to perform salvage and open water mechanical recovery operations.
 - (3) Establish a Command Post at the Sector Long Island Sound New Haven Complex that will support the OSC's Spill Response Staff and an operations Tactical command Center (co-locate DEP personnel); use Lighthouse Point Park for remote shoreline – protection/beach cleanup command center. . .coordinate with DEP/locals.

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- (4) Deploy boom at 10 different locations to protect sensitive/vulnerable areas on the Connecticut shore from New Haven to Sachem Head.
- (5) Organize and deploy the workforce and spill monitors for shoreside cleanup operations along the expected area of impact.
- (6) Stage and deploy open water recovery equipment to recover product or collect product and transport it to a location where it can be recovered.
- (7) Establish and enforce an incident occupational health and safety program to inform cleanup personnel about the hazards involved in working with the oil and precautions to be taken when conducting cleanup operations.
- (8) In conjunction with DEP, oversee proper disposal of recovered material.
- (9) Continue press briefings.

Phase IV – Documentation and Cost Recovery: Documentation and Cost Recovery will be conducted in accordance with CCGDONE and MLCLANT instructions.

- Actions**
- (1) Maintain a daily account of all cleanup activities.
 - (2) Collate all cost accounting worksheets from the entire spill cleanup effort.
 - (3) Process violation case paperwork.
 - (4) File the OSC's report with CCGDONE.

Variations to Scenario. This scenario could take place at any of the harbor entrances within the boundaries of the COTP Long Island Sound zone. Vessel types could be either ship or barge (self-propelled or not). The product spilled could be any of those transported in the zone. Variations in weather and tidal current conditions will produce significant differences in the area of shoreline impact and the ability to conduct cleanup operations.

Resource Calculations.

Oil: No. 6, Group VI, Persistent
Volume: 7143 bbls (300,000 gals)
Emulsification factor: 1.4
Planned % on shore recovery: 70%
Planned % on water recovery: 50%
On shore recovery: $7143 \times 1.4 \times .7 = 7000$ bbls
On water recovery: $7143 \times 1.4 \times .5 = 5000$ bbls
Tier One resources (24 Hours) = 750 bbls
Tier Two resources (48 Hours) = 1250 bbls
Tier Three resources (72 Hours) = 2000 bbls

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Shortfall. To be determined.

Worst Case Discharge

Scenario Definition. An 800 foot foreign flag tank ship carrying 16.6 million gallons of No. 6 fuel oil (80 DEG pour point) destined for a facility on the north shore of Long Island, runs hard aground on Valiant Rock. The time of the incident is 0200 Sunday. The grounding has caused severe damage to all tanks. The master has informed the Sector that the vessel is discharging oil at a very high rate. The season is spring (May). The following weather conditions exist at the time: wind – 15 kts s, temp – 50 F, seas – 2 ft, vis – 5 miles. The current is SBF+3. Approximately 6 million gallons of product are spilled over a period of 8 hours. 4 million gallons are spilled in the first three hours. Booming at the source is ineffective given current weather conditions. The initial area of impact is the Connecticut shoreline from the mouth of the Connecticut River to Little Narragansett Bay. Fishers Island, Gardner’s Bay and the Rhode Island shorelines are impacted after several tidal cycles. The owners of the vessel cannot be contacted.

Response Strategy. Response actions will follow the response phases and objectives directed by the National Contingency Plan (NCP). Priority of action will be as follows: ensure safety of personnel, secure the source, protect vulnerable areas, contain oil and prevent further migration, and conduct removal and disposal operations.

Phase I – Discovery and Notification: The Sector Operations Duty Officer (ODO) and/or the Duty COTP investigator, if on board, are key individuals in Sector Long Island Sound initial spill response actions. Based upon standing orders, they will initiate many of the early action items necessary to ensure a successful response to a major oil spill.

- Actions**
- (1) Complete the Oil Pollution Incident Report.
 - (2) Immediately dispatch a patrol boat from Station New London (Fishers Island Detachment) to the scene of the incident.
 - (3) Complete the Notification Checklist and initiate recall of critical personnel, including COTP, Alternate COTP, MEP Officer, COTP Duty Officer, Duty Investigator, Sector Command Duty Officer, Operations Officer, Assistant Operations Officer, Corpsman, etc.
 - (4) Document existing weather, tide, and current conditions and obtain weather forecasts for the next several days.
 - (5) Complete/transmit the initial SITREP/POL.

Phase II – Preliminary Assessment and Initiation of Action: Efforts during this phase of the response will determine the extent of the spill and the scope of the response necessary to mitigate the spill. Resources and personnel will have to be requested from various sources to build a response organization and to mobilize the necessary response assets capable of handling the spill. Given the severity of this casualty, based upon first reports and confirmed by the Fishers Island UTB, A massive influx of “outside” response assets will be required . . .the request for additional “outside” resources will be initiated almost immediately (NST, SSC, PIAT, SUPSALV, contractors, WLB/WLM’s, UTB’s, augmentation from adjacent MSO’s, A/C overflights, etc.).

- Actions**
- (1) Dispatch a survey team consisting of pollution investigators, marine inspectors, marine investigator and corpsman (augmented later by LAST advisor and contractors when available).

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- (2) Obtain diving resources to perform underwater surveys of the vessel.
- (3) Initiate mobilization of critical personnel (SSC, LAST advisory personnel, etc.) and response resources (especially getting initial containment boom at the source as quickly as possible). Key floating assets will be requested/deployed ASAP (WLB/WLM, WPB, UTB's, etc.).
- (4) Establish and enforce a safety zone for Block Island Sound and the eastern end of Long Island Sound to control vessel traffic.
- (5) Request overflights (Aireye and EPIC) and develop oil spill trajectories to track the movement of the oil.
- (6) Activate Region I and Region II RRTs for determinations on in-situ burning and dispersant use.
- (7) Make initial assessment of at-risk sensitive shoreline areas . . .begin coordination with DEP and DEC to mobilize personnel, boats, boom, etc.
- (8) Hold an initial press briefing and establish recurring press briefings for the response effort.
- (9) Activate Region I RRT for the determinations on burning and dispersant use.

Phase III – Containment, Countermeasures: In this scenario, the tidal currents in the vicinity of the grounding are among the strongest in the COTP LIS zone. These currents and the high rate of discharge severely limit the possibility of containing the spill at the source. A true “slack” water condition never occurs at the Race. The slowest currents are present just before the flood tide. The greatest problem in this scenario is the speed at which the product will be released and dispersed. Most of the product in the damaged tanks will be released to the environment before containment will be in place. In this scenario, an attempt would be made to place boom around the vessel approximately 3 hours after the incident occurs (“slack” water before the ebb) and to use free floating boom corralling techniques to capture higher concentrations of the product. Large quantities of open water boom will be required. Clearly, fixed point booming systems and recovery operations will not work in the Race environment. Most booming operations will concentrate on protecting high-risk sensitive areas. Shoreline cleanup will be labor-intensive and long-term. Mechanical methods will play a major role in all aspects of cleanup. Skimmers and vac trucks will be used when conditions permit. Oil samples will be taken at every cleanup site to support cost recovery efforts.

Product type and environmental conditions are likely to make dispersant and in-situ burning techniques ineffective.

Lightering and salvage operations will receive the highest priority in our response efforts given the vulnerability of the tanker while aground in the Race, the danger of working in this critical waterway, and the amount of product remaining in its tanks.

Actions (1) Deploy primary and secondary boom around the vessel during the first available “slack” water.

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- (2) Obtain lightering barges for removing product from the ship's damaged tanks, crane and work barges to perform salvage and open water mechanical recovery operations.
- (3) Establish a Command Post at Station New London that will support the OSC's Spill Response Staff, an operations Tactical Command Center and a Public Affairs Center.
- (4) Establish Satellite Command Posts as necessary. Beach cleanup control stations at Harkness Memorial Park, Waterford and Rocky Neck State Park, East Lyme.
- (5) Establish equipment staging areas at Sub Base New London, Station New London, Fishers Island Detachment and Orient Point. Utilize Trumbull Airport, Groton, CT for air deliveries. Dedicated logistics platforms will be required (WLB's, WLM's).
- (6) Deploy boom at over 50 different locations to protect sensitive/vulnerable areas on the Connecticut shoreline from the Connecticut River to Little Narragansett Bay, Fishers Island, Gardner's Bay, and Rhode Island shorelines.
- (7) Organize and deploy the workforce and spill monitors for shoreside cleanup operations along the expected area of impact.
- (8) Stage and deploy open water recovery equipment to recover product or collect product and transport it to a location where it can be recovered.
- (9) Establish and enforce an incident occupational health and safety program to inform cleanup personnel about the hazards involved in working with the oil and precautions to be taken when conducting cleanup operations.
- (10) In conjunction with Connecticut DEP and New York DEC, oversee proper disposal of recovered material.
- (11) Continue overflights and spill tracking.
- (12) Continue press briefings.

Phase IV – Documentation and Cost Recovery: Documentation and Cost Recovery will be conducted in accordance with CGDONE and MCLANT instructions.

- Actions**
- (1) Maintain daily account of all cleanup activities.
 - (2) Collate all cost accounting worksheets from the entire spill cleanup effort.
 - (3) Process violation case paperwork.
 - (4) File the OSC's report with CGDONE.

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Variations to the Scenario. A scenario of this magnitude could occur at any of the major navigation hazards located in the eastern third of the zone. (Tankers of this size are destined for the offshore platform at Northville or for lightering well off New Haven Harbor.) It could involve any of the tank ships that enter or leave the Sound at the eastern end. The product spilled in this scenario could have been No. 2 fuel oil or gasoline. Variations in weather and tidal current conditions will produce significant differences in the area of shoreline impacted and the ability to conduct cleanup operations.

Resource Calculations.

Oil: No. 6, Group VI, Persistent

Volume: 395,000 bbls

Emulsification factor: 1.4

Planned % on shore recovery: 70%

Planned % on water recovery: 50%

On shore recovery: $395,000 \times 1.4 \times .7 = 387,100$ bbls

On water recovery: $395,000 \times 1.4 \times .5 = 276,500$ bbls

Tier One resources (24 Hours) = 41,475 bbls

Cap (10,000 bbls)

Tier Two resources (48 Hours) = 69,125 bbls

Cap (20,000 bbls)

Tier Three resources (72 Hours) = 154,840 bbls

Cap (40,000 bbls)

Estimated amount of oil spill/debris waste to be generated = 9,000 tons.

Shortfall. To be developed.

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9500 List of Agreements/MOUs/MOAs

Interagency Agreements and Acronyms

MOU between the U.S. Coast Guard and the Environmental Protection Agency for Funding Vendor Costs Incurred by the U.S. Coast Guard During Emergency Response to Releases or Threats of Releases of Hazardous Substances -- Signed 04 January 1982.

MOU between the Departments of the Interior and Transportation Concerning Respective Responsibilities Under the National Oil and Hazardous Substances Pollution Contingency Plan -- Signed 16 August 1971.

Interagency Agreement (IAA) between the U.S. Fish and Wildlife Service and the U.S. Coast Guard for Participation in Pollution Incidents -- Signed 24 July 1979.

Memorandum of Agreement Regarding Oil Spill Planning and Response Activities Under the Federal Water Pollution Control Act's National Oil and Hazardous Substances Pollution Contingency Plan and the Endangered Species Act (ESA), July 2001

Instrument of Redelelegation of Sections 2(d), 2(f), 2(g), 3(a), and 4(b) of Executive Order 12316 of August 14, 1981 from the U.S. Coast Guard to the Environmental Protection Agency on Response Actions -- Signed 09 October 1981. MOU between USCG D1, US EPA REG II, US DOI, NOAA, NJ DEP, and NY DEC concerning the use of dispersants in COTP NY and COTP LIS zones.

MOU between USCG D1, US EPA REG II, US DOI, NOAA, NJ DEP, and NY DEC concerning the use of In-Situ Burning in COTP NY and COTP LIS zones.

Summary of Dispersant Agreements in the First Coast Guard District (RRTs I and II)

Summary of In-situ Burning Agreements in the First Coast Guard District (RRTs I and II)

Demarcation of the Inland and Coastal Zones Between U.S. Environmental Protection Agency- Region 2, U.S. Coast Guard- First District, U.S. Coast Guard- Fifth District, U.S. Coast Guard- Ninth District, for Pre-Designation of On-Scene Coordinators for Pollution Response in Region 2 (the States of New Jersey and New York)

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MEMORANDUM OF UNDERSTANDING

Among

U.S. Coast Guard District 1 (USCG)

and

U.S. Environmental Protection Agency Region II (EPA)

and

U.S. Department of the Interior (DOI)

and

U.S. Department of Commerce/
National Oceanic and Atmospheric Administration (DOC/NOAA)

and

State of New Jersey Department of Environmental Protection
and Energy (NJDEPE)

and

New York State Department of Environmental Conservation (NYSDEC)

PURPOSE

This Memorandum of Understanding (MOU) is designed to implement sections of Subpart J of the National Oil and Hazardous Substances Contingency Plan (NCP) and implement the requirements of 33 USC 1321(j)(4)(C)(v), the Federal Water Pollution Control Act (FWPCA), as amended by the Oil Pollution Act of 1990, that the Area Contingency Plan (ACP) shall "describe the procedures to be followed for obtaining an expedited decision regarding the use of dispersants." This MOU provides preauthorization for the use of chemical countermeasures (listed in the NCP Product Schedule) by the USCG On-Scene Coordinator. This pre-approval applies only in designated zones in the Captain of the Port New York (COTP-NY) geographic area of responsibility and the Captain of the Port of Long Island Sound (COTP-LIS) geographic area of responsibility.

This MOU also implements Subpart J (Use of Dispersants and Other Chemicals) and Appendices M and N of the Region II NY/NJ Regional Contingency Plan (RCP).

This MOU will be incorporated into Subpart J of the RCP and preempts any pre-existing MOUs.

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AUTHORITY

Section 311(d)(2)(G) of the FWPCA requires that the NCP include a schedule for identifying "dispersants, other chemicals, and other spill mitigating devices and substances, if any, that may be used in carrying out" the NCP. These are referred to as "chemical countermeasures" and are listed on the NCP Product Schedule. The responsibility to maintain the NCP Product Schedule was delegated to the Administrator, Environmental Protection Agency, by Executive Order 12777, and is carried out under Subpart J of the NCP.

Subpart J of the NCP provides that the Federal On-Scene Coordinator (FOSC) with the concurrence of the EPA representative to the (RRT) and the States with jurisdiction over the navigable waters threatened by the oil discharge, and in consultation with DOC and DOI natural resource trustees, may authorize the use of chemical and biological countermeasures on oil discharges; provided however, that such chemical and biological countermeasures are listed in the NCP Product Schedule. Subpart J further authorizes agreements for the advance approval of the use of chemical and biological countermeasures listed in the NCP Product Schedule under specific circumstances.

Commandant, United States Coast Guard, has pre-designated the USCG COTP-NY as the FOSC for oil discharges in the COTP-NY zone (as defined in 33 CFR Part 3 and subject to joint response boundary agreements with EPA), and has delegated to the COTP the authority and responsibility for compliance with the FWPCA.

Commandant, United States Coast Guard, has pre-designated the USCG COTP-LIS as the FOSC for oil discharges in the COTP-LIS zone (as defined in 33 CFR Part 3 and subject to joint response boundary agreements with EPA), and has delegated to the COTP the authority and responsibility for compliance with the FWPCA.

The Governor of the State of New Jersey has designated the Commissioner of NJDEPE the authority and responsibility for providing approval for the use of chemical countermeasures for control of oil spills.

The Governor of the State of New York has designated the Commissioner of NYSDEC the authority and responsibility for providing approval for the use of chemical countermeasures for control of oil spills.

The US DOI and DOC/NOAA are designated Federal trustees of certain natural resources under Subpart G of the NCP and are to be consulted regarding the determination to apply chemical countermeasures to oil discharges in U.S. waters.

This MOU constitutes pre-consultation (for DOC/NOAA and DOI) and pre-concurrence (for USCG, EPA, NYSDEC and NJDEPE) for the use of

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chemical countermeasures in the preapproved area (Zone 1) and for the trial application in the specific areas designated within Zone 2.

SCOPE

The USCG, EPA, DOI, DOC/NOAA, NJDEPE, and NYSDEC agree that the primary method of cleaning up oil shall be the physical removal of oil from the environment. These agencies recognize that in certain circumstances timely effective physical 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 substantial threat to public health or welfare, or minimize serious environmental damages.

This MOU establishes advance approval under which NCP product schedule chemicals may be used by the FOSC in certain waters of the COTP-NY and COTP-LIS zones (defined in 33 CFR Part 3). The waters of COTP-NY and COTP-LIS are divided into three zones for the purposes of this MOU (see figure 1). The geographic areas and advance approval conditions are as follows:

Zone 1 - Advance Approval Zone

Geographic scope:

Zone 1 is defined as waters under the jurisdiction of COTP-NY and COTP-LIS that lie 3nm and seaward of the Territorial Sea Baseline (as defined in 33 CFR 2.05-10) along the coast of New Jersey (north of the demarcation of the jurisdiction of COTP Philadelphia) and along the south shore of Long Island (New York) west of a line from Montauk Point Light bearing 132 T to the outermost extent of the Exclusive Economic Zone.

Advance approval for Zone 1:

This MOU provides the FOSC with advance approval to use chemical countermeasures listed in the NCP Product Schedule in Zone 1 following the protocols listed later in this MOU.

Zone 2 - Trial Application Zone

Geographic scope:

Zone 2 is defined as waters under the jurisdiction of COTP-NY and COTP-LIS that lie between 0.5nm and 3nm from the Territorial Sea Baseline along the coast of New Jersey (north of the demarcation of the jurisdiction of COTP-Philadelphia) and along the south shore of Long Island (New York) west of a line from Montauk Point Light bearing 132 T, exclusive of all bays and coves. In addition, specific water bodies are also included in Zone 2, and are as follows:

Hudson River south of George Washington Bridge
Upper New York Bay
The Narrows
Lower New York Bay

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Raritan Bay excluding Spermaceti Cove and not within 0.5 nautical miles of Sandy Hook, New Jersey
Arthur Kill
Newark Bay up to mouths of Passaic and Hackensack Rivers
Kill Van Kull
East River south of Throgs Neck Bridge
Long Island Sound within COTP-NY area of responsibility only, excluding Little Bay, Little Neck Bay, Manhasset Bay, Hempstead Harbor, Eastchester Bay, Pelham Bay and not within 0.5nm of the northern shore of Long Island.

Advance approval for Zone 2:

This MOU provides the FOSC with advance approval to use chemical countermeasures listed in the NCP Product Schedule on a trial basis in Zone 2 following the protocols listed later in this MOU, unless otherwise prohibited in local Area Contingency Plans. The trial application will not take place if threatened or endangered species are known to be present. The trial application will be performed on a portion of the spill covered by less than 1,000 gallons to determine the product's efficacy on the specific oil under the current set of environmental and meteorological conditions. The quantity of chemical countermeasures utilized should not exceed 110 gallons. The trial application may begin prior to the initial request to the RCP concurrence network for operational use of the chemical countermeasures on a greater portion of the spill. This initial application will be supervised by a trained observer (USCG Strike Team, NOAA Scientific Support Coordinator, etc.) and be reported as qualitative observation (pass/fail). Results of the trial will be reported to the RRT as soon as they are available. A positive efficacy trial should not mean that the chemical countermeasure may automatically be extensively applied as there are many other factors to be weighed in the decision process. This trial application is solely for the purpose of determining if the time and effort should be expended to seek further clarification of the incident-specific issues and concurrence for operational use. If the trial application fails to produce significant results the request for further use will not be made.

Zone 3 - Exclusion zone

Geographic Scope:

Zone 3 is defined as the waters under the jurisdiction of COTP-NY and COTP-LIS that lie within 0.5 nm of the Territorial Sea Baseline along the coast of New Jersey (north of the demarcation of the jurisdiction of COTP-Philadelphia) and along the south shore of Long Island (New York) west of a line from Montauk Point Light bearing 132 T, including all bays and coves. Zone 3 also includes the Hudson River north of the Tappan Zee Bridge, and Long Island Sound, with the exception of the COTP-NY portion described in Zone 2.

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Advance approval for Zone 3:

No advance approval is given in Zone 3. Use of chemical countermeasures is not recommended in this Zone. Any request for the use of chemical countermeasures must be accepted by the RCP concurrence network and must follow the guides in the RCP and ACP.

PROTOCOLS

As attested by the signatures set forth at the end of this document, the USCG, EPA, DOI, DOC/NOAA, NJDEPE, and NYSDEC agree that the predesignated FOSC has the authority and may order the use of chemical countermeasures on oil discharges using the guides found in the Subpart J and Appendix M of the Region II RCP and Annex G of the COTP-NY and COTP-LIS ACPs and subject to the following conditions:

1. The decision to use chemical countermeasures within these guidelines rests solely with the pre-designated USCG FOSC.
2. The FOSC may authorize the use of chemical countermeasures on a release or discharge to prevent or substantially reduce the hazard to human life without obtaining concurrences from EPA, affected states, DOI, DOC/NOAA, without following protocols established in this MOU, and without following the guides in the RCP and ACP. If dispersants are used in this manner, notifications to EPA, affected states, DOI and DOC/NOAA shall be made as soon as practicable. Once the risk to human life has subsided, these exceptions no longer apply.
3. In the preapproved area (Zone 1) NCP Product Schedule chemical countermeasures may be used by the FOSC without further concurrence or consultation with the RCP concurrence network.
- 4(a) For a trial application in Zone 2 areas designated under "Scope" of this MOU no further concurrence or consultation prior to a decision to apply chemical countermeasures need be initiated by the FOSC provided the procedures outlined in the "RRT OSC Dispersant Decision Process" in Subpart J of the Regional Contingency Plan have been followed.
- 4(b) For operational use in Zone 2, the FOSC must follow the "RRT OSC Dispersant Decision Process" which includes the concurrence of USCG, EPA, and the affected state(s), and consultation of DOI and DOC/NOAA. The information obtained during the decision process needs to be provided to these agencies.

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5. The USCG agrees with EPA, DOI, DOC/NOAA and the states that if a decision has been made to use chemical countermeasures under the provisions of this agreement, the FOSC will immediately notify EPA, DOI, DOC/NOAA and the states of that decision. This initial notification will include, but is not limited to, the following information to the extent available:

Type and amount of oil discharged

Area affected

The projected area of impact of the oil if not dispersed Reasons why chemical agent has been selected

Type of chemical agent to be used

Application rate and method of application

On-scene weather

6. Only chemical countermeasures listed on the NCP Product Schedule shall be considered for use.
7. If chemical countermeasures are used as described in this MOU or for the protection of human life, a post incident debriefing will take place within 45 days to gather information concerning the effectiveness of chemical agents use and whether any changes to this agreement are necessary. The debriefing will be chaired by the USCG FOSC arranging the time, place, and date of the debrief. The results of the debrief will be included in the FOSC report.
8. Monitoring will be initiated in accordance with the monitoring protocols developed for each of the different zones.

AMENDMENTS

This Memorandum of Understanding may be amended in whole or in part as is mutually agreeable to all parties thereto.

Area Committees may additionally submit for consideration and approval by the RRT concurrence agencies, further defined areas for use/non-use. Approved amendments shall be found in (future) Appendix I of this MOU.

CANCELLATION

This Memorandum of Understanding may be canceled in whole or in part by any party thereto. Cancellation will take place 30 days following delivery of written notification to each of the agencies participating in this Memorandum of Understanding.

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SIGNATURES

Capt. Eric J. Williams III, USCG
Commander (m)
First Coast Guard District
RRT Co-Chair

Date

Capt. Thomas H. Gilmour, USCG
Captain of the Port, New York
Federal On-Scene Coordinator

Date

Captain T.W. Allen, USCG
Captain of the Port, Long Island Sound
Federal On-Scene Coordinator

Date

Mr. Richard Salkie
Associate Director for
Removal and Emergency Preparedness Programs
U.S. Environmental Protection Agency, Region II
RRT Co-Chair

Date

Mr. William Patterson
Regional Environmental Officer/Northeast
U.S. Department of Interior
RRT Representative

Date

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Ms. Diane Wehner
NOAA/CRC
U.S. Department of Commerce
RRT Representative

Date

Mr. Lance Miller
Assistant Commissioner, Site Remediation Emergency
Response Coordinator
Department of Environmental Protection and Energy
State of New Jersey

Date

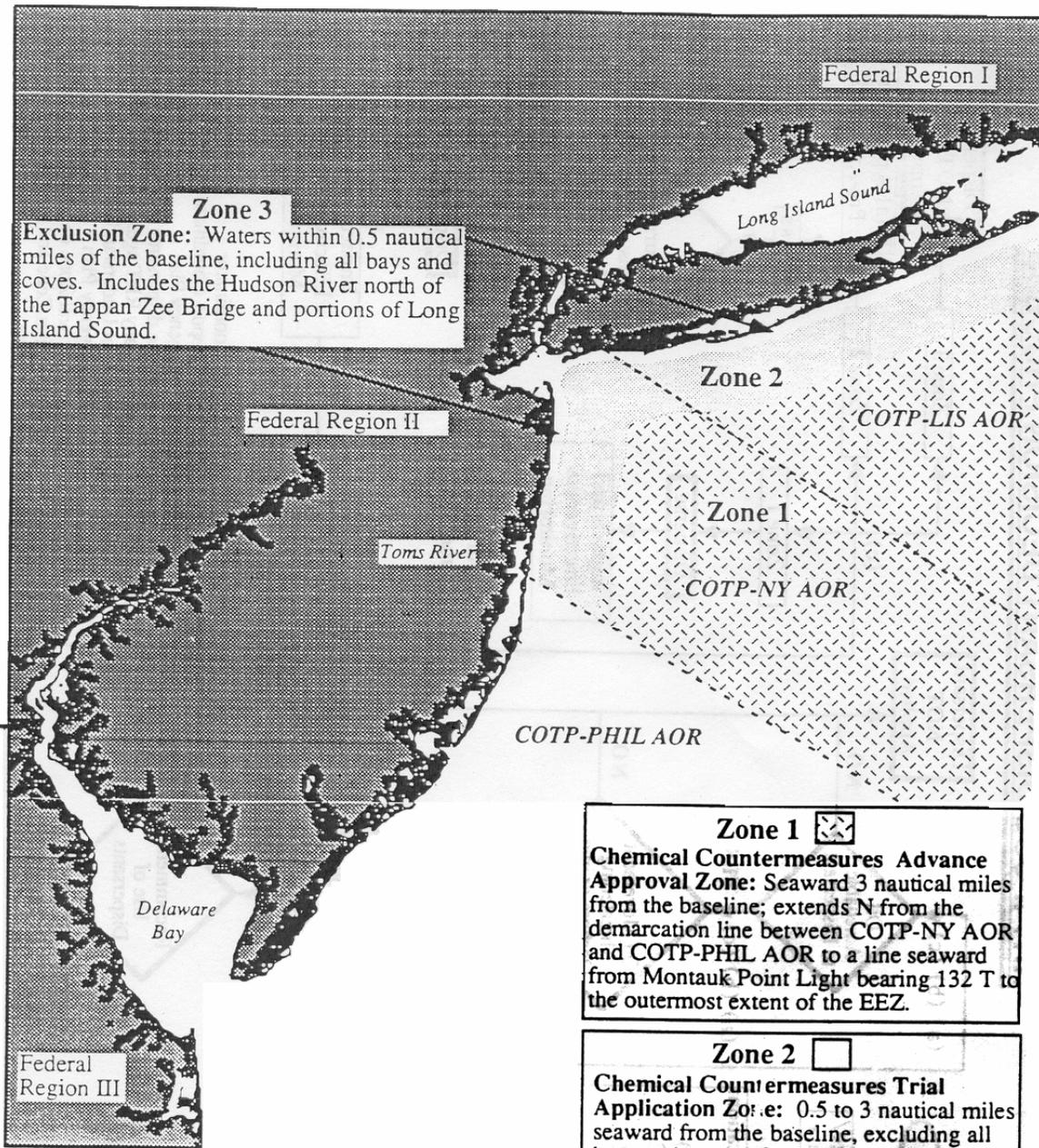
Mr. Thomas Quinn
Assistant Director, Division of Spills Management
Department of Environmental Conservation
State of New York

Date

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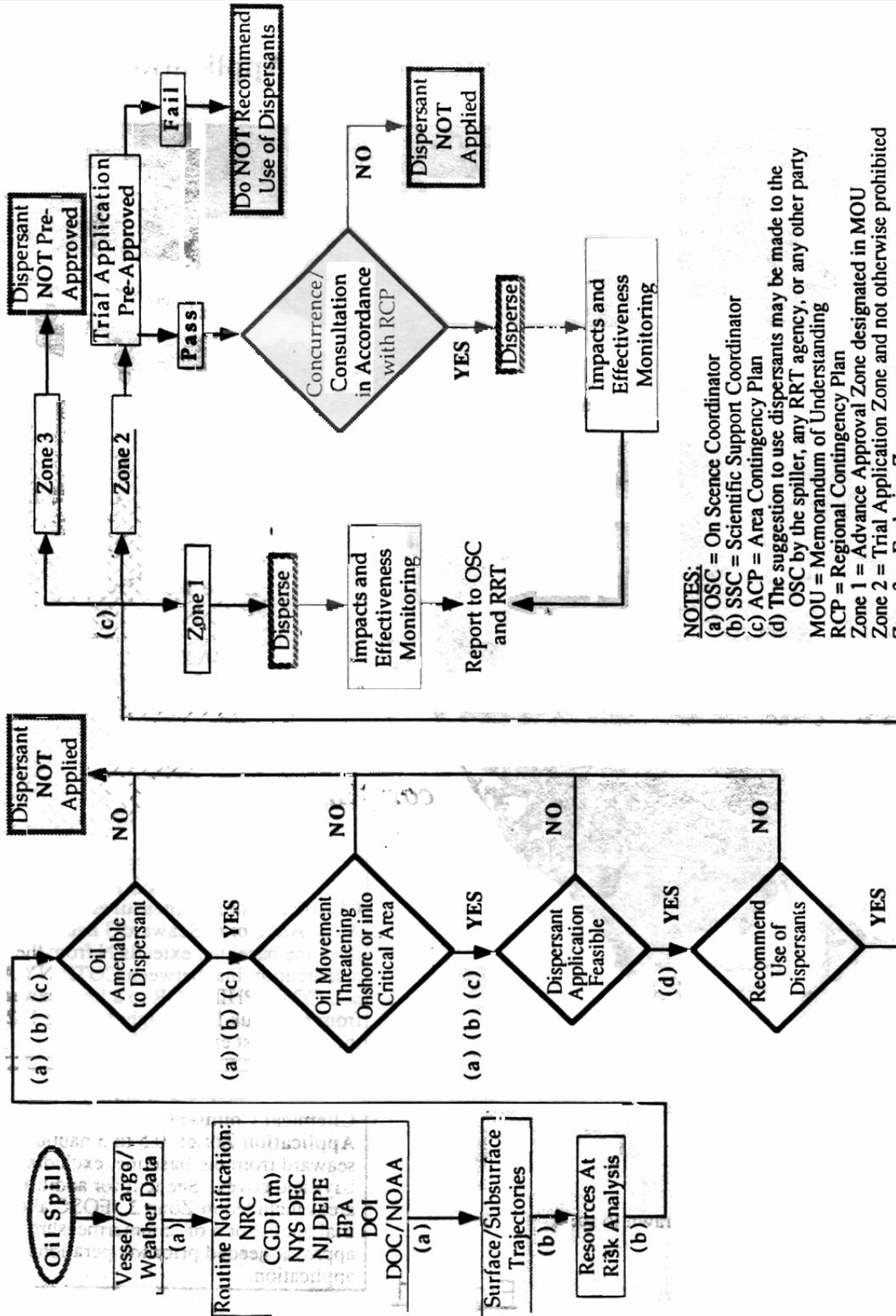
Region II Chemical Countermeasures Application Zones



NOTE: Map zones not drawn to scale

Figure 1

RRT II OSC DISPERSANT DECISION PROCESS



- NOTES:**
- (a) OSC = On Scene Coordinator
 - (b) SSC = Scientific Support Coordinator
 - (c) ACP = Area Contingency Plan
 - (d) The suggestion to use dispersants may be made to the OSC by the spiller, any RRT agency, or any other party
- MOU = Memorandum of Understanding
 RCP = Regional Contingency Plan
 Zone 1 = Advance Approval Zone designated in MOU
 Zone 2 = Trial Application Zone and not otherwise prohibited
 Zone 3 = Exclusion Zone

April 12

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Memorandum Of Understanding

Among
U.S. Coast Guard District 1 (USCGD1)
and
U.S. Coast Guard District 5 (USCGD5)
and
U.S. Environmental Protection Agency Region II (EPA)
and
U.S. Department of the Interior (DOI)
and
U.S. Department of Commerce /
National Oceanic and Atmospheric Administration (DOC/NOAA)
and
State of New Jersey Department of Environmental Protection (NJ DEP)
and
New York State Department of Environmental Conservation (NYS DEC)

PURPOSE

This Memorandum of Understanding (MOU) is designed to implement sections of Subpart J of the National Oil and Hazardous Substances Contingency Plan (NCP) and the requirements of 33 CFR 1321 (j) (4) (C) (v), the Federal Water Pollution Control Act (FWPCA), as amended by the Oil Pollution Act (OPA) of 1990. This MOU provides pre-authorization for use of in-situ burning by the USCG Federal On-Scene Coordinator (OSC) in response to coastal oil discharges within the jurisdiction of the Region II Regional Response Team (RRT).

This MOU will be incorporated into Subpart J of the Regional Contingency Plan (RCP).

AUTHORITY

Subpart J of the NCP specifies that RRT's shall address, as part of their planning activities, the desirability of using appropriate burning agents, and that Regional Contingency Plans shall, as appropriate, include applicable pre-authorization plans and address the specific contexts in which such products should and should not be used.

Subpart J also provides that the OSC, with the concurrence of the EPA representative to the RRT, and the States with jurisdiction over the navigable waters threatened by the oil discharge, and in consultation with the DOC and DOI natural resource trustees, may authorize the use of burning agents on a case-by-case basis.

Commandant, United States Coast Guard, has pre-designated the USCG Captains Of The Port (COTPs) as the OSCs for coastal oil discharges (as defined in 33 CFR Part 3 and subject to joint response boundary agreements with EPA), and has delegated to the COTP the authority and responsibility for compliance with the FWPCA and its amendments.

The Governor of the State of New Jersey has designated the Commissioner of the Department of Environmental Protection (NJ DEP) the authority and responsibility to approve for the use of in-situ burning for the control of oil spills.

The Governor of the State of New York has designated the Commissioner of the Department of Environmental Conservation (NYS DEC) the authority and responsibility to approve for the use of in-situ burning for the control of oil spills.

The DOI and DOC/NOAA are designated Federal trustees of certain natural resources under Subpart G of the NCP and are to be consulted regarding the determination to burn oil in-situ in United States waters.

This MOU constitutes pre-concurrence for USCG, EPA, NYS DEC, NJ DEP, DOC/NOAA, and DOI for the use of in-situ burning in the pre-approved area ("A" zone), and in the conditionally pre-approved area ("B" zone) when wind conditions are favorable.

SCOPE

The USCG, EPA, DOI, DOC/NOAA and the states of New Jersey and New York agree that the primary method of controlling discharged oil shall be the physical removal of the oil from the environment. These agencies recognize that in certain circumstances timely effective physical containment, collection, and removal of the oil may not be possible, and that the utilization of in-situ burning, alone or in conjunction with mechanical removal methods and/or chemical countermeasures, may be considered as a means to minimize substantial threat to public health or welfare, or minimize serious environmental damages.

This MOU establishes the pre-authorized plans for in-situ burning to be used by the OSC in certain waters under the jurisdiction of RRT II. These waters include the Areas of Responsibility (AORs) for the COTPs for Long Island Sound (COTP-LIS), New York (ACT-NY), and Philadelphia (COTP-PHIL). The geographic areas and conditions are as follows (see Figure 1):

1) "A" Zones - Pre-authorization for Open-Water Burning

Geographic Scope:

Zone "A" is defined as waters under the jurisdiction of RRT II and not classified as "B", "C", or "E" zones, that lie 6 nautical miles (nm) and seaward of the Territorial Sea Baseline (as defined in 33 CFR 2.05-10) along the coast of New Jersey (north of the demarcation between Federal Region II and Region III) and along the south shore of Long Island (New York) west of a line from Montauk Point Light bearing 132 degrees True to the outermost extent of the Exclusive Economic Zone (EEZ).

Advance Approval for Zone "A":

Within Zone "A", the decision to use in-situ burning rests solely with the OSC. No further concurrence or consultation on the part of the OSC is required with EPA, DOC/NOAA, DOI, or the states of New York or New Jersey. However, if threatened or endangered species are present in the burn area, then the trustee agency must be consulted prior to initiating burning operations.

The USCG will immediately notify EPA, DOC/NOAA, DOI, and the states of New York and/or New Jersey of a decision to conduct burning within the "A" zone via each agency's respective RRT representative.

2) "B" Zones - Pre-authorization with Favorable Wind Conditions

Geographic Scope:

Zone "B" is defined as waters under the jurisdiction of RRT II and not classified as "A", "C", or "E" zones, that lie between 3 nm and 6 nm from the Territorial Sea Baseline along the coast of New Jersey (north of the demarcation between Federal Region II and Region III) and along the south shore of Long Island (New York) west of a line from Montauk Point Light bearing 132 degrees True.

Advance Approval for Zone "B":

Within Zone "B", the decision to use in-situ burning rests solely with the OSC if and only if the prevailing wind direction is decidedly seaward and is expected to remain in the seaward direction throughout the duration of the planned in-situ burning operations. If this is the case, no further concurrence or consultation on the part of the OSC is required with EPA, DOC/NOAA, DOI, or the states of New York or New Jersey. If the prevailing wind direction is not decidedly seaward, the OSC is required to follow standard consultation and concurrence procedures. In either case, if threatened or endangered species are present in the burn area, then the trustee agency must be consulted prior to initiating burning operations (see Figure 2).

The USCG will immediately notify EPA, DOC/NOAA, DOI, and the states of New York and/or New Jersey of a decision to conduct burning within the "B" zone via RRT representatives.

3) "C" Zones - Waters Requiring Case-by-Case Approval

Geographic Scope:

Zone "C" is defined as waters under the jurisdiction of RRT II and not classified as "A", "B", or "E" zones, that 1) lie within state territorial boundaries, 2) are designated as marine reserves, National Marine Sanctuaries, National or State Wildlife Refuges, units of the National Park Service, or proposed or designated Critical Habitats, or 3) are considered coastal wetlands, including submerged algal beds and submerged seagrass beds.

If the OSC feels that in-situ burning within the "C" zone would be beneficial, a request for authorization must be submitted to EPA, USCG, DOC/NOAA, DOI, and the states of New York and/or New Jersey, along with the information specified in the checklist in Appendix II. The OSC is granted authority to conduct in-situ burning in "C" zones only after consultation with

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DOC/NOAA and DOI, and only after concurrence is given by EPA and the affected states. The EPA, USCG, DOC/NOAA, DOI and the affected state(s) will respond to the OSC's request for burning in Zone "C" within four hours of receipt of the information specified in the checklist in Appendix II.

The USCG will immediately notify EPA, DOC/NOAA, DOI, and the states of New York and/or New Jersey of a decision to initiate an approved burn within the "C" zone via each agency's respective RRT representatives.

4) "E" Zones - Exclusion Zones

Geographic Scope:

An "E" zone is defined as an area under the jurisdiction of RRT II and not classified as an "A", "B", or "C" zone, that has been designated by the USCG, EPA, DOC/NOAA, DOI and the states of New York and New Jersey, or the Area Committees as an exclusion zone. These areas will be identified and listed in the appropriate Area Contingency Plans and as attachments to this MOU in the Regional Contingency Plan.

No in-situ burning operations will be conducted in an "E" zone unless 1) in-situ burning is necessary to prevent a clear, immediate, and extreme risk to human health or safety, or 2) an emergency modification of this agreement is made on an incident-specific basis.

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PROTOCOLS

As attested by the signatures set forth at the end of this document, the USCG, EPA, DOI, DOC/NOAA, NJ DEP , and NYS DEC agree that the predesignated OSC has the authority and may order the use of in-situ burning on oil discharges using the guidelines found in Subpart J and Appendix M of the Region II RCP and Annex G of the COTP-LIS, ACT-NY, and COTP-PHIL Area Contingency Plans (ACPs) subject to the following conditions:

1. The decision to use in-situ burning on a discharge of oil in accordance with this Agreement rests solely with the pre-designated OSC. This responsibility may not be delegated.
2. The OSC may authorize the use of in-situ burning on a discharge of oil to prevent or substantially reduce the hazard to human life without obtaining concurrence from EPA or the affected states, without following protocols established in this MOU, and without following the guidelines in the RCP and ACPs. If in-situ burning is used in this manner, notification of EPA, USCG, DOC/NOAA, DOI and the affected state(s) shall be made as soon as practicable. Once the risk to human life has subsided, these exceptions no longer apply.

The following protocols assume that risk to human life is not a factor:

3. Prior to any in-situ burn operations, the OSC will review the decision diagram contained in Appendix I.
4. The USCG agrees with EPA, DOI, DOC/NOAA, and the states that if a decision has been made to use in-situ burning under the provisions of this agreement, the OSC will immediately notify EPA, DOI, DOC/NOAA and the states of that decision. This initial notification will include, but is not limited to, the following information to the extent available:
 - Type and amount of oil discharged
 - Area affected
 - The projected area of impact of the oil if not burned
 - Reasons why in-situ burning has been selected as a mitigation technique
 - On-scene weather

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5. The checklist form in Appendix II shall be completed for all burns and provided to EPA, USCG, DOC/NOAA, DOI, and the affected state(s) in a timely manner for documentation and informational purposes. If the Responsible Party (RP) requests the use of in-situ burning, members of this organization will be responsible for completing the checklist in Appendix II. If the RP is unknown and the request to burn is made by another party, the OSC will be responsible for completing this checklist.

6. Burning will be conducted by trained professionals using recognized techniques and technology. Burning will be conducted in a way that allows for safe and effective control of the burn to the maximum extent feasible, including the ability to rapidly stop the burn if necessary. Containment and control using fire-resistant boom is recognized as the preferred method of burning. All practical efforts to limit the potential for igniting the source or adjacent, uncontained, or uncontrollable slicks will be made.

7. In-situ burning is advised only when the meteorological and sea conditions are operationally favorable for a successful burn. The OSC will give due consideration to the direction of the wind and the possibility of the wind blowing precipitate over population centers or sensitive resources onshore. A safety margin of 45 degrees of arc on either side of predicted wind vectors should be considered for shifts in wind direction (see Figure 2 for Zone "B" requirements). If conditions change to exceed the safety margins during a burn in Zone B the burn will be extinguished.

8. Health and Safety Concerns -

(a) OPERATORS: Assuring workers' health and safety is the responsibility of employers and the OSC who must comply with all Occupational Health and Safety Administration (OSHA) regulations. Prior to any in-situ burn operations, a site safety plan must be prepared.

(b) PUBLIC: Burning should be stopped if it becomes an unacceptable health risk to the general public. If at any time during burning operations exposure limits are observed to exceed federal air quality standards in nearby populated areas, the OSC will require the operations to be immediately cease. The Level of Concern (LOC) for particulates for the general public in Region II is 150 ug/m³ (PM-10) averaged over one hour. Public advisories may be required prior to initiating a burn.

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9. In-situ burning will be conducted in accordance with any consultations approved by the U.S. Fish and Wildlife Service and the NOAA National Marine Fisheries Service under Section 7 of the Endangered Species Act. If threatened or endangered species are present in the burn area, then the trustee agency must be consulted prior to initiating burning operations. Measures will be taken to prevent risk to any wildlife, especially endangered or threatened species. Examples of potential protection methods may include moving the location of the burn to an area where listed species are not present, temporary employment of hazing techniques, if effective, and physical removal of listed species individuals under the authority of the trustee agency. If the risk to endangered or threatened species cannot be eliminated or reduced sufficiently, the burn will not be conducted unless a threat to human life exists.

10. The OSC will make every reasonable effort to continuously evaluate the decision to burn, and allow RRT agencies and the affected states the opportunity for comment. Cognizant representatives from trustee agencies, the potentially impacted state(s), and EPA, will have the responsibility and authority to decide when a burn should be discontinued. Those cognizant representatives, who should be identified by their respective agencies prior to commencement of a burn, must have the verbal authority to call for the burn to be discontinued, since production of a written request in the midst of an operational burn would most likely be impractical. The reason and justification for their request, however, should be subsequently documented and submitted to the OSC for the record. Requests to discontinue a burn, when submitted by agencies with trustee authority, will be immediate grounds for discontinuance of burn operations.

11. Monitors representing the USCG, EPA, federal trustee agencies, the affected states, OSHA, and the responsible party will have the opportunity to monitor in-situ burning operations, when feasible:

(a) Monitoring to establish "continue / discontinue" data for input to the OSC will be conducted in accordance with protocols outlined in Appendix III. Unless smoke plumes are predicted to cross over populated or environmentally sensitive areas, an inability to conduct monitoring operations will not be automatic grounds for discontinuing or prohibiting in-situ burn operations. Real-time PM-10 monitoring will be initiated when trajectories indicate potential movement toward populated or environmentally sensitive areas, and will be in place prior to the start of burn operations to gather baseline data.

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(b) All burns must incorporate constant visual observations to monitor smoke plume behavior. A trial burn may be conducted to better estimate plume behavior prior to operational burning. The OSC, EPA, DOC/NOAA, DOI, and the affected state(s) should determine under what conditions the burn should be stopped if the plume contacts or threatens to contact the ground in populated or environmentally sensitive areas.

12. Mechanical recovery equipment shall be mobilized on-scene when feasible for backup and complimentary response capability. Provisions should be made for collection of burn residue following the burn(s).

13. If in-situ burning is used, a post incident debriefing will take place within 45 days to gather information concerning its effectiveness and to determine whether any changes to this agreement are necessary. The debriefing will be chaired by the OSC by arranging the time, place, and date of the debrief. The results of the debrief will be included in the OSC report.

AMENDMENTS

This Memorandum of Understanding may be amended in writing in whole or in part as is mutually agreeable to all parties thereto.

Area Committees may submit further defined areas for use/non-use of in-situ burning for consideration and approval by the USCG, EPA, DOC/NOAA, DOI and the states of New York and New Jersey. Approved amendments shall be found in Appendix I of this MOU.

CANCELLATION

This Memorandum of Understanding may be cancelled in whole or in part by any party thereto. Cancellation will take place 30 days following delivery of written notification to each of the agencies participating in this Memorandum of Understanding.

APPENDICES

- I. OSC ISB Decision Diagram
- II. ISB Evaluation Checklist
- III. ISB Monitoring Protocols

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APPENDICES

SIGNATURES

Captain Eric J. Williams III, USCG
Division Chief
Marine Safety Division
First Coast Guard District
RRT 2 Co-Chair

Date

Captain Anthony Regalbutto, USCG
Division Chief
Marine Safety Division
Area/Fifth Coast Guard District
RRT 3 Co-Chair

Date

Captain Peter K. Mitchell, USCG
Captain Of The Port Long Island Sound
Federal On-Scene Coordinator

Date

Captain Richard Vlaun, USCG
Captain Of The Port New York
Federal On-Scene Coordinator

Date

Captain John Veentjer, USCG
Captain Of The Port Philadelphia
Federal On-Scene Coordinator

Date

Long Island Sound Area Contingency Plan

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Mr. Bruce Sprague
Response and Prevention Branch
U.S. Environmental Protection Agency, Region II
RRT 2 Co-Chair

Date

Mr. Andrew Raddant
Regional Environmental Officer / Northeast
U.S. Department of Interior
RRT Representative

Date

Cdr. Gerry Wheaton
DOC / NOAA
U.S. Department of Commerce
RRT Representative

Date

Mr. Richard Gimello
Assistant Commissioner, Site Remediation
Emergency Response Coordinator
Department of Environmental Protection
State of New Jersey

Date

Mr. Thomas Quinn
Director, Division of Spills Management
Department of Environmental Conservation
State of New York

Date

Long Island Sound Area Contingency Plan

APPENDICES

Region II In-Situ Burning Authorization Zones

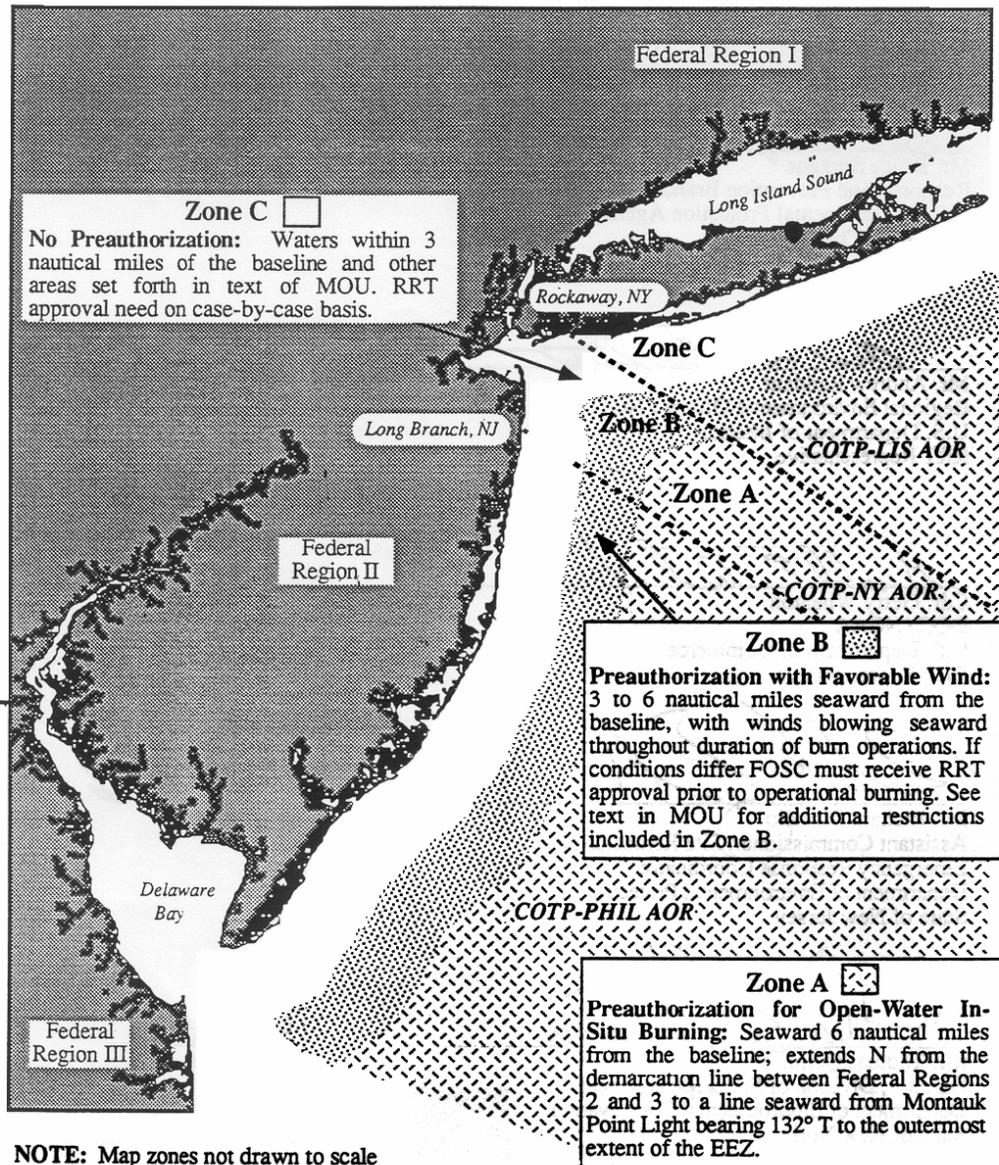


Figure 1

Memorandum of Understanding concerning Preauthorization of In-Situ Burning in federal Region II.

Schematic Illustration of Zone B
In-Situ Burn Requirements

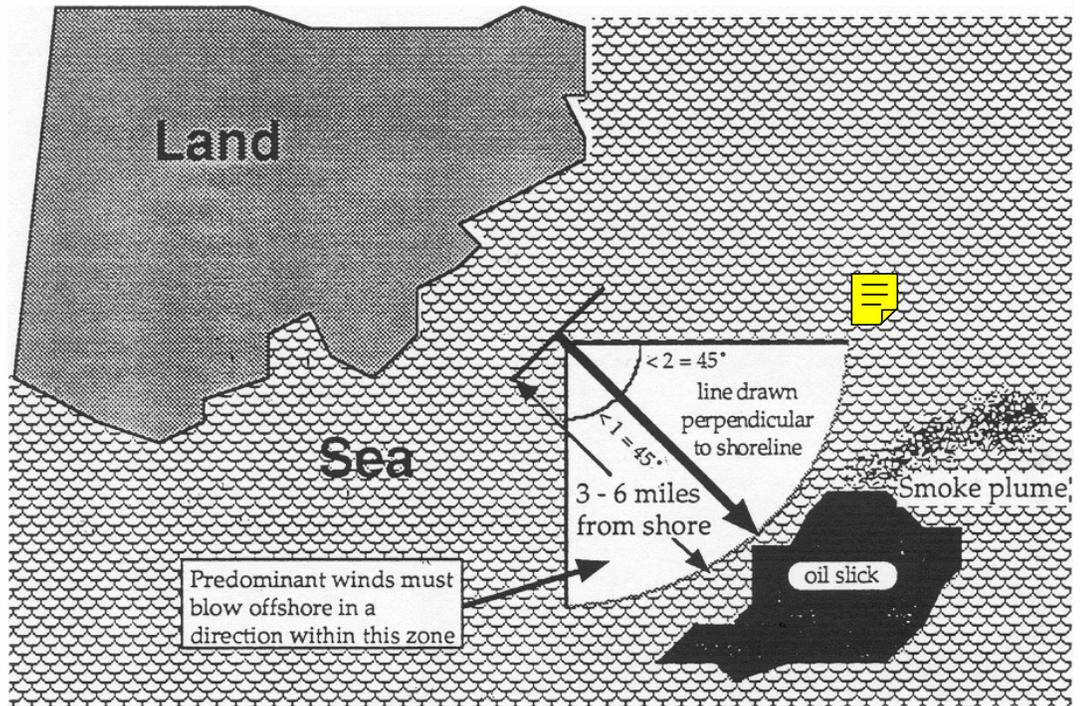


Figure 2

DEMARCATON OF THE INLAND AND COASTAL ZONES BETWEEN

U.S. ENVIRONMENTAL PROTECTION AGENCY – REGION 2

AND

U.S. COAST GUARD – FIRST DISTRICT

AND

U.S. COAST GUARD – FIFTH DISTRICT

AND

U.S. COAST GUARD – NINTH DISTRICT

FOR

PRE-DESIGNATION OF ON-SCENE COORDINATORS

FOR

POLLUTION RESPONSE IN REGION 2

(THE STATES OF NEW JERSEY AND NEW YORK)

1. **PARTIES.** The parties to this Agreement are the United States Coast Guard (USCG) and United States Environmental Protection Agency (EPA).
2. **AUTHORITY.** This Agreement is authorized under the National Contingency Plan, 40 CFR 300.210(b).
3. **PURPOSE.** The purpose of this agreement is set forth by which EPA and the USCG define the Region 2 Inland Zone (IZ)/Coastal Zone (CZ) boundaries, in order to establish responsibility for the pre-designation of On-Scene Coordinators (OSCs¹) for pollution response pursuant to the National Oil and Hazardous Substances Contingency Plan (NCP, 30 CFR 300). This agreement provides a precise line of demarcation between the inland and coastal zones for inclusion in the federal regional contingency plan (RCP), as called for in the NCP section 300.210(b), and in the definitions for inland and coastal zones under NCP section 300.5. This MOU also establishes a formal mechanism by which OSC authority may be transferred between EPA and the USCG during an oil and/or hazardous substance pollution incident.
4. **RESPONSIBILITIES.** In the area covered under this agreement, the U.S. Environmental Protection Agency (EPA) and the U.S. Coast Guard (USCG) will carry out agency and specific pollution response responsibilities under the National Contingency Plan (NCP), the National Response Plan (NRP), the Regional Contingency Plan (RCP), and the applicable Area Contingency Plans (ACP), and will assist each other to the fullest extent possible to prevent or minimize the impacts of actual or threats of discharges of oil onto navigable waters or adjoining shorelines, and actual or threats of releases of hazardous substances into the environment. The terms of this agreement will be incorporated into the applicable RCP and ACPs.

¹ The Coast Guard uses the term Federal On-Scene Coordinator (FOSC) 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.

Inland Zone

The U.S. Environmental Protection Agency (EPA) provides the pre-designated On-Scene Coordinator (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, will be the responsibility of the EPA OSC. Exceptions exist in 40 CFR 300.120(c) for 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 responsibility, custody, or control of DOD, DOE (for all releases), or other federal agency (for remedial aspect only), or in all cases of DOD owned/controlled military weapons (40 CFR 300.120(d)).

The inland zone in Region 2 consists of the environment inland of the coastal zone excluding the Great Lakes and specified ports and harbors on inland rivers described in this agreement or adjacent regional and international boundary agreements, given the specific inland/coastal zone boundary precisely described later in this agreement.

Coastal Zone

The cognizant U.S. Coast Guard Captain of the Port (COTP) is the pre-designated On-Scene Coordinator (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 substances originating within the Coastal Zone, including those from unknown sources, will be the responsibility of the U.S. Coast Guard OSC. Exceptions exist in 40 CFR 300.120(c) for 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 responsibility, custody, or control of DOD, DOE (for all releases), or other federal agency (for remedial aspect only), or in all cases of DOD owned/controlled military weapons (40 CFR 300.120(d)).

The later-described precise inland/coastal boundary line separates the inland and coastal zones, with the coastal zone consisting of the following on the seaward side of the line: United States waters subject to the tide, United States waters of the Great Lakes, specified ports and harbors on inland rivers, waters of the contiguous zone, other waters of the high seas subject to the NCP, and the land surface or land substrata, ground waters, and ambient air proximal to those waters.

Mutual Response Support and Transfer of OSC Responsibility

The proposed boundary lines do not preclude mutual assistance between the two agencies on an incident to best utilize the expertise and capabilities of each. In certain incidents, a complete transfer of OSC responsibility may be more practical than augmenting the predesignated OSC agency with the other's expertise and resources through mutual support. Examples of when transfers are appropriate are:

1. When the hazardous substance response changes from an emergency response to a removal action.

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2. When one OSC or agency is better suited to coordinate the response to a specific incident. For instance, the EPA may request the Coast Guard OSC for oil discharges near the boundary that require navigable water response, or the Coast Guard may request an EPA OSC on certain hazardous materials cases.
3. When the OSC's emergency response workload is beyond his/her capability.
4. When an OSC is first on scene of an incident outside of his/her responsibility and starts response actions before the pre-designated OSC arrives.

The opportunity to transfer responsibility can be initiated verbally, with a follow-up of written documentation of transfer for responsibility for releases. When the OSC duties are transferred, the agreement will be confirmed in writing by utilizing one of the applicable form letters (enclosure 1).

Incident Origin and Seepage Sites

When discharges or releases are discovered to have originated from the zone other than originally thought, the OSC with the responsibility for the source zone will assume responsibility. This transfer of responsibility can initially occur verbally, with a follow-up of written documentation (enclosure 1).

A seepage site should remain under the authority of the predesignated OSC for the zone that it is contained in.

OSC Responsibility under the National Response Plan

During pollution responses during Incidents of National Significance under organizational structures of the National Response Plan (NRP), pollution impacts may affect many areas within the region. In these instances, OSC boundary designations may not be strictly adhered to in an effort to best use available resources to respond to the myriad of pollution issues under the guide of the NRP and Emergency Support Function (ESF) #10, if activated. However, under ESF #10, care shall be taken to place an OSC on an incident consistent with the parent agency's expertise. Where mutual agreement is not readily reached at the ESF-10 and OSC level in such cases, OSC responsibility will be determined by the Regional Response Team (RRT) co-chairs.

Nuclear/Radiological Incidents

For nuclear or radiological incidents, please refer to the Nuclear/Radiological Incident Annex of the National Response Plan for definitions and roles of the coordinating agency.

Amendments and Effective Date

This agreement will be subject to review and amendment coincident with each periodic review of the Regional, Area, and other applicable contingency plans and any other time at the request of any of the parties. It will remain in effect until modified or terminated by mutual agreement.

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

Long Island Sound Area Contingency Plan

APPENDICES

Chief, Response and
Prevention Branch
US EPA, Region 2 (MS-
211)
2890 Woodbridge Avenue
Edison, NJ 08837-3679
Chief, Response and
Prevention Branch
USCG District 5

Sector Delaware Bay

Chief, Response and
Prevention Branch
USCG District One
480 Atlantic Avenue
Boston, MA 02110

Chief, Response and
Prevention Branch
USCG District Nine

Sector Buffalo

Chief, Incident
Management Division
Sector New York
212 Coast Guard Drive
Staten Island, NY 10305

Sector LIS

Regional and Area Contingency Plans covering the States of New Jersey and New York will be amended to reflect the following geographical boundaries. This boundary agreement supercedes other agreements previously enacted concerning the federal pre-designated OSC boundaries for purposes of pollution response within federal Region 2.

6. OTHER PROVISIONS. Nothing in this Agreement is intended to conflict with current law or regulation or the directives of the United States Coast Guard or Department of Homeland Security or Environmental Protection Agency. If a term of this agreement is inconsistent with such authority, then that term shall be invalid, but remaining terms and conditions of this agreement shall remain in full force and effect.

7. EFFECTIVE DATE. The terms of this agreement will be come effective upon transmittal by the Co-Chairs of the NY/NJ Regional Response Team.

8. MODIFICATION. This agreement may be modified upon the mutual written consent of the parties.

9. TERMINATION. The terms of this agreement, 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 agreement.

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Statement of Agreement to Transfer Federal On-Scene Coordinator (OSC) Authority Between the U.S. Coast Guard (USCG) and U.S. Environmental Protection Agency (EPA) within Region 2 (excluding Caribbean)*

Pursuant to the Demarcation of the Inland/Coastal Zone Boundary for Region 2, this agreement documents that the (EPA/USCG) OSC hereby transfers authority to the (EPA/USCG) OSC to take response measures deemed necessary to protect the public health or welfare or environment from the below indicated threat or actual discharge or release:

at (location): _____

from (source): _____

on or about (time): _____, (date): _____ 20_____

and otherwise identified as (case name or number) _____

This transfer of responsibility is (check one):

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

—OR—

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

2. This transfer of authority is limited solely to the aforementioned event.

COAST GUARD Federal OSC

EPA OSC

DATE

DATE

* This document provided as a means, not the sole means, to document exchange 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.

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GEOGRAPHIC AREAS OF FEDERAL RESPONSIBILITY

for The States of NEW JERSEY and NEW YORK (Inland and Coastal boundary demarcations)

In agreement between EPA Region II and USCG's Sector Delaware Bay, Sector New York, Sector Long Island Sound and Sector Buffalo, the following demarcation lines between the inland and coastal zones, for federal responsibility for response action, have been established for the states of New Jersey and New York.

State of New Jersey

The following is a geographic description of the points of demarcation between USCG and EPA Region II, for assuming Federal On-Scene Coordinator responsibilities in the State of New Jersey.

In New Jersey, the **coastal zone** includes:

1. The territorial seas adjacent to the COTP NY zone described in 33 CFR 3.05-30.
2. Hudson River: The entire length bordering New Jersey.
3. Hackensack River: Downstream of the Route 80 Bridge in **Hackensack**.
4. Passaic River: Downstream of the 8th Street Bridge in **Wallington**.
5. All of the Arthur Kill, Kill Van Kull and Newark Bay.
6. Raritan Bay and Sandy Hook Bay
7. Raritan River: Downstream of the Albany Street Bridge (Route 27) in **New Brunswick**.
8. All of the Navesink River
9. Delaware River: From the Delaware Bay to the Alternate Route 1 Bridge (Bridge Street) in **Trenton**.
10. Rancocas Creek: From the Delaware River to the I-295 Bridge in **Willingboro**.
11. All of the Cooper River
12. All of Newton Creek and its tributaries
13. All of Little Timber Creek
14. Big Timber Creek: From the Delaware River to the Route 42 Bridge.
15. Salem River: From the Delaware River to the Route 49 Bridge in **Salem**.
16. Tuckahoe River: From Egg Harbor to the draw bridge at Route 50.

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17. Great Egg Harbor River: From Great Egg Harbor to Routes 50 and 559 in **Mays Landing**.

18. Mullica River: From Great Bay to Route 563.

The **inland zone** in the State of New Jersey includes the following waterways:

1. Delaware River: Upstream from the Alternate Route 1 Bridge (Bridge Street) in **Trenton**.
2. Hackensack River: Upstream of the Route 80 bridge in **Hackensack**.
3. Passaic River: Upstream of the 8th Street Bridge in **Wallington**.
4. Raritan River: Upstream of the Albany Street Bridge (Route 27) in **New Brunswick**.
5. Salem River: Upstream from the first bridge in **Salem**.

EPA Region II will respond to spills inland of, and on the highway boundaries described below. The demarcation lines in the State of New Jersey between the inland and coastal response zones are as follows:

From the NY/NJ Border, South to Fort Lee:

The EPA/USCG boundary, from the New York/New Jersey border, begins with the Palisades Interstate Parkway and continues south to Route 95 in **Fort Lee**.

From Fort Lee, South to Bayonne/From Bayonne, North to Ridgefield Park (Hudson River, Newark Bay, East Side of Hackensack River):

The boundary resumes south of Route 95 along Route 505 (Hudson Terrace), which becomes River Road, and continues on River Road into **West New York**. In West New York, the boundary bears to the east at the intersection of River Road and Port Imperial Boulevard. It continues south along Port Imperial Boulevard into **Weehawken**, where it bears south along Harbor Boulevard; then South on Route 677 (Park Ave) into **Hoboken**. The boundary then continues east on Route 670 (14th Street); then south on Route 679 (Hudson Street); then west on Route 681 (Observer Highway); then south on Luis Munoz Marin Boulevard into **Jersey City**. The boundary then continues east on 18th Street, which becomes Washington Boulevard; east on 2nd Street; then south on Hudson Street; west on Grand Street; south on the NJ Turnpike Extension, east on Audrey Zapp Drive into **Liberty State Park**; then south on Freedom Way, west on Morris Pesin Drive to the NJ Turnpike Extension. The boundary continues south on the NJ Turnpike Extension to Route 440, south on Route 440 to Route 501 (JFK Boulevard) in **Bayonne**; then north on Route 501 to the NJ Turnpike Extension, west on the NJ Turnpike Extension to Route 440, north on Route 440 to Route 1 in **Jersey City**. The boundary continues north on Route 1 to Route 653 (County Road) into Secaucus, then Northeast on Route 653 to I-95 (NJ Turnpike), then north on I-95 to Route 80 in **Ridgefield Park**.

From Ridgefield Park to Harrison (West Side of Hackensack River):

The boundary resumes west on I-95 to I-80; then west on I-80 to Hudson St; then south on Hudson St to Moonachie Rd; then south on Moonachie Road to Washington Ave; then south on Washington Ave to the NJ Tpk; then south on the NJ Tpk to the Newark Pike

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From Harrison, North to Passaic/From Passaic, South to Newark (Passaic River):

The boundary continues west on the Newark Pike to Passaic Ave; then north on Passaic Ave which becomes River Rd/Riverside Ave/Jackson Ave/Carlton Ave to Locust Ave; then north on Locust Ave to 8th St; then north on 8th St to Passaic St. then west on Passaic St to Route 21; then south on Route 21 to Raymond Blvd; then east on Raymond Blvd to the NJ Turnpike.

From Newark to New Brunswick (Newark Bay, Arthur Kill, North Side of Raritan River):

The boundary continues south on the NJ Turnpike to Route 514 near **Fords**; then west on Route 514 to Route 27; then south on Route 27 to Route 18 to **New Brunswick**.

From New Brunswick to South Amboy (South Side of Raritan River):

The boundary continues south on Route 18 to Route 535; then east on Route 535 to Route 670 in **Sayreville**; then east on Route 670 to Route 9 in **South Amboy**.

From South Amboy, south to Long Branch (End of Sector NY AOR):

The boundary continues south on Route 9 to Route 35 South; and continues south on Route 35 to the vicinity of **Eatontown**, where it reaches the southern boundary of Sector NY's AOR at 40°18'N latitude..

From Long Branch, south to Cape May (Begin Sector Delaware Bay AOR):

The boundary continues south on Route 35 to Route 70 in **Brielle**; then south on Route 70 to Route 549; then south on Route 549 to Route 37; then west on Route 37, then south on Route 166 in **Toms River** to Route 9 South. The boundary continues south along Route 9 south to the Garden State Parkway in **Somers Point**; then south on the Garden State Parkway to Route 47 in **Rio Grande**.

From Trenton, South to Cape May:

The EPA/USCG boundary begins at the Alternate Route 1 Bridge (Bridge Street) between **Morrisville, PA** and **Trenton, NJ**; continues east along Bridge Street to its intersection with Route 29 in **Trenton**; then south along Route 29, which becomes Route 29/129, and merges into Interstate 195. The boundary continues on I-195 to its junction with Route 206 in the vicinity of **White Horse**; then south on Route 206 to Route 130 in **Bordentown**. The boundary then continues south on Route 130 to Route 49 in the vicinity of **Deepwater**; then continues on Route 49 south and east, to its junction with Route 47 in **Millville**. The boundary then continues south on Route 47, to its junction with the Garden State Parkway in the vicinity of **Rio Grande**.

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State of New York

The following is a geographic description of the points of demarcation between USCG and EPA Region II, for assuming Federal On-Scene Coordinator responsibilities in the State of New York.

Southeast New York State:

The **coastal zone** in the **southeast region** of New York State is described as:

1. The territorial seas adjacent to the COTP NY zone described in 33 CFR 3.05-30.
2. All of Lower Bay, Jamaica Bay, Gravesend Bay, East Rockaway Inlet, Coney Island Channel and tributaries south of the Belt Parkway on Long Island.
3. All of Upper Bay, The Narrows, Gowanus Bay, Gowanus Creek Channel, Bay Ridge Channel, Red Hook Channel, and Buttermilk Channel.
4. All of the Arthur Kill, Kill Van Kill and Newark Bay.
5. Hudson River (aka North River), from New York Bay to the Route 7 bridge in **Green Island**.
6. All of the East River, Harlem River, Spuyten Duyvil Creek and Newtown Creek.
7. Westchester Creek, Bronx River, Eastchester Bay, Hutchinson River (aka Eastchester Creek), Flushing Bay and Creek, Little Bay, Little Neck Bay, Manhasset Bay, Hempstead Harbor and that portion of Long Island Sound west of a line drawn between the Connecticut/New York border and Dosoris Island on Long Island and north of Northern Blvd (Route 25A) on Long Island.

EPA Region II will respond to spills inland of, and on the highway boundaries described below. The demarcation lines between the inland and coastal response zones in the southeastern portion of the State of New York are as follows:

From the NY/NJ Border, West of the Hudson River, Northward:

The boundary between EPA and USCG begins on the Palisades Interstate Parkway; continues north on Route 9W to Interstate 787 in **Albany**; then north on I-787 to Route 7 in **Green Island**.

East of the Hudson River, From Green Island, Southward to the Bronx/Westchester County:

The boundary continues from the Route 7 bridge, to River Street in **Troy**; then south on River Street, to the intersection with Front Street; then south on Front Street, to 1st Street; then south on 1st Street, to Madison Street; then west on Madison Street, to the CSX rail line. The boundary then continues along the CSX rail line, south along the eastern bank of the Hudson River, to the intersection with Route 9 (Broadway) in the **Bronx**. The boundary continues northeast on Route 9 to West 225th Street; then east on West 225th Street to the intersection with Route 87 (Major Deegan Expressway); then south on Route 87 to the intersection with Route 278 (Bruckner Expressway). The boundary then continues northeast on Route 278 to Route 95; then north on Route 95 to the Connecticut border.

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Island of Manhattan:

The boundary begins on the northern tip of Manhattan on the Henry Hudson Parkway (Route 9A) and continues south on the Henry Hudson Parkway - which subsequently becomes the West Side Highway, West Street, and South Street - to the southern tip of Manhattan. The boundary then continues along the FDR Drive, which becomes the Harlem River Drive, to Dyckman Street, back to the intersection with the Henry Hudson Parkway.

Long Island (Brooklyn; Queens; Nassau and Suffolk Counties):

The boundary begins on the western end of the island at the Verrazano Narrows Bridge, and continues east along the Belt Parkway (Route 27) to the intersection with Merrick Road (Route 27A) in **Rockville Center**, then east along Merrick Road, which becomes Montauk Highway at the **Nassau/Suffolk County** border; then east along Montauk Highway to the intersection with Route 104 in the vicinity of **Quogue**. The boundary then continues north on Route 104 to the intersection with Route 63 in **Riverhead**; then north on Route 63 to Route 25; then west on Route 25 to the intersection with Route 25A in the vicinity of **Calverton**. The boundary then continues west on 25A to the intersection with McGuinness Boulevard in **Queens**; then south on McGuinness Boulevard to the Brooklyn-Queens Expressway (Route 278); then south on the Brooklyn-Queens Expressway to the Belt Parkway in **Brooklyn**; then along the Belt Parkway back to the Verrazano Narrows Bridge.

Staten Island:

The boundary begins at the Outerbridge Crossing (Route 440) and proceeds north on Arthur Kill Road to the intersection with Route 440 in the Rossville section; then north on Route 440 to the intersection with Route 278. The boundary continues west on Route 278 to Western Avenue; then north on Western Avenue to Richmond Terrace; then east on Richmond Terrace to the **St. George** section, where Richmond Terrace becomes Bay Street. The boundary continues south on Bay Street to School Road; then southwest on School Road to Lily Pond Road; then south on Lily Pond Avenue to Father Capodanno Boulevard. The boundary continues southwest on Father Capodanno Boulevard to Greeley Avenue; then northwest on Greeley Avenue to Hylan Boulevard; then southwest on Hylan Boulevard to Craig Avenue. The boundary continues north on Craig Avenue to Bentley Street; then northwest on Bentley Street to Arthur Kill Road; then north on Arthur Kill Road back to the Outerbridge Crossing (Route 440).

The **inland zone** in the State of New York includes the following waterways:

1. Hudson River: From the Route 7 bridge in **Troy**, north on the New York State Barge Canal system to Lake Champlain.
2. Lake Champlain: Those waters within the territorial boundary of New York State.
3. Mohawk River & the New York State Barge Canal: From the Hudson River west to **Lockport**.

Northern New York State:

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The **coastal zone** in northern New York State includes the following waterways inland of the boundary line, as described below:

1. Smokes Creek: Upstream past the confluence of the south and north branches of Smokes Creek, to the Route 62 bridges over the south and north branches of Smokes Creek, in the town of **Lackawanna**.
2. The Union Canal: In the city of **Buffalo**.
3. The Buffalo River: Upstream to the confluence with Cazenovia Creek at the Bailey Avenue (Route 62)/Hussey Street bridges in the city of **Buffalo**.
4. The U.S. portion of the Niagara River and all of Grand Island.
5. The Scajaquada Creek: Upstream to the Grant Street bridge, in the City of **Buffalo**.
6. New York State Barge Canal (formerly Erie Barge Canal) and Ellicott Creek: Ellicott Creek upstream to the Young Street/Arterial Highway bridge in the city of **North Tonawanda**. The New York State Barge Canal east to Lock 34 in the town of **Lockport**.
7. 18 Mile Creek: Upstream to Burt Dam in the town of **Burt**.
8. Oak Orchard Creek: Upstream to the Route 18 Bridge.
9. Sandy Creek at Sandy Harbor Beach: Upstream to Route 19 (Lake Road East Fork).
10. Bradock Bay including the north branch of West Creek: Upstream to Route 261 (Manitou Road).
11. The Genesee River: Upstream to its confluence with the New York State Barge Canal at the Interstate 390 bridge, in the city of **Rochester**.
12. All of Irondequoit Bay south to the Route 404 bridge, in the city of **Rochester**.
13. All of Sodus Bay south to Route 104, in the town of **Sodus**.
14. The Oswego River: South to Lock 8 in the town of **Oswego**.
15. The Salmon River: Upstream to the town of **Pulaski**.
16. French Creek Bay: Upstream to French Creek.

EPA Region II will respond to spills inland of, and on the highway boundaries described below. The demarcation lines between the inland and coastal response zones in the northern portion of the State of New York are as follows:

The boundary between EPA and USCG begins at Route 5 on the Pennsylvania/New York State boundary; then continues north and east along NY Route 5 to Interstate 190 North in the city of **Buffalo**; then north along Interstate 190 to Route 266 (River Rd), in the town of **Tonawanda**. The boundary continues north along Route 266 to 265/384 (River Rd), in city of Tonawanda; then north

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and west along Route 265/384 (River Road) to its intersection with the La Salle Expressway in the city of **Niagara Falls**; then west along the La Salle Expressway to the Robert Moses Parkway in the city of Niagara Falls.

The boundary continues west and north along the Robert Moses Parkway to Route 104, in the town of **Lewistown**; then west along Route 104 to Route 18F (Lower River Road/Lake Road); continues north and west along Route 18F to its junction with Route 18 in the town of **Porter**; then east along Route 18 to the intersection with the Lake Ontario Parkway at Lake Side State Park in the town of **Kuckville**. The boundary continues east along the Lake Ontario State Parkway to the Genesee River; then east on Lake Shore Blvd, on the east bank of the Genesee River, to Irondequoit Bay; continues east along Route 101 Lake Road, on the east bank of Irondequoit Bay, to Sodus Bay; then east along Route 104, on the east bank of Sodus Bay, to Route 104A in the town of **Wolcott**.

The boundary continues east along Route 104A to Route 104 in **Oswego**; then east along Route 104 to the Oswego River; then continues east on Route 1 (North Road) on the east bank of the Oswego River, to Route 104B; then east on Route 104B East to Route 3 in the town of **Mexico**. The boundary continues north along Route 3 to Route 180 at the Dexter Marsh Wildlife Management Area; continues north and east on Route 180 to Route 12E, in the Town of **Limerick**; then north and west along Route 12E to the town of **Cape Vincent**.

The boundary continues east along 12E, to French Creek Bay; then east on Route 12, on the east bank of French Creek Bay, to Route 37 in the town of **Morristown**. The boundary continues northeast along Route 37 to the town of **Hogansburg**, where Route 37 crosses the St. Regis River. The boundary then continues north along the east bank of the St. Regis River, to the St. Lawrence River to the international border with Canada.

9600 Conversions

For a table of conversions see the [IMH OR](#)

[Online metric converter - US customary & metric conversions for unit measurements](#)

9700 List of Response References

9710 Relevant Statute/Regulations/Authorities List

Federal Water Pollution Control Act (FWPCA), [33 United States Code \(USC\) 1321](#), Section 311 is designated to restore and maintain the chemical, physical, and biological integrity of our Nation's waters. To accomplish this, predesignated Federal On-Scene Coordinators (FOSCs) are provided by the Environmental Protection Agency (EPA) or U.S. Coast Guard (USCG) with full authority to respond to oil and designated hazardous substance spills into or upon navigable waters or adjoining shorelines of the United States. The FOSC is required to initiate enforcement activities for FWPCA violations. The FWPCA was amended in 1977 and became known as the [Clean Water Act \(CWA\)](#).

The Oil Pollution Act of 1990 (OPA 90), [33 USC 2701](#) et seq. amended the CWA.

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[Executive Order 12777, 22 October 1991](#), 59 FR 54757 has delegated the function of designating areas, appointing Area Committee members, determining the information to be included in the Area Contingency Plans, and reviewing and approving Area Contingency Plans to the Commandant of the U.S. Coast Guard (through the Secretary of Transportation) for the coastal zone, and to the Administrator of the Environmental Protection Agency for the inland zone. The U.S. Coast Guard has designated as “areas” those portions of the Captain of the Port zones which are within the coastal zones described in [33 CFR Part 3](#).

Comprehensive Environmental Response Compensation and Liability Act of 1980 (CERCLA), [42 USC 9601](#) et. seq delegates the response authority.

Resource Conservation and Recovery Act (RCRA), [42 USC 6902](#) et seq. was established to ensure that hazardous wastes are disposed of properly. It mandates regulations to trace hazardous wastes from the point of generation through final disposal (cradle-to-grave) and to assure that waste disposal practices do not pose a threat to humans or the environment.

Under OPA 90, the responsible party has the primary responsibility for the cleanup of a discharge. The response shall be conducted in accordance with their applicable response plan. Section 4201(a) of OPA 90 states that an owner or operator of a tank vessel or facility participating in removal efforts shall act in accordance with the National Contingency Plan and the applicable response plan required. Section 4202 of OPA 90 states that these response plans shall be consistent with the requirements of the National Contingency Plan and Area Contingency Plans and:

- ❑ Identify the qualified individual having full authority to implement removal actions, and require immediate communications between that individual and the appropriate Federal official and the persons providing personnel and equipment pursuant to clause (iii);
- ❑ Identify, and ensure by contract or other means approved by the President, the availability of private personnel and equipment necessary to remove to the maximum extent practicable a worst case discharge (including a discharge resulting from fire or explosion), and to mitigate or prevent a substantial threat of such a discharge;
- ❑ Describe the training, equipment testing, periodic unannounced drills, and response actions of persons on the vessel or at the facility, to be carried out under the plan to ensure the safety of the vessel or facility and to mitigate or prevent the discharge, or the substantial threat of a discharge;
- ❑ Be updated periodically; and
- ❑ Be resubmitted for approval after each significant change.

Response Plans: Each owner or operator of a tank vessel or facility required by OPA 90 to submit a response plan shall do so in accordance with applicable regulations. Facility and tank vessel response plan regulations, including plan requirements, are located in [33 CFR Parts 154](#) and [155](#), respectively.

Oil Spill Liability: As defined in OPA 90, each responsible party for a vessel or a facility from which oil is discharged, or which poses a substantial threat of a discharge, into or upon the navigable waters or adjoining shorelines of the U.S. or the Exclusive Economic Zone is liable for the removal costs and damages specified in Subsection (b) of Section 1002 of OPA 90.

Any removal activity undertaken by a responsible party must be consistent with the provisions of the NCP, the Regional Contingency Plan (RCP), the Area Contingency Plan, and the applicable response plan required by OPA 90. If directed by the FOSC at any time during removal activities, the responsible party must act accordingly.

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Chemical Release Liability: Each responsible party for a vessel or facility from which a hazardous substance is released, or which poses a substantial threat of release, is liable for removal costs as specified in the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), [42 USC 9601](#) et seq.).

9720 Relevant Instructions/Guidelines/Standard Procedures and Practices List

The U.S. Coast Guard [National Pollution Funds Center \(NPFC\)](#) administers the Oil Spill Liability Trust Fund (OSLTF) and the portion of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) funding accessible to the U.S. Coast Guard. These funds are used to support liability and compensation regimes pertaining to pollution from oil and hazardous substances, respectively.

9730 Technical References List

9730.1 [IMH](#)

Roles and responsibilities of all personnel in the Incident Command System can be found in the [Incident Management Handbook](#) or [ICS Job Aids](#).

9730.2 Pollution Response Aids

[Pollution Response](#) Section from Sector Long Island Sound **Quick Response Card (QRC) Index**.

The [Pollution Response Action Checklist](#) and the [Sector ACP Spill Checklist](#) are both included (hard-copy) in this appendix.

9730.3 ICS Forms

201	Incident Briefing
202	Incident Objectives
203	Organization Assignment List
204	Division Assignment List
205	Incident Radio Communications Plan
206	Medical Plan
207	Organization Chart
209	Incident Status Summary
211	Incident Check-in List
213	General Message Form
214	Unit Log
215	Operational Planning Worksheet
215A	Incident Action Plan Safety Analysis
216	Radio Requirements Worksheet

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- 218 [Support Vehicle Inventory](#)
- 220 [Air Operations Summary](#)
- 221 [Demobilization Checkout](#)
- 224 [Crew Performance Rating](#)
- 225 [Incident Personnel Performance Rating](#)

[Electronic ICS Forms Link](#) – NOAA

[Electronic ICS Forms Link](#) – USCG

9730.4 [NCP Product List](#)

Section 311(d)(2) of the Clean Water Act and Section 4201(a) of the Oil Pollution Act of 1990 require the preparation of a “schedule” of dispersants, other chemicals, and other spill mitigating devices and substances, if any, that may be authorized for use on oil discharges. EPA prepares and maintains this schedule, known as the NCP Product Schedule. Vendors, response personnel, other federal agencies, state agencies, and the public request and use Product Schedule information. The listing of a product on the NCP Product Schedule does not constitute approval of the product.

9730.5 [Catalog of Crude Oil & Oil Product Properties](#)

This catalogue provides data on various physical-chemical properties of crude oils and petroleum products. The properties that are reported are those that will likely determine the environmental behavior and effects of spilled oil. The oils are arranged in alphabetical order.

9730.6 [CHRIS Manual](#)

The Chemical Hazards Response Information System (CHRIS) is designed to provide information needed for decision-making by responsible Coast Guard personnel during emergencies that occur during the water transport of hazardous chemicals. CHRIS also provides much information that can be used by the Coast Guard in its efforts to achieve better safety procedures and to prevent accidents.

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- 9730.7 [Code of Federal Regulations \(CFR\)](#)
- 9730.8 [NIOSH Guide](#)
- 9730.9 [U.S.C.G. Marine Safety Manual IX \(Marine Environmental Protection\)](#)
- 9730.10 [Regional Response Team I/Regional Contingency Plan](#)
- 9730.11 [Regional Response Team II](#)
- 9730.12 [National Response Team](#)
- 9730.13 [National Response Plan](#)
- 9730.14 [G-MOR USCG Office of Response](#)
- 9730.15 [CERCLA \(Comprehensive Environmental Response Compensation and Liability Act\)](#)
- 9730.16 [Shoreline Countermeasure Matrix](#)

9730.17 Vessel Salvage and Lightering

This document is a Federal On-Scene Coordinator's (FOSC) guide to salvage and lightering evolutions. This document is designed to work in concert with the Incident Command System Operational Period Planning Cycle and should be used as a reference before or *during* an incident in order to assist with initial actions when preparing an Incident Action Plan for a salvage and/or lightering evolution. This document is *not* intended to be an all-inclusive technical guide to vessel salvage or lightering. For technical guidance, FOSCs should refer to resources and references covered in Sections 800 and 900.

100. NOTIFICATION OF MARINE CASUALTIES

101. Requirements of 46 CFR 4

102. Requirements of 33 CFR 160

200. RESPONSIBILITIES of the RESPONSIBLE PARTY and FOSC

300. TYPES OF MARINE CASUALTIES

301. Hull or Machinery Damage

302. Stranding or Grounding

303. Collision

304. Fire and Explosion

305. Allision

306. Stress Fractures

400. INITIAL RESPONSE AND CASUALTY ASSESSMENT

401. Initial Actions to be taken by the Crew

402. Critical Information

403. Identify Response and Salvage Assets

500. SETTING THE FIRST OPERATIONAL OBJECTIVES

600. OIL/HAZARDOUS MATERIAL RELEASE MITIGATION AND LIGHTERING

601. Lightering

700. VESSEL/CARGO SALVAGE PLAN REVIEW

800. RESOURCES

801. Marine Safety Center's Salvage Emergency Response Team (SERT)

802. U.S. Coast Guard Strike Teams

803. NAVSEA Supervisor of Salvage and Diving (SUPSALV)

804. American Salvage Association

900. REFERENCES

Appendix 1 - Stranded Vessel QRC

Appendix 2 - Incident Specific, Critical Information

Appendix 3 - Elements of a Salvage Plan

Appendix 4 - Area Specific Commercial Salvage Resources

Appendix 5 - SERT Rapid Salvage Survey

100. NOTIFICATION OF MARINE CASUALTIES

101. Requirements of 46 CFR 4

Regulations contained in 46 Part 4 of the Code of Federal Regulations require owners, agents, masters, operators, or persons in charge, immediately after addressing resultant safety concerns, to notify the nearest Marine Safety Office, Marine Inspections Office, or Coast Guard Group Office whenever a vessel is involved in a marine casualty. These casualties include:

1. An unintended grounding or an unintended strike of, or allision, with a bridge;
2. An intended grounding, or an intended strike of a bridge, that creates a hazard to navigation, the environment, or the safety of a vessel;
3. Loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel;
4. An occurrence that adversely affects the vessel's seaworthiness or fitness for service or route, including fire, flooding, or failure of or damage to fixed fire extinguishing systems, life saving equipment, auxiliary power generating equipment, or bilge pumping systems;
5. Loss of life;
6. An injury that requires professional medical treatment;
7. Any occurrence resulting in more than \$25,000 of property damage, not including salvage cost.

102. Requirements of 33 CFR 160

33 Part 160.215 requires vessels carrying hazardous materials to notify the nearest Coast Guard Marine Safety Office whenever a hazardous condition exists, either aboard a vessel or caused by a vessel or its operation.

200. RESPONSIBILITIES OF THE RESPONSIBLE PARTY AND FOSC

In the case of an incident, the Responsible Party (RP) must take adequate measures to mitigate and/or remove damage, or risk of damage, caused by the vessel or the release of any materials from the vessel. The RP will pay for all legitimate response measures, up to their limit of liability. If an RP cannot be identified, or the acting RP fails to adequately respond, it is the responsibility of the Captain of the Port or FOSC to take over control of a particular aspect of, or the entire response. In this case, funding will be provided by the federal government until an RP is identified and charged for the response.

300. TYPES OF MARINE CASUALTIES

The primary objective in any salvage scenario, whether a single event casualty or combination of casualties, is to minimize the risk to human health, the environment, and property. The following six types of casualties are listed in order of frequency:

301. Hull or Machinery Damage

A vessel's hull or machinery may be damaged by shifting cargo, storm damage, or other causes, and may render a vessel unable to maneuver. The greatest threats to the vessel, cargo, and environment exist when loss of maneuverability happens close to shore or hazards to navigation. Use of anchors or towing vessels may be the best defense in slowing the unintended movement of a vessel drifting towards a hazard.

302. Stranding or Grounding

Unintentional groundings may result from navigational error, anchor drag, loss of maneuverability, or for other reasons. Ground reaction, which is usually measured in long tons or metric tons, is the weight of the vessel that is being supported by the ocean bottom instead of the water. Ground reaction can cause a vessel to capsize, become holed, break apart, or become difficult to remove from ground. A salvor or naval architect can make a good estimate of ground reaction using the information gathered by the crew or response personnel including pre-casualty drafts, post-casualty drafts, tide cycle, location/depth of ground (usually determined with soundings), and the type of bottom. Once ground reaction is determined, it is fairly simple to estimate the force-to-free, which is the measure of the force needed to pull the vessel off the ground. Force-to-free is usually listed in short tons, which is equivalent to tug bollard pull. In order to float a vessel free or pull it off with tugs/ground tackle, ground reaction must usually be reduced in a controlled manner by deballasting, lightering, and/or tidal lifting.

303. Collision

The most common result of a collision at sea is hull damage and flooding. Collisions are sometimes accompanied by fire and explosions, as many ship's systems and/or cargo may be damaged upon impact. The general priorities after a collision usually include damage assessment, flooding control, and firefighting. Typically, a vessel is not well-equipped to handle rapid flooding, and, when left unchecked, can lead to capsizing and foundering. Often vessel crews are not well-versed in damage control, requiring a prompt response to ensure professional salvors and marine inspectors are on scene as soon as possible.

304. Fire and Explosion

Fires of any size onboard a vessel should be treated with extreme caution as they may quickly turn into a conflagration. Most commercial vessels will be equipped with fixed fire fighting systems to contain fires started in the engine room (the most common source of shipboard fires). Large commercial vessel crews are generally trained to combat fires that originate in the engine room or accommodation spaces. Crews are generally not trained to fight fires originating in or spreading to the cargo. Most professional salvors offer shipboard firefighting capability - either with in-house resources or via subcontractor capabilities. Shore based fire fighters often do not have an appreciation for the special considerations for shipboard firefighting, especially fixed fire fighting systems or vessel stability, and therefore should be monitored closely when employed to extinguish a fire in port.

305. Allision

Allisions occur when a vessel strikes a fixed object. Most of the considerations are the same as a collision, with the addition of assessing the damage sustained by the object, especially if the object was a bridge or critical piece of infrastructure. Immediate notification should be made to the Army Corp of Engineers and Federal and State Departments of Transportation. Appropriate actions should be taken to ensure the object does not pose a risk to future transportation onshore or to other vessels.

306. Stress Fractures

Stress fractures are failures in the construction of the vessel and may be due to stresses imposed on a vessel because of a heavy seaway, improper loading or ballasting, or construction material fatigue. Cracks can lead to pollution or flooding incidents and, under extreme circumstances, total ship loss. Therefore, it is important to quickly assess the size, location, and orientation of the crack. Surveyors, shipyards, and Coast Guard Marine Inspectors are familiar with methods to arrest or repair cracks.

400. INITIAL RESPONSE AND CASUALTY ASSESSMENT

Common to all casualties is a need for the quick and substantial allotment of response resources. The Unified Command will set the objectives of a vessel casualty response. Early dissemination of an accurate assessment of the vessel's condition and deployment of appropriate response resources is essential.

401. Initial Actions to be taken by the Crew

A prudent vessel captain will take certain actions to mitigate the threat to the crew and vessel. Upon receiving notification of a marine casualty, the Incident Commander should verify that the vessel master, if possible and appropriate, has taken the following actions listed to the right:

Initial actions to be taken by vessel's crew	
	Have ship's personnel report to emergency stations
	Secure watertight fittings
	Take appropriate fire fighting actions
	Notify the ship's operations controller
	Obtain an accurate cargo storage plan
	Request shore personnel request salvage assistance
	Display day shapes & sound appropriate signals

402. Critical Information

There is certain information that is critical to planning a successful salvage operation. This information, essential to the response planning process, should be gathered from the vessel master or on-scene response personnel, as appropriate to the situation. The information gathered should be used to determine the "window of opportunity" - i.e., when the most factors align for a successful operation. Refer to Appendix 2 for incident-specific critical information that should be gathered and shared with all interested parties.

403. Identify Response and Salvage Assets

The RP should immediately contract and set into motion adequate response and salvage resources. Historically, there has been reluctance on behalf of the vessel's representatives to engage a

professional salvor. A decision to attempt operations without a professional salvor should be examined critically by the FOSC. To assist the RP in contracting a professional salvor, the FOSC may share information of proven response and salvage resources as listed in Appendix 4. In addition to ensuring that the RP has contracted adequate response resources, the FOSC should identify and deploy appropriate Coast Guard resources to respond to the incident. These response teams should include unit Pollution Investigators, Casualty Investigators, and Vessel Inspectors. Furthermore, the SERT team at the Marine Safety Center should be engaged and, potentially, the Navy SUPSALV. Contact numbers for these assets may be found in Section 800.

500. SETTING THE FIRST OPERATIONAL OBJECTIVES

Once enough information has been gathered to proceed with a decisive action plan, the USCG Operational Commander, IC or UC will set forth the operational period objectives. These objectives *may* include but are not limited to:

1. Evacuate crew
2. Control vessel movement
3. Get response personnel and equipment on-scene
4. Extinguish shipboard fire
5. Stop/slow flooding
6. Stop/slow vessel movement toward potential hazards
7. Contain pollution
8. Identify suitable port of refuge
9. Create a salvage plan
10. Mitigate potential impacts of the casualty on other vessel traffic and port activities
11. Evaluate risk to public- i.e., hazardous material release, air quality, etc.
12. Prepare and approve press release
13. Establish a safety zone
14. Contact all appropriate Federal, State and local agencies, as well as foreign governments
15. Evaluate/mitigate the environmental impacts of incident
16. Identify an appropriate lightering vessel

600. OIL/HAZARDOUS MATERIAL RELEASE MITIGATION AND LIGHTERING

Oil spills or hazardous material releases are of the greatest potential during groundings and almost a certainty during a major collision or other event when there is a breach in the hull. There are several ways to establish if there is an oil spill or hazardous material release. The primary method may be observation of a sheen emanating from the damaged vessel. However, this method may be of limited usefulness at night and is not indicative of damages inboard of the hull structure. Bunker and cargo tanks should be immediately sounded and monitored closely for changes that would indicate a breach. Given the high correlation between major marine casualties and pollution incidents, it is prudent to provide, at a minimum, a containment boom to surround the vessel(s).

601. Lightering

One of the most effective ways to mitigate or prevent an oil spill or hazardous material release is to remove all remaining cargo and unnecessary bunker fuel from the vessel. This is particularly useful

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when the risk of a hull breach is increasing due to changing environmental or physical conditions on the vessel. Vessels may be lightered to another vessel, or lightered to mobile facilities ashore. Choosing which is most appropriate will depend on the location of the vessel and availability of each. Whichever is chosen, it is important to ensure the receiving vessel or facility is qualified to handle the lightered material and that any cargo/residue in hoses and holding tanks are compatible with lightered material. Furthermore, the effects on the stability of the vessel should be taken into account when lightering a vessel. While lightering may present benefits when attempting to re-float a vessel, it may also present additional structural stresses upon the vessel. It is important to work with naval architects as well as the person in charge of loading/offloading the vessel, who is frequently the Chief Officer or First Mate of the vessel.

700. VESSEL/CARGO SALVAGE PLAN REVIEW

A plan is essential to any successful salvage operation. Depending on the urgency and complexity of the operation, the quality of the plan may vary from a bound document approved by engineers to a sketch on a cocktail napkin. All involved parties must ensure that the plan provided is appropriate given the constraints of the operation. Given optimal conditions as well as time and resources available, a *complete* salvage plan will include the elements listed in Appendix 3.

When evaluating a salvage plan, it is essential to rely upon the resources available to an IC or UC for these particular incidents. The two major public resources are the Coast Guard's SERT and the Navy's SUPSALV. Information on these resources and their contact information are provided in Section 800.

800. RESOURCES

In addition to mobilizing unit investigators, inspectors, and responders, the first calls of a response should include contact with these resources. The missions of these resources are explicitly to assist Incident Commanders and on-scene response personnel in addressing matters of vessel salvage. In the table provided below, a number one indicates the best suited resource, while a two indicates a capable, though secondary resource. It is important to note that employing either a commercial salvor or Navy SUPSALV will require a funding source.

	Commercial Salvor	SERT Team*	Strike Team*	Navy SUPSALV
Vessel Assessment	1	2		2
Pollution Assessment	2		1	
Salvor Equipment	1		2	1
Salvage Plan Assessment		1		2

* Coast Guard teams will provide services to a Coast Guard unit at no cost.

801. Marine Safety Center Salvage Emergency Response Team (SERT)

(202) 327-3985/3987 (24 hours) or via the Coast Guard Command Center at (800) 323-7233 (24 hours)

Excerpt from <http://www.uscg.mil/hq/msc/salvage.htm>:

The Marine Safety Center Salvage Emergency Response Team (SERT) is on call to provide immediate salvage engineering support to the Coast Guard Captains of the Port (COTP) and Federal On-Scene Coordinators (FOSC) in response to a variety of vessel casualties. Specifically, SERT can assist the COTP and FOSC manage and minimize the risk to people, the environment, and property when responding to vessels that have experienced a casualty. SERT provides this assistance by performing numerous technical evaluations including: assessment and analysis of intact and damaged stability, hull stress and strength, grounding and freeing forces, prediction of oil/hazardous substance outflow, and expertise on passenger vessel construction, fire protection, and safety.

SERT has mobile computing capability for on-scene deployment. The MSC maintains a database containing over 5,000 hull files that can be used to generate computer models of vessels used in salvage engineering. External relationships with organizations like the Navy Supervisor of Salvage (SUPSALV), Coast Guard Intel Coordination Center, and the Office of Naval Intelligence (ONI), as well as all major class societies, also enable the salvage team to quickly locate and transfer information about a damaged vessel that would otherwise be difficult to access.

When requesting SERT assistance, the Rapid Salvage Survey Form, which contains the minimum essential casualty details, should be utilized. The Survey form and the information required for the creation of a salvage plan are available at: <http://www.uscg.mil/hq/msc/salvage.htm>.

802. U.S. Coast Guard Strike Teams

National Strike Team Coordination Center: 252-331-6000 (24 hours)

The National Strike Force (NSF) was established in 1973 as a direct result of the Federal Water Pollution Control Act of 1972. The NSF's mission is to provide highly trained, experienced personnel and specialized equipment to Coast Guard and other federal agencies to facilitate preparedness and response to oil and hazardous substance pollution incidents in order to protect public health and the environment. The NSF's area of responsibility covers all Coast Guard Districts and Federal Response Regions.

The Strike Teams provide rapid response support in incident management, site safety, contractor performance monitoring, resource documentation, response strategies, hazard assessment, oil spill dispersant and operational effectiveness monitoring, and high capacity lightering and offshore skimming capabilities

803. NAVSEA Supervisor of Salvage and Diving (SUPSALV)

(202) 781-3889 (24 hours)

The Office of the Director of Ocean Engineering, Supervisor of Salvage and Diving (SUPSALV), is a component of the Naval Sea Systems Command (NAVSEA). SUPSALV is located at the Washington Navy Yard in Washington, DC. SUPSALV is responsible for all aspects of ocean engineering, including salvage, in-water ship repair, contracting, towing, diving safety, and equipment maintenance and procurement.

The Salvage Operations Division maintains standing worldwide commercial contracts for salvage, emergency towing, deep ocean search and recovery operations, and oil pollution abatement. Additionally, they own, maintain and operate the worldwide Emergency Ship Salvage Material (ESSM) system, which incorporates the world's largest standby inventory of salvage and pollution abatement

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equipment. They also own, maintain, and operate a large number of deep ocean search and recovery systems, with depth capabilities up to 20,000 feet. They also routinely provide salvage technical assistance to fleet salvors, as well as to other federal agencies.

Within the National Oil and Hazardous Substance Pollution Contingency Plan (NCP), SUPSALV has been assigned as 1 of 7 "Special Teams" available to the Federal On-Scene Coordinator (FOSC). Thus, they provide assistance (personnel and/or equipment) for commercial oil or hazardous substance spills, or potential spills (i.e., salvage operations), as requested by any FOSC. Assistance ranges from salvage technical or operational assistance to mobilization of SUPSALV and other Navy resources to support a partial or full federal response to a marine casualty. Be aware, however, these services are provided on a reimbursable basis only – *they are not free*.

804. American Salvage Association

(703) 373-2267

Leading U.S. salvors have formed the American Salvage Association (ASA). Created in response to the need for providing an identity and assisting in the professionalizing of the U.S. marine salvage and firefighting response, the intention of the ASA is to professionalize and improve marine casualty response in U.S. coastal and inland waters.

The American Salvage Association meets with various federal and state agencies to exchange views on the improvement of salvage and firefighting response in the U.S.

900. REFERENCES

American Salvage Association (ASA) Safety Standards, March 2003.

Available at: <http://www.americansalvage.org/>

Cook Inlet Subarea Contingency Plan, July 1997.

Available at: <http://akrrt.org/CIplan/CookInletSCP.shtml>

George, W. E., 1983. Stability and Trim for the Ship's Officer. Cornell Maritime Press, Centreville, Maryland.

Milwee, W. I. Jr., 1996. Modern Marine Salvage. Cornell Maritime Press, Centreville, Maryland.

NAVSEA Instruction 4740.8 (series), Salvage, Recovery and Open Sea Spill Response Programs.

Naval Sea Systems Command letter dated October 28, 2004. Emergency Response Resources Available to Navy and Other Federal Agencies Through the Navy Supervisor of Salvage. Available at: <http://www.supsalv.org/>.

OPNAV Instruction 4740.2 (series), Salvage and Recovery Program.

SeaRiver Emergency Response Plan, West Coast Notifications Field Manual, September 1997.

U.S. Coast Guard Marine Safety Center available at: <http://www.uscg.mil/hq/msc/salvage.htm>.

Salvage Checklists

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STRANDED VESSEL CHECKLIST

APPENDIX 1

Establishing a quick and effective towing arrangement on a stranded vessel or one that has simply lost its ability to maneuver may mean the difference between a simple maneuvering evolution and disaster. The following Quick Response Card is provided to ensure that RPs are taking appropriate and adequate actions to mitigate risk to the vessel and further impact of the casualty.

Vessels Adrift – Risk identification

Vessel position	°Latitude, °Longitude	
Current vessel set and drift	<i>degrees True</i>	<i>knots</i>
Predicted set and drift due to weather/tide/current*	<i>degrees True</i>	<i>knots</i>
Nearest shoal, hazard, or shipping lane	<i>identification</i>	
Distance to nearest shoal, hazard or shipping lane	<i>nautical mile (nm)</i>	
Time vessel will reach nearest shoal, hazard or shipping lane if no corrective action is taken (<i>nm/knots of drift</i>) / Estimated time	** <i>hours</i>	<i>hh:mm</i>

*Vessels adrift may slow their set and drift with the use of a drogue or by lowering their ground tackle, even if it does not reach the sea floor. Slowing set and drift increases critical available response time.

Towing Vessels – Time to rig tow

Time to recall vessel crew / Estimated time	<i>hours</i>	<i>hh:mm</i>
Time to get towing vessel underway en route to stranded vessel position / Estimated time	<i>hours</i>	<i>hh:mm</i>
Distance from towing vessel to stranded vessel	<i>nm</i>	
Cruising speed of towing vessel	<i>knots</i>	
Time til towing vessel on scene (<i>nm/knots</i>) / Estimated time	<i>hours</i>	<i>hh:mm</i>
Time to rig tow / Estimated time	<i>hours</i>	<i>hh:mm</i>
Time to re-setup for tow if first attempt fails	<i>hours</i>	
Total time to take control of vessel (<i>hours til on scene + hours to rig tow</i>) / Estimated time	** <i>hours</i>	<i>hh:mm</i>

** Time to take control of vessel must not exceed the time to reach the nearest shoal or hazard.

Towing assets should be called upon in the following priority while ensuring adequate response time:
 (1) Commercial towing vessels (2) U.S. Coast Guard assets (3) DOD assets (4) U.S. vessels in the vicinity (5) Foreign vessels in the vicinity. *For commercial towing assets, refer to Appendix 4.*

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SALVAGE CRITICAL INFORMATION CHECKLIST

APPENDIX 2

Following the report of an incident, certain initial information must be gained to mount a successful response and salvage operation. This list is not all-inclusive, but may be used to ensure certain critical information is gathered from on-scene personnel as well as from response resources. Many of the ship design particulars may be retrieved from the vessel's Shipboard Oil Pollution Emergency Plan (SOPEP) and Vessel Response Plan (VRP).

Initial Critical Information Needed From On-Scene Personnel	
All Incidents	
Safety status of crew	
Proximity to navigation hazard	
On-scene weather conditions	
Forecasted weather conditions	
Contracted resources	
Potential damage / breaches in hull	
Potential for spill or plume	
Status of ground tackle	
Communications nature and schedule	
Quantity/nature of cargo/fuel/ballast	
Status of propulsion & steering	

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Grounding	
	Pre-casualty drafts
	Post-casualty drafts
	Tide height at grounding
	Location/depth of soundings
	Time/Height of next high tide
	Liquid level of all tankage
	Availability of salvage resources
	Bottom type
Fire	
	Status of shipboard fire pumps
	Status of fixed firefighting systems
	Risk of further damage to vessel
	Status of emergency electrical systems
	Availability of fire fighting resources
Collision/Allision/Flooding	
	Relative stability of each vessel

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	Status of ships dewatering systems	
	DOT, ACOE, State notified (allisions)	

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Elements of a Salvage Plan APPENDIX 3

All Incidents	
	Pre-incident drafts fore and aft
	Cargo listing / volume
	Fuel volume
	Status of vessel propulsion and steering systems
	Post casualty drafts
	Contingency planning identifying possible failure points
	Lightering considerations
	Clear understanding or contractual agreement of responsibility for control of vessel
	Strength of hull girder, damaged areas, attachment points, and rigging
	Booming considerations
	Means for controlling interference between pollution response and salvage efforts
	Potential pollution risks and precautions to avoid or minimize impact
	Communications plan
	Anticipated start time and predicted tides, currents, weather
Grounding	
	Post casualty drafts/locations/soundings
	Bottom type
	Estimated ground reaction
	Force-to-free
	Towing assets available/utilized and horse power of each
	Predicted stability when re-floated
	A summary of the engineering rationale for retraction & refloating techniques
	Tow/rigging plan including attachment points
Lightering	
	Volume of cargo/fuel to be lightered
	Type of cargo to be lightered
	Identification of compatible receiving facilities
	Special procedures to handle hazardous cargo/materials
Flooding	
	Identification and listing of all dewatering systems to be employed
	Order of dewatering to ensure satisfactory stability of vessel
Transit Plan	
	Identification of transit route and final destination
	Means for controlling the vessel as it is freed
	Route identified, with special attention to increased draft and beaching areas
	Vessel escorts, if any, to be employed and horse power of each
	Any preparation of vessel necessary to gain permission for entry into destination

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Area Specific Commercial Salvage Resources

APPENDIX 4

Areas should keep a current listing and contact information for professional salvor resources located within their zone. This list may be referred to or provided to an RP when ensuring a time allocation of tug and salvage assistance. These are all commercial resources that require funding.

When populating this list with salvors, consider company's 24-hour capabilities, employee training, response history, and ability to create an acceptable salvage plan.

If zone involves international border, consider including international assets in this list.

Resource	24-hour phone number	Internet address
Towing / Salvage		
See listing in ACP Section 9250.13		
Oil Spill Response		
See listing in ACP Section 9250.4		
HazMat Response		
See listing in ACP Section 9250.4		
Fire Response		
See listing in ACP Section 9240 (local fire depts.) and 8410 (marine firefighting)		

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SERT Rapid Salvage Survey Checklist

APPENDIX 5

Fill this sheet out as completely as possible, when seeking salvage engineering assistance, and contact the SERT duty member using the contact information listed on page 2 of this Appendix. All fields marked with an "*" are necessary for increased accuracy of salvage calculations. This document can be found at www.uscg.mil/hq/msc/casinfo.pdf.

Vessel Name: _____ O.N. / Class ID: _____

Dimensions: *L: _____ *B: _____ *D: _____

Vessel Specifics: *Full Load Draft: _____ *Service Speed: _____

*Vessel Type: Barge Carrier Barge w/o rake Barge w/rake
 Tank Ship Bulk Carrier Break Bulk
 Containership RO/RO LPG/LNG Carrier
 OBO Other: _____

Type of Casualty: (Check all that apply)

<input type="checkbox"/> Fire	<input type="checkbox"/> Explosion	<input type="checkbox"/> Grounding	<input type="checkbox"/> Collision/Allision
<input type="checkbox"/> Flooding	<input type="checkbox"/> Sinking	<input type="checkbox"/> Capsizing	<input type="checkbox"/> Oil/HAZMAT spill
<input type="checkbox"/> Structural Damage		<input type="checkbox"/> Other: _____	

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Date/Time of Casualty: _____ Position: Lat. _____

Long. _____

Reported Damage/Pollution

*Drafts

Pre-Casualty Date/Time Taken:_____.			Post-Casualty Date/Time Taken:_____.	
Port	Starboard		Port	Starboard
		Forward		
		Midships		
		Aft		

*Bottom Type

Silt/mud Sand Coral Rock N/A

Description of Vessel Cargo

Aim/intent of Salvage Operation: (Check all that apply)

Lighter/Transfer Dewatering Lifting Towing
 Patching Beach Gear Other _____

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Technical Assistance Requested: *(Check all that apply)*

What technical assistance would you like us to provide:

- | | | |
|---|---|---|
| <input type="checkbox"/> Salvage Plan Review | <input type="checkbox"/> Oil Outflow Analysis | <input type="checkbox"/> Ground Reaction |
| <input type="checkbox"/> Force to Free | <input type="checkbox"/> Structural Analysis | <input type="checkbox"/> Stability Analysis |
| <input type="checkbox"/> Review Lightering Plan | <input type="checkbox"/> Other: _____ | |

Salvage Information Available: *(Check all that apply)*

- | | | |
|--|--|--|
| <input type="checkbox"/> Gen. Arrangement Plan | <input type="checkbox"/> Loading Plan | <input type="checkbox"/> Trim & Stability Book |
| <input type="checkbox"/> Section Modulus | <input type="checkbox"/> Midship Section | |
| <input type="checkbox"/> Computer Model (HECSALV, GHS, SCHP, Etc.) | <input type="checkbox"/> Other _____ | |

Your Contact Information

CG Contact:

_____ (name) _____ (phone)

_____ (fax) _____ (other)

SERT Contact Information

Workday Contact Information (M-F, 0700-1600):

Day Telephone: (202) 366-6480

Duty Member Cell: (202) 327-3985

Day Fax: (202) 366-3877 (MARK FAX "Salvage Team - URGENT")

After Hours Contact Information:

Flag Plot 1-800-323-7233

Duty Member Cell: (202) 327-3985

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9730.18 Endangered Species Protection During Oil Discharge Emergency Response Operations

The Interagency Memorandum of Agreement Regarding Oil Spill Planning and Response Activities under the National Contingency Plan and the Endangered Species Act (MOA), which was signed by the USCG, among others, aligns the consultation requirements with the pollution response responsibilities outlined in the NCP (40 CFR 300). This document is intended to assist Federal On-Scene Coordinators (FOSCs) in areas where the pre-spill planning called for in the MOA has not yet been completed. It should not be used to replace existing Area Contingency Plan (ACP) provisions developed pursuant to the MOA or existing regional guidance on implementation of the MOA. It should also not be used as a substitute for completing the pre-spill planning called for in the MOA.

100. THE ENDANGERED SPECIES ACT OF 1973

200. HOW THE MOA APPLIES TO USCG FOSCs

300. REFERENCES

Appendix 1 - Oil Spill Emergency Response Phase Checklist (Chapter 7: ESA MOA Guidebook)

Appendix 2 - Post-Response Phase (Chapter 8: ESA MOA Guidebook)

100. THE ENDANGERED SPECIES ACT OF 1973

The Endangered Species Act of 1973 (ESA) (16 USC 1531 et seq) was enacted to conserve and recover threatened and endangered species and the ecosystems upon which they depend. The Act is administered by the U.S. Fish and Wildlife Service (USFWS) in the Department of the Interior and NOAA's National Marine Fisheries Service (NOAA Fisheries) in the Department of Commerce. Under Section 7 of the ESA, federal agencies must consult with USFWS and NOAA Fisheries on actions they carry out, permit, or fund which may affect listed species or designated critical habitat. ESA Section 7 requires that agencies ensure their actions are not likely to jeopardize listed species or destroy or adversely modify their designated critical habitat. During emergencies, such as disasters, casualties, national defense or security emergencies, and response to oil spills, the ESA allows for emergency consultation during the incident, with formal consultation occurring after the incident, if necessary. The emergency consultation procedures are described in the MOA.

200. HOW THE MOA APPLIES TO THE USCG FOSC

The MOA, signed by the USCG, Environmental Protection Agency (EPA), NOAA, DOI, FWS, and NOAA Fisheries in July 2001, aligns the ESA consultation requirements with the pollution response responsibilities outlined in the NCP (40 CFR 300). The MOA is intended to be used at the Area Committee level primarily to identify and incorporate

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plans and procedures to protect listed species and designated critical habitat during pre-spill planning and response activities.

In addition, a guidebook addressing the MOA was developed by its signatory agencies to further facilitate cooperation and understanding between the agencies involved in oil spill planning and response. This cooperation is highly successful when it is established before an incident occurs and needs to continue throughout an incident and the post-incident follow-up and review. By working proactively to identify the potential effects of spill response activities on species and their habitat, and then developing response plans and countermeasures, impacts to listed species and/or critical habitat can be reduced or avoided completely during an incident.

Using the MOA guidebook, the attached appendixes were developed to assist FOSCs during Emergency Response and Post Response activities. In the appendixes, there are additional recommendations that were developed as a result of the April 2003 Bouchard B. No. 120 spill that occurred in Buzzard's Bay, Massachusetts. Pre-spill planning guidance can be found in Chapter 6 of the MOA Guidebook.

300. REFERENCES

Regulations regarding ESA consultation are found in 50 CFR 402, located at:
http://www.access.gpo.gov/nara/cfr/waisidx_04/50cfr402_04.html

The Interagency Memorandum of Agreement Regarding Spill Planning and Response Activities under the Federal Water Pollution Control Act's National Oil and Hazardous Substances Pollution Contingency Plan and the Endangered Species Act available at:
[https://www.nrt.org/production/NRT/NRTWeb.nsf/AllAttachmentsByTitle/A-259ESAMOU/\\$File/ESAMOA.pdf?OpenElement](https://www.nrt.org/production/NRT/NRTWeb.nsf/AllAttachmentsByTitle/A-259ESAMOU/$File/ESAMOA.pdf?OpenElement).

The guidebook for the MOU is available at:
[https://www.nrt.org/Production/NRT/NRTWeb.nsf/AllAttachmentsByTitle/A-269GuidebookforESAMOU/\\$File/MOATrainingManualVersion02.pdf?OpenElement](https://www.nrt.org/Production/NRT/NRTWeb.nsf/AllAttachmentsByTitle/A-269GuidebookforESAMOU/$File/MOATrainingManualVersion02.pdf?OpenElement).

Endangered Species Act Checklists

APPENDIX 1

Oil Spill Emergency Response Phase Checklist

An excerpt from Chapter 7 of the ESA MOA Guidebook

	<p>FOSC notifies appropriate representatives of NOAA Fisheries, USFWS, State Natural Resource Trustees, Tribes and/or other agencies and stakeholders once an oil spill has occurred where the potential for impacting environmentally sensitive areas, endangered species and/or critical habitats from spill response activities exists.</p> <ul style="list-style-type: none"> • Use pre-identified points of contact or “Notification List” from ACP to contact the Service regional or field office directly and to notify the RRT representatives of DOI and DOC.
	<p>FOSC gathers information about sensitive areas, endangered species, or critical habitat that may potentially be impacted by a Federal action:</p> <ul style="list-style-type: none"> • As soon as possible after the spill has occurred, determine data needs and who will be providing or collecting the data. • Use or develop data collection forms to facilitate consistent and precise data compilation.
	<p>If listed species or critical habitats are impacted or could be present in the area affected by response activities, initiate emergency consultation by contacting the USFWS and/or NOAA Fisheries through agreed-upon procedures.</p>
	<p>Appoint a Technical Specialist within the Planning Section to serve as the Endangered Species expert to help ensure that the necessary information, using terminology understood by USFWS and/or NOAA Fisheries, is gathered.</p> <ul style="list-style-type: none"> • If appropriate, the NOAA SSC and/or the USFWS rep may coordinate endangered species expertise for the FOSC. • If there is no USFWS or NOAA Fisheries representative in the ICS, but they are aware of the situation, the FOSC must ensure that the NOAA SSC and DOI are apprised of the situation. • Information gathered will be used in the ESA consultation. <p><i>Note:</i> As necessary, the FOSC can make funding available to USFWS and/or NOAA Fisheries for costs incurred in providing any agreed upon assistance such as preparing the Biological Assessment or Biological Evaluation. However, the USFWS and/or NOAA Fisheries are not reimbursed for completing a Biological Opinion. Pollution Removal Funding Authorization guidance can be found: http://www.uscg.mil/hq/npfc/tops.htm</p>
	<p>Implement ACP for initial response actions.</p>

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	<p>Develop Incident Action Plan with strategies based on the specifics of the spill situation. This plan will serve as formal documentation of actions directed to minimize the impacts of response actions.</p>
	<p>Emergency consultation continues until the FOSC determines that the spill response is complete. <i>Recommendation:</i> Develop/seek alignment on clean-up methodologies and cessation of operations with consensus from resource managers, specialists and responders, and revisit as clean up progresses toward a conclusion.</p>
	<p>USFWS and/or NOAA Fisheries provide the FOSC with timely recommendations to avoid and/or minimize impacts to listed species and critical habitat. If an incidental take is anticipated, USFWS and/or NOAA Fisheries would advise FOSC of ways to minimize this, or, if this is not possible, document the actual take of listed species.</p> <p>A “take” is defined in the ESA as: "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." The USFWS has defined "harm" as "an act which actually kills or injures wildlife" (50 C.F.R. § 17.3). The regulation further explains that "[s]uch [an] act may include significant habitat modification where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering."</p>
	<p>The FOSC requests USFWS and/or NOAA Fisheries representatives on-scene (or someone else mutually agreed upon) to gather and document the information necessary for post-emergency Formal Consultation, including:</p> <ul style="list-style-type: none"> • Description of the emergency (the oil spill response) • Evaluation of the emergency response actions and their impacts on listed species and their habitats, including documentation of how USFWS and/or NOAA Fisheries recommendations were implemented, and the results of implementation in minimizing take. • Comparison of the emergency response actions with the pre-planned countermeasures and information in the ACP. <p>The FOSC should ensure that the above checklist is completed before the case is closed.</p> <p><i>Recommendation:</i> To obtain timely information on oil spill response impacts, provide a short form for the SCAT team to be completed daily for sites with listed species. The daily site form should contain the following fields (at a minimum):</p> <ul style="list-style-type: none"> ○ Staff (numbers) ○ Actions taken ○ Equipment used ○ Time working ○ Checkboxes for weather (sunny, cloudy, etc) ○ Wrack (wet seaweed at high tide line) removed? (Y/N)

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	All forms should emphasize the need for more detail when there are extraordinary circumstances, such as nest abandonment, thought to be related to the response.
	Notify/alert Service representatives, NOAA SSC and/or DOI representative of any changes in response operations due to weather, extended operations or some other circumstance.
	Obtain information from Services of seasonal variances (e.g. bird migration), or other natural occurrences affecting the resource.
	FOSC or a representative designated by the FOSC should maintain a record of all written and oral communications during the response (See Appendix B of the ESA MOA for a means for tracking this information), to include recommended response procedures and incidental take.

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APPENDIX 2 Post-Response Phase Checklist

An excerpt from Chapter 8 of the ESA MOA Guidebook

<p>FOSC determines when removal operations are complete and closes the case ensuring that:</p> <ul style="list-style-type: none">• Lessons learned are recorded;• Documentation is filed; and,• Area Committee is advised of any necessary changes to the ACP (See pg. 51, ESA MOA Guidebook). <p><i>Note:</i> The Emergency Consultation Checklist from the MOA Guidebook should be compiled BEFORE the FOSC determines that the response operations are completed and the case is closed. Oil Spill Liability Trust Fund (OSLTF) funding is not available AFTER the case is closed.</p>
<p>FOSC, USFWS and NOAA Fisheries jointly evaluate the impacts of response activities on listed species and critical habitat.</p> <p><i>Note:</i> This is to be based on information gathered during the response, not on any new studies.</p>
<p>If joint evaluation concludes that listed species and/or critical habitat were not adversely affected by response activities, the consultation process is complete.</p> <p>The FOSC must send a letter to USFWS and/or NOAA Fisheries including:</p> <ul style="list-style-type: none">• Report of this agreement; and,• Request a letter of concurrence from USFWS and/or NOAA Fisheries.
<p>If joint evaluation results in a disagreement between USFWS, NOAA Fisheries, and the FOSC, USFWS and/or NOAA Fisheries will send the FOSC a letter stating why they believe there were adverse effects on listed species or critical habitat. The FOSC may act on the USFWS/NOAA Fisheries reply or simply document the response.</p>
<p>If impacts have occurred, the FOSC sends a letter to USFWS and/or NOAA Fisheries to initiate <i>Formal Consultation</i>. Enclose the information gathered during the response with any modifications that may have been made during the post-response joint evaluation.</p> <ul style="list-style-type: none">• This can be done by finalizing the Emergency Consultation Checklist from Appendix B of the MOA and submitting it with a cover letter and a request for formal consultation from Appendix E as an initiation package to the Service(s).• Also see Activity 11: Documenting the Risk Assessment, pg. 65 of the Guidebook. <p><i>Note:</i> If a Service representative assists in preparing the initiation package, the same representative will NOT be responsible for reviewing it or preparing the biological opinion.</p>
<p>The USFWS and/or NOAA Fisheries have 30 days from receipt of the initiation package to determine if the package is complete. When complete, they normally issue a Biological Opinion within 135 days.</p>

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9730.19 Essential Fish Habitat Protection During Emergency Spill Response Operations for Oil Discharges and Hazardous Substance Releases

This document is intended to assist Federal On-Scene Coordinators (FOSCs) in areas where the pre-spill planning activities called for under the Magnuson-Stevens Fishery Conservation and Management Act have not yet been completed. However, this document is not intended to be an all-inclusive technical reference for reducing or eliminating all possible adverse effects to Essential Fish Habitat (EFH). It should also not be used to replace existing Area Contingency Plan (ACP) provisions developed pursuant to the protection of EFH.

100. THE MAGNUSON-STEVENSON FISHERY CONSERVATION AND MANAGEMENT ACT

200. THE EFH CONSULTATION PROCESS AND HOW IT APPLIES TO USCG FOSCs

300. WHAT IS REQUIRED IN AN EFH ASSESSMENT

400. REFERENCES

Appendix 1 - Emergency Response Checklist for EFH during Oil Discharges and Releases of Hazardous Substances

100. THE MAGNUSON-STEVENSON FISHERY CONSERVATION AND MANAGEMENT ACT

In 1996 the Magnuson Fisheries Conservation Act was amended by the Sustainable Fisheries Act to include a number of new mandates, and was subsequently renamed the Magnuson-Stevens Fishery Conservation Act (MSA) (16 USC 1801 et seq). The MSA established procedures designed to identify, conserve, and enhance EFH for those species regulated under a Federal fisheries management plan (FMP). EFH is defined as “those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity” and can include rivers, estuaries, bays and open ocean (out to 200 miles).

Under Section 305(b)(2) of the MSA, Federal action agencies are required to consult with NOAA’s National Marine Fisheries Service (NOAA Fisheries) on all actions, or proposed actions, authorized, funded, or undertaken by the agency that may adversely affect EFH. Consultation involves the submission of an EFH assessment to NOAA Fisheries for actions including emergency responses to oil discharges and hazardous substance releases. Reference Section 300 for guidance on the identification of EFH in your FOSC’s area of responsibility.

200. THE EFH CONSULTATION PROCESS AND HOW IT APPLIES TO THE USCG FOSC

The EFH consultation process is in place to ensure that Federal agencies consider the effects of their actions on EFH, with the goal of “maintain[ing] fish production consistent with a sustainable fishery and the managed species contribution to a healthy ecosystem” (50 CFR 600.815(a)(2)(i)(C)(4)). The process as outlined in this FOSC guide satisfies the Federal agency consultation and response requirements of Sections 305(b)(2) and 305(b)(4)(B) of the MSA, as well as the EFH conservation recommendation requirement of MSA Section 305(b)(4)(A).

As with the Endangered Species Act, FOSCs determine when an action “may adversely affect” EFH. Once the FOSC has identified an action that may adversely affect EFH, the FOSC must notify NOAA Fisheries and provide an EFH Assessment. Once NOAA Fisheries receives the Assessment, it provides recommendations to the FOSC within 30 days regarding the actions taken or to be taken. The FOSC is then required to provide a detailed response in writing to NOAA Fisheries within 30 days of receiving the recommendation.

Alternatively, if the FOSC determines that there are “no adverse affects,” the FOSC is not required to notify NOAA Fisheries of its findings and actions related to the spill response. However, NOAA Fisheries on their own may decide that an action may adversely affect EFH and send their recommendations to the FOSC. In this case, the FOSC must respond to NOAA Fisheries in writing within 30 days.

The FOSC’s response to NOAA Fisheries shall include a description of measures proposed to avoid, mitigate, or offset the impact of the activity on EFH. In cases where the FOSC is not in agreement with the recommendations by NOAA Fisheries, the FOSC should at a minimum explain the reasons for not following the recommendations.

The FOSC should contact NOAA Fisheries early in emergency response planning, but may consult after-the-fact if consultation on an expedited basis is not practicable before taking action (50 CFR 600.920(a)(1)). To the extent practicable, the Scientific Support Coordinator (SSC) or FOSC should notify NOAA Fisheries of the activities being taken and whether or not time allows for upfront consultation. Additionally, the FOSC and NOAA Fisheries may agree to combine an EFH consultation into an already established consultation process, such as those for the ESA or the National Environmental Protection Act (NEPA), for the same incident, provided all the information required for EFH is documented.

In the development of an Incident Action Plan, refer to the ***Emergency Response Checklist for EFH during Oil Discharges and Releases of Hazardous Substances***. FOSCs are also encouraged to work with applicable Regional Response Teams and Area Committees before an oil discharge or a hazardous substance release to update their ACPs with methods on how to minimize, mitigate, or avoid adverse effects to EFH.

300. WHAT IS REQUIRED IN AN EFH ASSESSMENT?

For the consultation process, the EFH Assessment *must* include the following (50 CFR 600.920(e)(3)):

- (1) Description of the action (level of detail must correspond to magnitude and complexity of potential effects);
- (2) Analysis of the potential adverse effects of the action on EFH and the managed species;
- (3) Federal agency's conclusions regarding the effects of the action on EFH; and
- (4) Proposed mitigation, if applicable.

The EFH Assessment *should* include:

- (1) Description of the spill;
- (2) Conclusions of the USCG (through the Area Committee and/or FOSC) regarding the effects of the action on EFH; and

EFH Assessments submitted to NOAA Fisheries shall employ one or both of the following formats as necessary:

Use of Existing Environmental Consultation Procedures for EFH Consultation

NOAA Fisheries encourages this procedure to streamline the EFH consultation process. As long as an existing process clearly identifies in a separate section of the document the information required to satisfy an EFH Assessment, and the process will provide NOAA Fisheries with timely notification, the assessment may be incorporated into documents prepared for other purposes. Examples of such documents include Endangered Species Act Biological Assessments pursuant to 40 CFR 402 and the National Environmental Policy Act documents and public notices pursuant to 40 CFR 1500.

Abbreviated and Expanded Consultation

Abbreviated consultation procedures should be used when the adverse effects of an action can be alleviated through minor modifications to the action. However, in cases where Federal actions would result in substantial adverse effects to EFH, expanded consultation procedures must be used. Expanded consultation allows maximum opportunity for NOAA Fisheries and the Federal agency to work together to review the action's impacts on EFH and to develop EFH conservation recommendations. If appropriate, NOAA Fisheries may conduct a site visit.

400. REFERENCES

EFH Policy Regulations

Procedures for identification of EFH and the consultation process can be found in 50 CFR 600 (published January 17th, 2002):

http://a257.g.akamaitech.net/7/257/2422/12feb20041500/edocket.access.gpo.gov/cfr_2004/octqtr/pdf/50cfr600.920.pdf

Essential Fish Habitat locations in your region may be found on the web at:

http://www.NOAA.Fisheries.noaa.gov/habitat/habitatprotection/efh_designations.htm

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EFH Consultation Guidance

Includes information on the procedures that have been developed to assist NOAA Fisheries and other Federal agencies in addressing the EFH coordination and consultation requirements established by the MSA and the EFH regulatory guidelines: <http://www.nmfs.noaa.gov/habitat/habitatprotection/essentialfishhabitat9.htm>

EFH Assessment Guidance

Intended to assist Federal agencies in developing EFH Assessments. The guide contains EFH definitions, responses to frequently asked questions concerning preparation of EFH Assessments, and gives three examples of completed EFH Assessments: <http://www.nmfs.noaa.gov/habitat/habitatprotection/essentialfishhabitat9.htm>

NOAA Fisheries EFH Regional Contacts:

Southeast Region	David Dale	david.dale@noaa.gov	727-570-5736
Northeast Region	Chris Boelke	christopher.boelke@noaa.gov	978-281-9102
Southwest Region	Joe Dillon	joseph.j.dillon@noaa.gov	707-575-6093
Northwest Region	Dale Brege Russ Strach	dale.brege@noaa.gov russ.strach@noaa.gov	208-983-3859 x 222 503-231-6266
Alaska Region	Matt Eagleton	matthew.eagleton@noaa.gov	907-271-6354
Pacific Islands Region	John Naughton	john.naughton@noaa.gov	808-973-2937

Essential Fish Habitat Checklists

APPENDIX 1

**Emergency Response Checklist
for
Essential Fish Habitat (EFH) During Oil
Discharges and Releases of Hazardous
Substances**

	FOSC notifies Department of Interior/NOAA representative to the RRT of any actual or potential adverse effects to EFH.
	<p>FOSC notifies NOAA Fisheries regional staff of actual or potential adverse effects to EFH. Notification should occur in writing.</p> <p style="text-align: center;"><i>Note: The National Response Center's (NRC) flash fax notification of a spill to NOAA does not meet this requirement.</i></p> <p>If consultation during the emergency response phase is not practicable, the FOSC may consult with NOAA Fisheries after-the-fact, as per 50 CFR 600.920(1)(a).</p>
	<p>FOSC provides NOAA Fisheries an EFH Assessment for spill activities:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Description of discharge or release <input type="checkbox"/> Description of area which may be affected <input type="checkbox"/> Description of spill response actions <input type="checkbox"/> Analysis of the potential adverse effect(s) of the response actions on EFH and the managed species <input type="checkbox"/> USCG recommendations/conclusions regarding the effects of the action on EFH <input type="checkbox"/> Proposed mitigation, if applicable
	<p>Supplemental information, if appropriate, for EFH Assessment:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Results of on-site inspection evaluating habitat and site-specific effects <input type="checkbox"/> Views of recognized experts on the habitat or species affected <input type="checkbox"/> Review of pertinent literature and related information <input type="checkbox"/> Analysis of alternatives to the response actions taken <input type="checkbox"/> Other relevant information
	FOSC notifies NOAA Fisheries of changes in response operations due to weather, extended operations, or some other circumstance.
	FOSC obtains information on seasonal variances or other natural occurrences

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	affecting EFH from NOAA Fisheries.
	FOSC provides a detailed response in writing within 30 days of receiving EFH Conservation Recommendations from NOAA Fisheries, unless otherwise agreed to.
	<p>SSC provides NOAA Fisheries a response regarding EFH Conservation Recommendations after the FOSC determines that removal operations are completed IAW with 40 CFR 300.320(b). If operations are not complete then send an interim response:</p> <ul style="list-style-type: none"> ___ Description of spill response. ___ Evaluation of emergency response actions & their impacts on EFH to include documentation of how NOAA Fisheries recommendations were implemented and results of implementation in minimizing adverse effects to EFH.. ___ A comparison of the emergency response actions with the pre-planned countermeasures from the ACP.

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9730.20 Protection of Historic Properties During Emergency Response Operations Under the National Oil and Hazardous Substances Pollution Contingency Plan

The *Programmatic Agreement on Protection of Historic Properties during Emergency Response under the National Oil and Hazardous Substances Pollution Contingency Plan* (PA), which was signed by the Coast Guard, among others, requires consideration of historic properties in planning for and conduct of emergency response under the National Oil and Hazardous Substances Pollution Contingency Plan (NCP). The PA was developed to help Federal agencies sufficiently comply with the requirements of the statute. This document is intended to assist Federal On-Scene Coordinators (FOSCs) in areas where the pre-spill planning called for in the PA has not yet been completed. However, it should not be used to replace existing regional PAs developed pursuant to the national PA or existing Area Contingency Plan (ACP) provisions developed pursuant to a regional or the national PA. It should also not be used as a substitute for completing the pre-spill planning called for in the PA.

100. THE NATIONAL HISTORIC PRESERVATION ACT

200. HOW THE PA APPLIES TO THE USCG FOSC

300. OBTAINING EXPERTISE ON HISTORIC PROPERTY MATTERS DURING EMERGENCY RESPONSE

400. REFERENCES

Appendix 1 - Oil Discharge and Hazardous Materials Release Emergency Response Phase Checklist

Appendix 2 - FOSC Procedure for Determining when to Activate an Historic Properties Specialist

Appendix 3 - Spills or Releases Categorically Excluded from Additional National Historic Preservation Act Section 106 Compliance

Appendix 4 - Suggested Information to be Provided to FOSC's Historic Properties Specialist

Appendix 5 - Potential Emergency Response Strategies for Historic Properties Protection

Appendix 6 - Documentation of Actions Taken that Resulted in Unavoidable Injury to Historic Properties

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100. THE NATIONAL HISTORIC PRESERVATION ACT

On October 15th, 1966, Congress passed 16 USC 470, the National Historic Preservation Act (NHPA), to preserve the historical and cultural foundations of our Nation. Under Section 106 of NHPA, Federal agencies are required to consider the effects of their actions on historic properties and take steps to reduce or eliminate adverse effects.

200. HOW THE PA APPLIES TO THE USCG FOSC

The PA, which was signed by the Assistant Commandant for Marine Safety, Security and Environmental Protection on May 13, 1997, provides an alternative to the process in Section 106 of the NHPA to ensure appropriate consideration of historic properties within the context of the NHPA during emergency response to a discharge or a release under the NCP (40 CFR 300). The alternative to following the process in the PA, including the pre-spill planning part of the process, is to follow the complete consultation process in Section 106 of the NHPA.

The PA states that the FOSC is responsible for ensuring that historic properties are appropriately considered in planning and during emergency response. During pre-spill planning activities, the PA calls for identifying: (1) historic properties listed in, or determined to be eligible for listing in, the National Register of Historic Properties (NR) that might be affected by response to a release or spill; (2) unsurveyed areas where there is a high potential for the presence of historic properties; (3) geographic areas or types of areas where historic properties are unlikely to be affected; (4) parties that are to be notified in the event of a spill in a non-excluded area; (5) who will be responsible for providing expertise on historic properties to the FOSCs during emergency response (i.e., the FOSC's Historic Properties Specialist); and developing emergency response strategies to help protect historic properties.

Effective consideration of historic properties during emergency response in the absence of this advance planning is extremely difficult and may not be possible, so to take advantages of the benefits of the PA, FOSCs are to make every effort to conduct this planning effort and incorporate it into the ACP in advance. During emergency response, FOSCs are responsible for initiating the agreed upon mechanism for addressing historic properties, namely activating the FOSC's Historic Properties Specialist. In turn, the FOSC's Historic Properties Specialist will: (1) notify and consult with parties identified in pre-incident planning and those applicable entities that are listed in the ACP; (2) assess potential effects of emergency response strategies on historic properties; and (3) recommend to the FOSC response actions to help minimize or eliminate potential impacts to historic properties.

300. OBTAINING EXPERTISE ON HISTORIC PROPERTY MATTERS DURING

EMERGENCY RESPONSE

One of the essential pre-spill planning elements is the identification of those who will be responsible for providing reliable and timely expertise on historic properties to the FOSC during emergency response, i.e., the FOSC's Historic Properties Specialist. The PA provides that historic properties expertise and support may be obtained by the FOSC in any one of several ways:

- Implementing an agreement with State or Federal agencies that have historic properties specialists on staff;
- Executing a contract with experts identified in ACPs; or
- Privately hiring historic properties specialists.

The PA specifies the professional qualifications and standards that an Historic Properties Specialist must meet. It should be noted that only the FOSC, and not the Responsible Party, may contract with experts to serve as the FOSC's Historic Properties Specialist. An FOSC may utilize a Pollution Removal Funding Authorization (PRFA) for funding the activation of an Historic Property Specialist only during emergency responses to oil pollution incidents. Oil Spill Liability Trust Fund resources are not available for hiring of a specialist to assist with pre-spill planning activities.

If FOSCs choose to obtain historic properties expertise through executing contracts with appropriate archaeologists, it is possible to go through a solicitation process that includes technical input and assistance from appropriate State Historic Preservation Officers (SHPOs) and Federal land management agency cultural resources specialists. Blanket Purchase Request Agreements may then be established with one or more companies or with one or more named individuals who may be activated during emergency response to serve as the FOSC's Historic Properties Specialist(s).

400. REFERENCES

In the development of an Incident Action Plan (IAP), refer to this document, its appendixes, and the PA. The PA may be found at: <http://www.achp.gov/NCP-PA.html>. For an example of implementation guidelines for the national PA, refer to the Alaska RRT website: http://www.akrrt.org/AK_IPG.pdf

The list of properties included in the NR may be found at: <http://www.cr.nps.gov/nhl/designations/listsofNHLs.htm>. However, the NR is not sufficient in helping to determine all of the properties that need to be considered in your ACP, as you must also consider properties that could be determined eligible for inclusion in the NR. For eligibility criteria, please refer to: <http://www.cr.nps.gov/nr/listing.htm>.

The following web page contains links to SHPOs, Tribal Preservation Officers, and Federal Preservation Officers: <http://www.cr.nps.gov/nr/listing.htm>.

Information on Indian tribes may be found at:
<http://www.nathpo.org/>,
<http://www.hanksville.org/sand/contacts/tribal/>,

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<http://www.kstrom.net/isk/maps/US.html>, and
<http://www.kstrom.net/isk/mainmenu.html>.

Historic Properties Checklists

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APPENDIX 1

Oil Discharge and Hazardous Substances Release Emergency Response Phase

<input type="checkbox"/>	<p>FOSC determines whether the exclusions of the PA apply (see Appendix 3). Operate under assumption that any oil discharge or hazardous substance release may impact or has impacted historic properties, unless the release impacts one of the excluded areas.</p> <ul style="list-style-type: none">Excluded areas may be specific geographic areas or types of areas where, should a release or spill occur, historic properties are unlikely to be affected. This includes the information listed in Appendix 3 and any additional exclusions agreed upon by the signatories to a regional PA.
<input type="checkbox"/>	<p>If the incident affects only excluded areas, no further actions are necessary unless:</p> <ul style="list-style-type: none">Previously unidentified historic properties are discovered during the response; and/orThe State Historic Preservation Officer or appropriate Federal, Indian, or Native Hawaiian organizations notifies the Federal OSC that a categorically excluded release or spill may have the potential to affect a historic property ; and/orThe FOSC is not sure whether a release or spill fits into one of the categories listed above; and/orAt any time, the specifics of a release or spill change so it no longer fits into one of the categories listed above; and/orThe spill or release is greater than 100,000 gallons.
<input type="checkbox"/>	<p>If the area where a release or spill occurs has not been excluded, then</p> <ul style="list-style-type: none">Activate the agreed-upon mechanism for addressing historic properties (i.e., the FOSC's Historic Properties Specialist), who will notify and consult with the parties identified in the ACP through the PA pre-spill planning process) and provide them with incident information (Appendix 4).
<input type="checkbox"/>	<p>FOSC's Historic Property Specialist-assesses potential effects of emergency response strategies on historic properties in consultation with the parties identified in the ACP.</p>
<input type="checkbox"/>	<p>The FOSC's Historic Property Specialist recommends to the FOSC response actions and policies developed in consultation with parties identified in the ACP to help minimize potential impacts to historic properties. See Appendix 5.</p>

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- | | |
|--------------------------|--|
| <input type="checkbox"/> | <p>Whenever the FOSC determines that the requirements of the PA cannot be satisfied concurrently with the paramount requirement of protecting public health and the environment, the determination shall be documented in writing including the name and title of the person who made the determination; the date of determination; and a brief description of the competing values between public health and safety and carrying on the provisions of the PA (See Appendix 6). Submit form to State Historic Preservation Officer or appropriate Federal, Indian, or Hawaiian Native organizations and/or public.</p> |
|--------------------------|--|

APPENDIX 2

**FOSC Procedure for Determining
When To Activate a
Historic Properties Specialist**

STEP 1: Receive notification of oil discharge or hazardous substance release

STEP 2: Determine if Historic Properties need to be considered

Does the spill or release fall into one of the following categories listed in Appendix 3?

- Yes
- No

If the answer is "YES," no other actions regarding historic protection are required.

If the answer is "NO" proceed to Step 3.

STEP 3: To continue in accordance with the National Programmatic Agreement, Activate Federal On-Scene Coordinator's Historic Properties Specialist

See FOSC's list of pre-identified Historic Properties Specialists.

See Appendix 4 for suggested information to provide to the Historic Properties Specialist upon activation.

APPENDIX 3

Spills or Releases Categorically Excluded From Additional National Historic Preservation Act Section 106 Compliance

Spills/releases onto (which stay on):

- Gravel pads
- Roads (gravel or paved, not including the undeveloped right-of-way)
- Parking areas (graded or paved)
- Dock staging areas less than 50 years old
- Gravel causeways
- Artificial gravel islands
- Drilling mats, pads, and/or berms
- Airport runways (improved gravel strips and/or paved runways)

Spills/releases into (that stay in):

- Lined pits; e.g., drilling mud pits and reserve pits
- Water bodies where the release/spill: 1) will not reach land or submerged land; and 2) will not include emergency response activities with land or submerged land-disturbing components
- Borrow pits
- Concrete containment areas

Spills/releases of:

- Vapor (e.g., chlorine gas)

IMPORTANT NOTE TO FOSC:

- 1) IF YOU ARE NOT SURE WHETHER A RELEASE OR SPILL FITS INTO ONE OF THE CATEGORIES LISTED ABOVE; and/or
- 2) IF AT ANY TIME, THE SPECIFICS OF A RELEASE OR SPILL CHANGE SO IT NO LONGER FITS INTO ONE OF THE CATEGORIES LISTED ABOVE;
- 3) IF THE SPILL OR RELEASE IS GREATER THAN 100,000 GALLONS; AND/OR

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4) IF THE STATE HISTORIC PRESERVATION OFFICER AND/OR ANOTHER STATEHOLDER NOTIFIES YOU THAT A CATEGORICALLY EXCLUDED RELEASE OR SPILL MAY HAVE THE POTENTIAL TO AFFECT A HISTORIC PROPERTY FOLLOW THE EMERGENCY RESPONSE PHASE CHECKLIST, APPENDIX 1, OR SECTION VI OF THE PA.

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APPENDIX 4

Information to Be Provided To FOSC's Historic Properties Specialists Upon Activation

Name of Incident:

Date/time of incident:

Spill/release location: land _____; water _____;

land/water _____

If on land, estimate number of acres contaminated _____

Spill/release coordinates: _____ latitude; _____ longitude.

If on land, _____ township; _____ range;

_____ section

Distance to nearest water body, if on land: _____ km/mi

Distance to nearest land, if in water: _____ km/mi

Product released:

Estimated volume of product released: _____ gals/bbls

Release status: Stopped _____; Continuing _____;

Unknown _____

Is spill/release: Contained _____; Spreading _____;

Unknown _____

Estimated volume of product potentially released: _____ gals/bbls/other
measure

Have Regional Response Strategies been approved for the area affected or

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potentially-

affected by the spill/release? Yes _____; No _____

Describe any response actions proposed or taken that include ground-disturbing activities:

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APPENDIX 5

Potential Emergency Response Strategies For Historic Properties Protection

RESPONSE STRATEGY
Mechanical recovery (e.g. use of skimmers, booms, sorbents)
In situ burning
Dispersant use
Protective or diversionary booming
Covering site with protective material
Construction of berms or trenches to divert product away from sites/areas
On-scene inspections by the Federal OSC Historic Properties Specialist or individual(s) authorized by the Federal OSC Historic Properties Specialist
Participation in Shoreline Cleanup Assessment Teams by the Federal OSC Historic Properties Specialist or designee
Participation in Shoreline Cleanup Teams by the Federal OSC Historic Properties Specialist or designee
Provision of information on historic properties protection to response personnel
Provision of information to the Federal OSC on Historic Properties Protection for areas/locations proposed for emergency-response related support activities (e.g. helipads and staging areas)

*** Note: These response strategies are not listed in order of precedence. In addition, other response strategies for the protection of historic properties may be identified and recommended to the Federal OSC for use during an incident response.**

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APPENDIX 6

Documentation of Actions Taken That Resulted In Unavoidable Injury To Historic Properties

This form should be completed and submitted, along with any additional supporting documentation, in a reasonable and timely manner to the appropriate entities listed below:

Name of incident:

Date/time of incident:

Location of incident:

Brief description of response action approved (including the date) by the Federal On-Scene Coordinator (OSC) where protecting public health and safety was in conflict with protecting historic properties:

Brief description of why protecting public health and safety could not be accomplished while also protecting historic properties:

Federal OSC Name and Title:

Federal OSC Signature:

Date of Signature:

Faxed to:

- SHPO
- (Name and fax number of potentially-affected resource managers/trustees):
- (Name and fax number of potentially-affected resource managers/trustees):
- (Name and fax number of potentially-affected resource managers/trustees):

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9730.21 U.S. Coast Guard/ EPA Region 2 Boundary Map and MOU

The southern boundary starts at the edge of the COTP NY zone in Lynbrook, NY. and follows RT 27 easterly along the southern shore of Long Island to the intersection with the Montauk Highway (RT 27A) in Rockville Center; then easterly along the Montauk Highway to its intersection with RT 104 in East Quogue; then north across Long Island on RT 104 to its intersection with RT 63 in Riverhead; then north on RT 63 to RT 25; then westerly on RT 25 to its interchange with RT 25A. The boundary follows RT 25A along the north shore of Long Island to the COTP NY zone boundary line in Roslyn. A Region 2 boundary map is attached.

A [MOU between U.S EPA Region 2 and the U.S. Coast Guard First District on the Demarcation of Inland and Coastal Zones and Pre-designation of On-Scene Coordinators for Pollution Response](#) establishes responsibility for the pre-designation of On-Scene Coordinators for pollution response pursuant to the National Contingency Plan. This agreement provides a precise line of demarcation between the inland and coastal zones for inclusion in the federal regional contingency plan (RCP), as called for in NCP section 300.210(b), and in the definitions for inland and coastal zones under NCP section 300.5. This MOU also establishes a formal mechanism by which OSC authority may be transferred between the EPA and the Coast Guard during an oil and/or hazardous substance pollution incident. It is included in section 9500 of this plan.

9730.22 U.S. Coast Guard / EPA Region 1 Boundary

[EPA Region 1 Boundary Maps](#)

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 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.

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The boundary follows the Old Hamburg Road until it connects with the Joshuatown Road (which becomes the 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.

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 Hachanum.

The boundary follows Rte 2, northerly, to Rte I-84 in East Hartford.

The boundary follows Rte I-84 across the Connecticut River, the 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 Middletown, 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 Avenues, northerly, to CT Rte 80.

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 Rte I-95, westerly to Seaview Avenue.

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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 2.

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.

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EPA Region 1 Boundary Maps provided in this section start at the eastern end of the zone and progress westward.

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9800 Sensitive Area Sheets and Maps - For Official Use Only

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9900 *Reserved for Area/District*