

CHAPTER 8000

**MARIANA ISLANDS MARINE
FIREFIGHTING CONTINGENCY PLAN**

TABLE OF CONTENTS

8100	INTRODUCTION
8200	COMMAND
8300	OPERATIONS
8400	PLANNING
8500	LOGISTICS & MFF RESOURCE LIST
8600	FINANCE
8700	RESERVED
8800	RESERVED
8900	RESERVED

8000 MARINE FIRE FIGHTING**8100 INTRODUCTION****8101 AUTHORITY**

The Ports and Waterways Safety Act of 1972 (PWSA)(33 U.S.C. 1221 et seq.) provides that increased supervision of port operations is necessary to prevent damage to structures in, on, or adjacent to the navigable waters of the United States, and to reduce the possibility of vessel or cargo loss, or damage to life, property, and the marine environment. This statute, along with the traditional functions and powers of the Coast Guard to render aid and save property (14 U.S.C. 88(b)), form the basis for Coast Guard fire fighting response activities.

42 U.S.C. 1856-1856(d) provide that an agency charged with providing fire protection for any property of the United States may enter into reciprocal agreements with state and local fire fighting organizations to provide for mutual aid. This statute further states that emergency assistance may be rendered in the absence of a reciprocal agreement, when it is determined by the head of that agency to be in the best interest of the United States.

The Commandant (G-M), and the Commander, Fourteenth Coast Guard District, require the Captain of the Port Guam maintain a vessel and waterfront fire contingency plan. The purpose of the plan is to minimize the effects of damage to life and property in harbors and waterfront areas resulting from a major marine fire and/or explosion.

8102 PURPOSE AND OBJECTIVE

This document provides for a coordinated response by the U.S. Coast Guard and other federal, local, and civilian forces to major fires on board vessels or at waterfront facilities. It provides policies, responsibilities, and procedures for coordination of on-scene forces. The Marine Fire Fighting Contingency Plan is designed for use in conjunction with other local contingency plans. It is supported by an extensive library at Marine Safety Office Guam, including NFPA 1405. Response forces for the purposes of this plan include:

- Public Safety Agencies
- Waterfront Facility Owners and Operators
- Vessel Owners and Operators
- United States Coast Guard
- Other Military Departments or Agencies
- Private Companies and Individuals

8103 SCOPE

This plan is effective within the pre-designated area of responsibility assigned to Marine Safety Office Guam. This area includes the Territory of Guam and the Commonwealth of the Northern Mariana Islands (CNMI). Within this area of responsibility, this plan principally applies to the U.S. navigable waters and adjacent waterfront facilities of the Territory of Guam and the CNMI.

8104 ABBREVIATIONS

CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CNMI	Commonwealth of Northern Mariana Islands
COTP	Captain of the Port
CP	Command Post
CPA	Commonwealth Port Authority
CWA	Clean Water Act
DCM	Dangerous Cargo Manifest
DOT	U.S. Department of Transportation
FOSC	Federal On-Scene Coordinator
IC	Incident Commander
ICS	Incident Command System
IMDG	International Maritime Dangerous Goods Code
MSO	Marine Safety Office
NRC	National Response Center
OCMI	Officer-in-Charge, Marine Inspection
OPA 90	Oil Pollution Act of 1990
OSLTF	Oil Spill Liability Trust Fund
PWSA	Ports and Waterways Safety Act

8105 DEFINITIONS

8105.1 CAPTAIN OF THE PORT (COTP). The U.S. Coast Guard Captain of the Port. The Coast Guard officer designated by the Commandant, U.S. Coast Guard, to exercise federal responsibility for the safety and security of ports and waterways in a specified geographic area. For purposes of this plan, COTP means COTP Guam.

8105.2 CARGO INFORMATION CARD.

8105.3 COMMAND POST (CP). Under the Incident Command System, the single location from which incident operations are directed.

8105.4 DANGEROUS CARGO MANIFEST.

8105.5 FIRE CONTROL PLAN.

8105.6 HAZARDOUS MATERIALS. These are materials which, when commercially transported, are designated by the U.S. Department of Transportation as presenting an unacceptable risk to health, safety, and property. These materials are required to be transported in accordance with U.S. Department of Transportation (DOT) or USCG regulations. Regulations applicable to the transportation of hazardous materials by vessel include:

Title 49 CFR, Subchapter C
(Packaged Hazardous Materials)

Title 46 CFR, Subchapter D
(Tank Vessels)

Title 46, CFR Subchapter O
(Certain Bulk Dangerous Cargoes)

8105.7 INCIDENT COMMANDER (IC). Under the Incident Command System (ICS), that person responsible for overall coordination and management of incident activities. Such activities include the development and implementation of strategies designed to mitigate the incident. The IC is usually a senior officer of the agency having jurisdiction for the incident.

Depending on the incident location and other logistics considerations, the IC must establish a Command Post upon arrival so representatives from other cooperating agencies may report to this location to provide a point of contact.

The IC must establish the functional organization with personnel designated to assist in accomplishing the goals of the Incident Action Plan (IAP).

8105.8 INCIDENT COMMAND SYSTEM (ICS). ICS is a command and control system for managing a multi-agency response to an emergency. It consists of procedures for controlling personnel, facilities, equipment, and communications.

8105.9 MARINE SAFETY OFFICE (MSO). U.S. Coast Guard field level organization responsible for carrying out the Coast Guard's marine safety missions in a specified geographic area. The MSO is headed by a Commanding Officer who is also designated COTP, OCMI, and OSC. For purposes of this plan, MSO means MSO Guam.

8105.10 OFFICER IN CHARGE, MARINE INSPECTION (OCMI). U.S. Coast Guard Officer In Charge, Marine Inspection. That Coast Guard officer designated by the Commandant, U.S. Coast Guard to exercise responsibility for commercial vessel inspection, marine casualty and personnel investigation, vessel and seaman certification, and vessel documentation. For purposes of this plan, OCMI means OCMI Guam.

8105.11 ON-SCENE COORDINATOR (OSC). The federal official pre-designated by EPA or the USCG to coordinate and direct federal response efforts to an actual or threatened discharge of oil or hazardous materials. In the case of an actual or threatened oil discharge, which may present a substantial threat to the public health or welfare, the OSC will direct all public and private response efforts. For the purposes of this plan, OSC means Commanding Officer, MSO Guam.

8105.12 MISCELLANEOUS. Other useful definitions can be found throughout NFPA 1405. Sections of particular interest are:

- Chapter 1-3: Definitions
- Chapter 3-3: Types of Vessels
- Chapter 3-4: Shipboard Personnel
- Chapter 6: Special Resource Considerations
- Chapter 15: Legal Issues

8200 COMMAND**8201 FEDERAL POLICY**

With regards to marine fires, the USCG has traditionally provided fire fighting equipment and training to protect its vessels and property. The USCG is routinely called upon to provide assistance at fires on board vessels and at waterfront facilities. Although the USCG clearly has an interest in fires involving vessels or waterfront facilities, local authorities are principally responsible for maintaining the necessary fire fighting capabilities within U.S. ports and harbors. Additionally, a vessel/facility owner and/or operator is ultimately responsible for the overall safety of vessels/facilities under their control. This responsibility includes ensuring adequate fire fighting protection.

The USCG traditionally renders assistance as available, however, the USCG will not relieve local fire departments of their responsibilities. Paramount in preparing for vessel or waterfront fires is the need to integrate Coast Guard planning and training efforts with those of local fire departments and port authorities. Accordingly, the COTP Guam will work closely with the Guam Fire Department, Federal Fire Department, PAG, Guam Department of Civil Defense, CPA, CNMI EMO, CPA-Fire, and DPS-Fire agencies to ensure an integrated response plan is available.

This plan is based on the assumption that a major marine fire, particularly a vessel fire, will usually require resources beyond those locally available. Previous marine related incidents demonstrate this and the necessity for contingency planning. Contingency planning identifies the means and methods necessary to make resources available from federal and local agencies.

Prior coordination is particularly applicable to the Guam Captain of the Port Zone for several reasons:

The large geographic area of the COTP Zone Guam.

The many independent public safety agencies and private industry resources that may be called upon to provide fire fighting assistance.

8202 COTP RESPONSIBILITY

The COTP exercises primary federal responsibility for the safety and security of the port. This responsibility is discharged by enforcing dangerous cargo regulations, marine terminal safety regulations, pollution prevention regulations. In emergencies, the COTP may control the movement of ships and boats, establish safety zones and provide on-scene forces. Responsibilities of the COTP in a major fire aboard a vessel or waterfront facility include:

1. Assume IC for a marine fire incident when:
 - a. The fire department with jurisdiction is unable to respond, or
 - b. No fire department has jurisdiction.
2. Assume operational control of all Coast Guard forces on-scene.
3. Establish safety or security zones as necessary.
4. Provide information on involved waterfront facilities.
5. Provide information on the location of hazardous materials on the vessel, or at the facility, if available.
6. Provide technical data on ship's construction, stability and marine fire fighting techniques.
7. Respond to oil or hazardous materials discharges. Actual removal may be delayed until the fire fighting operations are terminated.
8. Assist in relocating moored or anchored vessels.
9. Alert owners/operators of terminals or vessels at risk.

8203 NONFEDERAL RESPONSIBILITY

8203.1 TERRITORY OF GUAM

8203.1a Guam Fire Department: The Guam Fire Department is responsible for fire protection on Guam (for those areas located inside their jurisdiction). Since none of the designated waterfront facilities located on Guam have their own in-house fire departments, the Chief of the Guam Fire Department will serve in the following capacities:

1. Assume position of IC.
2. Establish and staff a Command Post when acting as IC.
3. Request necessary personnel and equipment.
4. Determine the need for mutual aid from other agencies.
5. Forward all requests for USCG personnel, equipment, and waterside security through the COTP.
6. Establish liaison with police department for land-side traffic and crowd control, scene security.
7. Provide portable communications equipment to response personnel from outside agencies.

8203.1b Guam Civil Defense: The Guam Civil Defense is the lead agency for resource coordination (inland) to an emergency situation that poses an immediate threat to the health and welfare of the citizens of Guam.

8203.1c Federal Fire Department:
(To be developed).

8203.1d Guam EPA:

8203.1e Port Police:

8203.1f Guam Police Department:

8203.2 COMMONWEALTH OF NORTHERN MARIANA ISLANDS**8203.2a Emergency Management Office (EMO):**

The EMO is the lead agency for initial response to an emergency situation that poses an immediate threat to the health and welfare of the citizens of the CNMI. In addition, EMO is responsible for the coordination of CNMI response activities. In the event of a Marine Fire Incident, the Incident Commander will rely on EMO coordinate all CNMI activities.

The EMO has the capability of radio communication with disaster response teams. In an emergency, radio communication will be established between responding agencies in order for the operation to be coordinated effectively.

8203.2b Commonwealth Port Authority (CPA):

The CPA Executive Director has the overall primary jurisdiction and responsibility for the Ports of Saipan, Tinian, and Rota. The Port Manager (PM) is the Executive Director's designee who assumes CPA's responsibilities in the absence of the Executive Director. Responsibilities of the CPA during a marine fire incident located within its jurisdiction include:

1. Assume Incident Command (IC) of the entire operation.
2. Ensure that all procedures in controlling the emergency are carried out.
3. Establish and staff a Command Post.
4. Provide information on the location of hazardous materials on the vessel, or at the facility, if available.
5. Provide assistance to the CPA Fire Department.
6. Coordinate with stevedores and tenants to provide necessary assistance of personnel and access of equipment into the emergency site.
7. Provide information on involved waterfront facilities.
8. Provide technical data on ships construction, stability, and marine fire fighting techniques.
9. Respond to oil or hazardous material discharges. Actual removal may be delayed until the fire fighting operations are terminated.

10. Obtain tugs to assist in relocating moored or anchored vessels.
11. Alert owners/operator of terminal or vessel at risk.
12. Provide portable communications equipment to response personnel as needed.
13. Establish and maintain communications with the USCG COTP.
14. Authorize and disseminate the release of press releases.

8203.2c Commonwealth Port Authority - Fire Department

The CPA Fire Department would carryout the CPA's responsibility with regards to fire protection and suppression within the jurisdiction of the CPA.

**8203.2d Commonwealth Department of Public Safety
Fire Department.**

DPS-Fire - Overall fire fighting operation responsibility for dealing with the marine fire incidents located within their jurisdiction. DPS-Fire would direct shipboard firefighters and formulate tactics on how best to extinguish fire.

NOTE: An existing Mutual Aid Agreement between CPA and DPS allows DPS to respond to assist CPA in any Fire/Emergency situations.

**8203.2e CNMI Department of Environmental Quality
(DEQ)**

DEQ provides assistance in the technical matters, recovery, and clean of any hazardous materials spillage during any incident.

8203.3 Industry and Private Responders: The presence of local fire fighters does not relieve, or transfer, the master's responsibility for overall safety on the vessel. However, the master should not normally countermand any orders given by the IC in the performance of fire fighting activities on board the vessel, unless the proposed action clearly endangers the safety of the crew or vessel.

The vessel master is ultimately responsible for the safety of his/her vessel and crew. The master and crew should take immediate action to extinguish a fire onboard their vessel. The master is responsible for fighting a fire on the vessel, but they should work closely with local fire departments to coordinate all fire fighting efforts. The master of the vessel should endeavor to prevent or mitigate harm to the public, property, and the environment resulting from a fire onboard their vessel. In promoting an effective fire fighting, port safety, waterways management, and environmental protection response, the master should always be immediately accessible to the Incident Commander in charge of fire suppression. In most cases, the vessel master will represent the owner and /or operator within the Unified Command until relieved by a Qualified Individual designated by the owner and/or operator.

Ultimately, the vessel master should assist the cognizant local and federal authorities in every way to combat a fire on board their vessel. The master shall provide detailed information on the vessel particulars and the location of cargo on board. Also, if possible, the master shall provide additional manpower to perform fire fighting.

The vessel master will not serve as the incident commander when the vessel is located within the jurisdictional boundaries of a fire department.

The owners/operator of vessels or waterfront facilities are always a critical source of information. Regardless of other response resources, the owners/operators of vessels and facilities retain a fundamental responsibility for safety and security and shall initiate the following actions:

1. Implement internal contingency plans.
2. Provide information regarding any type of hazardous material contained as cargo on the vessel.
3. Coordinate press coverage related to the incident in a Joint Information Center.
4. Ensure all notifications are made to all appropriate federal and local authorities.
5. Conduct salvage operations upon completion of extinguishing the fire. Prior to salvage operations commence, the owner/operator's representative must submit a salvage plan for approval.

8204 RESPONSE MANAGEMENT ORGANIZATION

8204.1 Introduction

The National Inter-agency Incident Management System (NIIMS) based Incident Command System (ICS) structure will be used for all marine fire incidents.

Not all marine disasters require the full response set forth within this plan. Lesser emergencies will not require a full organizational effort. The following guide can be used to determine the required response of personnel, organizations, and equipment.

LEVEL I: A marine disaster on a small vessel (65 feet or less) or a facility that does not pose a major threat to the harbor. The incident management team would usually consist of three fire fighting vehicle crews and equipment. The USCG shall be notified and may send a representative to the scene at the discretion of the COTP.

LEVEL II: A marine disaster on a vessel or facility that has the potential to be a significant risk to the harbor. This level of disaster will involve all available fire fighting crews and equipment. The full scope of this plan shall be executed.

Command Post

A Command Post (CP) must be established as soon as possible to effectively combat a major fire. A CP provides several mission essential services:

1. A generally recognized, single site for command and control of the response efforts.
2. Ready access to continuous communications between on-scene and off scene personnel.
3. A filtering of critical information from non-critical information.

8204.2 Shoreside Incidents.

8204.2a CNMI: In the event that a marine fire incident occurs within CPA's jurisdiction, the command post will be located at the CPA conference room. This facility is located on the second floor of the CPA building. If the incident occurs outside of CPA's jurisdiction, the command post will be located at the EMO's conference room. As with all response management organizations, only authorized personnel will be admitted within the command post.

The command post locations for Tinian and Rota have not been identified.

8204.2b GUAM: TO BE DEVELOPED.

8204.6 UNIFIED COMMAND

This plan is a joint effort of all federal, CNMI government and local agencies responsible for handling marine fire emergencies. Specialized equipment such as boats suitable as fire fighting platforms or for transportation of personnel and equipment, international shore connections and other fittings compatible with metric or military equipment may be required. Burning ships may have to be moved either to protect other port assets or to place the burning vessel in a better position for combating the fire. A burning facility or cargo on the dock area will have to be attended at earliest possible time to protect other port facilities or cargoes, particularly the Mobil and Shell oil facilities. In all of these cases, the coordinated effort and cooperation of several government agencies, fire departments, stevedores, other dock workers, and a vessel's crew will be necessary.

8204.7 INTERAGENCY SUPPORT

8204.7a CNMI: While only one fire department will assume the role as Incident Commander, each fire department (CPA Fire and DPS Fire) will assist the other in a marine fire fighting incident.

Successfully combating a marine fire requires effective communication between the fire department and the ship's master or other knowledgeable representative and/or facility management personnel. Those directing the response must have detailed information on the layout of the vessel or facility, have efficient communications with the fire-fighters and all support factions, and be situated in an atmosphere conducive for planning and reaction to developing situations. Once the preliminary thrust is made at the fire, the Command Post should be established.

8300 OPERATIONS

8310 DISCOVERY AND NOTIFICATION

Time is of essence once a fire is discovered. Therefore, notification of response personnel must be dispatched immediately followed by support personnel. It is equally important that all involved agencies be promptly notified of marine fires.

Notification in order of priority:

- 911
- Federal Fire Department
- Port Police
- Harbor Master
- General Manager
- U.S. Coast Guard
- Cabras Marine
- Operations Manager

Fire Fighting/Fire Protection

The CPA or DPS Fire Chief will serve as the Incident Commander during a marine fire fighting incident. Accordingly, the Incident Commander shall:

1. Assume tactical command and control, along with the DPS Fire Chief, for fire fighting and rescue operations.
2. Establish and maintain communications with the On-scene Commander.
3. Request necessary personnel and equipment, including appropriate emergency medical aid.
4. Request ARFF vehicles from the airport if needed, but only vehicles that will not degrade the airports safety.

Port Security and Law Enforcement

The Ports Police is responsible for overall security and law enforcement operations within CPA Port property parameter. The DPS Police Division is responsible for assisting the CPA Ports Police in security and law enforcement operations outside the CPA property parameter. The CPA and DPS Police Chiefs shall report to the Unified Command and serve as the Security Branch Supervisor. Port Police shall:

1. Assume tactical command and control, along with the DPS Police Chief, for security and law enforcement operations.
2. Ensure that all security and policing measures are being taken.
3. Assist in arranging access to the scene or Incident Command site under his/her escort and control.
4. Ensure that adequate Ports Police personnel are called for duty.
5. Establish and maintain communications with the on-scene commander.
6. Request necessary personnel and equipment as needed.
7. Ensure a protective perimeter and provide a marshaling area for control of traffic/parking of other emergency responding vehicles.
8. Prevent and control any unauthorized entry at the emergency site.
9. Be prepared to put up barricade/barriers.

Water Rescue

In the event of an ocean vessel accident, the Port Manager will notify the Executive Director, Emergency Management Office, and the United States Coast Guard on Guam and Saipan.

The EMO will immediately contact all available private boat owners including the ferry boats and tug-boats for response to the emergency.

Crowd control and pier security is the responsibility of the local government. For waterside security, the Coast Guard will assist within its capabilities.

Fire Fighting Alternatives:

Few disasters provide optimal circumstances. A major fire may occur at anchor away from the resources necessary to combat it. A facility fire may occur in a little-used warehouse space where access is difficult and fire-fighting facilities are minimal. Fire prevention is still the best means of countering these disasters. When a fire does occur, however, certain alternatives exist for vessels. Vessels, other than those aground or involved in a collision, are generally mobile and may be maneuvered away from further damage or brought to a location optimizing the fighting of the fire. To this end, it is prudent to consider as a pre-planning step, the selection of several areas to fight a vessel fire. Both marine terminals and anchorages should be considered to cover the possibility of a vessel fire getting out of hand, and thus necessitating moving the vessel to an isolated area. Due to concerns over liability, the CPA may be unwilling to allow burning vessels to moor at their facility. The PM can, in the interest of protecting life, property or the environment, order that a vessel be moored at a particular pier or terminal to facilitate fire-fighting efforts. However, since such action could subject the federal government to liability for costs and damages incurred by the property owner, such action can be anticipated only in the absence of other alternatives. In selecting a fire-fighting pier, first do not place adjacent areas in danger. A large area should be available for staging equipment and briefing fire-fighters. Public access should be easily controllable. The depth of the water alongside the pier should be enough at low tide to allow for the navigation of small craft such as tugs and barges. The depth should, however, not be so deep as to cover the vessel's main deck in the event of sinking. The bottom contour should be level or nearly so, and if possible be of a sandy composition. A sloping bottom may allow a sunken vessel to slide off into deeper water, where it might capsize. Selection of a fire-fighting anchorage requires many of the same considerations, however, due to the many variables including draft, weather, cargo, and the proximity of other vessels at anchor, each incident will have to be evaluated on a case-by-case basis.

A vessel approaching the port while on fire must be evaluated to ascertain the potential hazard to the port prior to entry. If any uncertainty exists, these vessels will normally be directed by the staff on duty to a suitable anchorage in the inner harbor until the situation can be appraised by the Port Manager. The Port Manager is the controlling authority for permitting or directing the movement of a vessel, and will when feasible work with impacted municipalities on positioning stricken vessels within the harbor.

8400 PLANNING

8410 MARINE FIRE FIGHTING SCENARIOS

Scenario A

Date: Monday
Time: 0900 hours
Location: Seaport Shipyard Container Area (Baker Dock)
People: 3
Hazmat: One 40 foot container containing 56,000
cans of 220 grams of compressed BUTANE GAS
cans.
Winds: Southwest at 2.5 knots
Weather: Sunny and partly cloudy

During a container transfer operation, a forklift runs into a 40 foot container containing 56,000 cans of 220 grams of compressed BUTANE GAS. When the forklift ran into the container, it pierced through the side of the container hitting some butane gas cans that caused an explosion.

During the operation, there were 3 shipyard workers, including the forklift operator, in the area. The forklift operator was killed instantly and the other two workers received serious injuries to the head, face and abdominal areas.

The containers were unmarked with hazardous material placards and were stored with other non-hazardous materials containers. The explosion caused a fire to the container containing the butane cans and to 3 other containers nearby. Two adjacent containers that caught on fire contained lumber for building materials. And one container contained a personal vehicle.

8410 MARINE FIRE FIGHTING SCENARIOS (Cont'd)Scenario B

Date: Saturday
Time: 1100 hours
Location: Seaport Shipyard, South Baker Dock
People: 10 personnel
Hazmat: Gasoline
Winds: Southwest at 5 knots
Weather: Cloudy

During a Fuel (Gasoline) transfer operation from a Fuel Tanker Vessel to the holding tanks at the main seaport bunkering station at South Baker Dock, the manifold broke initiating a leak continuously spilling thousands of gallons of gasoline fuel. Fuel is continuously spilling freely into the water and onto the pavement of the dock. A nearby vehicle, beginning to depart from the spill area, initiated a spark that ignited a fire to the fuel that was spilled on the pavement.

The car exploded killing the driver and two workers, four other workers caught on fire receiving 3rd degree burns and three others received minor 1st and 2nd degree burns. The automatic emergency shut-off switches malfunctioned and gasoline continues to freely spill into the water and pavement. The fire hydrants on the shipyard are not in operation.

THIS PAGE INTENTIONALLY LEFT BLANK

INSERT PORT OF SAIPAN

DIAGRAM MAP

8500 LOGISTICS

Request for Federal Resources

All requests for Federal resources or equipment should be made to the Coast Guard Captain of the Port (COTP). Refer to the Resource Guide section for the telephone number. Significant non-Coast Guard federal resources include U.S. Navy fire tugs, foam, and SupSalv fire fighting and salvage experts.

8502 COMMUNICATIONS

EMO, DPS, CPA, or any other agency could receive an initial report of a marine fire incident. To ensure all agencies are notified, the agency who received the initial report will forward the information to EMO. EMO will then forward the report to all CNMI agencies. The prompt notification of the cognizant fire department is the first and most important step in mobilizing the necessary response from all quarters.

Notifications of the fire department will be the 911 system. The other major avenue available to the marine community for reporting emergencies is Channel 16 VHF-FM (156.75 mhz). This frequency is monitored continuously by EMO and CPA.

Initial Information Required

Once notification has been initiated, it is urgent that the receiving station ascertain the necessary facts to correctly respond to the incident.

- Name and phone number of reporting party.
- The number of personnel on board.
- The number and extent of injuries to personnel on board.
- Location of Facility or Vessel
- Type of vessel.
- Amount of fuel, oil cargo, hazmat, or munitions on board.
- Call Sign of Vessel

Department of Public Safety via 911

Port Control/Operations:

Saipan #664-3550/1 or 287-PORT or 664-3535/6

Tinian #433-9295/6

Rota #532-9497/8

Emergency Management Office

Saipan #322-8002

Tinian #

Rota #

Department of Environmental Quality:

Saipan #664-8500

Tinian #

Rota #

Commonwealth Health Center (as needed):

Saipan #

Tinian #

Rota #

Response Communications

The success of a response effort depends largely on the effectiveness of the communications, particularly communications between assisting agencies and fire departments. To this end, the following plan shall be implemented:

Shore Communications - The on-scene frequency will be that of the CPA Harbor Master and the CPA/DPS Fire department. Fire Departments arriving on-scene will be provided portable radios by the controlling department. The Command Post Communicator will maintain circuit discipline and assisting fire departments make individual assignments on their own primary frequencies.

News Media.

The CPA will provide a Public Information Office to handle requests for information from Media representatives; however, CPA does not have control over shipping vessel companies or other agencies and cannot compel them to provide information.

EMERGENCY PLAN TELEPHONE NUMBERS:

CPA (670) 664-3505

Department of Public Safety (670) 664-9003

U.S. Coast Guard:

COTP Guam (671) 339-2001

MSD Saipan (670) 236-2969

Port Operator/Tenants:

Stevedoring Company	(670) 322-9240
Mobile	(670) 322-9453
Shell	(670) 323-5009
Saiship	(670) 322-9706
Westpac	
Tinian Shipping Company	
Mills Kaiser Cement(spelling ???)	
FAS Moving & Transfer Company	

Emergency Medical Services:

Commonwealth Health Center	
Naval Hospital, Guam	344-9340
Guam Memorial Hospital	647-2330/2444
DPS Fire	(670) 664-9003/4
ARFF	(670) 664-3542
DPS Police	
Emergency Management Office	(670) 322-8002

Bomb Disposal:

Guam Military Office	
(Explosive Ordinance Disposal Team)	339-7162
COMNAVMARIANAS/CINPAC/REP	

Other Government Agencies:

Department of Public Works	
Commonwealth Utilities Corporation	(670) 322-4033
Department of Environmental Quality	(670) 664-8500
Coastal Resources Management	(670) 234-6623

Local Private Companies:

Western Equipment Inc.	
East-West Rental	
Black Micro Corp.	
Camacho Equipment Rental	
Construction & Material Supply Inc.	
Sablan Enterprises, Inc.	

8510 COTP GUAM CAPABILITIES AND SHORTFALLS SHEETS

(THIS SECTION TEMPORARILY REMOVED)
 CONTACT COAST GUARD MARINE SAFETY OFFICE GUAM
 CONTACT TELEPHONE: 671-339-2001

8600 FINANCE

8700-8800 Open

8900 Reserved

