2019.1

Northwest Ohio & Southeast Michigan Area Contingency Plan

U.S. Coast Guard

Sector Detroit

5/13/2019

LETTER OF APPROVAL

RECORD OF CHANGES			
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OVERVIEW

AREA CONTINGENCY PLANS

Area Contingency Plans (ACPs) within the Ninth Coast Guard District coordinate response activities and mechanisms to be undertaken during an oil discharge or hazardous substance release. The ACPs minimize confusion for response personnel in emergent situations by presenting information derived through a deliberate planning process, considering, in advance, scenarios likely to occur in the region, with input from appropriate stakeholders. To ensure consistency in preparedness planning, and to allow effective utilization of assets within and between responders and stakeholders, preparedness activities are controlled by a hierarchy of directives.

Development – The ACPs, including local Geographic Response Strategies (GRSs), were developed to align coordination structures among all levels of government, capabilities and resources into a unified, all-discipline and all-hazards approach to incident management. This concept provides relief from redundant and overlapping emergency response planning requirements faced by Area Committees (ACs). The ACPs development includes extensive coordination with federal, state and local agencies, nongovernmental organizations (NGOs) and private sector throughout each planning area. The ACPs provide mechanisms for coordination and implementation of a wide variety of incident management and emergency assistance activities. Activation of the ACPs serves to unify and enhance incident management capabilities and resources of individual agencies and organizations, acting under their own authorities, in response to a wide array of potential threats and hazards. This encourages focused tactical planning at the field level. Individual ACPs incorporate best practices from a wide variety of incident management disciplines to include fire, rescue, emergency management, law enforcement, public works and emergency medical services. The collective input received from public and private-sector partners has been, and will continue to be, absolutely critical to continued refinement of the ACPs.

Preparedness - Preparedness ensures the local area response system has adequate capability and organization for prompt and effective response (to discharges or substantial threats of discharges of oil and releases of hazardous substances) to minimize adverse impacts. Preparedness is a cornerstone of effective pollution response. Based on identified risks, response resource requirements are identified, plans are developed and personnel are trained in their roles. ACPs are tested in a variety of exercises and in real time pollution incidents, then revised appropriately based upon lessons learned. Continued efforts to foster partnerships and cooperation among all levels of government, private sector and NGOs remain necessary to ensure that the emergency management community is prepared to respond, and the combined public health, environment and economy remain protected from discharges and releases in the coastal zone of the Great Lakes.

Resource Planning Standard - Ensuring a rapid, efficient mitigation of actual or potential pollution discharges and releases, fulfills the ACP intent for a coordinated response. It is USCG policy to ensure timely and effective response action is taken to control and remove discharges of oil and releases of hazardous substances, including substantial threats of discharges and releases, into the coastal zone.

Initial response is critical since amounts of materials spilled/discharged are often under or misreported. Resources should provide for no greater than a 2 hour on-scene arrival time at any location within the (Area of Responsibility) AOR. This response time is measured from initial notification until time of arrival on scene, including moderate environmental conditions allowing for safe transit and 30 minutes of preparation time.

Federal On-Scene Coordinators (FOSCs) recognize these resource standards may not be met in all AORs, especially in those which include areas with little or no infrastructure. Proper operational risk assessment and hazard identification will ultimately determine on-scene arrival time.

Additionally, FOSCs will rapidly assess every reported discharge of oil or release of hazardous substances. Based on the geographical size of the zone, resource limitations, and information received in the notification, the FOSC may, as necessary, use capable and credible sources, such as representatives from other federal, state, or local government agencies for initial assessment.

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1000 INTRODUCTION

This Northwest Ohio & Southeast Michigan Area Contingency (NOSMAC) Plan supersedes all previous editions. The entire document has been reviewed and updated, as appropriate, to reflect new guidance, changing contact information, updated links and other additions to improve the overall usability of this plan. All chapters contain changes and the entire plan should be reprinted to ensure users have the most recent version.

The NOSMAC Plan describes the strategy for a coordinated federal, state, tribal and local response to a discharge or substantial threat of discharge of oil, or a release or substantial threat of release of hazardous substance(s) within the boundaries of (Coastal Zone FOSC). This ACP addresses response to an average most probable discharge (AMPD), a maximum most probable discharge (MMPD), and a worst-case discharge (WCD). Planning for these scenarios covers the expected range of spills possible in the coastal zone covered by this ACP.

For purposes of this plan, the AMPD is the average spill in the area based on the available historical data. The MMPD is also based on historical spill data, and is the discharge most likely to occur taking into account such factors as the size of the largest recorded spill, traffic flow through the area, hazard assessment, risk assessment, seasonal considerations, spill histories and operating records of facilities and vessels in the area. The WCD from a vessel or facility is the largest foreseeable discharge in adverse weather conditions.

This plan shall be used as a framework for response mechanisms to evaluate shortfalls and weakness in the response structure before an incident, and as a guide for reviewing vessel and facility response plans required by the Oil Pollution Act of 1990 (OPA 90). The review for consistency should address, at a minimum, the economically, environmentally and culturally sensitive areas within the zone, response equipment (quantity and type) available within the zone (this includes federal, state, tribal and local government and industry owned equipment); response personnel available; equipment and personnel needs compared to those available, protection strategies, etc. This plan is written in conjunction with National Oil and Hazardous Substances Contingency Plan (NCP) 40 CFR Part 300 and the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) US EPA CERCLA Overview.

1010 HOW TO USE THIS AREA CONTINGENCY PLAN (ACP)

The ACP is designed along the lines of the National Response Framework (NRF) and contains an ACP supported by Geographic Response Strategies (GRS) and incident annexes.

The plan is designed to be used for every contingency and is supplemented by the appropriate appendices and sections.

For example, in the event, that a hazardous substance incident involves suspected or actual terrorist involvement, the AMS/Terrorism Appendix would be consulted in addition to the section 7000 of the ACP.

Information contained in the ACP and Appendices is built on the foundation of the Incident Command System (ICS). For example, if you are Incident Commander (IC) for an incident, you would first consult the Incident Commander section of the ACP and then reference the incident specific section or appendix to determine if there are any unique issues that an IC should consider in addition to those listed in the ACP.

Where appropriate, links have been inserted to provide responders with sample documents or other information that may be helpful.

Throughout this document the term "Coast Guard Incident Commander" (CGIC) is used to describe the USCG Officer delegated the following authorities: Captain of the Port (COTP), Federal On-Scene Coordinator (FOSC), Federal Maritime Security Coordinator (FMSC) or his designee.

1020 MAINTENANCE OF THE AREA CONTINGENCY PLAN

Maintenance of a (Coastal Zone) ACP is the responsibility of the Coast Guard FOSC. As a living document, the ACP must be regularly reviewed and updated to ensure their accuracy and utility for oil and hazardous substance spill response planning and preparedness. ACPs must be reviewed and updated on an annual basis.

1020.1 ANNUAL REVIEW AND UPDATE SCOPE

At a minimum, this must address the following:

(A) Validations of critical points of contact information;

(B) Incorporation of lessons learned from exercises or incidents and corrective measures taken;

(C) Validation of Geographic Response Strategies as needed;
(D) Validation of worst case discharge scenarios; and
(E) Identification of any gaps and associated mitigation strategies.

1020.2 ANNUAL ACP PUBLICATION

Upon completion of the annual review and update, the FOSC shall complete the following no later than 01 June of each year:

(A) Document changes via Record of Change page. This running record shall be maintained in the ACP. Additionally, this document shall include an annual FOSC signature for validation and record keeping purposes. An example template will be posted and maintained on the MER CG Portal website;

(B) Ensure ACP revision year and change (YYYY.X) is correct. The revision year is the year in which the ACP was reviewed by the Coast Guard National Review Panel and version number is the change since the national review. For example, if an ACP was reviewed by the National Review Panel in 2019, the annual update for 2019 should be reflected as Revision 2019.0. Subsequent annual updates would be reflected as 2019.1, 2019.2, and 2019.3. Another national review will be required every fifth year resulting in a new revision date (i.e., 2024.0);

(C) Each FOSC shall prepare an annual ACP update promulgation memorandum to be incorporated into the ACP. Commandant (CG-MER), Area, District and National Strike Force Coordination Center (NSFCC) shall be copied.

(D) Post the most recent ACP, with record of changes and FOSC annual promulgation memorandum on the unit HOMEPORT website.

1020.3 COAST GUARD NATIONAL REVIEW PANEL AND 5-YEAR REVISION

To maintain national consistency and a unified response posture, a Coast Guard National Review Panel (CGNRP) will convene on a yearly basis to review selected ACPs. All ACPs shall be reviewed by the CGNRP at least once every five years. FOSC preparation and level of effort for a five-year review is expected to be similar to what is required for the annual FOSC review and update process described in Section 4. The overall objectives of the CGNRP are to address national consistency on a macro level as well as ensure Districts are utilizing a standard ACP approval process. The scope of the CGNRP review is to conduct a strategic overview of submitted ACPs within the context of national consistency, trends and emergent issues. This CGNRP review will complement the more comprehensive review completed at the District level.

1030 AREA CONTINGENCY PLAN PURPOSE

The ACP describes the strategy for a coordinated federal, state, tribal and local response to any vessel, offshore facility, submerged pipeline or waterfront facility within the Great Lakes that experience:

- A discharge or substantial threat of discharge of oil

- A release or threat of release of a hazardous substance
- An exposure to or threat of exposure to a chemical, biological, radiological, nuclear or explosive (CBRN) event.
- One of the above incidents combined with a threat of an act of terrorism

Discharges, releases or exposure incidents can occur for various reasons and the causes can include human error, mechanical failure, fire, and explosion and/or hostile or terrorist activity. In the writing of this plan, a number of factors were considered such as:

- Spill histories
- Vessel traffic flow through the area
- Hazard and risk assessments
- Seasonal considerations
- The maximum product capacities and the operating records of facilities and vessels within the area

The ACP shall be used as:

- A resource and response guide during actual spills or incidents for orderly and effective response actions in the coastal zone
- A framework for response mechanisms to evaluate shortfalls and weaknesses in the response structure before a spill or incident
- A guide for reviewing vessel and facility response plans required by OPA 90, to ensure consistency

This plan contains the following incident appendices:

- Area Maritime Security (AMS)/Terrorism
- CANUSLAK (Great Lakes Operational Supplement to the Joint Marine Contingency Plan)
- Fish and Wildlife (F&W) – Disinfection Plan
- Geographic Response Strategies

1040 DEFINITIONS

The definitions and acronyms utilized throughout this plan are taken from the National Contingency Plan (40 CFR Part 300.5), CERCLA, OPA 90, or the CWA, as amended by OPA 90.

ACTIVATION - Means notification by telephone or other expeditious means to the appropriate state and local officials, or to the regional or district office of participating agencies.

ADVERSE WEATHER - Means the weather conditions that will be considered when identifying response systems and equipment in a response plan for the applicable operating environment. Factors to consider include significant wave height, ice, temperature, weather-related visibility, and currents within the Captain of the Port (COTP) zone in which the systems or equipment are intended to function.

AVERAGE MOST PROBABLE DISCHARGE (facilities) - Means a discharge of the lesser of 50 barrels or l percent of the volume of the worst case discharge.

AVERAGE MOST PROBABLE DISCHARGE (vessels) - Means a discharge of 50 barrels of oil from the vessel.

COASTAL WATERS - Generally means U.S. waters which are navigable by deep-draft vessels, including the contiguous zone and parts of the high seas to which this plan is applicable, and other waters subject to tidal influence.

CONTIGUOUS ZONE - Means the zone of the high seas, established by the United States under Article 24 of the Convention on the Territorial Sea and Contiguous Zone, which is contiguous to the territorial sea and which extends nine miles seaward from the outer limit of the territorial sea.

DISTRICT RESPONSE GROUP (DRG) – The DRG provides the framework within which the USCG District to organize resources for all-hazard response operations. This framework helps to ensure that all assets residing in the District can be brought to bear in the most efficient manner, to assist the Incident Commander in responding to an incident.

DISTRICT RESPONSE ADVISORY TEAM (DRAT) – The DRAT is a readily accessible, deployable team which provides technical and logistical support for the Sector Commanders within the USCG District. Their explicit responsibility is to enhance all-hazard response preparedness for each port within the District, and to provide expertise and technical assistance to the FOSC during oil spills or chemical releases. In addition to this team, there are personnel identified as Expanded DRAT members co-located at the District that bring additional capabilities to bear as needed.

EXCLUSIVE ECONOMIC ZONE - Means the zone contiguous to the territorial sea of the United States extending to a distance up to 200 nautical miles from the baseline from which the breadth of the territorial sea is measured.

FEDERAL ON-SCENE COORDINATOR (FOSC) – The federal official pre-designated by the USEPA or the USCG to coordinate responses under subpart D of the NCP (40 CFR 300) or the government official designated to coordinate and direct removal actions under subpart E of the NCP. A FOSC can also be designated as the Incident Commander.

INCIDENT MANAGEMENT TEAM - A NIMS/ICS compliant overhead organization that can effectively manage an incident by developing and implementing appropriate strategies and tactics to accomplish incident objectives.

INLAND WATER - For the purposes of classifying the size of discharges, means those waters of the United States in the inland zone, waters of the Great Lakes, and specified ports and harbors on inland rivers.

MAJOR DISCHARGE - Means a discharge of more than 10,000 gallons of oil to the inland waters; or a discharge to the coastal waters of more than 100,000 gallons of oil; or a discharge of a hazardous substance that poses a substantial threat to the public health or welfare, or results in critical public concern (40 CFR 117).

MARINE TRANSPORTATION-RELATED FACILITY (MTR facility) - Means an onshore facility, including piping and any structure used to transfer oil to or from a vessel, subject to regulation under 33 CFR Part 154 and any deepwater port subject to regulation under 33 CFR Part 150.

MAXIMUM EXTENT PRACTICABLE (facility) - Means the planning values derived from the guidelines for determining and evaluating the required response resources for facility response plans per 33 CFR 154 Appendix C.

MAXIMUM EXTENT PRACTICABLE (vessel) - Means the planning values derived from the guidelines for determining and evaluating the required response resources for vessel response plans per 33 CFR 155.1050, 155.1052, 155.1230 or 155.2230, as appropriate.

MAXIMUM MOST PROBABLE DISCHARGE (facility) - Means a discharge of the lesser of 1,200 barrels or 10 percent of the volume of a worst-case discharge.

MAXIMUM MOST PROBABLE DISCHARGE (vessel) - Means a discharge of up to 2,500 barrels of oil for vessels with an oil cargo capacity equal to or greater than 25,000 barrels; or 10% of the vessels oil cargo capacity for vessels with a capacity of less than 25,000 barrels.

MEDIUM DISCHARGE - Means a discharge of 1,000 to 10,000 gallons of oil to the inland waters or a discharge of 10,000 to 100,000 gallons of oil to the coastal waters. A discharge of a hazardous substance equal to or greater than a reportable quantity as defined by regulation (40 CFR 117).

MINOR DISCHARGE - Means a discharge to the inland waters of less than 1,000 gallons of oil; or a discharge to the coastal waters of less than 10,000 gallons of oil; or a discharge of a hazardous substance in a quantity less than that defined as reportable by regulation (40 CFR 117).

NON-PERSISTENT OR GROUP I OIL - Means a petroleum-based oil that, at the time of shipment, consists of hydrocarbon fractions - At least 50% of which by volume, distill at a temperature of 340 degrees C (645 degrees F); and at least 95% of which by volume, distill at a temperature of 370 degrees C (700 degrees F).

NON-PETROLEUM OIL - Means oil of any kind that is not petroleum based. It includes, but is not limited to, animal and vegetable oils.

PERSISTENT OIL - Means petroleum-based oil that does not meet the distillation criteria for non-persistent oils. For the purposes of this document, persistent oils are further classified based on specific gravity as follows:

- Group II - Specific gravity less than .85 (e.g. gasoline, kerosene, Nigerian Light Crude).
- Group III - Specific gravity between .85 and less than .95 (e.g. Arabian and Kuwait Crude).
- Group IV - Specific gravity between .95 to and including 1.0 (e.g. Bunker C, #6 Fuel Oil).
- Group V - Specific gravity greater than 1.0 (e.g. Carbon Black).

QUALIFIED INDIVIDUAL - Means an English-speaking representative(s) of the facility identified in the plan, located in the United States, available on a 24-hour basis, familiar with implementation of the facility response plan, and trained in his or her responsibilities under the plan.

RESPONSE RESOURCES - Means the personnel, equipment, supplies, and other capability necessary to perform the response activities identified in a response plan.

SPILL OF NATIONAL SIGNIFICANCE (SONS) - is defined as a spill which greatly exceeds the response capability at the local and regional levels and which, due to its size, location, and actual or potential for adverse impact on the environment is so complex, it requires extraordinary coordination of federal, state, local and private resources to contain and clean up. Only the Commandant of the Coast Guard or the Administrator of the USEPA can declare a SONS.

SUBSTANTIAL THREAT OF A DISCHARGE (facility) - Means any incident or condition involving a facility that may create a risk of discharge of fuel or cargo oil. Such incidents include, but are not limited to storage tank or piping failures, above ground or underground leaks, fires, explosions, flooding, spills contained within the facility, or other similar occurrences.

SUBSTANTIAL THREAT OF A DISCHARGE (vessel) - Means any incident involving vessel that may create a significant risk of discharge of fuel or cargo oil. Such incidents include, but are not limited to groundings, standings, collisions, hull damage, fire, explosion, flooding, on-deck spills, loss of propulsion, or other similar occurrences.

TRUSTEE – means an official of a federal natural resources management agency designated in subpart G of the NCP or a designated state official or Indian tribe or, in the case of discharges covered by OPA, a foreign government official, who may pursue claims for damages under section 107(f) of CERCLA or section 1006 of the OPA.

VESSELS CARRYING OIL AS A PRIMARY CARGO - Means all vessels carrying bulk oil cargo that have a Certificate of Inspection issued under 46 CFR Subchapter D (except for dedicated response vessels), Certificate of Compliance, or Tank Vessel Examination Letter.

VESSELS CARRYING OIL AS A SECONDARY CARGO - Means vessels carrying oil pursuant to a permit issued under 46 CFR Subchapter D (30.01-5), 46 CFR Subchapter H (70.05-30), or 46 CFR Subchapter I (90.05-35), an International Oil Pollution Prevention (IOPP) or Noxious Liquid Substance (NLS) certificate required by 33 CFR 151.33 or 151.35, a dedicated response vessel operating outside a response area, or any uninspected vessel that carries bulk oil cargo.

WORST CASE DISCHARGE (facilities) - Means:

- For facilities with above ground storage, not less than –
  - Loss of the entire capacity of all tank(s) at the facility not having secondary containment; plus
  - Loss of the entire capacity of any single tank within a second containment system or
  - The combined capacity of the largest group of tanks within the same secondary containment system, whichever is greater; and

- For facilities with below-ground storage supplying oil to or receiving oil from the MTR portion means
  - The cumulative volume of all piping carrying oil between the marine transfer manifold and the non-transportation-related portion of the facility. The discharge of each pipe is calculated as follows:
    - The maximum time to discover the release from the pipe in hours, plus the maximum time to shut down flow from the pipe in hours (based on historic discharge data or the best estimate in the absence of historic discharge data for the facility) multiplied by the maximum flow rate expressed in barrels per hour (based on the maximum daily capacity of the pipe) plus the total line marine manifold and the non-transportation related portion of the facility.

WORST CASE DISCHARGE (vessel) - Means a discharge in adverse weather conditions of a vessel's entire oil cargo.

1050 ACRONYMS

AC Area Committee
ACP Area Contingency Plan
AMSP Area Maritime Security Plan
AOR Area of Responsibility
ATSDR Agency for Toxic Substance Disease Registry
AST Atlantic Strike Team (USCG)
AVO Affiliated Volunteer Organization
BIA Bureau of Indian Affairs
BOA Basic Ordering Agreement
BBL Barrel (42 U. S. gallons)
BSEE Bureau of Safety and Environmental Enforcement
CAC Crisis Action Center
CANUSLAK Canadian/ U.S. Lakes Annex to the Joint Marine Pollution Contingency Plan
CBRNE Chemical Biological Radiological Nuclear Explosive
CEQ Council on Environmental Quality
CERCLA Comprehensive Environmental Response, Compensation & Liabilities Act
CHRIS Chemical Hazardous Information Response System
CGHQ Coast Guard Headquarters
CO Commanding Officer
COMMCEN Communications Center

COTP Captain of the Port (USCG)
CFR Code of Federal Regulations
CWA Clean Water Act
DOC U. S. Department of Commerce
DOD U. S. Department of Defense
DOE U. S. Department of Energy
DOI U. S. Department of the Interior
DOL U. S. Department of Labor
DRAT District Response Advisory Team
DRG District Response Group
EOC Emergency Operations Center
ERT Environmental Response Team (USEPA)
FAA Federal Aviation Administration
FLAT Federal Lead Administrative Trustee
FOSC Federal On-Scene Coordinator (USCG)
FINCEN Coast Guard Finance Center
FWPCA Federal Water Pollution Control Act
33 USC 1321 - U. S. Code Title 33, Part 1321 (Codified version of the FWPCA)
GAL Gallon
GLWQA Great lakes Water Quality Agreement
GRS Geographic Response Strategies
GSA General Services Administration
ICS Incident Command Structure
ICS-AC Area Command
IMAT Incident Management Action Team
IMH Incident Management Handbook
ISB In-Situ Burn
JIC Joint Information Center
JOC Joint Operations Center
MIPR Military Interdepartmental Purchase Request
MOA Memorandum of Agreement
MOU Memorandum of Understanding
MSM Marine Safety Manual (USCG)
MSST Marine Safety and Security Team
MTSRU Marine Transportation System Recovery Unit
NCP National Contingency Plan
NIC National Incident Commander
NICa Alternate National Incident Commander
NIOSH National Institute for Occupational Safety and Health
NOAA National Oceanographic and Atmospheric Administration
NOSMAC Northwest Ohio & Southeast Michigan Area Committee
NPFC National Pollution Fund Center
NPS National Park Service
NRC National Response Center

NRDA Natural Resource Damage Assessment and Restoration Program
NRF National Response Framework
NRS National Response System
NRT National Response Team
NSF National Strike Force
NSFCC National Strike Force Coordination Center (USCG)
OPA 90 Oil Pollution Act of 1990
OSC On-Scene Coordinator (USEPA)
OSHA Occupational Safety and Health Administration
OSLTF Oil Spill Liability Trust Fund
OSRO Oil Spill Removal Organization
PA Programmatic Agreement on Protection of Historic Properties during Emergency Response under the National Oil and Hazardous Substances Pollution Contingency Plan
PAO Public Affairs Officer
PIAT Public Information Assist Team (USCG)
POLREP Pollution Report in Message Format
PREP National Preparedness for Response Exercise Program
PRFA Pollution Removal Funding Authorization
PRP Potentially Responsible Party (CERCLA)
RAR Resources at Risk
RCP Regional Contingency Plan
RCRA Resource Conservation and Recovery Act of 1976
RP Responsible Party
RRC Regional Response Center
RRI Response Resource Inventory
RRT Regional Response Team
SDS Safety Data Sheet
SONS Spill of National Significance
SSC Scientific Support Coordinator (NOAA)
SUPSALV Supervisor of Salvage (USN)
UAC Unified Area Command
UCS Unified Command System
USACOE U. S. Army Corps of Engineers
USC U. S. Code
USDOT U. S. Department of Transportation
USEPA U.S. Environmental Protection Agency
USFWS U. S. Fish and Wildlife Service
USCG U. S. Coast Guard
USGS U. S. Geological Survey
USN U. S. Navy

1060 CRITICAL INCIDENT COMMUNICATIONS

To ensure that any incident of national interest is rapidly reported to senior levels within the USCG, the CGIC is to use the *Critical Incident Communications* process set forth in COMDTINST 3100.8 (series).

An incident of national interest is presumed when it is conceivable that the Commandant of the USCG or Secretary of the Department of Homeland Security requires timely knowledge of the incident. Examples include:

- Terrorist attack or suspected terrorist attack
- Attack or apparently significant accident (e.g. explosion, fire, etc.) involving maritime critical infrastructure or key assets
- Sudden incident involving major loss of life or property
- Incident resulting in significant damage to a USCG ship, aircraft, or other high-value equipment (e.g. helicopter crash with probable serious injury or death)
- Receipt of intelligence or not finally evaluated information that the reporting command deems of such importance and time critical nature that it requires the immediate attention of Commandant or higher authority
- Any incident which, in the opinion of the commanding officer or officer-in-charge equates to the above criteria

1060.1 USCG PROCEDURES

The following is an overview (not inclusive) of the procedures to be followed under the Critical Incident Communications Process:

- Initial Report - The purpose of the conference call is for the Unit to make initial notification of the incident. The initial notification will normally be in clear voice (non-secure). Within 5 minutes of becoming aware of an incident the Unit must contact (800) 323-7233 and request a conference call with:
  - District
  - Area
  - USCG Command Center

- Follow-on update - Within 30 minutes of the Unit becoming aware of an incident the USCG Command Center will initiate a conference call with:
  - The Unit
  - District Commander
  - Area Commander
  - Commandant or designee

- The Unit will provide:
  - Update on the incident
  - Initial course of action

- Resource needs (i.e. National Strike Force, Maritime Safety and Security Team)

The conference call will normally be conducted via a secure conference line.

1100 INTRODUCTION / AUTHORITY

1110 ESTABLISHMENT OF AREA COMMITTEES AND AREA CONTINGENCY PLANS

ACP's are required by Title IV, Section 4202 of the Oil Pollution Act of 1990 (OPA 90) which amends Subsection (j) of Section 311 of the Federal Water Pollution Control Act (FWPCA) (33 U.S.C. 1321 (j) as amended by the Clean Water Act (CWA) of 1977 (33 U.S.C. 1251 et seq) to address the development of a national planning and response system.

The ACP's are also written in accordance with the NCP and the CERCLA, as Amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA).

As part of this National Planning and Response System, Area Committees (AC) were established for each area designated by the president. Qualified personnel from federal, state, tribal and local agencies comprise the AC. Each AC, under the direction of the FOSC for the area, is responsible for developing their local ACP. Each AC is responsible for working together as a committee including all applicable federal, state, tribal and local officials to complete or include in their ACP appropriate annexes and/or Geographic Response Strategies (GRS).

GRS Components

- Identification of appropriate procedures for mechanical recovery
- Identification of appropriate procedures for shoreline cleanup
- Identification of environmentally and economically sensitive areas
- Identification of appropriate procedures for protection of sensitive economic and environmental areas
- Identification of appropriate procedures for protection, rescue, and rehabilitation of fisheries and wildlife
- Identification of methods to respond to non-floating oils
- Identification of high-risk hazardous substances including radiological materials within the area of responsibility (AOR)
- Identification of hazardous substances that can be used as WMD
- Identify and assess local, tribal, state, federal, and industry hazardous substance response capabilities

Executive Order 12777 of 22 October 1991, gave the Commandant of the USCG (through the Secretary of Transportation) for coastal zones and the Administrator of the USEPA for the inland zones, the functions of designating areas, appointing area committee members, determining the information to be included in area contingency plans, and reviewing and approving area contingency plans.

Title IV of the Homeland Security Act, Section 402 transferred functions of the USCG from the Department of Transportation to the Department of Homeland Security.

1120 POLLUTION INVESTIGATION AUTHORITY

Several federal, state, and local agencies have a direct role in the enforcement of applicable laws and regulations associated with a discharge, or substantial threat of a discharge, of oil into the navigable waters of the U.S. The investigation into alleged violations of the many applicable laws and regulations require a coordinated effort among the many agencies involved. As a preliminary step to enhance the effectiveness of investigative activities and limit the potential negative impact of these activities along with the cleanup and removal actions associated with an incident, the following agencies have been identified as having a direct, field-oriented role in the initial stages of these events:

- USCG
- DOE
- DOD
- USEPA
- Michigan Department of Environment, Great Lakes, and Energy
- Michigan State Police
- Ohio Environmental Protection Agency

1130 SENSITIVE SECURITY INFORMATION (SSI) RELATING TO ACPs

1130.1 BACKGROUND

The NRT tasked the NRT Preparedness Committee with developing a list of sensitive information types and implementation guidelines for removing and reposting this information from the ACPs and RCPs so that the public could obtain access to the plans. As a result, the attached list of 12 types of sensitive information attempts to make an accommodation between removing all information that terrorists might find helpful and going “too far” by removing information that is of particular value to the incident planning and response communities. The list of 12 types of sensitive information has been reviewed by USCG Intelligence, Port Security and web content officials and deemed “reasonable and justifiable.”

1130.2 IMPLEMENTATION

ACPs and RCPs containing any of the itemized types of sensitive information are considered for official use only and may be distributed only at the plan administrator's (e.g., RRT Co-Chair or other individual designated by the RRT Co-Chair, DRAT) discretion.

1130.3 RCPs

As of December 31, 2003, RCPs posted on the internet should not contain any sensitive information.

1130.4 ACPs

As of December 31, 2003, ACPs posted on the internet should not contain any sensitive information.

1130.5 ITEMIZATION OF SENSITIVE INFORMATION

The following types of sensitive information should have been removed from all GRSs, ACPs and RCPs:

- Personal contact information for agency personnel to include their home addresses and phone numbers (unless this phone number is used as an agency emergency contact notification).

- Personal contact information of chemical and petro-chemical facility personnel to include their names, home addresses, and phone numbers.

- Petro-chemical and chemical facility information, to include: facility schematics showing pipe and tank locations; products and hazardous materials handled including volumes, types, and locations; transfer schedules; and/or security measures.

- Locations of radiation sources in the region (lists of facilities with licenses and what type of source).

- Maps or diagrams depicting hazardous material plume trajectories (in the event of a release), based on actual products transported, stored, or manufactured in the area. (Note: Oil spill trajectories as they relate to possible scenarios are not considered sensitive.)

- HAZMAT and WMD scenarios based on actual products transported, stored, or manufactured in the area.

- Bulk chemical and liquefied hazardous gas carrier schedules and routes.(Note: Many LNG/LPG vessels have moving and/or fixed Safety Zones [33CFR165]
  associated with them; however, their routes are not identified in the regulations and likewise should not be made available through an ACP.)

- Railroad references when detailing bulk HazMat shipments.

- Oil, chemical and natural gas pipeline diagrams.

- Locations of public and private drinking water systems including intakes, pumping stations, wells, and other key delivery components.
- Hazmat and public health resource listings including hospitals able to assist with decontamination and disposal of biologically contaminated material.

- Terrorism annexes (for all plans that have included them).

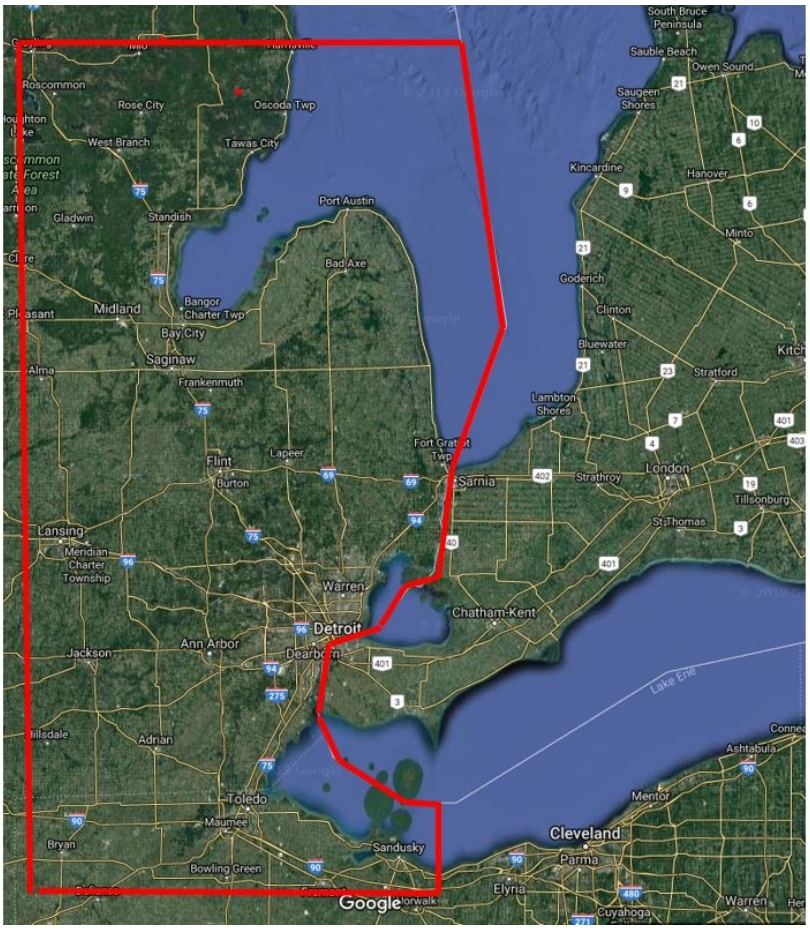
The AC will review the respective ACP's to ensure the 12 types of sensitive information listed above are removed as appropriate and reposted for Internet access in accordance with the NRT ACP-RCP Internet Security Technical Assistance Document of 12 Aug 03.

1200 GEOGRAPHIC BOUNDARIES

Ninth Coast Guard District Boundaries:

As defined in 33 CFR 3.45-1, the Ninth Coast Guard District comprise Michigan, New York north of latitude 42° N. and west of longitude 74°39′ W.; Pennsylvania north of latitude 41° and west of longitude 78°55′ W.; that part of Ohio and Indiana north of latitude 41° N.; that part of Illinois north of latitude 41° N. and east of longitude 90° W.; Wisconsin, except that part south of latitude 46°20′ N. and west of longitude 90° W.; and that part of Minnesota north of latitude 46°20′ N.

Sector Detroit Boundaries:



The boundaries of the Coast Guard's Captain of the Port (COTP) Detroit Zone, as described in 33 CFR 3.45-20 are: "…all navigable waters of the United States and contiguous land areas within the boundaries of an area starting from a point at latitude 41°00′00″ N, longitude 84°48′12″ W on the Ohio-Indiana boundary, proceeding east to longitude 82°25′00″ W; thence north to the international boundary in Lake Erie at latitude 41°40′36″ N, longitude 82°25′00″ W; thence north along the international boundary to latitude 44°43′00″ N in Lake Huron; thence due west to latitude 44°43′00″ N, longitude 84°30′00″ W; thence south to the Michigan-Ohio boundary at latitude 41°42′13″ N; thence west along the Michigan-Ohio boundary to the Ohio-Michigan-Indiana boundary at latitude 41°41′46″ N, longitude 84°48′22″ W; thence south along the Ohio-Indiana boundary to the starting point."

Coastal Zone Boundaries:

The boundary between the inland zone and coastal zone is defined in 40 CFR 300.5: "*Coastal zone* as defined for the purpose of the NCP, means all 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. The term coastal zone delineates an area of federal responsibility for response action. Precise boundaries are determined by EPA/USCG agreements and identified in federal regional contingency plans.

Coastal/Inland Geographic Boundaries between EPA Region 5 and Coast Guard Sector Detroit for spill response are shown below and in Section 1.4 of the RCP/ACP:

All islands are considered to be inland zone response jurisdiction, excluding shorelines.

The following waters and proximal areas are located within the coastal zone in the COTP Sector Detroit Zone and are waters for which COTP Sector Detroit is the pre-designated Federal on Scene Coordinator:

Lake Huron North of Saginaw Bay

1. All U.S. waters south of latitude line 44°43'00" N following the shoreline down to the Au Sable River.
2. All waters of the Au Sable River to include all adjoining wetlands, shoreline, inlets, and channels upstream to the Route 23 Bridge.
3. Continuing south, following the shoreline, down to the Au Gres River.
4. All waters of the Au Gres River to include all adjoining wetlands, shoreline, inlets, and channels upstream to the East Huron Rd/Route 23 Bridge.

Saginaw Bay

5. Continuing south, following the shoreline, down to the Saginaw River.
6. All waters of the Saginaw River to include all adjoining wetlands, inlets, and channels upstream to the 1-675 Bridge.
7. Continuing east, following the shoreline, to the Sebewaing River.

8. All waters of the Sebewaing River to include all adjoining wetlands, shorelines, inlets, and channels upstream to the Route 25 Bridge.
9. Continuing east, following the shoreline, to the Pigeon River.
10. All waters of the Pigeon River to include all adjoining wetlands, shorelines, inlets, and channels upstream to the Route 25 Bridge.

Lake Huron East and South of Saginaw Bay

11. Continuing east, following the shoreline, to Bird Creek.
12. All waters of Bird Creek to include all adjoining wetlands, shorelines, inlets, and channels upstream to the Spring Street Bridge.
13. Continuing southeast, following the shoreline, down to the St. Clair River.

St. Clair River

14. Continuing south, following the shoreline, down to the Black River.
15. All waters of the Black River to include all adjoining wetlands, shorelines, inlets, and channels upstream to and including the Black River Canal.
16. Continuing south, following the shoreline, down to the Pine River.
17. All waters of the Pine River to include all adjoining wetlands, shorelines, inlets, and channels upstream to the CSX Railroad Bridge.
18. Continuing south, following the shoreline, down to the Belle River.
19. All waters of the Belle River to include all adjoining wetlands, shorelines, inlets, and channels upstream to the Route 29 Bridge.
20. Continuing south, following the shoreline, down to Anchor Bay.

Lake St. Clair

21. Continuing west, following the shoreline, down to the Salt River.
22. All waters of the Salt River to include all adjoining wetlands, shorelines, inlets, and channels upstream to the Callens Road Bridge.
23. Continuing south, following the shoreline, down to the Clinton River.
24. All waters of the Clinton River up to and including the Clinton Spillway and all adjoining wetlands, shorelines, inlets, and channels.
25. Continuing south, following the shoreline, down to the Milk River.
26. All waters of the Milk River to include all adjoining wetlands, shoreline, inlets, and channels upstream to the Jefferson Avenue Bridge.
27. Continuing south, following the shoreline, down to the Detroit River.

Detroit River

28. Continuing south, following the shoreline, down to the Rouge River.
29. All waters of the Rouge River to include all adjoining wetlands, inlets, channels, and shorelines upstream to S. Schaefer Highway.
30. Continuing south, following the shoreline, down to the Ecorse River.
31. All waters of the Ecorse River to include all adjoining wetlands, shorelines, inlets, and channels upstream to the Jefferson Avenue Bridge.

Lake Erie
32. Continuing south, following the shoreline, down to the Huron River.
33. All waters of the Huron River to include all adjoining wetlands, shorelines, inlets, and channels upstream to the Jefferson Avenue Bridge.
34. Continuing south, following the shoreline, down to Mouille Creek.
35. All waters of Mouille Creek, to include all adjoining wetlands, inlets, channels and shorelines upstream to U.S. Turnpike Road.
36. Continuing south, following the shoreline, to Swan Creek.
37. All waters of Swan Creek (in Michigan) to include all adjoining wetlands, shoreline, inlets, and channels upstream to N Dixie Highway/U.S. Turnpike Road.
38. Continuing south, following the shoreline, to the Raisin River.

River Raisin
39. All waters of the River Raisin to include all adjoining wetlands, shoreline, inlets, and channels upstream to 1-75.
40. Continuing south, following the shoreline, to the Ottawa River.

Ottawa River
41. All waters of the Ottawa River to include all adjoining wetlands, shoreline, inlets and channels upstream to 1-75.
42. Continuing south, following the shoreline, to the Maumee River.

Maumee River
43. All waters of the Maumee River to include all adjoining wetlands, inlets, channels, and shorelines upstream to 1-75.
44. Continuing east, following the shoreline, to Otter Creek.

Otter Creek
45. All waters of Otter Creek to include all adjoining wetlands, inlets, channels, and shorelines upstream to Rt. 2.
46. Continuing east, following the shoreline, to Driftmeyer Ditch.

Driftmeyer Ditch
47. All waters of Driftmeyer Ditch to include all adjoining wetlands, inlets, channels, and shorelines upstream to Rt. 2.
48. Continuing east, following the shoreline, to the Toussaint River.

Toussaint River
49. All waters of the Toussaint River to include all adjoining wetlands, shoreline, inlets, and channels upstream to Rt. 2.
50. Continuing east, following the shoreline, to the Portage River.

Portage River
51. All waters of the Portage River to include all adjoining wetlands, shoreline, inlets, and channels upstream to Rt. 2.
52. Continuing east, following the shoreline, to Sandusky Bay.

Sandusky Bay
53. All waters of Sandusky Bay to include all adjoining wetlands, shorelines, inlets, and channels upstream to Rt. 2.
54. Continuing east, following the shoreline, to the Huron River.

Huron River
55. All waters of the Huron River to include all adjoining wetlands, shoreline, inlets, and channels upstream to Rt. 2.
56. Continuing east, following the shoreline, to longitude 82°25'00" W.

For planning purposes, the COTP Detroit Zone has been divided into three geographic port regions: Southeast Michigan, Western Lake Erie, and Saginaw River. Sector Detroit's AOR includes 15 U.S. and 5 Canadian shoreline counties. The links below are to each County's Emergency Management Agency/Office:

Michigan	Ohio	Canada
Alcona (Oscoda EM handles Alcona)	Lucas	Bruce
Iosco	Ottawa	Huron
Arenac	Sandusky	Lambton
Bay	Erie	Chatham-Kent
Tuscola		Essex
Huron		
Sanilac		
St. Clair		
Macomb		
Wayne		
Monroe		

1210 RELATIONSHIP TO OTHER PLANS OR BOUNDARIES

The ACP's are related to and supported by the following other contingency plans:

- National Response Framework (NRF)
- National Contingency Plan (NCP)

- Region 5 Regional Contingency Plan (RCP)
- Applicable Facility & Vessel Response Plans that operate in this zone
- Applicable Tribal, State and Local Plans

1300 AREA COMMITTEE

The NOSMAC Area Committee Charter, annual reports, meeting minutes are posted on HOMEPORT, Northwest Ohio & Southeast Michigan Area Committee.

1310 PURPOSE

The Area Committee (AC) is a planning and preparedness organization, although individual members may have an oil and hazardous substance response role. The planning role is required by Sections 311(a)(18) and (j)(4) of the Clean Water Act (CWA), as amended by the OPA 90, which tasks the AC to prepare and submit for approval an ACP, as mandated by Sections 311(a)(19) and (j)(4) of the CWA. The USCG and respective AC members for the coastal zone will coordinate the activities of the AC and assist in the development of a comprehensive ACP that is consistent with the respective RCP and the NCP. In addition, County Emergency Management Directors will coordinate activities within their respective counties.

1320 ORGANIZATION

The FOSC shall serve as the Chair for their respective AC(s). The FOSC designates a representative of a federal, state, or local agency, or a territorial representative to serve as Vice-Chair, who shall be appointed in writing. Acting as Chair of inland zone AC's, precludes the USEPA representative to an AC from serving as Vice-Chair. If appropriate, the FOSC designates one or more Vice-Chairs. The members of the AC may also fill individual functional roles in the area response organization.

The FOSC shall appoint members, in writing, to serve on the AC for their zone. Each ACP details and contains AC charters, membership, subcommittees and meeting minutes for the respective area.

1330 AREA COMMITTEE MEMBERS

The following is a list of agencies that are represented on Northwest Ohio & Southeast Michigan's Area Committee (detailed roster w/ contact information is maintained by Sector Detroit and may be shared on a case by case basis):

Department of Agriculture (USDA)
Department of Commerce (DOC)
General Services Administration (GSA)
Department of Labor (DOL)
Department of State (DOS)
Tribal Representation
MI Department of Natural Resources (MI DNR)

MI Department of Environment, Great Lakes, and Energy (MI EGLE)
Ohio Environmental Protection Agency (OH EPA)
Ohio Department of Natural Resources (ODNR)
Federal Emergency Management Agency (FEMA)
Department of Energy (DOE)
Environmental Protection Agency (EPA)
Department of Health and Human Services (HHS)
Department of Justice (DOJ)
Nuclear Regulatory Commission
Department of Transportation (DOT)
Department of Interior (DOI)
Department of Defense (DOD)
Port Stakeholders
Industry Representatives
Pipeline Representatives
Facility Representatives (both 154 and 105 facilities)
Barge Representatives
Deep Draft/Lake Carrier's Representatives
Railroad Representatives
BOA Contractors
Public/Environmental Representatives
Academia

1330.1 EXECUTIVE STEERING COMMITTEE (ESC)

Depending on topic and zone impacted (inland or coastal), the ESC will be chaired by the USCG FOSC, Detroit, MI or by one of the EPA FOSC(s). Currently, there are three EPA FOSCs sharing planning duties in the NOSMAC AOR. The inland chair position will be represented by one of these three FOSCs, which will be determined by sub-area impacted and by availability. The Committee shall elect one or multiple Vice Chairperson(s). The Vice Chairperson shall act as the Chairperson in the absence or incapacity of the Chairperson, though at all times the Committee will act under the direction of the respective Area Contingency Plan. One state representative from either Michigan or Ohio will hold the Vice Chair position. A Michigan representative will act as Vice Chair for the ESC for incidents in Michigan, and an Ohio representative will act as Vice Chair for incidents in Ohio. As stipulated by the ESC, a member of the Area Committee shall serve as the Executive Secretary of the Committee. The ESC is charged with ensuring that the NOSMAC is operated in accordance with the provisions of the Charter and in furtherance of its Mission and Purpose and shall identify appropriate subcommittees and oversee and coordinate their functions.

As per the National Contingency Plan (300.210), the ESC is responsible for:

- Developing pollution incident response guidelines for Federal, State and local response agencies
- Identify critical area infrastructure, resources and operations, as well as identifying threats, vulnerabilities and consequences in the response zones.

- Advising the FOSC on mitigation strategies appropriate to these risk and implementation methods.
- Developing and describing the process for continual evaluation and updating of overall vulnerabilities and mitigations.
    - Designing and recommending to the FOSC measures to assure effective incident response, mitigation and recovery.
    - Coordinating and conducting exercises as directed by the annual National Preparedness for Response Exercise Program (PREP) Guidelines and Contingency Preparedness Planning Manual COMDTINST M3010.13B
    - Providing subcommittee reports to the Area Committee at their scheduled meetings.
    - Work and coordinate with Canadian Partners.

1330.2 SUBCOMMITTEES

Standing Subcommittees shall be established as directed by the ESC. Standing Subcommittees shall be established and operated in accordance with the NOSMAC Charter as outlined in the respective NOSMAC contingency plans.

All standing subcommittees shall elect a chairperson for a term of one year, who may be reelected. The chairperson is responsible for ensuring the subcommittee is operated in accordance with the provisions of this charter and in furtherance of its mission and purpose. The chairperson is also responsible for keeping record of, and communicating the subcommittee's deliberations to the ESC. The chairperson shall choose an alternate, from the membership of that subcommittee, to serve in his/her absence during the term of the chairperson's office.

Subcommittee members shall be primarily drawn from, but not limited to, the agencies, organizations and businesses identified in the respective subcommittee descriptions. Active participation is highly encouraged from all NOSMAC agencies/entities.

The standing subcommittees are delegated all NOSMAC related tasks in their respective AORs. Votes/approvals from the ESC for subcommittee activities are not required unless deemed necessary by the FOSC or ESC. However, the subcommittees are expected to keep the ESC informed and send a representative to all NOSMAC meetings to report updates.

Ad Hoc Subcommittees are temporary subcommittees that may be established for a limited period of time to deal with issues that are not within the scope of one of the standing subcommittees. Ad Hoc Subcommittees may be established by the FOSC on an as needed basis. Ad Hoc subcommittees shall operate in accordance with the NOSMAC charter as outlined in the respective NOSMAC contingency plans.

The NOSMAC has four subcommittees: Saginaw River All-Hazards Regional Subcommittee, Western Lake Erie Regional Subcommittee, Geographic Response Strategy Subcommittee and the Plans and Exercises Subcommittee.

1400 NATIONAL AND REGIONAL RESPONSE SYSTEMS

1410 NATIONAL RESPONSE SYSTEM

The National Response System (NRS) was developed to coordinate all government agencies with responsibility for environmental protection, in a focused response strategy for the immediate and effective clean-up of oil or hazardous substance discharge. The NRS is a tiered response and preparedness mechanism that supports pre-designated FOSC in coordinating national, regional, local government agencies, industry, and responsible party during a response.

Most local agencies that respond to emergencies utilize some form of ICS. Although response to oil spill incidents will be managed through the Unified Command (UC), local agencies will likely utilize internally some form of ICS for interfacing with other local agencies. UC is in fact an element of ICS. They are identical with the exception of designation of the Incident Commander (IC). In ICS, one individual, usually the first arriving fire company officer, assumes the role of IC. Due to the expansive scope of large oil spills, a UC is utilized. Here the federal and state OSCs, the local agency IC, and the Responsible Party's (RP) Incident Manager work together to resolve the incident.

The ICS/UC provide a method for different agencies, organizations, and individuals to work together toward a common goal, in an organized, productive, efficient, and effective manner during emergencies. The systems consist of procedures for controlling personnel, facilities, equipment, and communications during all phases of an incident. Both are designed to evolve from the time an incident begins, through initial attack and stabilization, to long-term control, and finally, to resolution of the incident. These systems are adaptable to any type of incident whether fire, explosion, hazardous substances release, or oil spill. Structure can be established and rapidly expanded depending on changing conditions of the incident.

Solving any problem, especially one as complex as a major oil spill is easier to do if broken down into parts. Under these systems, the incident organization structure develops in a modular fashion, based on the size of the incident. The incident's staff builds from the top down, and additional sections or functions are added as required by the scope of the incident. One person usually can manage small incidents where larger operations require independent management of various command responsibilities. If the number of divisions and groups exceed the IC's span-of-control, branches can be utilized to further organizationally divide the incident into manageable areas. Divisions and groups can be assigned to various branch directors. ICS allows response agencies to operate with a common, consistent, and pre-established organizational structure and with standard operating procedures. Pre-determined standard names and terminology are used for organizational elements. Plain English is used instead of complicated codes for radio communications. Incident communications are planned, controlled, and managed using a communications network.

1410.1 SPILL OF NATIONAL SIGNIFICANCE

A Spill of National Significance (SONS) is that rare, catastrophic spill event which captures the nation's attention due to its actual damage or significant potential for adverse environmental impact. A SONS is defined as a spill which greatly exceeds the response capability at the local and regional levels and which, due to its size, location, and actual or potential for adverse impact on the environment is so complex, it requires extraordinary coordination of federal, state, tribal, local and private resources to contain and clean up. As per the NCP (40 CFR 300.323), a discharge may be classified as a SONS only by the Administrator of the USEPA for discharges occurring in the inland zone, and only the Commandant of the USCG for discharges occurring in the coastal zone.

The response to a SONS event must be a coordinated response that integrates the FOSCs response organization with the SONS response organization. If a discharge occurs in the coastal zone and is classified as a substantial threat to the public health or welfare of the United States (40 CFR 300.320 (a) (2)), or the necessary response effort is so complex that it requires extraordinary coordination of federal, state, tribal, local and private resources to contain and clean up the discharge, the Commandant may classify the incident as a SONS under the (NCP).

The NCP describes, in part, the federal government's responsibility for strategic coordination and support of FOSC when responding to a SONS. To meet these responsibilities, the lead agency may establish an ICS Area Command (ICS-AC).

Depending on the lead agency, the Commandant of the USCG or the USEPA Administrator may classify a discharge as a SONS. The Commandant or Agency Administrator may name an ICS Area Commander (ICS-AC). The ICS AC will establish an Area Command organization. Pursuant to 40 CFR 300.323, the ICS AC will:

- Communicate with affected parties and the public;
- Provide strategic coordination of federal, state, tribal, local and international resources at the national level; and
- This strategic coordination will involve, as appropriate, the National Response Team (NRT), the Regional Response Team (RRT), the Governor(s) of the affected state(s), and the mayor(s) or other chief executive(s) of local government(s). In addition, the NIMS AC will coordinate with the senior corporate management of the RP(s).

1420 NATIONAL RESPONSE FRAMEWORK (NRF)

Domestic incident management and crisis response mechanisms have grown steadily in the last two decades. In 1992, national response planning originated with the Federal Response Plan, which focused on federal roles and responsibilities during a disaster. In 2003, in compliance with Homeland Security Presidential Directive/HSPD-5: Management of Domestic Incidents, the newly established Department of Homeland Security (DHS) published the National Response Plan (NRP) as the first national plan integrating all levels of government, the private sector, and nongovernmental organizations (NGOs) into a common incident management framework. In 2008, the National Response Framework, which

superseded the NRP, was developed to incorporate lessons learned after Hurricane Katrina. With the continued maturation of the NRF and the requirements set forth in the 2011 Presidential Policy Directive (PPD-8): National Preparedness, the mandate for integrated whole community plans across five mission areas - Prevention, Protection, Mitigation, Response, and Recovery - is stronger.

The National Response Framework is a guide to how the Nation conducts all-hazards response. It is built upon scalable, flexible, and adaptable coordinating structures to align key roles and responsibilities across the Nation. The NRF presents the guiding principles that enable all response partners to prepare for and provide a unified national response to disasters and emergencies – from the smallest incident to the largest catastrophe. The NRF defines the key principles, roles, and structures that organize the way we respond as a Nation. It describes how communities, tribes, states, the federal government, and private-sector and non-governmental partners apply these principles for a coordinated, effective national response. The NRF is always in effect, and elements can be implemented at any level at any time.

The NRF also includes Incident Annexes that address specific categories of contingencies or hazard situations requiring specialized application of NRF mechanisms. The Incident Annexes are available in the National Preparedness Resource Library. Details relating to requesting and receiving assistance, as well as the authorities under which assistance is provided, are available on the NRF Resource Center. Response Partner Guides, information on Stafford Act and non-Stafford Act assistance, all annexes, and a listing of legal authorities are available on the Web site.

1430 NATIONAL RESPONSE TEAM ROLE IN INCIDENT RESPONSE

The NRT's membership consists of fifteen federal agencies with responsibilities, interests, and expertise in various aspects of emergency response to pollution incidents. The USEPA serves as chair; and the USCG serves as Vice-Chair, except when activated for a specific incident. The NRT is primarily a national planning, policy, and coordination body and does not respond directly to incidents. The NRT provides policy guidance prior to an incident and assistance as requested by an FOSC via an RRT during an incident. NRT assistance usually takes the form of technical advice, access to additional resources/equipment, or coordination with other RRTs. The following is a list of NRT members and their functions:

Environmental Protection Agency (USEPA):
The USEPA chairs the NRT, co-chairs the standing RRT's, provides pre-designated FOSCs for the inland zone, provides Remedial Projects Managers (RPM's) for remedial actions, and generally provides Scientific Support Coordinators for the inland zone. The USEPA provides expertise on environmental effects of releases and on environmental pollution control techniques. The USEPA provides legal expertise on the interpretation of CERCLA and other environmental statutes. The USEPA may enter into a contract or cooperative agreement with the appropriate state to implement response actions.

United States Coast Guard (USCG):
The USCG provides pre-designated FOSCs for the coastal zone, co-chairs the standing RRT's, and serves as the NRT vice-chair. The USCG staffs and administers the National Response Center (NRC);

maintains continuously-manned facilities that can be used for command, control, and surveillance of releases in coastal waters; and serves as fund manager for the oil spill liability trust fund (OSLTF). The USCG's NSF is especially trained and equipped to respond to major pollution incidents. In water pollution incidents, in which the USCG has financial responsibility jurisdiction, the USCG ensures the responsible parties, both U.S. and foreign, are able to compensate the U.S. and other impacted parties through the Certificate of Financial Responsibility Program (COFR).

Federal Emergency Management Agency (FEMA):
FEMA provides guidance, policy, and program advice, and technical assistance in hazardous materials and radiological emergency preparedness activities (planning, training, and exercising) to state and local governments. During responses, FEMA provides advice and assistance to the lead agency on coordinating relocation assistance and mitigation efforts with other federal agencies, state, and local governments, and the private sector. FEMA may enter into an agreement with the appropriate political entity to implement relocation assistance during responses.

Department of Defense (DOD):
The DOD must take all action necessary with regard to releases of oil or hazardous substances where the release is on, or the site source of the release is from, a facility or vessel under jurisdiction, custody, or control of the DOD. The DOD may also, consistent with its operational requirements and at the request of the Federal On-Scene Coordinator, provide locally deployed U.S. Navy (USN) oil spill equipment and provide response assistance to other federal agencies upon request. The USN also has an extensive array of specialized equipment and personnel available for use in ship salvage, shipboard damage control, and diving. The U.S. Army Corps of Engineers (USACE) has specialized equipment and personnel for removing navigation obstructions and accomplishing structural repairs.

Department of Energy (DOE):
Except as otherwise provided in Executive Order 12580, the DOE provides FOSC/RPMs that are responsible for taking all response actions with respect to releases of hazardous substances 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. In addition, under the NRF, the DOE provides advice and assistance to other FOSC/RPMs for emergency actions essential for the control of immediate radiological hazards.

Department of Agriculture (USDA):
The USDA has scientific and technical capability to measure, evaluate, and monitor, either on the ground or by use of aircraft, situations where natural resources including soil, water, wildlife, and vegetation have been impacted by oil or hazardous substances. The USDA may be contacted through Forest Service emergency staff officers who are the designated members of the RRT. Agencies within USDA with relevant expertise are: the Forest Service, the Agriculture Research Service, the Soil Conservation Service, the Food Safety and Inspection Service, and the Animal and Plant Health Inspection Service.

Department of Commerce (DOC):
Through the National Oceanic and Atmospheric Administration (NOAA), the DOC provides scientific support for responses and contingency planning in coastal and marine areas, including assessments of

the hazards that may be involved, predictions of movement and dispersion of oil and hazardous substances through trajectory modeling, and information on the sensitivity of coastal environments to oil or hazardous substances. NOAA provides scientific expertise on living marine resources it manages and protects. It also provides information on actual and predicted meteorological, hydrologic, ice, and oceanographic conditions for marine, coastal, and inland waters, as well as, tide and circulation data.

Department of Health and Human Services (HHS):
The HHS is responsible for providing assistance on matters related to the assessment of health hazards at a response and protection of both response workers and the public's health. The HHS is delegated authorities under CERCLA relating to a determination that illness, disease, or complaints may be attributable to exposure to a hazardous substance, pollutant, or contaminant. Agencies within HHS that have relevant responsibilities, capabilities, and expertise are the Agency for Toxic Substances and Disease Registry (ATSDR) and the National Institutes for Environmental Health Sciences (NIEHS).

Department of the Interior (DOI):
The DOI has expertise on and jurisdiction over a wide variety of natural resources and federal lands and waters as well as certain responsibilities for Native Americans and U. S. Territories. The DOI may be contacted through Regional Environmental Officers (REO), who are the designated members of RRTs. Bureaus and offices with relevant expertise are: Fish and Wildlife Service, Geological Survey, Bureau of Indian Affairs, Bureau of Land Management, Minerals Management Service, National Park Service, Bureau of Reclamation, Office of Surface Mining and Reclamation Enforcement, and Office of Insular Affairs.

Department of Justice (DOJ):
The DOJ provides expert advice on complicated legal questions arising from discharges or releases, and federal agency responses. In addition, the DOJ represents the federal government, including its agencies, in litigation relating to such discharges or releases.

Department of Labor (DOL):
The Occupational Safety and Health Administration (OSHA) and the state operating plans approved under the Occupational Safety and Health Act of 1970, have authority to conduct safety and health inspections of hazardous waste sites to assure that employees are being protected and to determine if the site is in compliance with safety and health standards and regulations. On request, OSHA will provide advice and assistance regarding hazards to persons engaged in response activities.

Department of Transportation (USDOT):
The USDOT provides response expertise pertaining to transportation of oil or hazardous substances by all modes of transportation. Through the Research and Special Programs Administration (RSPA), USDOT offers expertise in the requirements for packaging, handling, and transporting regulated hazardous materials. RSPA promulgates and enforces the Hazardous Materials Regulations. RSPA provides technical assistance in the form of Emergency Response Guidebooks and, in a joint effort with FEMA, has developed Hazardous Material Information Exchange (HMIX). RSPA also provides planning support in the development of protective action decision strategies and exercise scenarios.

Department of State (DOS):
The DOS takes the lead in the development of international joint contingency plans. It also helps to coordinate an international response when discharges or releases cross international boundaries or involve foreign flag vessels. Additionally, DOS coordinates requests for assistance from foreign governments and U.S. proposals for conducting research at incidents that occur in waters of other countries.

Nuclear Regulatory Commission (NRC):
The Commission responds, as appropriate, to releases of radioactive materials by its licensees, in accordance with the NRC Incident Response Plan (NUREG-0728). In addition, the NRC will provide advice to the FOSC/RPM when assistance is required in identifying the source and character of other hazardous substances releases where the commission has licensing authority for activities utilizing radioactive materials.

General Services Administration (GSA)
GSA is responsible for carrying out the policy and regulatory functions assigned to it by Congress, as one of the central management agencies of the federal government. GSA collaborates with customer agencies and stakeholders to develop policies for the implementation of federal laws, executive orders and other executive branch guidance.

1430.1 REGIONAL RESPONSE TEAM (RRT) ROLE IN INCIDENT RESPONSE

The RRT (consisting of a representative from each state in the region and representatives from 15 federal agencies) acts as a regional body responsible for regional planning and coordination of preparedness and response actions involving oil and hazardous substances. The RRT coordinates assistance and advice to the FOSC in the event of a major or substantial spill.

It is the policy of the RRT that response actions on non-federal lands should be monitored or implemented by the most immediate level of government with authority and capability to conduct such activities. The first level of response will generally be the RP, followed by local government agencies, and followed by state agencies when local capabilities are exceeded. When incident response is beyond the capability of the state response, USEPA or USCG is authorized to take response measures deemed necessary to protect public health or welfare or the environment from discharges of oil or releases of hazardous substances, pollutants, or contaminants. The need for federal response is based on evaluation by the FOSC.

The Region 5 Regional Response Team (RRT) is comprised of members from state and federal agencies committed to working efficiently to minimize the adverse effects of oil and chemical incidents that affect safety, human health and the environment.

RRT 5 is co-chaired by the US Coast Guard Ninth District and US Environmental Protection Agency Region V. The RRT acts as a regional planning and coordination body for preparedness and response actions. In the case of discharged oil and/or hazardous materials, the chair for the RRT is the member of the agency providing the Federal On-Scene Coordinator (FOSC). Preparedness activities are carried out

in conjunction with appropriate State Emergency Response Committees, Area Committees, Local Emergency Planning Committees and Tribal Councils.

1430.2 CANUSLAK AND THE CROSSBORDER CONTINGENCY PLAN

Link to CANUSLAK Appendix

The Great Lakes Water Quality Agreement (GLWQA), first signed in 1972, and renewed in 2012, expresses the commitment of Canada and the United States, to restore and maintain the chemical, physical and biological integrity of the Great Lakes Basin Ecosystem, and includes a number of objectives and guidelines to achieve these goals. New annexes to the GLWQA address atmospheric deposition of toxic pollutants, contaminated sediments, groundwater, and non-point sources of pollution. Annexes are also added to incorporate the development and implementation of remedial action plans for Areas of Concern and lake-wide management plans to control critical pollutants. Article Six of the GLWQA, entitled Joint Contingency Plan, states:

Annex One of the Canada-United States Joint Marine Contingency Plan (CANUSLAK), as mentioned or reviewed, shall be maintained in force for the Great Lakes. The USCG and the Canadian Coast Guard shall, in cooperation with other affected parties, identify and provide detailed Supplements for areas of high risk and of particular concern in augmentation of CANUSLAK. It shall be the responsibility of the USCG and the Canadian Coast Guard to coordinate and to maintain the Plan and the Supplements appended thereto.

The purpose of the Plan is to provide for coordinated and integrated response to pollution incidents in the Great Lakes System by responsible federal, state, provincial and local agencies. The Plan supplements the national, provincial and regional plans of the parties.

The Plan was developed to facilitate quick response to incidents involving both the United States and Canada. The plan supports the movement of resources to support incident response activities. In case of a pollution/marine incident related emergency or exercise that may occur in the U.S. or Canada, which would require emergency assistance from the U.S./Canadian Coast Guards or agencies/contractors working in conjunction with the U.S./Canadian Coast Guard, a call from the appropriate USCG will be made notifying the following:

- U.S. Customs and Border Protection (CBP)
- Canada Border Services Agency (CBSA)
- U.S. Immigrations and Customs Enforcement (ICE)
- Citizenship and Immigration Canada (CIC)

These notifications are designed to facilitate the expeditious movement of personnel and/or equipment across the U.S./Canada border when responding to marine related emergencies or during exercises and drills that assist agencies in preparing for marine emergencies.

1440 INCIDENT MANAGEMENT

The NIMS and the NRF are two fundamental documents, which form the basis of a comprehensive, integrated approach to domestic incident management. The use of NIMS and NRF is mandated by both law and Presidential policy for all domestic responses. These key documents assign roles and responsibilities and guide interagency response coordination and operations. In addition to NIMS and NRF, there are other documents that may guide responses to specific types of incidents.
The CONTINGENCY PREPAREDNESS PLANNING MANUAL, VOLUME 4: INCIDENT MANAGEMENT AND CRISIS RESPONSE, COMDTINST M3010.24 describes the USCG connectivity to NIMS and the NRF. It mandates specific preparedness and response management activities within the USCG to ensure connectivity with all levels of interagency governance during disaster preparedness and response activities.

1440.1 NATIONAL INCIDENT MANAGEMENT SYSTEM

The NIMS is a systematic, inclusive approach to guide departments and agencies at all levels of government, NGO, and the private sector for working together seamlessly and assimilating divergent capabilities, cultures, and objectives for incidents spanning all hazards—regardless of cause, size, location, or complexity—in order to reduce loss of life, harm to the environment, and loss of property.

The NIMS is guided by four principles that establish the fundamental basis for influencing incident management practice in the United States and promoting a universal culture for managing emergencies. Each principle provides a clear and consistent lens through which to understand and use NIMS while also framing the ongoing implementation of NIMS across jurisdictions and organizations. These principles are: Universal Applicability, Standardization, Scalability, Flexibility, Adaptability, and Unity of Effort.

1440.2 INCIDENT COMMAND SYSTEM

The Incident Command System is a fundamental element of incident management. The use of the ICS provides standardization through the following 14 management characteristics, each of which contributes to the strength and efficiency of the overall system:

a. Common Terminology;
b. Modular Organization;
c. Management by Objectives;
d. Incident Action Planning;
e. Manageable Span of Control;
f. Incident Facilities and Locations;
g. Comprehensive Resource Management;
h. Integrated Communications;
i. Establishment and Transfer of Command;
j. Chain of Command and Unity of Command;
k. Unified Command;

l. Accountability;
m. Dispatch/Deployment;
n. Information and Intelligence.

Like other portions of the NIMS, the ICS is a flexible, scalable, and adaptable management approach to meet the needs of any incident. The ICS, therefore, provides a core mechanism for coordinated and collaborative incident management, allowing it to address a broad spectrum of incidents from small to complex, planned and unplanned, and both natural and human-caused.

A principle ICS reference is the Coast Guard Incident Management Handbook (IMH), although multiple agencies have ICS guides available for use. The IMH is an excellent reference to keep and use during a response. In addition, see Section 2000 for more guidance on ICS and UC issues.

1450 AREA EXERCISE MECHANISM

The opportunity to exercise this plan and components of this plan presents itself via the National Preparedness for Response Exercise Program (PREP). The PREP guidelines satisfy the exercise requirements for USCG, USEPA, PHMSA and BSEE. The PREP was developed to establish a workable exercise program, which meets the intent of OPA 90 for spill preparedness and provide a mechanism for compliance with exercise requirements, while being economically feasible for government and oil industry to adopt and sustain. PREP is a unified federal effort and satisfies the exercise requirements for all federal agencies, which adheres to its guidelines. PREP represents minimum guidelines for ensuring adequate response preparedness. Additional information on PREP can be found by within the NPREP Guidelines.

The Area Exercises are divided into three classification categories: Equipment Deployment Drills, IMT Discussion-Based Exercises and Operations-Based, Functional or Full-Scale Exercises.
The scope and objectives of Area exercises are detailed in the PREP guidelines. Members of the AC and response community will be involved in each type of exercise to some degree, varying from the confirmation of a phone number to assisting in the design of a scenario and performing as a controller or evaluator of the exercise. Participating in PREP and utilization of PREP guidance will ensure that all federal exercise requirements mandated by OPA 90 have been met.

Commercial vessel and waterfront facility response plan holders are required to meet the pollution response exercise requirements under OPA 90. Although participation in PREP satisfies these requirements, PREP is a strictly voluntary program. Plan holders are not required to follow PREP guidelines and, if they choose not to, may develop their own exercise program that complies with regulatory exercise requirements. ACP holders (USCG/USEPA) are required to follow PREP guidelines.

The PREP Guidelines outline the frequency and types of exercises plan holders should conduct to meet exercise requirements of the appropriate response plan regulations and how plan holders can take credit for exercises when they respond to an actual incident.

1500 STATE/LOCAL RESPONSE SYSTEMS

Each state governor is requested to designate one state official to represent the state on the appropriate RRT. The state's office/representative may participate fully in all activities of the appropriate RRT. Each state governor is also requested to designate a lead state agency that will direct state-lead response operations. This agency is responsible for designating the lead state response official for federal and/or state-lead response actions, and coordinating/communicating with any other state agencies, as appropriate. Local governments are invited to participate in activities on the appropriate RRT as may be provided by state law or arranged by the state's representative. Tribal representatives wishing to participate should assign one person or office to represent the tribal government on the appropriate RRT. Appropriate state, tribal and local officials will participate as part of the response structure.

In addition to meeting requirements for local emergency plans under the Superfund Amendments and Reauthorization Act, SARA Title III, state and local government agencies are encouraged to include contingency planning for responses, consistent with the NCP, RCP, and ACP in all emergency and disaster planning.

For facilities not addressed under CERCLA or CWA, states are encouraged to undertake response actions themselves or to use their authorities to compel potentially responsible parties to undertake response actions.

States are encouraged to enter into cooperative agreements pursuant to the applicable CERCLA sections to enable them to undertake actions authorized under subpart E of the NCP. Requirements for entering into these agreements are included in subpart F of the NCP. A state agency that acts pursuant to such agreements is referred to as the lead agency. In the event there is no cooperative agreement, the lead agency can be designated in a Memorandum of Agreement (MOA) or other agreement.
Because state and local public safety organizations would normally be the first government representatives at the scene of a discharge or release, they are expected to initiate public safety measures that are necessary to protect public health and welfare and that are consistent with containment and cleanup requirements in the NCP, and are responsible for directing evacuations pursuant to existing state or local procedures.

1600 NATIONAL AND REGIONAL POLICY & DOCTRINE

The National Response Framework (NRF) is a guide to how the Nation conducts all-hazards response. The National Contingency Plan (NCP) is required by Section 105 of CERCLA, as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA), and by Section 311(d) of CWA, as amended by OPA. The Emergency Support Functions (ESF), including ESF 10 of the NRF are required by the Robert T. Stafford Disaster Relief and Emergency Act (Public Law 93-288), as amended. The NCP requires establishment of Regional Response Teams (RRT), which are responsible for Regional planning and preparedness activities before response actions, and for providing advice and support to the RRT when activated during a response. The Regional Contingency Plan (RCP) is applicable to response actions taken pursuant to the authorities under CERCLA, Section 311 of CWA, and OPA.

It is the policy of Regional Response Team 5 that response actions on non-Federal lands should be monitored or implemented by the most immediate level of government with authority and capability to conduct such activities. The first level of response will generally be the responsible party (RP), followed by local government agencies and by State agencies when local capabilities are exceeded. When incident response is beyond the capability of the State response, US EPA or USCG are authorized to take response measures deemed necessary to protect the public health or welfare or the environment from discharges of oil or releases of hazardous substances, pollutants, or contaminants. The need for Federal response is based on evaluation by the Federal OSC.

1610 PUBLIC AND PRIVATE RESOURCE UTILIZATION

OPA 90 reaffirmed the basic principle that the primary source of an oil spill preparedness and response system in the U.S. should be implemented and maintained by the private sector. It is not, nor should it be, the USCG or USEPA intent to compete with the commercial oil and hazardous materials pollution response industry. The utilization of government resources in lieu of commercial resources can place the government in a competitive environment. This is not the intent of OPA 90, as it defeats the incentive for commercial enterprise to maintain equipment and trained personnel in a competitive market. USCG's pre-positioned response equipment, other publicly owned response equipment, and other initiatives under the USCG's oil spill response program or be used if the commercial industry does not have readily available resources, and only until such time that the FOSC or the UC decides to release the resources.

The FOSC has the authority and responsibility in accordance with the NCP to contain, control, and carry out response activities for the removal of a discharge where a substantial threat to public health or welfare, or where natural resources are endangered. At the direction and discretion of the FOSC and the UC, when the RP executes a suitable response, any government equipment deployed should be withdrawn as commercial equipment becomes available and is placed into service.

The FOSC may consider using USEPA, USCG, DOD, or Oil Spill Cooperative resources in such instances when the spill has been federalized and/or private sector resources cannot respond to the incident in a timely manner, or there are certain specific resources not available from the private sector.

1620 BEST RESPONSE CONCEPT

The term "Best Response" means a response organization will effectively, efficiently, and safely respond to oil spills, minimizing consequence of pollution incidents and to protect our national environmental and economic interests.

"Best Response" equals a successful response based on achievement of certain key success factors (i.e. things that a response must accomplish to be considered successful) as follows:

- Human Health
    - No public injuries
    - No worker injuries

- Natural Environment
  - Source of discharge minimized
  - Source contained
  - Sensitive areas protected
  - Resource damage minimized
- Economy
  - Economic impact minimized
- Public Communication
  - Positive media coverage
  - Positive public perception
- Stakeholders Support
  - Minimize stakeholder impact
  - Stakeholders well informed
  - Positive meetings
  - Prompt handling of claims
- Organization
  - Standard response management system
  - Sufficient/efficient resources

When conducting an oil spill response, IC/UC and their Command and General Staffs should always consider the "Best Response" concept while managing operational and support/coordination functions. Additional information on "Best Response" Concept is listed in Chapter 20 of the USCG IMH.

IC/UC and their Command and General Staffs need to closely monitor how well incident objectives, strategies, and tactics are addressing "Best Response" and key response functions, and to make appropriate adjustments where necessary to ensure maximum potential for success.

1630 CLEANUP ASSESSMENT PROTOCOL (HOW CLEAN IS CLEAN)

40 CFR 300.320 states: "Removal shall be considered complete when so determined by the FOSC in consultation with the Governor(s) of the affected state(s). When the FOSC considers removal complete the OSLTF removal funding shall end." Due to the differences in incident type and complexity, the FOSC will take all issues and agency concerns into consideration prior to making the "Removal Complete" assessment. Any group(s), or individual(s) with issues or concerns regarding an incident clean up, should forward them via the Liaison Officer (LOFR) or their respective Governor's office.

The disposition of damaged vessels once an oil/hazardous threat has been mitigated and removal operations have been completed will be determined by the FOSC in consultation with the Governor(s) of the affected state.

1640 USE OF CHEMICAL AGENTS

The FOSC must choose the best method from available response tools in any incident. The physical recovery and removal of oil is the preferred cleanup technique. Under certain conditions chemical agents

can be an effective tool. There are pre-approved solidifiers in Region 5; see RCP Oil Spill Solidifier Preapproval Appendix for details. If chemical use is considered, the RCP guidelines are intended to aid the FOSC in making a decision.

USEPA has compiled the NCP Product Schedule, a list of chemicals countermeasures which the FOSC and/or PRP may consider for use during a spill emergency. The Product Schedule does not authorize or pre-approve use of any listed products. The FOSC may not authorize use of a product that is not listed on the Product Schedule.

1640.1 DISPERSANT PRE-APPROVAL/MONITORING/DECISION PROTOCOL

Use of dispersants or other oil emulsifiers is not pre-approved anywhere in the Great Lakes. The FOSC may not authorize use of a product that is not listed on the Product Schedule.

1640.2 IN SITU BURN APPROVAL/MONITORING/DECISION PROTOCOL

In order to minimize environmental impacts and facilitate effective cleanup of an oil spill, responders have a limited number of techniques available to them. These include mechanical methods, use of certain chemical countermeasures, and ISB. In situ burning involves the controlled burning of oil that has spilled from a vessel or a facility, at the location of the spill. Under certain specific conditions, ISB may offer a logistically simple, rapid, inexpensive, and relatively safe means for reducing shoreline impacts of an oil spill. Moreover, because a large portion of the oil is converted to gaseous combustion products, the need for collection, storage, transport, and disposal of recovered material can be substantially reduced. ISB may be able to remove a large amount of spilled oil before spreading and drifting of the spill fouls shorelines and threatens wildlife. In certain circumstances, such as oil spilled in ice conditions, burning may be the only viable response technique. Authorization of ISB is subject to consultation and concurrence from the state and DOI. Considerations for use should include an analysis of oil location and potential impact of smoke on downwind populations.

Regional Response Team 5 (RRT5) has adopted the In-Situ Burning Appendix to the Regional Contingency Plan and has also provided In-Situ Burning Field Operations Guides for FOSC use when considering in-situ burning options.

See Section 3280 for more information.

APPROVAL/MONITORING/DECISION PROTOCOL

The objective of bioremediation is to accelerate the rate of hydrocarbon degradation due to natural microbial processes by biostimulation or bioaugmentation.

Incident–specific RRT approval is required; Products **must** be on the NCP Product Schedule to be considered for use.

• Verify need for applicable state requirements.

- Prior to listing, products must submit efficacy test results to be listed on the Product Schedule. The evaluation criteria were established by a scientific panel under the USEPA Bioremediation Action Committee and are noted as minimal standards for acceptance.
  - The test uses Alaska North Slope crude oil with water-oil control, oil-nutrients, and oil-agent.
  - Samples are taken at day 0, 7, and 28 for GC/MS analysis of alkanes and aromatics, and gravimetric change in weight after 28 days.
  - The standard for listing is: The products need to perform statistically significantly better than the control.
  - The conditions of the efficacy test are ideal: closed, well-mixed flasks where neither nutrients nor microbes are lost from the system, competition from indigenous microbes is minimal, and aeration is good.
  - Performance in the field will most certainly differ.

The Regional Contingency Plan contains appendices for Chemical Use and Oil Spill Solidifiers.

See Section 3280.

1650 SPECIALIZED MONITORING OF APPLIED RESPONSE TECHNOLOGY (SMART)

SMART establishes a monitoring system for rapid collection and reporting of real-time, scientifically based information, in order to assist the UC with decision-making during ISB or dispersant operations. SMART recommends monitoring methods, equipment, personnel training, and command and control procedures that strike a balance between the operational demand for rapid response and the UC's need for feedback from the field in order to make informed decisions. SMART is not limited to oil spills. It can be adapted to hazardous substance responses where particulate air emission should be monitored, and to hydrocarbon-based chemical spills into fresh or marine water. For additional SMART information and guidance, see NOAA's Office of Response and Restoration website.

1660 COMPLIANCE WITH FISH AND WILDLIFE ACTS

1660.1 MIGRATORY BIRDS

A large number of international treaties and domestic laws have been enacted that provide protection for migratory birds. Legal authorities may be categorized as primary or secondary. Primary authorities are international conventions and major domestic laws that focus primarily on migratory birds and their habitats. Secondary authorities are broad-based domestic environmental laws that provide ancillary but significant benefits to migratory birds and their habitats.

Primary Federal Authorities for Migratory Birds and Their Habitats
Primary authorities of the United States for migratory birds may be divided into those that protect bird populations and those that protect bird habitats. Authorities which protect bird populations include: Lacey Act of 1900, Weeks-McLean Law of 1913, Migratory Bird Treaty Act of 1918, Endangered Species Act of 1973, four international conventions (treaties) with Canada, Mexico, Japan and the former Soviet Union, Ramsar Convention, Antarctic Treaty, Bald Eagle Protection Act, Waterfowl Depredations Act, Fish and Wildlife Conservation Act, and the Wild Bird Conservation Act. Primary authorities for protecting bird habitats include: Duck Stamp Act, Wetlands Loan Act, Emergency Wetlands Resources Act, Migratory Bird Conservation Act and the North American Wetlands Conservation Act. Several of these authorities may come into play during an emergency response, most notably the following:

Bald Eagle Protection Act of 1940
The Bald Eagle Protection Act provides for the protection of the bald eagle (the national emblem) and the golden eagle by prohibiting, except under certain specified conditions, the taking, possession and commerce of such birds. The 1972 amendments increased penalties for violating provisions of the Act or regulations issued pursuant thereto and strengthened other enforcement measures. Rewards are provided for information leading to arrest and conviction for violation of the Act.

Migratory Bird Treaty Act (MBTA) of 1918
The Migratory Bird Treaty Act (MBTA) implemented the 1916 convention between the United States and Great Britain for the protection of birds migrating between the U.S. and Canada. Similar conventions between the United States and Mexico (1936), Japan (1972) and the Union of Soviet Socialists Republics (1976) further expanded the scope of international protection of migratory birds. Each new treaty has been incorporated into the MBTA as an amendment and the provisions of the new treaty are implemented domestically. These four treaties and their enabling legislation, the MBTA, established federal responsibilities for the protection of nearly all species of birds, their eggs and nests.

The MBTA made it illegal for people to "take" migratory birds, their eggs, feathers or nests. Take is defined in the MBTA to include by any means or in any manner, any attempt at hunting, pursuing, wounding, killing, possessing or transporting any migratory bird, nest, egg, or part thereof. In total, 836 bird species are protected by the MBTA, 58 of which are currently legally hunted as game birds. A migratory bird is any species or family of birds that live, reproduce or migrate within or across international borders at some point during their annual life cycle.

The U.S. Fish and Wildlife Service (USFWS), Division of Migratory Bird Management, issues permits to qualified applicants for the following types of activities: falconry, raptor propagation, scientific collecting, special purposes (rehabilitation, educational, migratory game bird propagation, and salvage), take of depredating birds, taxidermy, and waterfowl sale and disposal.

On November 26, 2003, the USFWS established a new category of migratory bird permit, namely, bird rehabilitation (50 CFR Parts 17, 21 and 22). Rehabilitation permits take the place of the old special use permits for rehabilitation by specifically authorizing migratory bird rehabilitation, including rehabilitation of migratory bird species listed as threatened or endangered under the Endangered Species

Act. The new permits, applicable to approximately 2500 bird rehabilitators nationwide (veterinarians are exempt), set specific requirements to take, temporarily possesses, or transport any migratory bird for rehabilitation purposes. However, any person who finds a sick, injured, or orphaned migratory bird may, without a permit, take possession of the bird in order to immediately transport it to a permitted rehabilitator.

Prior to entering the location of an oil or hazardous material spill, a permitted rehabilitator must obtain authorization from the FOSC and a designated representative of the USFWS. Most states also have permitting requirements. All activities within the location of a spill are subject to the authority of the FOSC. The USFWS is responsible for the disposition of all migratory birds, dead or alive, and for overseeing migratory bird rehabilitation by permitted organizations, such a Tri-State Bird Rescue and Research or International Bird Rescue. Facilities used in migratory bird rehabilitation activities should conform as closely as possible with the facility specifications contained in the USFWS policy *Best Practices for Migratory Bird Care During Oil Spill Response*. Caging dimensions should follow standards developed by the National Wildlife Rehabilitators Association and the International Wildlife rehabilitation Council (*Minimum Standards for Wildlife Rehabilitation, 2000).*

1660.2 MAMMALS

Marine Mammal Protection Act of 1972 (MMPA)
The Marine Mammal Protection Act (MMPA) established a federal responsibility to conserve marine mammals. Management of sea otter, walrus, polar bear, dugong, and manatee is vested with the Department of the Interior's USFWS. The Department of Commerce's NOAA is responsible for managing cetaceans (whales and dolphins) and pinnipeds (seals and sea lions), other than the walrus. Under the MMPA, it is illegal to harass, hunt, capture or kill, or attempt to harass, hunt, capture or kill any marine mammal. Some marine mammals receive additional protection under the Endangered Species Act.

The NOAA Fisheries Office of Protected Resources works in collaboration with the NOAA Fisheries Regions, Fisheries Science Centers and Partners to develop and implement a variety of programs for the protection, conservation and recovery of the approximately 175 mammal stocks listed under MMPA. The USFWS has similar programs for mammals under its jurisdiction.

1660.3 FISH

The USFWS has management authority for anadromous fish species, inter-jurisdictional (coastal) fishes, and inland threatened or endangered species under a variety of laws including, but not limited to the Endangered Species Act, Fish and Wildlife Conservation Act, Atlantic Stripped Bass Act and the Anadromous Fish Conservation Act. The NOAA has management authority over marine, estuarine and anadromous species under a variety of laws including the Endangered Species Act, Magnuson-Stevens Fishery Conservation and Management Act and the Anadromous Fish Conservation Act. The individual states have responsibility for all fishes within their state boundaries, except where federal law supersedes.

It is unlikely that large numbers of adult fish in large bodies of water would be killed by petroleum discharge. However, suffocation can occur in small water bodies if oxygen transport across gill surfaces is obstructed by a coating of oil or dissolved oxygen levels fall below sustainable amounts. If there is a fish kill, prompt collection and documentation should be accomplished in coordination with the appropriate management authority in order to avoid secondary impacts on predatory mammals and birds. Chronic exposure to low concentrations of petroleum hydrocarbons in water, sediment or food produces sub lethal effects, including changes in heart and respiratory rate, enlarged liver, reduced growth, fin erosion, a variety of biochemical and cellular changes, and reproductive and behavioral responses. Various groups of fishes and their varied life stages differ in susceptibility to petroleum products. Generally, the egg and larval stages are most sensitive, followed by juveniles and adults.

Magnuson-Stevens Fishery Conservation and Management Act of 1996
This law, more popularly known as the Sustainable Fisheries Act, amended the Fishery Conservation and Management Act of 1976. The amendments mandate the Secretary of Commerce to promulgate guidelines for identification of essential fish habitat by Fishery Management Councils. Section 305(b)(2)-(4) outlines a process for the National Marine Fisheries Service (NMFS) and Councils to comment on activities proposed by federal agencies that may adversely impact areas designated as essential fish habitat. Essential fish habitat is defined as those waters and substrate necessary to fish for spawning, breeding, feeding, growth and maturity.

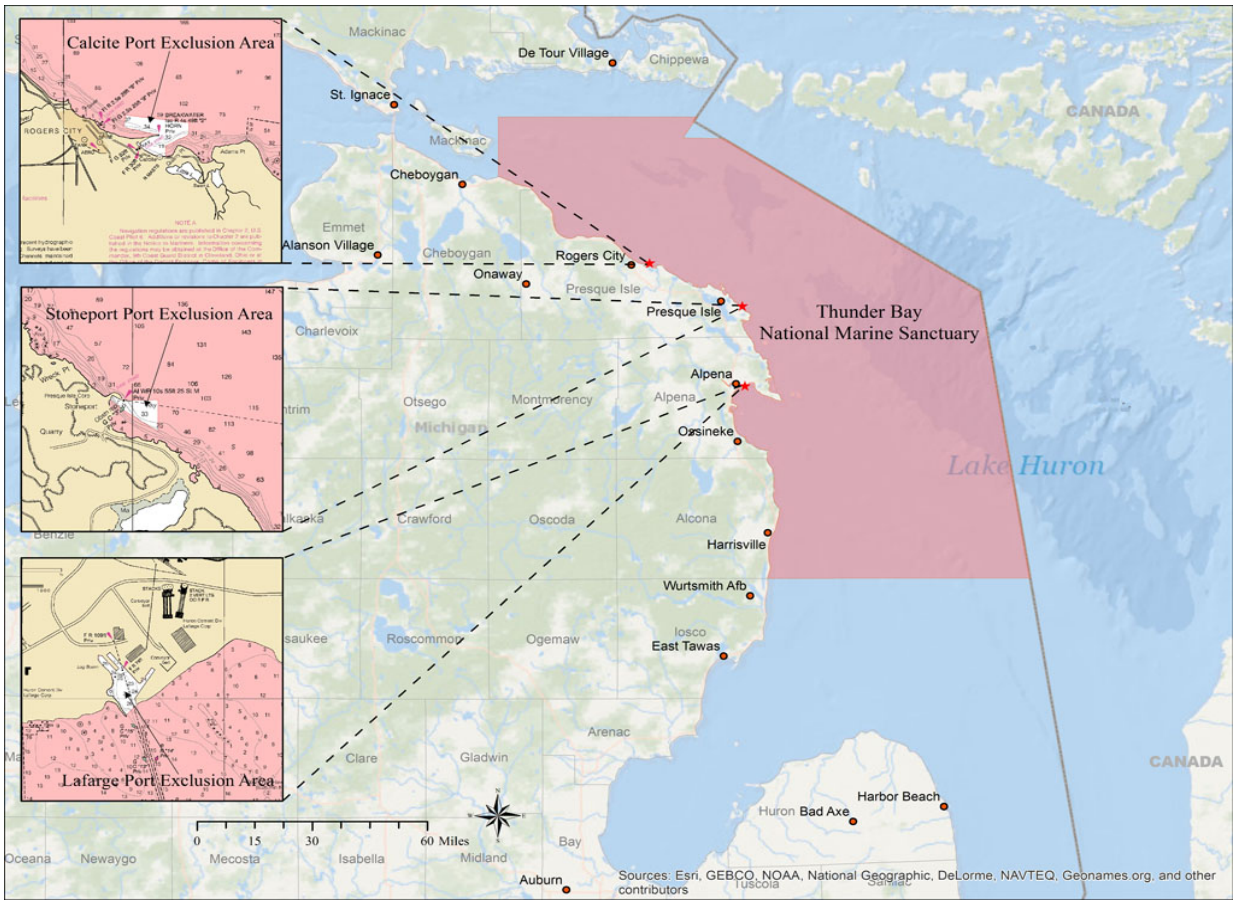
The consultation process is usually integrated into existing environmental review procedures, such as the Endangered Species Act or Fish and Wildlife Coordination Act.

The NMFS provides the federal agency with essential fish habitat recommendations that would avoid, mitigate or offset the adverse impact of a proposed activity on essential fish habitat. The recommendations are advisory in nature, but the federal agency must respond within 30 days from the date the recommendations are received. If the federal agency chooses not to adopt the NMFS recommendations, it must provide an explanation.

National Marine Sanctuaries Act of 1972
The National Marine Sanctuaries Act (NMSA) authorizes the Secretary of Commerce to designate and protect areas of the marine environment with special national significance due to their conservation, recreational, ecological, historical, scientific, cultural, archeological, educational, or esthetic qualities as national marine sanctuaries. Day-to-day management of national marine sanctuaries has been delegated by the Secretary of Commerce to NOAA’s Office of National Marine Sanctuaries. The primary objective of the NMSA is to protect marine resources, such as coral reefs, sunken historical vessels or unique habitats.

The Thunder Bay National Marine Sanctuary is the only National Marine Sanctuary within the COTP Detroit Zone. Located in northwestern Lake Huron, Thunder Bay is adjacent to one of the most treacherous stretches of water within the Great Lakes system. Unpredictable weather, murky fog banks, sudden gales, and rocky shoals earned the area the name "Shipwreck Alley." Today, the 4300-square-mile Thunder Bay National Marine Sanctuary protects one of America's best-preserved and nationally-significant collections of shipwrecks. Fire, ice, collisions, and storms have claimed over 200 vessels in

and around Thunder Bay. To date, nearly 100 shipwrecks have been discovered within the sanctuary. Although the sheer number of shipwrecks is impressive, it is the range of vessel types located in the sanctuary that makes the collection nationally significant. From an 1844 sidewheel steamer to a modern 500-foot-long German freighter, the shipwrecks of Thunder Bay represent a microcosm of maritime commerce and travel on the Great Lakes.



1660.4 ENDANGERED SPECIES ACT (ESA)

The Endangered Species Act of 1973

This law was enacted to conserve and recover threatened and endangered species and the ecosystems upon which they depend. The Act is administered by the USFWS in the Department of the Interior and the NMFS in the Department of Commerce. Under Section 7 of the ESA, federal agencies must consult with these trustee agencies on actions they take, permit, or fund which may jeopardize listed endangered species 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 event, with formal consultation occurring after the event, if necessary. The NMFS in the Department of Commerce.

Endangered and Threatened Species Found Throughout COTP Detroit Zone:

Saginaw River Port Region (IPaC Query ran on 06JAN2020)	
Fish	
Lake Sturgeon	Threatened
Mammals	
Indiana Bat	Endangered
Northern Long-eared Bat	Threatened
Birds	
Piping Plover	Endangered
Red Knot	Threatened
Reptiles	
Eastern Massasauga (rattlesnake)	Threatened
Clams	
Northern Riffleshell	Endangered
Insects	
Hine's Emerald Dragonfly	Endangered
Hungerford's Crawling Water Beetle	Endangered
Flowering Plants	
Eastern Prairie Fringed Orchid	Threatened
Pitcher's Thistle	Threatened

Southeast Michigan Port Region (IPaC Query ran on 06JAN2020)	
Mammals	
Indiana Bat	Endangered
Northern Long-eared Bat	Threatened
Birds	
Piping Plover	Endangered
Red Knot	Threatened
Whooping Crane	EXPN
Reptiles	
Eastern Massasauga (rattlesnake)	Threatened
Clams	
Northern Riffleshell	**Endangered**
Rayed Bean	Endangered
Snuffbox Mussel	Endangered
Insects	
Karner Blue Butterfly	Endangered
Mitchell's Satyr Butterfly	Endangered

Poweshiek Skipperling	Endangered
Flowering Plants	
Eastern Prairie Fringed Orchid	Threatened
Lakeside Daisy	Threatened

Western Lake Erie Port Region (IPaC Query ran on 06JAN2020)	
Mammals	
Indiana Bat	Endangered
Northern Long-eared Bat	Threatened
Birds	
Piping Plover	Endangered
Red Knot	Threatened
Reptiles	
Copperbelly Water Snake	Threatened
Eastern Massasauga (Rattlesnake)	Threatened
Clams	
Clubshell	Endangered
Northern Riffleshell	Endangered
Rayed Bean	Endangered
White Catspaw	Endangered
Insects	
Karner Blue Butterfly	Endangered
Flowering Plants	
Eastern Prairie Fringed Orchid	Threatened
Lakeside Daisy	Threatened

For more detailed information on endangered and threatened species refer to 9700 Appendix on HOMEPORT.

Emergency Consultation regarding actual responses:
We intend consultations, which are informed by Informal Consultation, to be used during actual responses whenever action will be taken (i.e., equipment deployment, booming, mechanical removal, etc.). Before any response action is taken, the Federal On Scene Coordinator (FOSC) requests a listing of resources at risk from the Services as the precursor to determine whether further Emergency Consultation is necessary. If no protected resources are determined to be in the affected area, then that determination will be documented and the appropriate response measures would continue per the ACP and other pertinent federal, state, local and tribal guidelines. If protected resources are determined to be present, then further Emergency Consultation will be conducted, initiated by the FOSC and facilitated by Regional Response Team (RRT) and NOAA Scientific Support Coordinator (SSC). It is at this time that the collaborative process of fully analyzing the effects of the government's intended action upon listed species happens, balancing that action versus other actions or taking no action to produce the net best result.

On-Call Availability. With the inherent need for Emergency Consultation to take place in a timely manner, the SSC should have points of contact reasonably available for short notice, ad hoc calls regarding incidents.

Implementation of the Interagency Memorandum of Agreement for the Endangered Species Act (ESA MOU)
Signed by the USCG, USEPA, NOAA, DOI, USFWS, and NMFS, aligns the 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 plans and procedures to protect listed species and designated critical habitat during spill planning and response activities.

A guidebook was developed for the MOA by the 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 should 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 following checklists were developed to assist FOSCs during Pre-Spill Planning, Emergency Response and Post Response activities. ESA MOU

1670 PROTECTION OF HISTORIC PROPERTIES NATIONAL HISTORIC PRESERVATION ACT (NHPA)

Section 106 of the NHPA provides that federal agencies are to take into account the effects of "federal or federally assisted undertakings" on histories properties that are listed in or eligible for inclusion in the National Register of Historic Places. An "undertaking" includes an environmental response coordinated by an FOSC. The NCP does not provide specific guidance for taking historic properties into account during emergency response to an actual or threatened release of a hazardous substance, pollutant or contaminant or to the discharge of oil or other pollutants. Also, emergency provisions contained in the regulations implementing Section 106 of the NHPA do not directly address requirements for such emergency responses.

As a result, several federal departments and agencies entered into a Programmatic Agreement on the Protection of Historic Properties (NCP-PA) during emergency response under the NCP to ensure that historic properties are taken into account in their planning for and conduct of the emergency response under the NCP. Generally, during pre-incident planning, historic properties and exclusions are identified to the fullest extent possible; notification lists are generated; and emergency response strategies are developed. During a federally-led emergency response in an area that has not been excluded, the FOSC will activate the agreed-upon mechanism for addressing historic properties, including notification of the identified parties, consult with them regarding historic properties that may be affected, assess the potential effects of emergency response, and develop and implement response activities. Note: that if it is clear to the FOSC that no historical property is involved, then there is no need to obtain expertise or hire a Historic Properties Specialists to make such a determination. It is recognized that historic properties is only one of the many issues that FOSCs take into account when responding to a spill. The

DOI requires notification when any DOI facility that is protected under the NHPA has been or may be impacted by a discharge of oil/hazmat.

HOW THE PA APPLIES TO THE 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. This ensures appropriate consideration of historic properties within the context of the NHPA during emergency response to a discharge or a release under the NCP. 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) un-surveyed 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 FOSCs 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 GRSs in advance. During emergency response, FOSCs are responsible for initiating the agreed upon mechanism for addressing historic properties, namely activating the FOSCs Historic Properties Specialist. In turn, the FOSCs Historic Properties Specialist will: (1) notify and consult with parties identified in pre-incident planning and those applicable entities that are listed in the GRSs; (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. See the GRS for details.

Each state has a State Historic Preservation Officer (SHPO). The SHPO can provide many important services to local governments and historic preservation commissions. The SHPO is designated by the Governor of each state. In some states, he or she serves directly in the Governor's cabinet or executive office. In other states, the SHPO may be an official in an archives department, a state historic society, or a state museum.

Under National Park Service (NPS) regulations, a staff of appropriate preservation officials, in most cases including historians, architectural historians, historical architects, and archaeologists, must assist each SHPO. Academic institutions, historical and archeological societies, and other preservation-oriented groups through contracts or cooperative agreements also assist many SHPOs.

Most SHPOs receive their primary funding from their state legislatures. In addition, NPS provides SHPOs with grants-in-aid from the Historic Preservation Fund (HPF), a special fund created by the National Historic Preservation Act. HPF grants must be matched with non-federal funds or in-kind contributions.

The National Historic Preservation Act established certain SHPO responsibilities. These include the following:

- Ensuring comprehensive statewide historic preservation planning;
- Conducting a statewide survey to identify historic properties;
- Nominating properties to the National Register of Historic Places;
- Assisting local governments in developing historic preservation programs and in becoming certified to participate in the national program;
- Advising and assisting in federal, state, and local historic preservation projects;
- Participating in review of federal, state, and local undertakings that may affect historic properties;
- Providing public information, education, training, and technical assistance in historic preservation.

Under National Park Service (NPS) regulations, SHPOs may also participate in NPS certification of properties and projects for historic preservation tax incentives. In addition, SHPOs carry out duties under state laws, and seek to advance the interests of historic preservation generally in their states. For example, many SHPOs:

- Conduct preservation conferences and workshops;
- Distribute state grants and loans for preservation;
- Maintain and interpret state-owned historic properties;
- Conduct programs to acquire and administer historic preservation easements;
- Administer state legislation to protect historic properties from non-federal construction and land-use projects;
- Administer state legislation relating to archeological resources, shipwrecks, and other special kinds of historic properties;
- Publish newsletters, scholarly publications, and popular books and brochures;
- Administer state history museums and conservation laboratories;
- Develop and support state and local preservation statutes;
- Help state and local authorities use preservation in primary and secondary curricula, and in public education generally; and
- Provide technical assistance to owners of historic properties.

Michigan's State Historic Preservation Office Staff contact information:

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1680 REMOVAL/DESTRUCTION OF A VESSEL TO PROTECT THE ENVIRONMENT

Chapter 10 of the U.S. Coast Guard Marine Environmental Response and Preparedness Manual provides policy and guidance on mitigating oil and hazardous substance threats from abandoned vessels, Remediation of Underwater Legacy Environmental Threats (RULET) including historic sunken wrecks, vessel destruction under the Federal Water Pollution Control Act (FWPCA), and oil and hazardous substance threats from marine debris. Commandant (CG-MER) established the policies and guidance in this Chapter to ensure safe and efficient response to oil discharges and hazardous substance releases associated with abandoned vessels and marine debris.

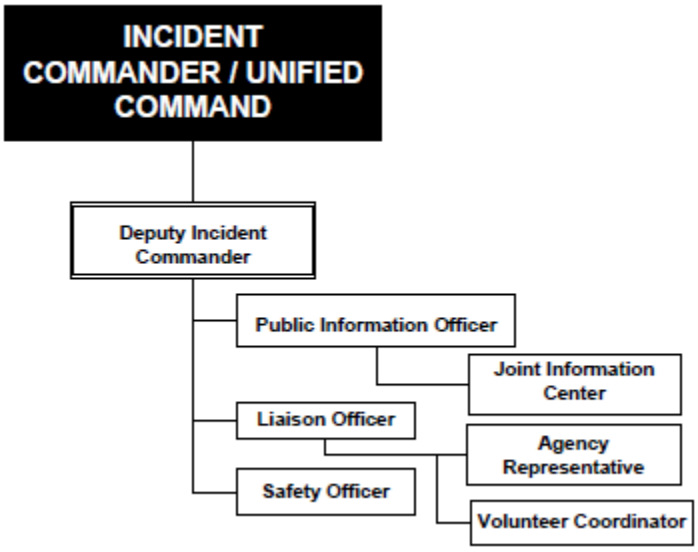
1700 Reserved

1800 Reserved

1900 Reserved for Area/District

2000 COMMAND

2100 UNIFIED COMMAND



The NCP requires FOSCs to direct response efforts and coordinate all other actions at the scene of a discharge or release. The NCP further states that the basic format for the response management system is a structure that brings together federal, state, tribal, local agencies and responsible party, to achieve an effective and efficient response. This approved structure is NIMS/ICS Unified Command (UC).

ICS UC is an application of ICS used when there is more than one agency with jurisdiction or when incidents cross political boundaries. Agencies work together through designated members of the UC to establish their designated Incident Commanders at a single ICP to establish a common set of objectives and strategies in an Incident Action Plan (IAP). This is accomplished without losing or abdicating authority, responsibility, or accountability. UC is responsible for overall management of the incident by bringing together a single command structure thereby enhancing preparedness and response and recovery activities. UC is not a “decision by committee”.

The AC adopted ICS/UC as the basic model for operating a coordinated response. Under the UC structure, federal government, state, and responsible party will each provide an IC, who will consult with each other and share decision-making authority regarding spill response and clean-up management issues. Depending on the circumstances of the incident, a local or tribal entity may also provide an IC. Together, these ICs will jointly serve as UC. In doing so it brings together the expertise, resources, and equipment of many organizations so that the incident can be handled in the safest, quickest, and most efficient manner.

The majority of incidents typically have UC spill response from local/ county response agencies, state response agencies, USCG, USEPA and responsible parties and or their representatives. Once notified (e.g., NRC, State Duty Officer, agency to agency), these responders assemble on scene, determine the

extent of the incident, quickly discuss options, establish objectives, and initiate unified response strategies and tactics to mitigate the incident. This cooperative relationship has worked well over the years and is the cornerstone for response to any incident. Common sense, recognition of others statutory responsibilities, and a spirit of cooperation during an incident are paramount. In unforeseen rare situations where UC consensus is not attained, the FOSC is charged with resolving the issue. If the issue warrants, the FOSC may consult the respective RRT for guidance.

While the UC structure is an excellent vehicle (only nationally recognized vehicle) for coordination, cooperation, and communication, the duly authorized representatives must make the system work successfully. A strong command – single IC or UC, is essential to an effective response.
To be considered for inclusion as a UC representative, an organization must:

- Have jurisdictional authority or functional responsibility under law or ordinance for the incident; and,
- The incident or response operations must have impact on the organization's AOR; and,
- The organization must be specifically charged with commanding, coordinating, or managing a major aspect of the response; and,
- The organization must have the resources to support participation in the response.

Unified Commanders must be able to:

- Agree on incident objectives and priorities;
- Have the capability to sustain a 24 -hour- 7 day-a-week commitment to the incident;
- Have the authority to commit agency or company resources to the incident;
- Have the authority to spend agency or company funds;
- Agree on an incident response organization;
- Agree on the appropriate Command and General Staff position assignments to ensure clear direction for on-scene tactical resources;
- Commit to speak with "one voice' through the PIO or JIC, if established;
- Agree on logistical support procedures; and
- Agree on cost-sharing procedures, as appropriate.

The primary objective for the UC is to "Minimize the Consequences of Pollution Incidents." Response goals, referred to as "Critical Success Factors" are noted in section 2100.1. In addition, the "Best Response Concept Doctrine" is listed in Section 1620 of this plan. It identifies areas that must be done well in order to conduct a successful response.

2100.1 AREA COMMAND

The purpose of an Area Command (AC) is to oversee the management of an exceptionally large or highly complex incident that impacts a broad area, focusing primarily on strategic assistance and direction, and resolve competition for scarce response resources. An AC is activated depending on the complexity of the incident and incident management span-of-control considerations. This organization does not supplant an IC/UC, but supports it by providing strategic direction and oversight of incident management. An AC also prioritizes incident activities, allocates or reallocates critical resources to

support identified needs, and ensures incident information is distributed appropriately. Execution of tactical operations and coordination remains the responsibility of the on-scene IC/UC as does setting incident-specific objectives and managing incident-specific tactical operations and support.

Chapter 14 of the IMH can be used to facilitate Area Command responsibilities.

2100.2 CRITICAL SUCCESS FACTORS

Response Organization
- Objectives established & communicated
- Clarity in Leadership and Responsibility at all levels
- Sufficient & efficient resources

The Natural Environment
- Source discharge minimized
- Spill effectively contained/controlled
- Sensitive areas protected
- Resources damage minimized

Public Communication
- Accurate and timely information
- Positive media coverage of response
- Positive public perception

Human Health and Safety
- No spill related public injuries, illness, or deaths
- No response worker injuries, illness, or deaths

Stakeholder Service and Support
- Minimize impact to Stakeholders
- Stakeholders well informed
- Positive meetings with Stakeholders
- Prompt handling of damage claims

2100.3 PLANNING CYCLE

The period of initial response and assessment occurs in all incidents (NCP Phase I - II). Short-term responses (small in scope and/or duration) can be coordinated simply using the ICS 201 briefing form. More complex, longer term responses will likely require the IC to identify a dedicated Planning Section Chief (PSC). The PSC must arrange for transition to the operational period planning cycle.

Planning cycle meetings are identified in detail in Chapter 3 of the IMH. The planning cycle meetings, briefings, and information ascertained during the planning cycle lead to the development of the IAP.

The IAP is a plan containing general objectives reflecting the overall strategy for managing the incident. It may include the identification of operational resources and assignments. It may also include attachments that provide direction and important information for management of the incident. The IAP guides the next operational period's operations. The IC/UC specifies the operational period duration, typically 12 or 24 hours. Short operational periods still require completion of a full planning cycle and the generation of an IAP. As conditions warrant, and the incident progresses, the UC will likely lengthen the operational period to 48/72/96 or more hours as applicable. IAP contents can be found on the USCG HOMEPORT website. The Planning "P" represents the daily cycle of scheduled meetings and briefings. It is based upon an operational period that can be modified by the UC to meet the changing needs of a response. Further explanation of the planning cycle can be found in Chapter 3 of the USCG IMH.

2110 COMMAND REPRESENTATIVES

2110.1 INCIDENT COMMANDER (IC)

The IC has overall authority and responsibility for conducting incident operations and is responsible for the management of all incident operations at the incident site. On many incidents, command is carried out by a single IC. The IC is selected based on qualifications and experience. The IC may have Deputy IC's who may be from the same agency or from an assisting agency. The Deputy IC must have the same qualifications as the IC, as they must be ready to take over that position at any time.

A typical oil or hazardous substance incident may likely begin with the local Fire Chief or County Sheriff as the IC. As the responders from the various regulatory agencies with jurisdiction arrive, these agencies will, whenever possible and practical be organized under the Unified Command Structure, which includes, but not limited to:

- The pre-designated Federal On-Scene Coordinator (FOSC):
  - USCG
  - USEPA
- The Federal or State Land Manager (Trustee)
- The State On-Scene Coordinator (SOSC):
- The Local On-Scene Coordinators (LOSC):
  - Fire Chief
  - County Emergency Management Agency
  - County Sheriff
- Tribal OSC, as applicable
- Responsible Party (RP) Representatives
  - RP
  - Qualified Individual (QI)
  - Spill Management Team Leader

The IC Initial Checklist is provided in the IMH as a job aid which can be used on all oil and hazardous substance incidents and HOMPORT has an Incident Commander Job Aid.

USCG Sector Detroit maintains a Type III Incident Management Team that is made up of ICS trained and experienced personnel.

2110.2 FEDERAL ON-SCENE COORDINATOR (FOSC)

The FOSC is the pre-designated federal official responsible for ensuring immediate and effective response to a discharge or threat of discharge of oil or hazardous substance(s). NOAA's An FOSC's Guide to Environmental Response is a valuable tool for FOSCs.

- USCG pre-designated FOSCs - In accordance with the NCP the USCG shall provide FOSCs for oil discharges, including discharges from facilities and vessels under jurisdiction of another federal agency, within or threatening the coastal zone (Great Lakes are considered in the Coastal Zone). In general the USCG Captains of the Port (COTP) shall serve as designated FOSCs for areas in the coastal zone for which an ACP is required under CWA section 311(j). The USCG shall NOT provide pre-designated FOSCs for discharges or releases from hazardous waste management facilities or similarly chronic incidents (USCG is not FOSC for remedial actions).

- USEPA pre-designated FOSCs - In accordance with the NCP the USEPA shall provide FOSCs for discharges or releases into or threatening the inland zone, and shall provide Remedial Project Managers (RPMs) for federally funded remedial actions, except in the case of state-lead federally funded response. USEPA Regional Administrators shall designate FOSCs for areas in the inland zone for which an ACP is required under CWA section (j). USEPA will also assume all remedial actions at National Priorities List (NPL) sites in the coastal zone, even where removals are initiated by the USCG.

- DOD and DOE FOSCs - In accordance with the NCP 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, including vessels bareboat-chartered and operated, under the jurisdiction, custody, or control of DOD, DOE, or other federal agency: (1) In the case of DOD, or DOE, DOD or DOE shall provide FOSCs/RPMs responsible for taking all response actions; and (2) In the case of a federal agency other than USEPA, DOD, or DOE, such agency shall provide FOSCs for all removal actions that are not emergencies and shall provide RPMs for all remedial actions.

Upon receipt of notification of a discharge or release, the FOSC is responsible for conducting a preliminary assessment to determine:

- Threat to human health and the environment.
- The responsible party and its capability to conduct the removal; and
- Feasibility of a removal or the mitigation of impact.

FOSC responsibilities in the event of a discharge or release include the following:

- Notify and coordinate with other federal, state, tribal and local agencies.

- Determine whether proper response actions have been initiated.
- Collect information:
  - Concerning the discharge or release;
  - Spill source and cause;
  - The identification of potentially responsible parties;
  - The nature, amount, location, direction, and time of discharge;
  - Pathways to human and environmental exposure;
  - Potential impact on human health, welfare, and safety, and the environment;
  - Possible impact on natural resources and property;
  - Priorities for protecting human health and welfare and the environment; and
  - Estimated cost for the response.
  - Consult with RRT members as needed for incident specific issues.

2110.3 STATE ON-SCENE COORDINATOR (SOSC)

The highest-ranking, most qualified representative of the impacted Great Lake's state will fill the role of Unified Commander. In addition, his or her staff will be part of the UC response organization and will perform the following duties:

- Determine and implement appropriate response strategies in consultation with other members of the UC.
- Provide and coordinate state resources to the response effort as needed to accomplish combined cleanup objectives.
- Identify and maximize the protection of environmental sensitive areas. Determine Resources at Risk.
- Provide for public health and safety.

2110.4 LOCAL ON-SCENE COORDINATOR

The highest-ranking, most qualified representative of the local government (city, county) will fill the role of Unified Commander. The focus of local responders is usually directed toward abating immediate public safety threats. The degree of local response will depend upon the training and capabilities of local responders relative to the needs of the specific emergency.

- Determine and implement appropriate response strategies in consultation with other members of the UC.
- Provide security for all on-scene forces and equipment.
- Provide expertise and historical knowledge concerning local spill impact specifics.
- Provide expertise on local resources and equipment to mitigate the incident.

2110.5 TRIBAL ON-SCENE COORDINATOR

The United States has a unique relationship with Indian tribal governments. In treaties, the United States has guaranteed the right of Indian tribes to self-government and to exercise inherent sovereign power over their members and territory.

The Bureau of Indian Affairs (BIA) within the U.S. Department of the Interior acts as the principal agent for the United States in carrying on the government-to-government relationship that exists between the United States and Federally recognized Indian tribes. The BIA also acts as the principal agent of the United States in carrying out the U.S. Government's responsibilities as trustee for the property it holds in trust for the benefit of federally recognized tribes.

The highest-ranking, most qualified representative will fill the role of Unified Commander if applicable. Normally, the impacted Tribe (or representative) is a designated natural resources trustee for Native American communities. Response capabilities of Tribes within this Great Lakes vary.

- Tribes with natural resources departments provide technical and scientific support.
- Determine Resources at Risk.
- Provide expertise, cultural site information and historical knowledge concerning local spill impact specifics.
- Provide for public health and safety.

2110.6 RESPONSIBLE PARTY (RP) REPRESENTATIVE

The highest-ranking, most qualified representative of the RP will fill the role of Unified Commander. In addition, his or her staff will be expected to staff part of the UC's response organization within the Operations, Planning, Logistics, and Admin/Finance sections.

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 or the Exclusive Economic Zone (EEZ) 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 RCP, the ACP, and the applicable vessel/facility response plan required by OPA 90. If directed by the FOSC at any time during removal activities, the responsible party must act accordingly.

Each responsible party for a vessel or facility, from which a hazardous substance is released, or which poses a substantial threat of a discharge, is liable for removal costs as specified in CERCLA (42 U.S.C. 9601 et seq.).

- The first response role of the RP is making notification of an incident to appropriate agencies and other responders in accordance with applicable laws and response plans.
- Cooperate with local public safety agencies. This includes providing full access to properties, information, and expertise of the company. The RP conducts whatever response actions are

necessary and for which their personnel are trained and equipped. This can include turning valves off, plugging leaking containers, and evacuating employees. It may include firefighting by industrial fire brigades. All of these response activities are done under the direction of a public safety IC.
- Provide Qualified Individual (QI) as applicable and required by, Title 33, CFR Part 155.
- Activate the facility or vessel Response Plan if applicable.
- The RP will often contract with specialized Oil Spill Removal Organizations (OSROs) to perform cleanup and mitigate a spill under the direction of the IC, UC or FOSC.
- Responsible for Natural Resource Damage Assessment (NRDA) in conjunction with natural resource trustees.
- Responsible for response costs and other damages caused by their spill.
- The RP should conduct inquiries into the cause of the incident. This is often done with the participation or oversight of state or federal agencies. The RP should then revise prevention, preparedness, and response measures accordingly.

2120 GUIDANCE FOR SETTING RESPONSE OBJECTIVES

IC's are responsible for providing direction and guidance to the Incident Management Team (IMT). The UC must analyze the overall requirements of the incident and determine the most appropriate direction for the management team to following during the response. This is accomplished by making key decisions, setting management team priorities, developing response objectives and assigning work tasks to primary staff within the IMT. Chapter 4 of the IMH can be used by Command to help facilitate their responsibilities. The information/examples provided in Chapter 4 can be used as is or modified in response to specific risk applications. To aid the IC/UC, the IMH has pre-approved initial generic UC objectives under the categories of Safety, Oil Spill, Environmental, and Management.

The priorities of response objectives must be carefully considered since they vary from case to case, but generally they are as follows in accordance with the NCP:

- Safety of Life and Health
- Stabilize the Situation
- Control the source (Containment)
- Complete Notifications
- Coordinate Response Actions
- Protect Sensitive Areas
- Recover Product
- Clean Impacted Areas
- Rehabilitate Wildlife/Resources
- Customize Response Organization
- Communication Flow (Internal and External)
- Document Response

In responding to a spill incident in Northwest Ohio and Southeast Michigan, the FOSC faces diverse environmental, economic, and political concerns that need to be considered and balanced whether directing or monitoring a spill cleanup. They are:

Safety, Human & Natural Environment:

Complex Fast-Water River System: The Detroit-St. Clair River corridor, including Lake St. Clair, is a dynamic river system with fast currents and, as such, potentially poses inherent difficulty for responders seeking to clean up a marine spill. The hydrodynamics of the river, the mixing of pollutants, and the flow patterns of existing currents are environmental variables that the academic and scientific communities continue to study. There are weather conditions such as ice and wind that must be considered (ex: wind factor will greatly affect the flow of pollutants in the river). Because no recent major spills have occurred in the river system, the only sources of data to predict river flow are scientific models and some hands-on experience responders have gathered at smaller actual spills. General background information about the river system is as follows:

- The water level and flow rates of the St. Clair & Detroit River are not controlled by manmade structures. The St. Clair River is approximately 64 km (40 miles) long with a maximum width of 1.2-km (0.75 miles) and a maximum depth of 21 meters (70 feet). The average flow rate of the St. Clair River is 5200 cubic meters per second and a flushing time of 21 hours.

- Lake St. Clair is relatively shallow with an average depth of only 5 meters (16 feet) and a width of 40-km (25 miles). The lake has a dredged shipping channel of 8.3 meters (27 feet). Lake St. Clair has a flushing rate of 6 days.

- The Detroit River is approximately 52-km (32 miles) long with a maximum width of 3-km (1.9 miles) and an average flow rate of 5300 cubic meters per second. The Detroit River has a flushing rate of 20 hours.

- The Ontario shoreline of both rivers and the lake is primarily developed and private property. The Michigan shoreline of both rivers and the lake is primarily developed and private property except Lake St. Clair Metro Park, Belle Isle in Detroit, Lake Erie Metro Park and Pointe Mouillee State Game Area (where the Detroit River empties into Lake Erie).

- Other complicating factors are that waters run high or low in multi-year cycles and that in the winter the river corridor remains, for the most part iced. Ice jams that occur in the St. Clair River in the spring can and will affect water levels from Lake Huron to Lake St. Clair.

Water Supply for 5 million people: The Detroit-St. Clair River Corridor is the source of drinking water for the whole of Metro Detroit and much of central southern Ontario. Pollutants in the system pose a health threat to the general public on both sides of the border.

Waterfowl Migration Route: The Detroit-St. Clair River corridor is a major waterfowl migration route and is recognized for its significance in the North American Waterfowl Management Plan. The Detroit-

St. Clair River Corridor is an important resting and feeding area for several species of waterfowl during their fall migration. The wetlands at the St. Clair River Delta, Humbug Marsh, Wyandotte National Wildlife Refuge, and Point Mouillee are critical links in supporting the mass migration of waterfowl through the area.

Natural Resources Damage Assessment: Natural Resource Damage Assessment (NRDA) regulations govern how and when damage assessment activities are to be performed by the trustees for natural resources. Refer to Section 2410.2 for more info.

Economy and Trade/Mobility:

International Trade Route: As the critical link connecting the upper and lower Great Lakes, the Detroit-St. Clair River corridor sees 4,000-6,000 ship movements annually. A pollution incident that shuts down commercial navigation affects not only the ports of Detroit and Windsor but also all Great Lakes ports that depend on the free flow of commerce through area waterways. Closure of the river system for even a few hours has a ripple effect on commercial shipping in the Great Lakes that causes more than a minor inconvenience to vessels; it presents safety issues and delays for many different vessel operators. A pollution related river closure would also have a detrimental effect on terminal operators and pilots, with adverse impacts on the time-sensitive nature of delivery of raw materials to Great Lakes ports and power plants. Depending on the number of vessels affected and on the extent and length of a closure, costs and claims against the RP could escalate quickly into millions of dollars.

Recreational Boating: Michigan leads the nation with more than 1,000,000 registered watercraft and estimates that 40 percent of state residents are boaters. Close to 200 permitted marine events occur in the Metro Detroit region each boating season, many of which are commercial enterprises with entry fees and prize money offered. A spill that adversely impacts Michigan boaters will be a political lightning rod to congressional interests and state legislative representatives. Any limits on boaters due to spill-induced closures of local waterways would also have a cascading effect on marinas, restaurants, and party stores.

Sport Fishing: The Detroit-St. Clair River corridor is a haven for numerous sport fishing tournaments that run from spring to fall each boating season. By itself, sport fishing directly contributes $30 million to Michigan's economy and indirectly contributes as well to the State's $9 billion tourist industry.

Political:

Greening of Detroit: With the Detroit Renaissance and attention drawn to the waterfront by the American and Canadian Heritage River initiatives, Detroit 300, Remedial Action Plans (RAPs), and other programs to reclaim the local environment from adverse human use patterns of the past, the area has embarked on a regional reputation enhancement strategy to improve the overall image of the City and Downriver Communities. Any spill that would further harm the reputation of the area will draw political attention, especially if the spill is not cleaned up quickly or it impacts one of the special project locations that locals have worked hard to improve or protect. For example, a spill in the Humbug Marsh area would create an added political pressure that Command should be especially sensitive toward.

Governmental Stratification and Involvement of Locals: In Southeast Michigan, county and local governments form a complex web that could pose difficulties for responders trying to establish priorities in a marine spill migrating along the river. In such cases, Command will face questions such as who gets involved from local and county governments, how variant stakeholder concerns will get voiced and addressed as priorities, and how consistent information will be passed to the various and multiple layers of government. An additional concern, is the trust issue, if one of the riverfront communities itself becomes the RP. Several communities along the river corridor run facilities with outfalls that lead to storage tanks that sit next to the river, which can be sources of pollution. In a worst case, a spill originating in one city may potentially pollute another, pitting city against city in an inherently adversarial situation. Command should be sensitive to such potential political considerations and work through these issues early on to build trust and satisfactorily address the concerns of each, so the spill management system it establishes does not end up working against itself or spend wasted time on internal squabbling.

International Dynamic: Pollutants on the Detroit-St. Clair River corridor know no boundaries. Any pollution incident originating along the U.S. side has the potential for migrating to Canada, and vice versa. In Southeast Michigan, the potential for a joint U.S.-Canada cleanup is great and requires Command to maintain an ongoing and close working relationship between bilateral counterparts to ensure all parties are ready to perform coordinated response in the event of a major pollution incident. The next section of this plan details the nature of the coordinated planning activity that occurs regularly between the U.S. and Canada in this area

2130 GENERAL RESPONSE PRIORITIES

The first level of response will generally be the RP, local response agencies, and state response agencies when local capabilities are exceeded. When the incident response is beyond the capability of the state response, USEPA or USCG FOSCs are authorized to take response measures deemed necessary to protect the public health or welfare or the environment from discharges of oil or hazardous substances, pollutants, or contaminants. The need for a federal response is based on an evaluation by the FOSC.

Local officials are usually in command of an incident and the RP for the incident is required to cooperate with and aid the local IC or UC. In most states, the role of state agencies that respond during the early stages of an incident is to provide technical advice to local commanders as soon as possible on public safety issues. [Seldom will state or federal authorities assume command from local fire or police commanders for short-term, on-site, public safety-related issues.] However, on some incidents, both SOSCs and FOSCs may respond due to unique issues of the incident. An FOSC command structure is shown in the USCG IMH.

The UC structure identifying a multi-agency Type I, II, or III incident is also outlined by UC position element. The five types of incidents per ICS are:

- Type I Incident - Highly Complex National Interest (National)
- Type II Incident - Very Complex Regional to National (District)

- Type III Incident - Non-Routine Local Interest (Unit Level)
- Type IV Incident - Routine (Unit Level)
- Type V Incident - Initial (Unit Level)

2140 COMMAND POST LOCATIONS

The field location at which primary tactical-level, on-scene incident command functions are performed will be the incident command post. The locations of command posts vary depending on the incident type and complexity. Most require a fixed location; however, some incidents require a mobile command post (remote incidents). Command Posts will be determined on a case by case basis. Refer to 9700 Appendix on HOMEPORT.

2200 SAFETY OFFICER (SOFR)

Additional information regarding this position can be found in Chapter 6 of the USCG IMH and in the ICS Position Job Aids found in HOMEPORT.

The SOFR or SSHO (Site Safety and Health Officer) is responsible for monitoring and assessing hazardous and unsafe situations and developing measures for assuring personnel safety. The SOFR will recommend measures for assuring personnel safety and assess and/or anticipate hazardous and unsafe situations. The SOFR will correct unsafe acts or conditions through the regular line of authority, although the SOFR may exercise emergency authority to stop or prevent unsafe acts when immediate action is required. The SOFR maintains awareness of active and developing situations, ensures the preparation and implementation of the Site-Specific Site Safety and Health Plan (SSHP), and includes safety messages in each IAP. Only one SOFR will be assigned for each incident. The SOFR may have assistants, as necessary, and the assistants may represent assisting agencies or jurisdictions. Safety assistants may have specific responsibilities such as operations, hazardous materials, etc.

The Site Safety and Health Supervisor(s) (SSHS) or Assistant Safety Officer(s) (ASOFR) is a mandatory position under 29 CFR 1910.120. The SSHS is the individual(s) in the field responsible for enforcing the SOFRs SSHP. The SSHS must be on-site at all times while the SOFR may be at other locations.

As determined by the scale of the operation, federal and/or state OSHA compliance officers may be on-scene. They will be consulted to determine applicability of OSHA regulations. They will also assess the safety posture and procedures of the response organization. They will also recommend/order changes as appropriate after consultation with the SOFR. Other duties include, but may not be limited to the following:

- Oversee all safety matters for entire response organization. Coordinate changes in procedure with FOSC.
- Ensure response operations are being conducted in accordance with all federal, state, and local safety regulations or guidelines.
- Review and approve all SSHP prepared by contracted site safety supervisors.
- Ensure all field level personnel are properly equipped with necessary safety equipment.

- Liaison with federal and state OSHA representatives.

2200.1 U.S. AND STATE OSHA REPRESENTATIVES

The OSHA conducts safety and health inspections of hazardous waste sites to ensure employees are protected and to determine compliance with its regulations. OSHA will provide the FOSC with advice, guidance, and assistance regarding hazards to persons involved in removal or control of oil or chemical spills and precautions necessary to prevent endangerment of their health and safety. The assigned SOFR should establish communication with OSHA representative at the beginning stages of a medium or large spill.

2210 SITE SAFETY PLAN DEVELOPMENT

Additional information regarding this position can be found in Chapter 6 of the USCG IMH and the Sample Site Safety Plan. At a minimum the plan should include health and safety hazard analysis for each site, task, or operation with a comprehensive operations work-plan. This should address personnel training requirements, personal protective equipment selection criteria and confined space entry procedures. In addition, it should detail an air monitoring plan, site control measures, and the format for pre-entry and pre-operations briefings.

2300 PUBLIC INFORMATION OFFICER (PIO)

Additional information regarding this position can be found in Chapter 6 of the USCG IMH and in the ICS Position Job Aids found in HOMEPORT.

The Public Information Officer (PIO) is a key staff member supporting the incident command structure. The PIO represents and advises IC/UC on all public information matters relating to the management of the incident. The PIO handles media and public inquires, emergency public information and warnings, rumor monitoring and response, media monitoring, and other functions required to coordinate, clear with appropriate authorities, and disseminate accurate and timely information related to the incident particularly regarding information on public health and safety and protection.

In accordance with the NCP, when an incident occurs, it is imperative to give the public prompt, accurate information on the nature of the incident and actions underway to mitigate the damage. FOSCs/RPMs and community relations personnel should ensure that all appropriate public and private interests are kept informed and that their concerns are considered throughout the response.

In accordance with the NCP, in the case of all CERCLA removal or enforcement actions a spokesperson shall be designated by the lead agency. The spokesperson shall inform the community of actions taken, respond to inquiries, and provide information concerning the release. All news releases or statements made by participating agencies shall be coordinated with the FOSC/RPM. The spokesperson shall notify, at minimum, immediately affected citizens, state and local officials, and, when appropriate, civil defense or emergency management agencies.

The PIO must ensure on-scene conferences or briefings are carefully coordinated to ensure efforts to control the incident site are not disrupted or inadvertently place media personnel in harm's way. For press briefings, efforts should be made to find a location that provides convenient access for federal, state, tribal and local officials and is large enough to accommodate the anticipated number of media personnel.

Members of the media may also approach personnel at an incident site. They should be referred to the PIO and follow the incident/agency policies and procedures of the IC/UC through the PIO. Agency representatives on scene may answer questions regarding their particular role.

2310 PROTOCOL FOR ACCESS/TIMING OF MEDIA BRIEFINGS

The question of media access to spill sites may arise during emergencies. In general, it should be the UC's policy to allow media access when public resources are concerned, with reasonable guidelines to protect personal safety and preclude interference with response activities.

The PIO must work through and seek permission from the UC before allowing media access to the emergency scene or ICP. The PIO should obtain permission and legal counsel before releasing photos or video footage on private property, both for purposes of conserving legal evidence and potential violation of owners' rights.

The general public's opinion of response efforts is not always based upon what action has been taken, but upon what information they received. Supplying information to the media is a critical component of spill response and is a primary function of the FOSC. Early and accurate news releases serve to minimize public apprehension and to enhance their faith in the response community. The National Response Team (NRT) provides Risk Communication guidance for Oil Spill Response and additional information regarding risk communications at the NRT website.

The following general guidelines are provided:

- Timely and accurate information should be provided to protect public health and obtain public cooperation, and to assist in guarding against further environmental damage.
- Clear communication by spill response authorities is essential for the delivery of accurate information to avert misinformation or rumors sometimes engendered by an emergency.
- The FOSC must immediately establish and maintain his/her position as chief articulator of an incident. It is the FOSCs and SOSCs role - not the role of the spiller or others--to deliver public statements regarding the effects of a spill, including evaluations of a spill's size, extent, nature, dangers to public health or resources, details of the response plan, the FOSCs expectations for response plan implementation, degree of success or lack of success of a spill response, and the anticipated long-term effects of a spill.

- When a spill occurs, the FOSC must immediately open communications with local government officials of affected communities, conveying facts needed by residents for their own response activities and protection of public health and resources. Initial phone calls to establish communication channels with local governments and appropriate organizations, such as fishermen and native groups, should be followed by regular updates through spill bulletins, press releases, and briefings.

2310.1 DAILY PRESS BRIEFINGS

During a significant spill with a rapidly developing situation and presence of a large number of reporters, a briefing held daily at a pre-established time (10:00 am and/or 3:00 pm is recommended) is one of the most useful means of delivering information. This is an opportunity for the FOSC and other spokespersons to brief the press and answer their questions, and for other key staff members to follow up with important data. For example, if applicable, natural resource managers should present information on wildlife and fisheries impacts or public health authorities may offer their findings on contamination of local subsistence foods. It is the PIO's duty to work with the FOSC to prioritize information according to importance, point out backup factual material and other sources, provide written information for distribution, and conduct the press briefing. Early morning is the best part of the day for the PIO to coordinate the day's press activities and ensure everyone receives written information and background facts. These press briefings may relieve the FOSC and other spokespersons of some of the pressure of interviews throughout the remainder of the day, as well as free reporters to proceed with fieldwork.

2310.2 NEWS RELEASES/PRESS RELEASES/FACT SHEETS

News releases should be reserved for announcements of major decisions, policy changes, or new developments. They must report on items that are actually news, should summarize issues clearly, and provide quotes from decision-makers that encapsulate and clarify the UC's position. Distribution should be to affected communities and response agencies in addition to the media. Fact sheets should be prepared and updated regularly to present key data needed by the press or public, such as amounts of oil or hazardous substance spilled or cleaned up, or wildlife mortalities. If operations permit, these sheets should be reviewed by applicable sections prior to release. The PIO can be used to facilitate this process. Background papers should be written to amplify and clarify complex issues and the UC's related actions and policies. A press release should tell who, what, when, where and how of an incident. Once these basic elements are developed, the press release should address items of specific concern to the media and public.

Incident News is a website that is maintained by the Emergency Response Division, Office of Response and Restoration, NOAA, in support of the USCG. This site contains information provided and approved by the UC for specific spill incidents. Information is posted on the site as it becomes available. The timing of updates depends on the nature of each spill and resources available to post the material. The date of updates is noted on each page. During rapidly-evolving events, the site might be updated several times per day. In the later phases of a response, the site might be updated once per week.

2310.3 SOCIAL MEDIA IN A RESPONSE

For smaller Coast Guard cases - like a minor pollution response, local SAR case or maritime event – Area, Districts, Sectors and units should collaborate to use pre-existing Coast Guard social media sites to communicate as outlined in the Coast Guard External Affairs Manual.

For the use of social media in a USCG-led crisis/response, reference the Social Media Field Guide, a compliment to the National Response Team Joint Information Center (NRT JIC) Model.

2320 JOINT INFORMATION CENTER (JIC)

Additional information regarding this position can be found in the USCG IMH, the Public Information Officer (PIO) Job Aid and the National Response Team's JIC Model. The PIO Job Aid also includes a sample JIC Organization Chart.

A JIC is a physical location where personnel with public information responsibilities from organizations involved in incident management activities can co-locate to perform critical emergency information, crisis communications, and public-affairs functions. Typically an incident specific JIC is establish at a single, on-scene location, in coordination with federal, state, tribal and local agencies depending on requirements of the incident. An incident specific JIC develops, coordinates, and disseminates unified news releases. News releases are cleared through IC/UC, to ensure consistent messages, avoid release of conflicting information, and prevent negative impact on operations. A JIC may be established within or near the ICP where the PIO and staff can coordinate and provide information on the incident to the public, media, and other agencies.

During a major oil spill, hazardous substance response or marine disaster where media activity is expected to last several days, the UC should establish a JIC to coordinate public affairs activities of participating agencies and parties. It is established to handle the joint public information needs of all groups participating in the response.
The role of the JIC includes:

- Providing multiple phone lines for incoming calls, manned by knowledgeable individuals.
- Ensuring state/federal government public affairs representatives are available to the media.
- Issuing press releases to the media and providing copies to response officials.
- Scheduling and coordinating news conferences and media briefings.
- Providing the RP an opportunity to coordinate their media efforts with those of the FOSC.
- The JIC will only issue "official" releases approved by the FOSC in consultation with the other UC's. Individual groups or agencies may issue releases from this Center provided that it is on own agency letterhead, and stated that it is not a JIC release.

2330 RISK COMMUNICATION

Additional information can be found in Chapter 12 of the USCG IMH and in the ICS Position Job Aids found in HOMEPORT.

Risk communication is maximizing public safety by presenting information to the public in a timely and professional manner during emergency situations. Maximum cooperation is needed from the public to ensure safe response efforts. Today, ICs have responsibility to communicate risks to the public concerned with terrorism, homeland security, environmental disasters, and other events. The UC is the trusted specialist the public is looking for to answer and address questions and concerns. Examples of situations involving risk communication include, but are not limited to the following:

- Alerts (severe weather, maritime security level changes)
- Disease outbreaks
- Hazardous material releases
- Toxic contamination
- Major bridge or building collapse
- Terrorist attack

Three equations resulting in successful Risk Communication:

- Perception equals reality,
- Goal equals trust and credibility
- Communication equals skill

2330.1 COMMUNICATING RISKS DURING THE INITIAL PHASE (FIRST 24 HOURS)

Work with the Liaison Officer (LOFR) to identify stakeholders. Examples of stakeholders include, but are not limited to the following:

- USEPA
- Mariners Advisory Committee
- Facility managers
- Vessels agents
- Other agencies specifically involved in an incident/event

Get the word out in emergency situations through widespread distribution of material to ensure effective communication (press releases, Marine Safety Information Bulletins/Broadcast Notice to Mariners, press conferences, public meetings)

During an initial response, first responders may need to brief the public on inherent safety concerns. Prepare, review, remain calm and know your audience.

2330.2 COMMUNICATING RISKS DURING THE PROJECT PHASE (BEYOND 24 HOURS)

Develop a plan of action by working with stakeholders and LOFR to organize and disseminate information to the public. Use the following checklist to prepare for a speaking engagement:

- Time, Place and Date of public appearance
- Incident/Event name: Time Place and Date of Incident/Event
- Introduction: statement of personal concern, statement of organization commitment, and purpose and plan for the meeting
- Key messages: supporting data of the Incident specifically impacting the public
- Public involvement: names and concerns of who are helping, the organizations they represent, and their specific area of responsibility (if a volunteer group has been set up now is a good time to mention how the community can get involved). Let the public know what they can do to help (whether that is evacuating, staying indoors, or reporting suspicious activity).
- Conclusion: summary statement
- Questions and answers: practice anticipated questions and responses
- Presentation material: handouts, audios, etc.

2340 MEDIA CONTACTS

Descriptions and contact information for local, state and tribal newspapers, television stations and radio stations can be found in HOMEPORT, Sector Detroit ACP Referenced Documents, Media Contacts.

The Sector Detroit Public Affairs Officer can be reached at 313-568-9546 or the Ninth District Public Affairs Officer can be consulted at 216-310-2608, d9publicaffairs@gmail.com.

2400 LIAISON OFFICER (LOFR)

Additional information regarding this position can be found in Chapter 6 of the USCG IMH and in the ICS Position Job Aids found in HOMEPORT.

Incidents that are multi-jurisdictional, or have several agencies involved, may require the establishment of a LOFR position. Only one primary LOFR will be assigned for each incident, including incidents operating under UC and multi-jurisdiction incidents. The LOFR may have assistants as necessary, and the assistants may also represent assisting agencies or jurisdictions. The LOFR is assigned to the incident to be the point of contact for assisting and or cooperating agency representatives. Duties include:

- Serve as the initial point of contact for participating federal, state, tribal and local agencies with a vested interest in the response.
- Assist in establishing and coordinating interagency contacts.
- Coordinate activities of visiting dignitaries.
- Maintain a spill response summary distribution list for public and private entities requesting spill response status reports.

- Receive and coordinate all calls from public and private entities offering assistance or requesting information.
- Monitor incident operations to identify current or potential inter-organizational problems.
- Identify public and private concerns related to the status and effectiveness of the spill response.
- Brief IC/UC on agency issues and concerns.

Additional information regarding this position can be found in Chapter 15 of the USCG IMH.

2410 TRUSTEES

The NCP designates trustees who are to act on behalf of the public as trustees for natural resources and outlines the responsibilities of those trustees.

See 40 CFR 300 Trustees for Natural Resources for designations and responsibilities.

In 1990, Congress enacted OPA 90, 33 USC 2701, et seq. OPA 90 authorizes the following natural resource trustees (Sector Detroit AOR Contact noted next to agency)"

- Secretary, Department of Agriculture, TBD;
- Secretary, Department of Commerce, TBD;
- Secretary, Department of Defense, TBD:
- Secretary, Department of Energy, TBD;
- Secretary, Department of the Interior
  - Valincia Darby, DOI, (215) 597-5378
  - Dr. Lisa Williams, U.S. FWS, (517) 351-8324;
- Leader(s) of state resource agencies (designated by the governor of each state)
  - MI EGLE Director, Liesl Eichler Clark, (517) 284-6712;
  - MI DNR Director, Daniel Eichinger, (517) 284-6367;
  - OH DNR Director, Mary Mertz, (614) 265-1005
- Leader(s) of federally-recognized Indian tribes (designated by the governing body of any Indian tribe), TBD; and
- Leaders of foreign government resource agencies (designated by the head of any foreign government), TBD

To seek compensation for injuries to natural resources caused by the discharge of oil. For purposes of this document, these groups are referred to as either "trustees" or trustee agencies. The Lead State Trustee generally is selected based upon the types of natural resources affected by the spill.

2410.1 NOTIFICATION OF DOI

The DOI Regional Environmental Officer for Region V must be contacted in the following circumstances:

- All reported oil discharges that equal or exceed 5,000 gallons in the Great Lakes.
- All reported releases of hazardous substances that exceed the reportable quantity (RQ) in the Great Lakes.

- All reported discharges or releases of hazardous substances of any size that may affect DOI administered facilities or National Wildlife Refuge System as well as any Indian Reservation.
- All reported discharges or releases of any size that have impacted or threaten populations of federally listed species or designated critical habitats protected under the Endangered Species Act.
- All reported discharges or releases of any sizes that have impacted or threaten "historic properties" protected under the National Historic Preservation Act.
- All reported discharges or releases of any size that have resulted in fish kills or have impacted migratory birds.

2410.2 NATURAL RESOURCE DAMAGE ASSESSMENT AND RESTORATION (NRDA)

The overall goals of the NRDA process are to restore the injured natural resources to pre-spill conditions and to obtain compensation for all documented losses of natural resources and services that occur between the spill and the return to baseline (pre-spill) conditions. In general, the NRDA process may require several phases to complete, including individual phases of documenting injuries, assessing damages, settling claims, and undertaking restoration programs. This document addresses the NRDA process only during initial stages while response efforts are underway. This document attempts to describe the NRDA process, identify principle participants in NRDA activities, and clarify the relationship of NRDA to ICS. NRDA is separate from the response and is not part of the ICS. However, and as mentioned in the previous section, the Federal Lead Administrative Trustee (FLAT) coordinate the NRDA process with the LOFR in ICS in order to minimize interference, share resources and information and avoid duplication of effort. This information provided here is to allow an RP to understand the NRDA process. Additional information is provided concerning funding for NRDA activities and the requirements for specific federal, state, and local permits necessary to collect information for assessments of natural resource damages.

2410.3 NRDA REPRESENTATIVES

The NRDA Representatives are responsible for coordinating NRDA needs and activities of the trustee team. NRDA activities do not occur within the structure, processes, and control of ICS. However, in the early phases of a spill response, NRDA activities may overlap with environmental assessment activities. Since NRDA is carried out by natural resource trust agencies and/or their contractors, personnel limitations may require staff to perform both NRDA and response activities simultaneously. Therefore, NRDA representatives should remain coordinated with the spill response organization through the LOFR, and may need to work directly with the IC/UC, Planning Section, Operations Section, and the NOAA SSC to resolve any problems or address areas of overlap. This includes close coordination with the LOFR for obtaining timely information on the spill and injuries to natural resources. While NRDA resource requirements and costs may fall outside the responsibility of the Logistics and Finance/Admin Sections, coordination is important. The NRDA Representatives will coordinate NRDA or injury determination activities. The Federal Lead Administrative Trustee (FLAT) (see Section 2410.5) should:

- Attend appropriate planning meetings to facilitate communication between NRDA Team and IC/UC.
- Provide status reports.

- Coordinate with the LOFR or IC/UC in absence of an LOFR, to assure that NRDA field activities do not conflict with response activities and to request logistical support for NRDA field activities.
- Seek FOSCs cooperation in acquiring response-related samples or results of sample analysis applicable to NRDA; (e.g., spilled petroleum product from source and/or oil from contaminated wildlife).
- Support IC/UC information needs through the PIO.
- Interact with appropriate units to collect information requested by the NRDA team.
- Obtain necessary safety clearances for access to sampling sites.
- Coordinate with other organizations to identify personnel available for NRDA.
- Identify site access, transportation support, logistics requirements and staffing needs to the proper ICS elements.

2410.4 NOTIFICATION PROCEDURE FOR INITIATING NRDA ACTIONS

In the event of an oil or hazardous substances spill, the FOSC shall ensure that potentially affected federal, state, tribal and foreign natural resource trustee representatives are promptly notified by telephone. Prompt notification pursuant to the NCP enables the trustees to quickly initiate a NRDA for the purpose of restoring natural resources and lost uses to pre-spill conditions. Sector Detroit can contact the Coast Guard Ninth District DRAT, NOAA Scientific Support Coordinator, or the NOAA Damage Assessment, Remediation, and Restoration Program (DARRP) Great Lakes Region Staff

It is highly desirable for natural resource trustees to coordinate their NRDA activities and to consult with local governments and interest groups from the affected area to produce a single NRDA for all injuries to public trust resources. The trustees are encouraged to coordinate these activities with the efforts of cooperative RP to the extent that trustee responsibilities are not compromised.

2410.5 IDENTIFICATION OF FEDERAL AND INCIDENT LEAD ADMINISTRATIVE TRUSTEE

Executive Order 12777 (October 22, 1991) requires the federal natural resource trustees to select a representative as the FLAT. In general, the FLAT serves as the federal contact for all aspects related to damage assessment, resource restoration, and federal funding for NRDA activities. Depending on the resources affected and other relevant factors, it might be appropriate for most administrative duties to be undertaken by a lead trustee from a non-federal agency. In such cases, a FLAT would still be selected to work with the representatives of the OSLTF to secure federal funds to initiate the damage assessment. All other administrative duties regarding damage assessment activities would be coordinated by the non-federal lead trustees. This lead trustee or trustee agency shall be selected by consensus of all participating trustees. The trustees will notify the USCG of the FLAT selection and, when appropriate, non-federal lead trustee as soon as possible after an oil spill.

2410.6 NRDA AND ICS

Additional information regarding this position can be found in the USCG IMH and the NPFC User Reference Guide.

One objective of ICS is to reduce or eliminate duplication of efforts by numerous response agencies, while attempting to control or contain the spill and mitigate possible impacts of spilled oil. A small group consisting of the FOSC, SOSC, local IC, and a representative of the RP from the UC coordinates and directs the actions of the response. Concerns of affected local governments related to spill response or cleanup are generally presented to the UC through a Multi-Agency Coordination (MAC) Group representative. The local government claims for spill damages associated with services provided by natural resources should be coordinated with the Trustee NRDA Team to avoid overlap within assessments.

Assessment of injuries and damages resulting from spilled oil need to begin as soon as possible following initial release of a pollutant. This necessitates that NRDA activities be conducted simultaneously with response efforts and coordinated through the UC. Portions of the NRDA process should be aligned with ICS to improve communication, expedite both response and NRDA activities, and make efficient use of personnel and equipment. To avoid potential conflicts in duties, it is recommended that members of the NRDA Team not have responsibilities for spill cleanup or general response activities.

The primary role of the NRDA Team is to document a pathway for the spilled oil, measure levels of injuries resulting from the spill, and determine damages. The UC, in contrast to the NRDA Team, focuses primarily on response, cleanup, and minimizing impacts of the oil spill. Although the UC and NRDA Team often have different responsibilities and needs, some of their activities overlap and require coordination. Examples of activities to be coordinated immediately following a spill include collecting samples (e.g. access to restricted sites, sampling prior to changes to natural resources, using equipment (boats, helicopters, etc.), communications, surveying spill sites, identification of protective measures and potential need for emergency restoration.

Uninterrupted communication between the UC and the NRDA Team is essential to ensure that needs and efforts of the NRDA Team are not in conflict with response strategies and activities selected by the UC. Information concerning, for example, the spill trajectory forecasts, cleanup strategies, and beach and port closures should be made available to the NRDA Team to assist sample and data collection in a timely fashion. Conversely, information concerning potential injuries to natural resources caused by oiling or response techniques should be made available to the Planning Section before implementation of cleanup responses by the Operations Section.

It is important to note that the RP is part of the UC but may not necessarily be part of the trustees' coordinated NRDA activities. For this reason, the NRDA Team must remain separate from ICS to ensure that statutory responsibilities of the trustees are not compromised. The trustees retain the option of inviting the RP to participate in all or part of the damage assessment process. Some NRDA activities, however, are best coordinated with the UC. The NRDA Team will provide an agency Representative(s) (AREP) to the LOFR of ICS to present the needs of the NRDA Team and other response information to the incident command. The NRDA Representative(s) will also act as historian or recorder of information

critical for an accurate assessment of spill damages and will attend appropriate incident command meetings to secure knowledge of the up-to-date response activities.

2420 INVESTIGATORS

Investigators from federal, state, and local agencies will not formally be a part of ICS. While investigation personnel may report to individuals who are part of the IC/UC, investigators should be separate so as not to introduce polarizing forces into the UC System. The initial point of contact shall be the LOFR.

2430 AGENCY REPRESENTATIVES (AREP)

In many multi-jurisdiction incidents, an agency or jurisdiction may send an AREP who is not on direct tactical assignment, but is there to assist in coordination efforts. An AREP is an individual assigned to an incident from an assisting or cooperating agency who has been delegated authority to make decisions on matters affecting that agency's participation at the incident. AREPs report to the LOFR or to the IC/UC in the absence of the LOFR. AREPs should:

- Ensure that all agency resources are properly checked in at the incident.
- Attend briefings and planning meetings as required.
- Provide input on the use of agency resources unless resource Technical Specialists are assigned from the agency.
- Cooperate fully with the IC/UC and the General Staff on agency involvement at the incident.
- Ensure the well-being of agency personnel assigned to the incident.
- Advise the LOFR of any special agency needs or requirements.
- Report to home agency dispatch or headquarters on a pre-arranged schedule.
- Ensure all agency personnel/equip are properly accounted for prior to departure.
- Ensure all required agency form, reports, and documents are completed prior to Demob.
- Have a debriefing session with the LOFR or IC/UC before demobilizing.

Additional information regarding this position can be found in Chapter 6 of the USCG IMH.

2440 U.S. COAST GUARD INTERNATIONAL COORDINATING OFFICER (ICO)

The ICO acts as coordinator between ICPs in U.S. and Canada, communicating and coordinating planned response actions between both Command Posts. Guidance for this can be found in the Ninth District CANUSLAK Plans.

2450 STAKEHOLDERS

Stakeholders are any person, group, or organization affected by and having a vested interest in the incident and/or the response operation. Oil spill and hazardous substance response stakeholders include environmental, economic, and political stakeholders. Stakeholder listings are captured throughout this Plan (local, state, tribal, federal, NRDA, volunteers, etc).

2500 INTELLIGENCE OFFICER (INTO)

The analysis and sharing of information and intelligence are important elements of ICS. The Intelligence Officer (INTO) has the responsibility to provide command intelligence information that can have a direct impact on the safety of response personnel and influence the disposition of maritime security assets involved in the response. In this context, intelligence includes not only national security or other types of classified information, but also other operational information such as risk assignments, medical intelligence, (i.e., surveillance), weather information, geospatial data, structural designs, toxic contaminant levels, and utilities and public works data that may come from a variety of different sources. Information and Intelligence must be appropriately analyzed and shared with personnel, designated by the IC/UC, who have a "need-to-know" to ensure they support decision-making.

Within IC/UC the Intelligence position can be a General Staff position or an Intelligence Unit or Intelligence Technical Specialist under the direction of the PSC or Intelligence Group under the direction of the FOSC.

Regardless of how it is organized, the information and intelligence function is responsible for developing, implementing, and managing information-related security plans and operations as directed by the IC/UC. These can include information security and operational security activities, as well as the complex task of ensuring sensitive information of all types (e.g., classified information, sensitive security information (SSI), sensitive law enforcement information, proprietary and personal information, or export-controlled information) is handled in a way that not only safeguards information but also ensures it gets to those who need access to it so they can effectively and safely conduct their missions. The information and intelligence function also has the responsibility for coordinating information-security and operational-security matters with public awareness activities that fall under the responsibility of the PIO, particularly where such public awareness activities may affect information or operation security.

The INTO has the following responsibilities:

- Collect and analyze incoming intelligence information from all sources.
- Determine the applicability, significance and reliability of incoming intelligence information.
- As requested, provide intelligence briefing to the IC/UC.
- Provide Intelligence briefings in support of the ICS Planning Cycle.
- Provide Situation Unit with periodic updates of intelligence issues that impact the incident response.
- Review IAP for intelligence implications.
- Supervise, coordinate, and participate in the collection, analysis, processing, and disseminate of intelligence.
- Establish liaison with all participating law enforcement agencies including the CGIS, FBI/JTTF, State and Local police departments.
- Prepare all required intelligence reports and plans.

- As the incident dictates, determine the need to implant Intelligence Technical Specialists in the Operations or Planning Sections.

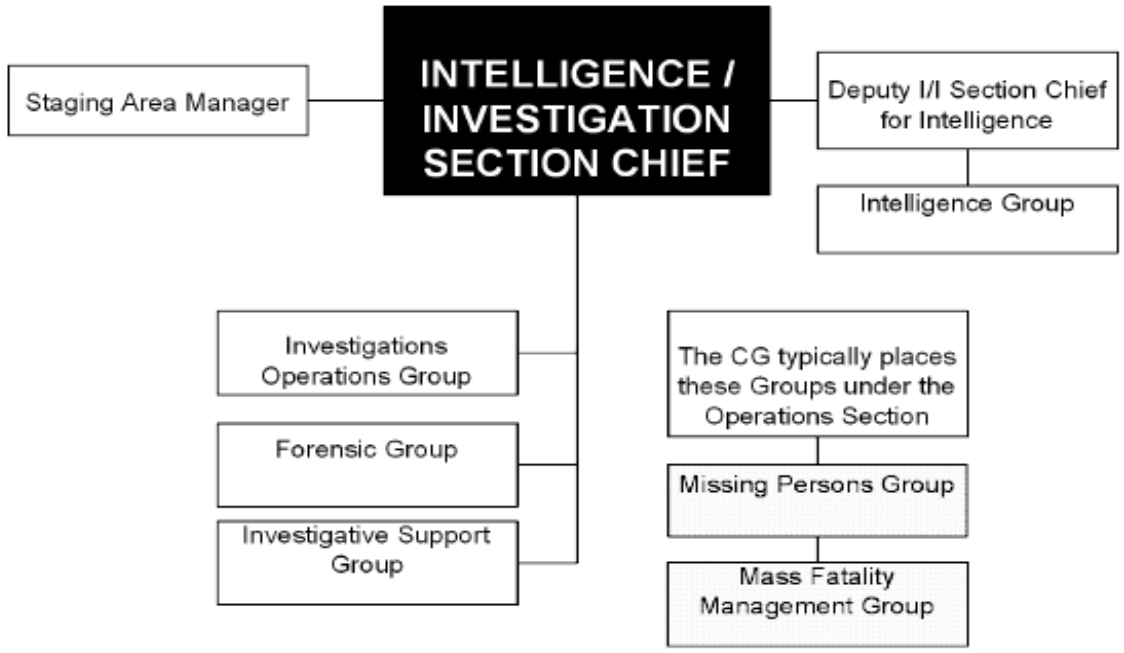
Additional information regarding this position can be found in Chapter 9 of the USCG IMH.

2510 AGENCIES THAT MAY SUPPORT THE INTELLIGENCE OFFICER

- USCG Field Intelligence Support Team (FIST)
- USCG D9 INTEL
- FBI Field Intelligence Group (FIG)
- State Police MIOC
- Immigration and Customs Enforcement (ICE) (Intel Analysts)
- Customs and Border Protection (CBP Analysts)

2520 INTELLIGENCE/INVESTIGATIONS SECTION ORGANIZATION

Criminal Law Enforcement and Intelligence related scenarios may necessitate standing up and Intelligence/Investigation Section.



The Intelligence/Investigations Section (I/I) is responsible for conducting investigations to determine cause(s) of an incident and provide Command intelligence information that could influence the response activities of an incident. This Section can include an Investigative Operations Group, Intelligence Group, Forensic Group and Investigative Support Group. The IC/UC will determine the need for a I/I Section and designate a qualified individual to fill the role of I/I Section Chief (ISC).

Additional information regarding this position can be found in Chapter 9 of the USCG IMH.

2530 INTELLIGENCE/INVESTIGATIONS SECTION IMPLEMENTATION

Activation and implementation of the I/I Section as described in reference (a) is generally driven by three activities.

- Marine Casualty Investigation.
- Intelligence driven preventive PWCS operations.
- Criminal Investigation.

This activity driven application the I/I Section is needed due to the different levels of sub-specialties and integration of the I/I Section into the full IMT during these two similar concepts.

The type of investigation dictates the level of integration allowed between the I/I Section and the full IMT. Guidance for all three activities is outlined below.

The first activity, and most typical in the Coast Guard, is the activation of an I/I Section during a marine casualty investigation.

The second activity is the activation of an I/I Section for enhanced preventive operations conducted based on intelligence, but without an actual incident occurring. An example would be a port security level increase to MARSEC 2 based on intelligence.

The third activity is the activation of an I/I Section during a criminal investigation.

2600 Reserved

2700 Reserved

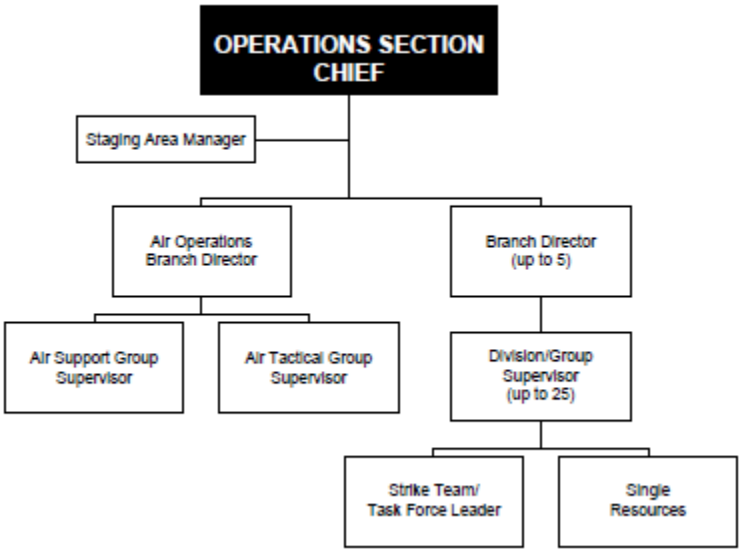
2800 Reserved

2900 Reserved for Area/District

3000 OPERATIONS

Additional information regarding this Section can be found in Chapter 7 of the USCG IMH and in the ICS Position Job Aids found in HOMEPORT.

3010 THE OPERATIONS SECTION ORGANIZATION



The Operations organization is designed to be highly flexible so that it can be used during any type of emergency. Unlike the other Sections in the ICS organization, Operations builds from the bottom up, only adding layers of management to maintain span of control when the size of the Operations Section requires more focused oversight.

3020 INITIAL RESPONSE ACTIONS OF THE OPERATIONS SECTION CHIEF (OSC)

Typically, the first responder will act in the capacity of both initial IC and as (OSC). As OSC, there are several key actions you must undertake to ensure operations are properly managed.

These actions include:

- Conducting an initial assessment of the situation to determine:
  - Incident Priorities: (Oil Spill Example) - Safeguard Environment (Note: this information can also be taken from ICS 201 or obtained through discussion with IC)
- Strategic Priorities, Examples:
  - Contain the source
  - Remove oil from water surface
  - Protect environmental areas
  - Recover oil from impacted shoreline

  - Make tactical decisions:
  - Review excerpts from the ACP/GRS to validate tactical decisions.
- Conduct an operational risk assessment on each tactical decision to evaluate safety concerns using either:
  - Green/Amber/Red (GAR) Model
  - Operational Hazard Work Sheet
- Begin building the Operations Section around tactical decisions to assign Team Leaders, Group Supervisors, and Branch Directors and to formalize the communications chain (see section below: Consideration for organizing the Operations Section). Later on, this organization may change during the ICS Tactics Meeting.
- Document actions taken on an ICS-201.

The OSCs information on the ICS-201 should include:

- Operations organization
- Resources on scene
- Resources ordered
- Initial tactical actions
- Maintain an ICS-214, Unit Log

3100 OPERATIONS SECTION ORGANIZATION

The Operations Section is responsible for all operations directly applicable to the primary mission. The Operations Section is responsible for developing detailed operational plans with representatives from federal, state, tribal, local and RP organizations based on UC objectives. The Operations Section collects information from field level sources, assessing the situation, communicates with and makes recommendations to the UC.

3100.1 ORGANIZATION OPTIONS

Additional organization options are listed in Chapter 20 of the IMH. An organizational chart of the Operations Section and its subordinate units is listed. It serves as an example and is not meant to be all inclusive. The functions of the Operations Section must be accomplished during an incident; however, they can be performed by one individual or can be expanded, as needed, into additional organizational units with appropriate delegation of authority. A brief description of each position is provided in the subsequent pages.

The Operations Section and the OSC in particular, works together with the Planning Section, following the Planning P to help generate the IAP, which identifies the operational tactics and strategies to support and mitigate the incident.

Volunteers are a valuable resource in the Operations Sections and more information about the management and use of volunteers can be found in Section 4340.

3110 OPERATIONS SECTION CHIEF (OSC)

The OSC is responsible for the management of all tactical operations directly applicable to the primary mission. The OSC will normally be selected from the organization/agency with the most jurisdictional responsibility for the incident. The OSC activates and supervises organization elements in accordance with the Incident Action Plan (IAP) and directs its execution. The OSC also directs preparation of operational plans; requests or releases resources, monitors operational progress and makes expedient changes to the IAP as necessary; and reports such to the IC. The OSC may have Deputy OSCs who may be from the same agency or from an assisting agency. The Deputy OSC must have the same qualifications as the person for whom they work, as they must be ready to take over the position at any time. Duties include:

- Evaluate and request sufficient Section supervisory staffing for both operational and planning activities.
- Supervise Operation Section field personnel.
- Implement the IAP for the Operations Section.
- Evaluate on-scene operations and make adjustments to organization, strategies, tactics, and resources as necessary.
- Ensure the Operations Section personnel execute work assignments following approved safety practices.
- Assemble/disassemble task force, strike teams as appropriate.
- Identify utilize staging areas.
- Evaluate and monitor current situation for use in next operational period planning.
- Convert operational incident objectives into strategic and tactical options.
- Coordinate and consult with PSC, SOFR, technical specialists, modeling scenarios, trajectories, etc., on selection of appropriate strategies and tactics to accomplish objectives.
- Identify kind and number of resources required to support selected strategies.
- Develop work assignments and allocate tactical resources based on strategic requirements.
- Participate in the planning process and the development of the tactical portions of the IAP.
- Develop recommended Demob list and receive and implement applicable sections of the Demob plan.

3110.1 THE OSC RESPONSIBILITIES IN SUPPORTING THE ICS PLANNING PROCESS

Figure 1 is a visual depiction of the ICS Planning Process. The OSC is a critical participant in the planning process and must be fully engaged in order for the planning process to work efficiently.

3110.2 FORECASTED OPERATIONS INCIDENT ACTION TIMELINES

Position specific job aids can be found on the USCG HOMEPORT webpage. The OSC Job Aid contains useful references and checklists related to incident action timelines.

3200 RECOVERY AND PROTECTION BRANCH

The Recovery and Protection Branch is responsible for overseeing and implementing protection, containment and cleanup activities established in the IAP. Because this branch is so diverse in its operations, it may be divided into the following groups:

- Protection Group
- On Water Recovery Group
- Shoreside Recovery Group
- Disposal Group
- Decontamination Group

Additional information regarding this position can be found Chapter 20 of the USCG IMH.

3200.1 EXTREME WEATHER

For recovery of oil in ice, see the Coast Guard's Research & Development Center's Federal On-Scene Coordinator (FOSC) Guide for Oil on Ice.

3210 PROTECTION GROUP

The Protection Group is responsible for the proper deployment of containment, diversion, exclusion and sorbent boom/materials in designated locations and implements proper cleanup methods using the following guidelines:

- Ensure proper protection strategies are in place with proper deployment of diversion and exclusion booming techniques. Continue to evaluate booming strategies.
- Ensure cleanup methods are appropriate for area being cleaned. Consult the Environmentally Sensitive Index (ESI) listing (NOAA & USEPA sensitivity atlases) and input from the Trustees.
- Do not conduct cleanup with methods that cause more damage than the oil that would have been removed.
- Ensure workers know what to look out for, avoid, or protect.
- If dispersants, burning, or use of other chemicals is a viable option, seek approval and plan logistics early.
- Each incident is different and may require extensive research to determine the appropriate cleanup method(s). All available resource information should be used to determine what is appropriate. These include, but are not limited to, SSC, Atlantic Strike Team (AST), State Trustee resources, and Manufacturer and/or users of the chemical involved.

Additional information regarding this position can be found in Chapter 20 of the USCG IMH.

3220 PROTECTION STRATEGIES FOR SENSITIVE AREAS

For identification and protection of sensitive sites, see ERMA and the Geographic Response Strategies

3230 ON WATER RECOVERY GROUP

The On Water Recovery Group is responsible for managing on water recovery operations in compliance with the IAP. The Group may be divided into Strike Teams, Task Forces, and Single Resources. Duties include:

- Direct, coordinate and assess effectiveness of on water recovery actions.
- Modify protective actions as needed.
- Direct the delivery, deployment and operation of skimmers
- Provide a field status of skimming operations to the OSC.
- Maintain estimates of recovered product.
- Identify resource support needs.
- Ensure recovery and temporary storage systems are adequate and operate properly.

Additional information regarding this position can be found in Chapter 20 of the USCG IMH.

3230.1 RECOVERY OPTIONS

See the Geographic Response Strategies for on-water recovery. Options may include a Coast Guard Spilled Oil Recovery System (SORS), small boat skimming systems and sorbent materials. For oil in ice recovery options see Section 3200.1.

3230.2 TEMPORARY STORAGE

Storage of recovered oil during on water recovery operations will likely consist of tankage on board recovery vessels, oil bladders (dracones, sea slugs, etc), and 55 gallon drums to small portable tanks. Oil contaminated debris collected on water can be placed in containers which should be lined to prevent further contamination. The Oil Spill Removal Organization (OSRO) will likely be tasked with ensuring proper temporary storage is available for and during recovery operations. See also 3260.

3240 SHORESIDE RECOVERY GROUP

The Shore side Recovery Group is responsible for managing shore side cleanup operations in compliance with the IAP. Duties include:

- Direct, coordinate and assess effectiveness of shore side recovery actions.
- Modify protective actions as needed.
- Report on the efficiency of Shore side recovery and cleanup methods.
- Ensure adequate and proper temporary storage is in place.
- Identify resource support needs.

Additional information regarding this position can be found in Chapter 20 of the USCG IMH.

3240.1 SHORELINE CLEANUP OPTIONS

Shoreline Cleanup Options include No Action, Passive Cleanup (sorbent materials) Operations, Manual Cleanup operations, Mechanical Cleanup operations and alternative countermeasures. See the Great Lakes Great Lakes Shoreline Cleanup Guidelines that list pre-approved specific RRT Region cleanup guidelines. These guidelines identify the cleanup objective, cleanup description, applicable shoreline types, when to use the cleanup option, biological constraints, and environmental effects.

3240.2 PRE-BEACH CLEANUP

Pre-beach cleanup should be evaluated and conducted if deemed necessary. Pre-beach cleanup will likely include removal of debris, trash, and the like, prior to impact, in an effort to limit the amount of contamination requiring proper disposal. Pre-beach cleanup can be a very effective way to lessen disposal volume. Dumpsters may be used for uncontaminated debris.

3240.3 TEMPORARY STORAGE

Adequate and proper storage is necessary to enable oily debris to be collected safely and securely at the spill location or sites. Storage can be limited to a few 55 gallon drums or can be tank trucks, baker tanks, or small to large storage tanks. It is essential that the storage device be compatible for the recovered material and meet USDOT and/or USEPA requirements as applicable. Roll on/off dumpsters can be used to collect large amounts of oil contaminated debris, while salvage drums can be used for smaller quantities. It is essential that the dumpster or similar storage device be lined with plastic material to prevent further contamination and leakage.

3250 AREA PHILOSOPHY ON RECOVERY STRATEGIES

For information on coordination with trustees see section 2410.

3260 DISPOSAL GROUP

The Disposal Group is responsible for coordinating onsite activities of personnel engaged in collecting, storing, transporting, and disposing of waste materials. Depending on the size and location of the spill, disposal groups may be further divided into teams, task forces, and single resources. Duties include:

- Direct the collection, temporary storage, transportation, recycling, and proper disposal of recovered wastes.
- Manage temporary storage sites and prevent secondary discharges or cross contamination.
- Ensure compliance with all hazardous waste laws and regulations, specifically Resource Conservation and Recovery Act (RCRA) requirements.
- Confirm laboratory waste characterization results and prepare RCRA manifests as required. Note: Ensure a HAZARDOUS WASTE MANIFEST is generated for disposals involving 5 gallons or more of petroleum products as dictated USEPA (RCRA Hot Line 1-800-424-9346).

Disposals of less than 5 gallons or 50 lbs. must comply with RCRA but may not require a manifest.
- Maintain accurate records of recovered material.
- The FOSC will ensure that all wastes generated will be adequately characterized and appropriate disposal will be arranged, regardless of whether it is a federal or RP lead incident.
- Determine temporary and ultimate disposal sites as appropriate.

Additional information regarding this position can be found in Chapter 20 of the USCG IMH.

3260.1 WASTE MANAGEMENT AND TEMPORARY STORAGE OPTIONS

A waste is any solid, liquid, or contained gaseous material that is not of any further use, and either is recycled or thrown away. According to RCRA, a hazardous waste is a waste that because of its quantity, concentration, or physical, chemical, or infectious characteristic, it may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or pose a substantial hazard or potential hazard to human health and the environment when improperly treated, stored, transported, or disposed of, or otherwise managed. A hazardous waste also must be a "solid waste" as defined in RCRA as "garbage, refuse, or sludge or any other water material." A solid waste can be a solid, semisolid, a liquid, or a contained gas. Presently there are two ways a material may be classified as a "hazardous waste". If the waste is "Listed" under RCRA regulations (40 CFR 261.20 – 261.24) or if it has one of the following four characteristics: ignitability, corrosivity, reactivity, and toxicity, as listed in 40 CFR 261.

Any discussion of the disposal of oil or hazardous material recovered during clean-up of a discharge or release in the Great Lakes Zone must first recognize the location of the removal site will play a major role in the disposal method decision-making process. In addition, each of the eight states within the zone has its own state laws and regulations. Therefore, each incident will be unique and only generalities can be made concerning some aspects of disposal. In the interest of conservation, individual state laws will not be repeated in this plan. See the Sample Waste Management and Disposal Plan.

3260.2 DECANTING POLICY

Large quantities of oily-water/fluids are typically generated during an oil spill response, as a result of skimming and vacuuming operations. These collected fluids consist mostly of water with suspended hydrocarbons which eventually float to the surface. Recovered oil and water mixtures will typically separate into distinct phases when left in a quiescent state. When separation occurs, the relatively clean water phase can be siphoned or decanted back into the containment or recovery point with minimal impact. Decanting therefore increases the effective on-site storage capacity and equipment operating time. Oil recovery operations can continue as long as there is a place to store the recovered fluids. Once field storage capacity is reached, skimming/vacuuming operations must terminate until additional storage is provided. Because this process risks discharge of oil already recovered, it must be done carefully. Typically decanting water is discharged into a secondary storage container or into a boomed area where any accidental discharged oil can be contained and recovered. Approval to decant during a

response, although unlikely, must be requested and approved through the IC/UC, with concurrence from the respective RRT. The decision making process for incident specific RRTs is outlined in each RCP.

3270 DECONTAMINATION GROUP

The Decontamination Group Supervisor is responsible for decontamination of personnel and response equipment in compliance with approved statutes. Contaminated personnel and personnel entering contaminated areas shall be decontaminated in accordance with the instructions of the site SOFR. Duties include:

- Implement the Decontamination Plan.
- Determine resource needs.
- Direct and coordinate decontamination activities.
- Brief site SOFR on conditions.
- Establish the Contamination Reduction Corridor(s).
- Identify contaminated people and equipment.
- Supervise the operations of the decontamination element in the process of decontaminated people and equipment.
- Maintain control of movement of people and equipment within the Contamination Reduction Zone.
- Maintain communications and coordinate operations with the Entry Leader.
- Maintain communications and coordinate operations with the Site Access Control Leader.
- Coordinate the transfer of contaminated patients requiring medical attention (after Decon) to the Medical Group.
- Coordinate the handling, storage and transfer of contaminants within the contamination reduction zone.

Additional information regarding this position can be found Chapter 20 & 21 of the USCG IMH.

3270.1 SAMPLE DECON PLAN

Chapter 10 of the Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities is available for reference and covers Decontamination and Decon Plans.

3280 DISPERSANTS, IN-SITU BURNING, SURFACE WASHING AND COLLECTING AGENTS

Use of dispersants or other oil emulsifiers is not pre-approved anywhere in Region 5 and is not likely to be allowed because of the limited dilution available in fresh waters, the use of freshwaters as a water supply, the limited toxicology information available for dispersants in fresh water, and the limited information available as to fresh water effectiveness of dispersants. The FOSC may not authorize use of a product that is not listed on the Product Schedule.

The use of surface collecting agents, biological additives, burning agents or miscellaneous oil spill control agents on surface waters, particularly near sensitive wetland or water supplies (fresh water systems), must be approved by State and/or Federal Agencies. Such use adds to the potential for serious impact of already released petroleum products. This stance is necessary to protect subsurface water intakes (potable and non-potable).

3280.1 IN-SITU BURNING (ISB)

Presently there are no pre-authorized ISB zones within the area covered by this plan.

The ISB Operations Group Supervisor is responsible for coordinating all aspects of an ISB operation. For aerial ignition, the ISB Operations Group Supervisor works closely with the Air Tactical Group Supervisor. Duties include:

- Determine resource needs.
- Assist the Planning Section in the development of ISB operations and monitoring plans.
- Implement approved in-situ burn operations and monitoring plans.
- Manage dedicated in-situ burn resources.
- Coordinate required monitoring.

The ISB Operations Group Supervisor responsibilities are covered in Chapter 20 of the IMH.

For In-Situ Burn Checklist, see Sections 1640.3, 1660 and Appendix VI of the RRT5 RCP. If ISB equipment is required, the FOSC will consult with appropriate Subject Matter Experts through the respective RRT network to determine this requirement.

3280.2 BIOREMEDIATION

Presently there are no pre-authorized bioremediation zones within the area covered by this plan.
See Section 1640.3 and Appendix V of the RRT5 RCP: Chemical Use Checklist in Region 5.

If bioremediation resources are required, the FOSC will consult with appropriate Subject Matter Experts through the RRT network to determine this requirement.

3280.6 SURFACE WASHING & SURFACE COLLECTING AGENTS

For policy on use of surface washing or surface collecting agents, see RRT5 Regional Contingency Plan Section 3.2 and the RRT5 Chemical Countermeasures Fact Sheet.

If surface washing or collecting agents are being considered, the FOSC will consult with appropriate Subject Matter Experts through the RRT network to determine this requirement.

3300 EMERGENCY RESPONSE

The priority response objective is protection of public health and safety including response personnel. Protection of environment and public welfare (infrastructure) are also important response objectives, but are subordinate to public and responder safety.

3310 SEARCH & RESCUE (SAR)

To activate SAR response or to coordinate SAR resources contact the Sector Detroit Command Center at 313-568-9560.

Search and rescue resources may be provided by local U.S. Coast Guard units and/or county and local fire departments, law enforcement agencies, or other agencies with jurisdiction and capabilities.

3320 SALVAGE/SOURCE CONTROL

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: Hull or Machinery Damage, Stranding or Grounding, Collision/Allision, Fire and Explosion, and Stress Fractures. Common to all casualties is the need for 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.

Refer to Annex 10200 (Salvage Response Plan) of the Southeast Michigan AMSP. Annex is encrypted, please contact Sector Detroit CPFR at (313) 656-2667 for access.

Assessment and Survey

The evaluation and interpretation of information gathered from a variety of sources (including weather information and forecasts, computerized models, GIS data mapping, remote sensing sources, ground surveys, etc.) that, when communicated to emergency managers and decision makers, can provide a basis for incident management decision making.

Refer to Annex 10200 (Salvage Response Plan) of the Southeast Michigan AMSP. Annex is encrypted, please contact Sector Detroit CPFR at (313) 656-2667 for access.

Stabilization

Refer to Annex 10200 (Salvage Response Plan) of the Southeast Michigan AMSP. Annex is encrypted, please contact Sector Detroit CPFR at (313) 656-2667 for access.

Specialized Salvage Operations

Refer to Annex 10200 (Salvage Response Plan) of the Southeast Michigan AMSP. Annex is encrypted, please contact Sector Detroit CPFR at (313) 656-2667 for access.

Types of Equipment Required

The equipment required in an incident ranges from personal protective, firefighting, medical, decontamination, communications, pollution control, to any specific special equipment to mitigate further escalation of the incident.

Salvage Guidelines

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 objectives.

These objectives may include but are not limited to:

- Evacuate crew
- Control vessel movement
- Get response personnel and equipment on-scene
- Extinguish shipboard fire
- Stop/slow flooding
- Stop/slow vessel movement toward potential hazards
- Contain pollution
- Identify suitable port of refuge
- Create a salvage plan
- Mitigate potential impacts of the casualty on other vessel traffic and port activities
- Evaluate risk to public- i.e., hazardous material release, air quality, etc.

Refer to Annex 10200 (Salvage Response Plan) of the Southeast Michigan AMSP. Annex is encrypted, please contact Sector Detroit CPFR at (313) 656-2667 for access.

3330 MARINE FIREFIGHTING

Coast Guard guidance on Marine Fire Fighting can be found in the Coast Guard Marine Safety Manual Volume 6 (COMDTINST M16000.1) Among the provisions of the Ports and Waterways Safety Act of 1972 (PWSA) (33 U.S.C. 1221 et seq.) is an acknowledgement that increased supervision of port operations is necessary to prevent damage to structures in, on, or adjacent to the navigable waters of the U.S., and to reduce the possibility of vessel or cargo loss, or damage to life, property, and the marine environment.

The Coast Guard has traditionally provided firefighting equipment and training to protect its vessels and property. Commanding Officers of Coast Guard units (COTP’s, Sectors, Cutters, Stations) are routinely

called upon to provide assistance at fires on board vessels and at waterfront facilities. Although the Coast Guard clearly has an interest in fires involving vessels and waterfront facilities, local authorities are principally responsible for maintaining the necessary firefighting capabilities within U.S. Ports and harbors. Additionally, a vessel/facility's owner and/or operator is ultimately responsible for the overall safety of vessels/facilities under their control, include ensuring adequate firefighting protection.

Refer to Section 8000 of this plan for more information.

3340 HAZARDOUS MATERIALS

Under the direction of the Emergency Response Branch Director, the Hazardous Materials Group Supervisor directs overall operations of the Hazardous Materials Group and is responsible for the implementation of the phases of the IAP dealing with the Hazardous Materials Group operations. The Supervisor is also responsible for assignment of resources within the Hazardous Materials Group, reporting progress of control operations and status of resources within the Group.

This activity will be conducted by the fire department/HAZMAT Team with jurisdiction over the location of the incident. USEPA can also provide HAZMAT assistance. Duties include:

- Ensure the development of Control Zones and Access Control Points and placement of appropriate control lines.
- Evaluate and recommend public protection options to the OSC or Branch Director.
- Establish environmental monitoring of hazard site for contaminants.
- Ensure recommended safe operational procedures are followed.
- Ensure proper personnel protective equipment (PPE) is selected and used.

Additional information regarding this position can be found in Chapter 21 of the USCG IMH.

Initial Emergency Response Procedures

Refer to Section 7000 of this plan.

Evacuation Procedures

The decision to evacuate an area due to safety of the public will normally be decided by the County Emergency Manager, the Fire Chief or the County Sheriff. See the specific county Emergency Operation Plans (EOPs) or contact the County Emergency Managers listed in Section 9200 of this plan.

Hazmat POCs

Refer to Sections 5000 and 7000 of this plan.

Types of Equipment Required

The equipment required in an incident ranges from personal protective, firefighting, medical, decontamination, communications, pollution control, to any specific special equipment to mitigate further escalation of the incident.

Refer to Sections 5000 and 7000 of this plan.

Coordination with Emergency Medical Services

Under the direction of the Emergency Response Branch Director, The EMS Group Supervisor is responsible for coordinating and directing all emergency medical services related to the incident.

Refer to Section 5000 and 7000 of this plan.

3340 LAW ENFORCEMENT

Perimeter/Crowd/Traffic/Beach Control

Under the direction of the Emergency Response Branch Director, the Law Enforcement Group Supervisor is responsible for coordinating and directing all law enforcement activities, related to the incident, which may include, but not limited to, isolating the incident, crowd control, traffic control, evacuations, beach closures, and/or perimeter control.

County Emergency Managers can assist with identifying agencies that can support the Law Enforcement Group Supervisor.

Safety and Security Zones

Water side safety or security zones will be requested through the Coast Guard Captain of the Port in accordance with 33 CFR 165 Subparts C and D.

3400 AIR OPERATIONS BRANCH

3410 AIR OPERATIONS BRANCH DIRECTOR (AOBD)

The Air Operations Branch Director (AOBD) is responsible for all aspects of incident aircraft from supporting tactical operations to logistical support of the aircraft. The primary responsibilities of the AOBD are outlined in the USCG IMH and in the ICS Position Job Aids found in HOMEPORT.

- Request declaration or cancellation of restricted air space area
- Providing enforcement of safety regulations

Additional information regarding this position can be found in Chapter 7 of the USCG IMH and at Temporary Flight Restrictions.

3420 AIR TACTICAL

The Air Tactical Group Supervisor is primarily responsible for tactical operations of aircraft and aircrews. Including coordination and scheduling of aircraft operations intended to locate, observe, track, surveil, support dispersant applications, or other deliverable response application techniques, or report on incident situation when fixed and/or rotary-wing aircraft are airborne at an incident.
Duties include:

- Participate in AOBD planning activities.
- Inform AOBD of group activities.
- Coordinate activities with AOBD.
- Identify resources/supplies dispatched for Air Tactical Group.
- Obtain assigned ground-to-air frequency for airbase operations from COML or Incident Radio Comms Plan (ICS 205-CG).
- Inform AOBD of capability to perform night flying service.
- Ensure compliance with each agency's operations checklist for day and night operations.
- Debrief as directed at end of each shift.

Additional information regarding this position can be found in Chapter 7 of the USCG IMH.

3420.1 AERIAL SURVEILLANCE

The Air Tactical Group Supervisor performs aerial surveillance coordination activities with airborne fixed and/or rotary wing aircraft. Aerial Surveillance to locate, observe, track, and support dispersant applications or other response application techniques, including reporting incident situation. This includes oil spill tracking, observation and remote sensing. These aerial missions will be coordinated with scientific and technical specialists. Findings will be reported up the IMT chain of command to support Operations and Planning Sections. The Air Tactical Group Supervisor briefs AOBD and updates Situation Leader (SITL).

3420.2 PROCEDURES FOR TEMPORARY FLIGHT RESTRICTIONS (TFR)

In all cases, the Federal Aviation Administration (FAA) and/or nearest airport which could be affected should be contacted. Notice to Airmen (NOTAMS) or similar advisories can be posted/broadcasted by the FAA to alert aviators to possible environmental hazards/concerns. Likewise, response personnel and media engaged in assessment or follow-up spill site surveillance need to be fully aware of FAA and/or DOD controlled airspace and any hazards or restrictions that may exist. See the FAA NOTAM and TFR sites for more information.

Permanent and or Active Restricted Areas in the Sector Detroit AOR

Refer to the FAA's Special Use Airspace & Air Traffic Control Mapping Site for more real time information.

3430 AIR SUPPORT

The Air Support Group Supervisor is primarily responsible for supporting aircraft and aircrews. This includes providing fuel and other supplies; providing maintenance and repair of aircraft; keeping records of aircraft activities; and providing enforcement of safety regulations. Also managing Helibases and Helispot operations, and maintaining liaison with fixed-wing air bases. Duties include:

- Participate in AOBD planning activities.
- Inform AOBD of group activities.
- Identify resources/supplies dispatched for the Air Tactical Group.
- Request special air support items from appropriate sources through Logistics Section.
- Determine the need for assignment of personnel and equipment at each airbase.
- Coordinate activities with the AOBD.
- Obtain assigned ground-to-air frequency for airbase operations from COML or Incident Radio Coms Plan (ICS 205-CG).
- Inform AOBD of capability to perform night flying service.
- Ensure compliance with each agency's operations checklist for day and night operations.
- Ensure dust abatement procedures are implemented at Helibases and Helispots.
- Provide crash-rescue service for Helibases and Helispots.
- Debrief as directed at the end of each shift.

Additional information regarding this position can be found in Chapter 7 of the USCG IMH.

3430.1 AIRPORTS AND HELIBASES

A Helibase is a location within the general incident area for parking, fueling, maintenance, and loading of helicopters. See Section 5000 , the appropriate Geographic Response Strategy and ERMA.

3500 STAGING AREAS (STAM)

The STAM is under the direction of the OSC and is responsible for managing all activates within the Staging Area. See the appropriate Geographic Response Strategy and ERMA.

Additional information regarding this position can be found in Chapter 7 of the USCG IMH.

3510 SECURITY

Security for the staging areas will be coordinated between the Law Enforcement Group Supervisor, USCG and the local law enforcement in the area.

Additional information regarding this position can be found in the USCG IMH.

3600 WILDLIFE BRANCH

The Wildlife Branch Director is responsible for minimizing wildlife injuries during spill responses; coordinating early aerial and ground reconnaissance of wildlife at the spill site and reporting results to the SITL; advising on wildlife protection strategies, including diversion booming placement, ISB, and chemical countermeasures; removing of oiled carcasses, employing wildlife hazing measures as authorized in the IAP; and recovering and rehabilitating impacted wildlife. A central Wildlife Processing Center should be identified and maintained for evidence tagging, transportation veterinary services, treatment and rehabilitation storage, and other support needs. Activities of private wildlife care groups, including those employed by the RP, will be overseen and coordinated by the Wildlife Branch Director.

This branch is composed of two working groups: Wildlife Recovery Group and the Wildlife Rehabilitation Center. Each is described below.

3610 FISH AND WILDLIFE PROTECTION OPTIONS

In addition to wildlife initially impacted after the release or spill, continued exposure should be considered in planning due to migrating wildlife re-entering contaminated areas during clean-up activities. Several options available to the FOSC/UC include hazing and capture/re-release. Any such measures should be evaluated through the Environmental Unit with appropriate recommendations made in accordance with applicable laws and regulations.

Additionally, measures to protect wildlife may include all or a combination of the following:

- Preventing the spill from reaching areas where wildlife are located by either containing, deflecting or recovering the material, or
- Deterring wildlife from entering areas already affected by contamination.

Wildlife deterrence devices or methods are generally grouped into visual or auditory, or a combination of both. The types of equipment used and sources for their acquisition can be found in the Fish and Wildlife and Sensitive environments portion of the External Annex to this plan. In an emergency, the USFWS, state wildlife agency, or local USDA Wildlife Services office may be able to locate and provide limited amounts of this equipment.

3620 RECOVERY

The Wildlife Recovery Group Supervisor is responsible for coordinating the search for collection and field tagging of dead and live impacted wildlife and transporting them to processing center(s). This group should coordinate with the Planning Situation Unit in conducting aerial and group surveys of wildlife population in vicinity of the spill. They should also deploy acoustic and visual wildlife hazing equipment as needed.

Additional information regarding this position can be found in Chapter 20 of the USCG IMH.

3620.1 WILDLIFE RECOVERY OPERATIONS AND PROCEDURES

If exposure of birds and other wildlife to oil occurs, an immediate decision must be made concerning the capture and rehabilitation of oiled birds and other wildlife. That decision must be made in consultation with appropriate state and federal natural resource trustees, because state and federal permits are usually required for such activities. The Department of the Interior (DOI) has statutory responsibilities (delegated to USFWS) for the protection of migratory birds and federally listed threatened and endangered species. If wildlife other than migratory birds or federally listed species are found injured, the responsible agency would typically be the state wildlife agency. USDA APHIS Wildlife Service in each state can also assist.

The USFWS and state natural resource agency are responsible for overseeing spill response activities relative to their effects on fish and wildlife resources. These oversight responsibilities are carried out under the overall direction of the FOSC. In some instances, the federal and state agencies will participate in activities such as hazing, capture, relocation and release of wildlife. Those natural resource agencies typically do not conduct treatment or rehabilitation of injured trust resources. However, all wildlife rescue and rehabilitation efforts will be directed by USFWS and/or the state wildlife agency, including the approval of a qualified wildlife rehabilitator (QWR). The USFWS and state wildlife resource agencies will usually recommend that the RP or FOSC enter into a contract with a QWR. In all cases where a QWR is utilized, the USFWS and state natural resource agencies will remain in an oversight role. Oversight responsibilities include, but are not limited to, the identification and certification of a QWR; the supervision/oversight of injured wildlife collection, handling, cleaning and associated veterinary care; the release of successfully rehabilitated wildlife to the wild; and/or the disposition of carcasses to labs and evidence storage. The Fish and Wildlife and Sensitive Environment section contain guidance on rehabilitation facilities, equipment and training requirements.

3620.2 RECOVERY PROCESSING

Detailed information concerning capture and recovery of birds is contained in the USFWS - Best Practices for Migratory Bird Care during Oil Spill Response. Only trained individuals should undertake the capture and treatment of oiled birds, and teamwork is essential to minimize additional stress to the birds.

The USFWS's Division of Law Enforcement (DLE) is responsible for investigating suspected and alleged violations of federal wildlife laws including the Migratory Bird Treaty Act, 16 USC 703 *et seq.,* the ESA, 16 USC 1538 *et seq.*, the Eagle Protection Act, 16 USC 668a *et seq.,* the National Wildlife Refuge Act, 16 USC 668dd *et seq.,* and several others. Wildlife injuries, mortalities and habitat impacts resulting from spills can constitute violations of DLE - enforced laws. Agents of DLE may be required to initiate investigations during the spill response phase in order to document violations and collect evidence in a timely manner. It should be emphasized that maintaining chain of custody is paramount when handling wildlife which may be considered evidence for potential litigation. DLE agents will need

to establish chain of custody from the onset of any capture or recovery. These officers will normally coordinate their activities with the FOSC or other on scene law enforcement personnel. Additionally the USFWS agents can insure that responders possess the necessary federal permits and that wildlife-related response activities are accomplished in accordance with applicable law and permit provisions.

Processing procedures will be specified as incident specific criteria dictates.

3620.3 CARCASS RETRIEVAL AND PROCESSING

When collecting carcasses during capture activities, capture teams should receive guidance from natural resource management agencies as to which carcasses to collect and how to record the location and condition of the carcass prior to collection. Oiled carcasses should be collected in accordance with spill-incident specific instructions and chain of custody protocols as provided by the natural resource management agencies. Each carcass should be photographed then placed in an individual bag or wrapped in aluminum foil; labeled with date, time, location, and collector's name; and taken to a designated morgue location.

3630 WILDLIFE REHABILITATION

The Wildlife Rehabilitation Center Manager is responsible for the oversight of facility operations including: receiving oiled wildlife at the processing center, recording essential information, collecting necessary samples, and conducting triage, stabilization, treatment, transport, and rehabilitation of oiled wildlife. The Wildlife Rehabilitation Center Manager is responsible for assuring appropriate transportation to appropriate treatment centers for oiled animals requiring extended care treatment.

Additional information regarding this position can be found in Chapter 20 of the USCG IMH.

3630.1 WILDLIFE REHABILITATION OPERATIONS

The contamination of wildlife by oil has a high public impact, which must be recognized by the FOSC, the UC, and members of the RRT. Public interest, inquiries, criticism, and demands for the cleaning of affected wildlife can seriously hamper the FOSCs ability to proceed with mitigation of the spill. Early inspection of impacted or potentially impacted areas known to be wildlife habitat should be made by the FOSC, and at first sign of wildlife involvement, the FOSC should contact the DOI on the respective RRT to request organization and supervision of the wildlife protection efforts. Funding will be required either from the responsible party or the pollution fund for these efforts. The following brief synopsis outlines the three elements of a wildlife conservation program:

- Protection: Hazing devices and removal of dead impacted wildlife may be helpful in keeping other wildlife from impacted areas. Baiting clean areas is another method of protecting unoiled wildlife.
- Collection: Only trained collectors should be allowed to participate, due to safety considerations such as (1) the potential for contact with pollutants; (2) physical hazards involved in the handling

of wildlife; and (3) the potential for additional stress placed on the wildlife involved. Federal and state permits are required for collection of most wildlife.

- Rehabilitation: This medical procedure should be done by trained and permitted supervision. In addition to trained and permitted rehabilitators, considerable additional resources – including trained volunteers, supplies, and facilities – are critical to a timely and effective rehabilitation effort.

The Wildlife Branch must coordinate its efforts with the NRDA Unit via the LOFR and Resources at Risk Specialists within the Environmental Unit of Planning. Federal Trustees from the USFWS and state trustees, as well as Tribal Trustees, will have personnel in these cells. This coordination must start up early if these cells are activated.

If the decision is made, in consultation with the applicable natural resource trustees, to go forward with wildlife rehabilitation, a standard set of identified criteria will be used by USFWS and state wildlife agencies in selecting or recommending a QWR. The NCP in 300.210 (4) (ii) (h) requires the fish and wildlife input to identify and secure the means of providing, if needed, the minimum required OSHA and USEPA training for volunteers, including those who assist with injured wildlife. The OSHA Hazard Communication Standard (HAZCOM) should be used as a standard for communicating the potential hazards to individuals involved in assisting injured wildlife. HAZCOM applies to wildlife rehabilitation organizations because petroleum and hazardous chemicals are considered a human health hazard. Besides chemical hazards, other hazards such as mechanical, physical and biological hazards are also present during rescue and rehabilitation activities.

Workers must be aware of and trained on dealing with these hazards as well. Training elements should include field and facility concerns on the behavior of impacted birds, proper animal restraint, and personal protective equipment and clothing to protect workers from blood-borne pathogens and zoonoses (diseases transmittable from animals to humans). Personnel health and safety concerns relating to wildlife rescue and rehabilitation should be considered in all plans and actions when dealing with contaminated wildlife. The Fish and Wildlife and Sensitive Environment portion of the External Annex contains additional information on safety, training and potential risks associated with wildlife rescue and rehabilitation. In addition, chapter 4 of the USFWS - Best Practices for Migratory Bird Care during Oil Spill Response contains more information.

Also, detailed information on this topic can be found in the respective USEPA region's RCP, Fish and Wildlife and Sensitive Environments portion of the External Annex. Specific permits required by wildlife handlers are discussed in Section 4800.

3630.2 REHABILITATION FACILITIES

Facility needs usually focus on the majority of species affected by a petroleum discharge, which are generally birds. Facility requirements can vary significantly, depending on: overall size of response, species and age of wildlife contaminated, the type of contaminant, the season/weather, the location of the spill, and the rehabilitation effort. The facility needed will vary according to the needs of the specific spill situation, and should be determined by the QWR experienced in oil spill response work. A suitable

facility must have a large open space on the ground floor that can easily be configured and reconfigured to accommodate the changing needs of this unique form of wildlife rehabilitation. All rehabilitation efforts should be accommodated under one roof. A warehouse, armory, motor pool or convention hall that is accessible to a trained labor force is within reasonable distance from hotel accommodations and has adequate parking and exterior grounds could meet this requirement. The facility may be located up to 3-4 hours from the spill site, provided that on-scene stabilization is administered prior to transport. An oil spill stabilization site can be located at the time of the spill. The Responsible Party should be proactive in this effort. Region 5 RCP Fish and Wildlife Appendix contains more information.

3630.3 FACILITY REQUIREMENTS AND EQUIPMENT NEEDS

Facility needs usually focus on the majority of species affected by a petroleum discharge, which historically are avian. Facility requirements can vary depending on the following factors:

- Anticipated number of animals
- Types and number of species
- Age of wildlife contaminated
- Type of contaminant
- Season/Weather
- Location of the spill
- Facility availability

The most appropriate facility, will vary according to the specific needs of the spill situation, and should be selected by a QWR, experienced in oil spill response work at the time of a spill.

Facility Needs and Set-up:

Because facility requirements can vary significantly, a permanent facility is not always advisable, and may actually be an impediment. A suitable facility must have a large open space on the ground floor that can easily be configured and reconfigured to accommodate the changing needs of this unique form of wildlife rehabilitation. All rehabilitation efforts should be accommodated in connected or adjacent buildings whenever possible. Experience has taught that a tent or other outdoor situation is often inefficient and unsuitable. A warehouse, armory, motor pool or convention hall that is accessible to a trained labor force, is within reasonable distance from hotel accommodations, and has adequate parking and exterior grounds could be a suitable facility. Considerations for a suitable facility should include at a minimum:

Site Safety
Hot and Cold Water Capacity
Electric & Lighting
HVAC Systems
Communications

If a wildlife rehabilitation center is situated in a secure site, e.g., military installations or refinery, procedures for allowing entry for a fluctuating volunteer work force must be developed. If the facility is located more than a 30-45 minute drive from the spill site, on-scene stabilization must be administered prior to transport. An oil spill stabilization site can be located at the time of a spill.

It is recommended that a list be assembled of potential real estate within the identified high risk areas, and the sites be physically reviewed by a representative of the wildlife response group with major spill response experience. Once the actual facilities have been identified, all costs, availability, and contract information should be reviewed with the GRS.

See Chapter 6 of the USFWS - Best Practices for Migratory Bird Care during Oil Spill Response and the respective Geographic Response Strategy for additional wildlife rehab organizational information.

3630.4 REHABILITATION PROCEDURES

The goal in rehabilitating wildlife during an oil spill response is the release of a healthy individual back into its natural environment. It should be noted that only trained personnel should administer this type of care. The Safety Data Sheet (SDS) for the spilled contaminant should be reviewed prior to handling contaminated wildlife. All chemical hazards to humans also apply to the affected bird or other wildlife species. The steps in the rehabilitation process are outlined in much detail in the USFWS Best Practices attachment chapter 4.

The rehabilitation guideline process can be summarized in the following steps:

- Stabilization
- Evaluation and admission
- Euthanasia (covered by policy or plan with natural resource agency)
- Necropsy
- Cleaning
- Husbandry

3700 Reserved

3800 Reserved

3900 Reserved for Area/District

4000 PLANNING

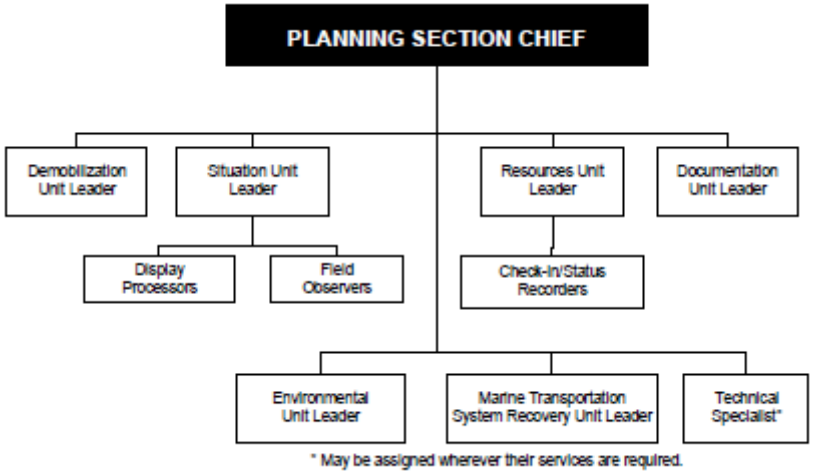
The Planning Section plays a critical role in moving an incident from a reactive response to a proactive response. Regardless of the initial complexity of the incident the Planning Section must look far beyond the apparent situation and ask "What if?" The PSC must be aware of immediate challenges and those that lie on the horizon. The size of the Planning Section will be based on the needs of the incident.

4010 OPERATIONAL PERIOD

When you are working through the planning process, you are developing an IAP for the next Operational Period, not the Operational Period you are currently working in. You cannot enter the ICS Planning Process without defining the Operational Period. It is the IC/UC's responsibility to determine the Operational Period.

While Operations is conducting tactical operations during the current Operational Period, Planning is overseeing the development of the IAP that will guide response operations during the following Operational Period.

4020 PLANNING SECTION ORGANIZATION



The Planning Section is a part of the General Staff, and is responsible for collection, evaluation, dissemination and use of incident information and maintaining status of assigned resources. The Planning Section requires information to:

- Understand the current situation.
- Predict the probable course of incident events.
- Prepare strategies, plans and alternative strategies and plans for the incident.
- Submit required incident status reports.

4100 PLANNING SECTION CHIEF

See the USCG IMH and the ICS Position Job Aids found in HOMEPORT for additional information.

When an incident reaches the complexity or duration that a PSC is required, serious consideration should be given to immediately deploying a Resources Unit Leader (RESL) and a Situation Unit Leader (SITL) to support the planning effort.

The PSC is responsible for:

- Providing current, accurate situation display and concise briefings in support of meeting schedule and UC expectations
- Accurately tracking all resources through the use of T-cards or other resource tracking system and aggressive, pro-active field observers. Establishing and maintaining site control use of check in locations/recorders.
- Facilitating the Planning Process by conducting timely meetings in accordance with the meeting schedule and working closely with OSC, LSC, and Command Staff.
    - Determine the meeting schedule based on the operational period
    - Additional information regarding meeting, briefings, agendas, and schedules can be found in the USCG IMH.
- Ensuring thorough documentation of all key decisions and incident related documents.
- Establishing and maintaining an 'open action' list of issues that must be accomplished. Ensuring that each issue on the list is assigned to the appropriate ICS command element (i.e. Operations Section) for completion.
- Ensuring a complete and thorough IAP is delivered in support of operations.
- Utilizing technical specialists in coordination with Operations to provide critical information r specialized operations and planning efforts to support incident operations. Example of technical support includes: salvage plans, environmental impact statements, hazmat modeling, oil spill trajectories, and intelligence efforts etc.
- If an ICS-AC is established, ensure close coordination. Consult the guidance outlined in the ICS AC Job Aid.

Actions to take upon arriving at the incident command post:

- Get a situational brief from the IC/UC to collect information for the Resources and Situation Units (request a copy of the ICS- 201, Incident Briefing Form)
    - At a minimum the briefing should include
    - Information on committed resources
    - Resources ordered
    - Incident situation
    - Current and predicted weather
    - A predication on the course of events
    - Build the planning organization and order staff
    - Consider need for a Planning Deputy

- Establish Planning Section ICP 'footprint'
- Brief incoming personnel
    - If appropriate, verify incoming personnel have lodging
- Start a Planning Section 'phone book'
- Brief staff on your expectations
- Start a formal documentation process
- Determine need to assign a documentation specialist to the UC to document UC decisions and directions
- Start an ICS-214, Unit Log

4200 SITUATION UNIT LEADER (SITL) CONSIDERATIONS

See the USCG IMH and the ICS Position Job Aids found in HOMEPORT for additional information.

4210 SITL RESPONSIBILITIES

- Collect current incident information (potential methods):
    - Debrief division/group supervisors,
    - Talk to technical specialist(s),
    - Gather information from meetings and briefings,
    - Work with other members of the response team such as the SOFR
- Employ your Field Observers (FOBS).
- Brief your FOBS on expectations
- Prepare an incident map for the IAP

Procedures for obtaining Weather/Tides/Current information

Contact the Detroit/Pontiac National Weather Service Forecast Office and ask for the on-duty meteorologist. Set-up a forecast schedule with the meteorologist for the detailed location of the incident.

NWS Forecast Office
Detroit/Pontiac
9200 White Lake Road
White Lake, MI 48386
(248) 620-9804

The Detroit/Pontiac Forecast Office covers the entire Sector Detroit AOR.

4220 USE OF FIELD OBSERVERS (FOBS)

- Ensure that the FOBS is knowledgeable in the type of incident they are collecting information on.
- Coordinate the FOBS field activities with the OSC. For safety purposes, the OSC must know who is in the field and where they are located.

- Ensure that the FOBS is properly outfitted with safety equipment and the tools needed to collect the incident information (i.e. maps, radio, transportation, etc.)
- Develop a list of things you would like the FOBS to collect while in the field.
  For example:
  - Progress of operations
  - Boundaries of the incident
  - Weather
  - Wildlife impacted
  - Tactical resources on the incident and their location (work with the RESL to see if they need this information collected remember ICS is teamwork)

Establish a time and method for the FOBS to report their findings. For example, when the situation you are facing is unclear or dynamic, you may want information communicated back to you every 30 minutes. The method may be by radio.

Additional information regarding this position can be found in the USCG IMH.

4230 ESTABLISH SITUATIONAL DISPLAYS

Establishing situational displays should include (list is not inclusive):

- The current incident objectives
- Summary of the status of the incident. This includes information on the incident itself (i.e. numbered of injured, buildings damaged, etc.) and information on response resources (i.e. number of ambulances, fire trucks, etc.)
- The current situation (i.e. incident boundaries, weather, tides & currents, etc.)
- Predictions and potential impacts of what could happen if weather does not cooperate and mitigation strategies do not have the desired outcome
- Schedule of meeting times and locations

The displays should be established in a manner that lets anyone examining them quickly capture the information they are looking for. Displays serve both responders and are a part of the historical record of the incident. The situation display map/chart is used for briefings and meetings, and the need for current and accurate information is absolutely essential.

The displays should never be moved. If the complexity of the incident requires a dedicated briefing area, a duplicate set of maps will have to be maintained.

Obtaining Display Equipment
The Sector Detroit Response Trailer has all required equipment (ICS meeting posters, poster printer, nautical AOR charts, projection screens and etc.) that could be needed by the SITL to create and/or maintain a situation display.

If equipment needs to be procured, the 213-RR process will be utilized, or whatever process that is determined by IC/UC.

4240 MEETINGS AND BRIEFINGS

Every formal meeting or briefing that takes place within the ICS Planning Process starts with a situational brief. This is to ensure decisions being made are grounded with the most current information. Deliver situational updates with accuracy and assure the highest informational integrity. Words and graphics must paint a picture of the current incident status and a glimpse into the future of what the status might be.

4300 RESOURCES

See also Section 5210.1.

4310 ESTABLISHING A RESOURCE STATUS DISPLAY

The Resource Status Display is the culmination of a process that started with:

- Check-in of arriving resources using the ICS-211, Check-In Form
- Field verification of resources that arrived on-scene before check-in was established
- Communicate resources check-in information back to the Incident Command Post where Status Recorders transfer it to the appropriate colored T- card and placed in a Resource Status Display that shows its location on the incident

The OSC is responsible for:

- Determining how an incident is divided into manageable units. For example: Division A, Search Group.
- The RESL uses that exact naming to identify location of operational resources

The RESL is responsible for:

- Establishing the naming of header cards for overhead personnel at the Incident Command Post. For example, a RESL may title a header card titled 'Command', and place the IC, LOFR, SOFR and PIO cards under it. For those working in the Planning Section, the RESL may label a header card Planning' and place all overhead personnel in Planning under that card.

4320 ROLE OF THE RESOURCES UNIT IN SUPPORTING THE OSC

See the USCG IMH Chapter 8 and the ICS Position Job Aids found in HOMEPORT for additional information.

The Resources Unit supports the OSC in filling unanticipated resource requirements during an Operational Period. The OSC can fill the requirement internally, through STAM by reassignment or through Resources Unit by identifying available resources and reassigning them. If no resources are available Resources Unit will submit a resource request through Logistics and notify Operations with an ETA.

4330 RESOURCE UNIT ROLE IN THE ICS PLANNING CYCLE

The reason the RESL has established check-in, conducted field verification and established a resource status display is to support the Planning Process.

4340 VOLUNTEERS

Volunteers make up a special group of stakeholders who share commitment to protecting the environment. USEPA and USCG FOSCs may use the services of volunteers in oil spill responses in accordance with their statutory authorities and other applicable laws. The IC/UC should make that decision on a case-by-case basis, weighing the interests of the local volunteer community and benefits of volunteer efforts against health and safety concerns, resources needed for volunteer supervision and training, liability concerns, and other relevant issues. OSHA requirements for volunteers can be found in the publication 3172 Training Marine Oil Spill Response Workers under OSHA's Hazardous Waste Operations and Emergency Response Standard.

As noted in the NCP, volunteers generally should not be used for physical removal of oil contaminated materials. Typically, volunteers should be used for minimal risk activities. In certain circumstances volunteers may be used for higher risk activities such as certain oiled wildlife cleaning activities if they have received appropriate training and Personal Protective Equipment (PPE), as conditional by the NCP volunteer requirements.

4340.1 NRT USE OF VOLUNTEERS GUIDELINES FOR OIL SPILLS

This NRT document provides guidance for FOSCs and ACs using or considering using volunteers during an oil spill incident. It was developed in response to incident lessons learned and contains information, examples, and tools to help with everything from coordination and outreach, to organization and oversight, and also includes tips on avoiding potential issues associated with utilizing a volunteer workforce. Though this document is comprehensive in nature, it is a guidance document and was not designed to preclude any existing laws or agency-specific policies. This document will be evaluated and updated periodically by the NRT in an effort to incorporate future lessons learned and maintain relevance in the field. See NRT Use of Volunteers Guidelines for Oil Spills for more details.

4340.2 VOLUNTEER MANAGEMENT AND DOCUMENTATION

When volunteers are used to support an incident the IC/UC should establish the Volunteer Coordinator ICS position as part of the IMT. The Volunteer Coordinator is responsible for managing and overseeing all aspects of volunteer participation, including recruitment, induction, and deployment. There are (3)

recommended ICS structure positions related to Volunteers which are based on the level of volunteer interest.

- Low Volunteer interest: Establish a Volunteer Coordinator in accordance with the USCG IMH.
- Moderate to Heavy Volunteer Interest: A Volunteer Unit Leader (VUL) may be assigned in the Planning Section. The VUL will manage and coordinate the use of Volunteers through collaboration with Volunteer Organizations noted in the ACP.
- Heavy Volunteer Interest: The Command Staff shall be expanded to include a Volunteer Officer (VO) to coordinate with the LOFR, and the Planning and Operations Sections. The VO shall closely coordinate volunteer needs and requirements with the PSC.

In each case, the Volunteer Coordinator, Unit Leader, Officer will coordinate with the JIC and LOFR to publicize volunteer related information, such as alerts and training. Generally, the LOFR will be the first to receive external reports of volunteer interest due to outreach responsibilities of that position. If Volunteer interest exists, the LOFR should recommend establishment of a Volunteer Coordinator.

Due to potential hazards, safety/exposure concerns, and a potential for a lack of pre-established medical monitoring and training, volunteers may be best utilized away from incident hazards and exposures working in the ICP for the General Staff answering phones, documenting the incident on ICS 214s, acting as check-in recorders, and helping with food and water for responders. The FOSC will work with the applicable ACs to facilitate volunteer outreach to identify Affiliated Volunteer Organizations (AVOs), and analyze their capabilities and resources regarding volunteer management and services. When possible, agreements with AVOs will be made.

4340.3 AFFILIATED VOLUNTEER ORGANIZATIONS RESOURCES AND CAPABILITIES

General information on Affiliated Volunteer Organization resources can be found at the Corporation for National and Community Service web page. These resources are for general disaster response, but some may be available for support during oil spill response operations. Volunteering In America hosts the most comprehensive collection of data on volunteering and civic engagement ever assembled, including data for every state and almost 200 cities. The data are collected through a partnership with the U.S. Census Bureau and the Bureau of Labor Statistics, and has been released annually since 2005. The web site has been substantially upgraded and is much more interactive for users who wish to retrieve and customize profiles of their local area's volunteering information. In addition, the website contains links to a number of other useful resources -- including research reports, proven strategies, and effective practices -- that are designed to help local nonprofit leaders target their recruiting efforts more effectively, match local programs with available volunteer resources, fill service gaps, and do a better job of retaining their volunteers.

In addition, State Service Commissions provide Corporation funding to AmeriCorps state programs in their states through annual grant competitions. State Service Commissions are also charged with encouraging volunteering in their states. They often administer special volunteer initiatives. The State Service Commissions directory and information on the State Volunteer Coordinators can be found at the Corporation for National and Community Service web page.

FEMA's Community Emergency Response Team (CERT) is an additional resource available to responders.

Historically, volunteers have been involved in wildlife recovery and rehabilitation activities. The following two organizations have become recognized experts in oiled bird rehabilitation and most likely will be called upon to assist in this activity if there is a significant impact to birds and wildlife. A one-day workshop provided by either of these organizations gives an individual an introduction to rehabilitation procedures, allowing them to offer their future services (as volunteers or part-time staff) to a Qualified Wildlife Rehabilitator (QWR) during a spill involving wildlife.

4400 DOCUMENTATION UNIT LEADER (DOCL)

See the USCG IMH Chapter 8 and the ICS Position Job Aids found in HOMEPORT for additional information.

The role of the DOCL in an ICS organization provides the IC/UC the ability to create a documentation package from its inception to the point where litigation may occur.

Before beginning your duties a DOCL determine:

- Size and complexity of incident
- Expectations of the FOSC ensure that you receive the FOSCs full support for Documentation as the repository for all documents during the response.
- Agencies/Organizations/Stakeholders involved

4500 DEMOBILIZATION UNIT

See the USCG IMH and the ICS Position Job Aids found in HOMEPORT for additional information and a Sample Demobilization Plan.

Demobilization Unit is responsible for developing the Incident Demobilization Plan. On large incidents, demobilization can be quite complex, requiring a separate planning activity. Note that not all agencies require specific demobilization instructions.

4510 DISTRIBUTION OF THE DEMOBILIZATION PLAN

The Demobilization Plan should be distributed at least 24 hours prior to the release of the first resource. The following should receive a copy of the Demobilization Plan:

- IC/UC
- Command and General Staff
- RESL
- Documentation Unit (original copy)

4520 STEPS IN THE DEMOBILIZATION PROCESS

1. All unit leaders in Planning, Logistics and Finance/Administration identify any surplus resources at least 24 hours in advance of their anticipated demobilization time. The RESL will work with the OSC to identify operational resources.
2. Identified surplus resources for each Section are given to the Section Chief who will forward the tentative list of surplus resources to the Planning Section Demobilization Unit.
3. The Demobilization Unit will compile a tentative list of surplus resources from all Sections and send them to the IC/UC via the PSC.
4. IC/UC approves the list of resources to be demobilized.
5. Approved demobilization list is sent to the Resources Unit and to the appropriate Section Chiefs.
6. Section Chiefs notify the resources under their control that they have been approved for demobilization and the procedures to follow.
7. Demobilization Unit ensures that the check-out process is followed.
8. Demobilization Unit sends completed Demobilization Check out forms to Documentation Unit for the historical record.

4600 ENVIRONMENTAL UNIT

See the USCG IMH and the ICS Position Job Aids found in HOMEPORT for additional information.

Environmental Unit Leader (ENVL) is responsible for environmental matters associated with the response, including strategic assessment, modeling, surveillance, and environmental monitoring and permitting. The ENVL prepares environmental data for the Situation Unit. Technical Specialists are frequently assigned to the Environmental Unit (refer to section 4700).

The major responsibilities of the ENVL are:

- Identify and prioritize natural/physical environmentally sensitive areas and recommend response priorities.
    - This information can be obtained from the appropriate Geographic Response Strategy and ERMA.

- Following consultation with natural resource trustees, provide input on wildlife protection strategies (e.g., removing oiled carcasses, preemptive capture, hazing, and/or capture and treatment).
    - Refer to the appropriate Geographic Response Strategy and ERMA.

- Determine the extent, fate and effects of contamination.
    - Contact NOAA SSC
      LT Michael E. Doig
      Ph# (206) 849-9918 - Cell# (347) 891-2685

- Acquire, distribute, and provide analysis of weather forecasts.
  - Work with SITL (SITL will be working w/ NWS)
  - NWS Forecast Office
    Detroit/Pontiac
    9200 White Lake Road
    White Lake, MI 48386
    (248) 620-9804

- Following consultation with the FOSCs Historical/Cultural Resources Technical Specialist identifies and develops plans for protection of affected historical/cultural resources.
  - See Section 4700, and the appropriate Geographic Response Strategy

- For identifying surface/subsurface water intakes, recreational areas/marinas, commercial fisheries & hatcheries, tribal areas refer to the appropriate Geographic Response Strategy, ERMA, EPA's Michigan & Ohio Mapping Project or EJSCREEN
- For Trustee contact information refer to section 2410
- 24 hour contact information for water intakes, recreational area/marinas, hatcheries, etc. can be found in ERMA, EPA's Michigan & Ohio Mapping Project and EJSCREEN
- For identifying sensitive species/resources refer to section 1630.4, appropriate Geographic Response Strategy and ERMA

4610 ENDANGERED SPECIES PROTECTION DURING OIL DISCHARGE EMERGENCY RESPONSE OPERATIONS

The Interagency Memorandum of Agreement Regarding Oil Spill Planning and Response Activities under the FWPCA's NCP and the ESA MOA, which was signed by the USCG, among others, aligns the consultation requirements with the pollution response responsibilities outlined in the NCP. This section is intended to assist FOSCs and IC/UC 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 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 pre-spill planning called for in the MOA.

4610.1 THE ENDANGERED SPECIES ACT OF 1973 (ESA)

The ESA of 1973 (16 USC 1531 et seq) was enacted to conserve and recover threatened and endangered species and ecosystems upon which they depend. The Act is administered by USFWS in DOI and NOAA's National Marine Fisheries Service (NOAA Fisheries) in DOC. Under Section 7 of the ESA, federal agencies must consult with USFWS and NOAA Fisheries (The Services) 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.

4610.2 HOW THE MOA APPLIES TO THE FOSC

The MOA, signed by the USCG, USEPA, 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 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 established before an incident occurs and needs to continue throughout an incident and 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.

4700 TECHNICAL SPECIALISTS (THSP)

Certain incidents may require the use of THSP who have specialized knowledge and expertise. THSP are advisors with special skills needed to support the incident and may function within the Planning section or be assigned anywhere in the ICS organization. If necessary, Technical Specialists may be formed into a separate unit. THSP major responsibilities may include:

- Provide technical expertise and advice to Command and General Staff as needed.
- Attend meetings and briefings as appropriate to clarify and help resolve technical issues within area of expertise.
- Provide technical expertise during the development of the IAP and other support plans.
- Work with the SOFR to mitigate unsafe practices.
- Work closely with LOFR to help facilitate understanding among stakeholders and special interest groups.
- Work with ENVL and PSC to provide Shoreline Cleanup Assessment Technique (SCAT) recommendations.
- Be available to attend press briefings to clarify technical issues.
- Research technical issues and provide finding to decision makers.
- Trouble shoot technical problems and provide advice on resolution.
- Review specialized plans and clarify meaning.

The Shoreline Cleanup Assessment Technique (SCAT) Coordinator is an example of an important THSP. This position is responsible for providing shoreline cleanup recommendations, including requirements for SCATs and cleanup end point criteria. NOAA has developed a Shoreline Assessment Manual and Job Aid as well as additional guidance at their Office of Response and Restoration website.

A Legal Specialist Could act in an advisory capacity during the response and a Human Resources Specialist could provide direct human resources services to the response organization, including ensuring compliance with all labor-related laws and regulations. Additional information regarding this position can be found in Chapter 8 and Chapter 20 of the USCG IMH.

4710 HAZARDOUS MATERIALS

HAZARDOUS MATERIALS THSP	
Product Specialist **Certified Marine Chemist** **Certified Industrial Hygienist** **Chemist or Chemical Engineer** **Sampling**	Contact Sector Detroit IMD Duty Officer (313) 475-5382

4720 OIL

Scientific Support Coordinator
LT Michael Doig
Ph# (206) 849-9918
Cell# (347) 891-2685

The SSC is one of the special technical advisors within ICS, as specified in the NCP. Though often seated with the Environmental Unit of a UC to support and liaise with the overall response effort, the NOAA SSC has a primary responsibility to serve the FOSC directly as a member of his/her staff. The SSC may be designated by the FOSC as principal advisors for scientific issues, communication with the scientific community and natural resource trustee agencies, and coordination of requests for assistance from state and federal agencies regarding scientific issues. The NOAA SSC and the scientific support team are available to the FOSC 24/7 by calling the assigned NOAA SSC directly.

NOAA generally assigns SSCs to the USCG Districts in support of Sector planning and response needs. Each SSC is supported by a complete Scientific Support Team that includes expertise in:

- Oil slick trajectory forecasting and monitoring
- Pollutant transport modeling
- Environmental chemistry
- Chemical hazard assessment
- Health and safety
- Information management
- Resources at risk
- Biological assessments
- Environmental tradeoffs of cleanup strategies
- Natural Resource Trustee issues

The Great Lakes SSC can be contacted at 206-849-9918. If the SSC cannot be reached, The NOAA

Emergency Response Division (ERD) located in Seattle, WA can be contacted 24/7 at (206) 526-4911. Once the USCG calls the SSC for scientific support, the SSC then contacts the NOAA Science Support home team to provide several support products. Typically, generated products include:

- Initial trajectory report
- Oil fate information
- Weather forecast (thereafter once or twice a day)
- Current information; Tidal (n/a in Great Lakes)
- For inland spills, water level forecasts and river velocity estimates
- Continue collecting and updating incident information
- Information or fact sheets on pollutants, bio-sheens, etc.

When contacting the SSC for NOAA ERD modeling and trajectory information the FOSC should provide the SSC with the following information:

- Estimated date/time of the spill or release
- Type of Oil or Hazardous Substance
- Incident Location including Latitude and Longitude
- Estimated amount spilled or released
- Estimated length/size of slick
- Worst case potential discharge or release
- For continuous discharge or release estimate amount in gallons per minute

Additional information can be found in the IMH Chapter 20.

Lightering

Contact Sector Detroit's Prevention Duty Officer (313) 790-2574

Salvage

Contact Sector Detroit's Prevention Duty Officer (313) 790-2574

Shoreline Cleanup Assessment

LT Michael Doig, NOAA SCC
Ph# (206) 849-9918
Cell# (347) 891-2685

The NOAA SCC will find a Shoreline Cleanup Assessment Technique (SCAT) Coordinator. The SCAT Coordinator is an example of an important THSP. This position is responsible for providing shoreline cleanup recommendations, including requirements for SCATs and cleanup end point criteria. NOAA has developed a Shoreline Assessment Manual and Job Aid as well as additional guidance at their Office of Response and Restoration website.

Dredging

Patrick Kuhne, P.E.
USACOE Detroit District Emergency Manager
Ph# (313) 226-2069

4730 GENERIC

Cultural and Historic Properties

Obtaining Expertise on Historic Property Matters During Emergency Response

One of the essential pre-spill planning elements is the identification of those responsible for providing reliable and timely expertise on historic properties to the FOSC during emergency response, i.e., the FOSCs 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 of a Historic Properties Specialist. It should be noted that only the FOSC and not the RP, may contract with experts to serve as the FOSCs Historic Properties Specialist. An FOSC may only utilize a Pollution Removal Funding Authorization (PRFA) for funding the activation of a Historic Property Specialist during emergency responses to oil pollution incidents. OSLTF 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 Historical Preservation Officer (SHPOs) and federal land management agency cultural resources specialists. Blanket Purchase 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 FOSCs Historic Properties Specialist(s). See the appropriate GRS,

Michigan's State Historic Preservation Office Staff contact information:

Brian D. Conway, State Historic Preservation Officer
Conwayb1@michigan.gov
517-373-1630

Nathaniel Nietering, Preservation Specialist & Website Coordinator
Nieteringn1@michigan.gov
517-373-1630

Joelle Letts, Grant Manager & Budget Analyst
Lettsj1@michigan.gov, 517-373-1904

Ohio's State Historic Preservation Office Staff contact information:

Amanda Schraner Terrell, Director of State Historic Preservation Office
aterrell@ohiohistory.org
614-298-2000

Legal

Ninth Coast Guard District
Legal Office (dl)
(216) 902-6010

Chaplain

LCDR James Dewey
Cell# (313) 316-0609

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Public Health

Michigan	Ohio	Canada
State of Michigan Department of Community Health **201 Townsend Street** **Lansing, MI, 48913** **Ph# (517) 373-3740**	**State of Ohio Community Health** 246 North High Street Columbus, OH, 43215 Ph# (614) 995-5599	**Health Canada** Brooke Claxton Building Tunney's Pasture Postal Locator: 0906C Ottawa, Ontario K1A 0k9 Ph# (800) 454-8302
Wayne County Health Department **33030 Van Born Rd.** **Wayne, MI, 48184** **Ph# (734) 727-7100**	**Toledo-Lucas County Health Department** 635 N. Erie St. Toledo, OH, 43604 Ph# (419) 213-4100	**Windsor-Essex County Health Unit** 1005 Ouellette Ave. Windsor, ON N9A 4J8, CA Ph# (519) 258-2146
Macomb County Health Department **43525 Elizabeth Rd.** **Mt. Clemens, MI, 48043** **Ph# (586) 469-5235**	**Ottawa County Health Department** 1856 E Perry St. Port Clinton, OH, 43452 Ph# (419) 734-6800	
St. Clair County Department of Health and Human Services **220 Fort St.** **Port Huron, MI, 48060** **Ph# (810) 966-2000**		
Bay County Health Department **1200 Washington Ave.** **Bay City, MI, 48708**		
District Health Department #2 **420 W. Lake St.** **Tawas City, MI, 48763** **Ph# (989) 362-6183**		
Detroit Health Department **3245 E Jefferson Ave. #100** **Detroit, MI, 48207** **Ph# (313) 876-4000**		

4740 CONTINGENY PLANNING FOR GROUP V OIL (NON-FLOATING)

4740.1 INTRODUCTION

As defined in Title 33, Code of Federal Regulations part 154.1020 (facilities) and 155.1020 (vessels) Group V oils are classed as a "Persistent Oil". Persistent oil means a petroleum based oil that does not meet the distillation criteria for a non-persistent oil. For the purposes of this subpart, persistent oils are further classified based on specific gravity as follows:

- Group II: specific gravity of less than .85.
- Group III: specific gravity equal to or greater than .85 and less than .95
- Group IV: specific gravity equal to or greater than .95 and less than or equal to 1.0
- Group V: specific gravity greater than 1.0

Oils with a specific gravity of > 1.0, referred to as Group V oils, include some heavy fuel oils, asphalt products, and very heavy crude oils. Oils with a specific gravity greater than 1.0 may be neutrally buoyant or sink when spilled on water.

Oils that sink to the bottom or remain suspended in the water column pose risks to certain resources that are not normally affected by floating oils. These resources include fish, shellfish, sea grasses, and other benthic (seabed) and water column biota. Submerged oil may also cause episodic re-oiling of shorelines. Federal rules governing oil spill contingency plans categorize petroleum cargoes according to their physical properties. Vessels and terminals that handle Group V oils are required to include responses to spills of Group V oils in their facility response plans. The National Academy of Sciences has produced a report on the history, behavior and response of Non-Floating Oils titled, *Spills of Non-Floating Oils-Risk and Response*. Information from that report is summarized below and can be reviewed to consider recommendations and conclusions for response to spills of non-floating oils.

4740.2 GROUP V OIL SPILL STATISTICS

From 1991-1996, 17% of the petroleum products transported on United States waters were heavy oils. Barges accounted for 44% of heavy oils transported and tank vessels accounted for 56%. Of all oil spills during this time frame, 23% were spills of heavy oils. Of this 23%, 20% exhibited non-floating oil behavior of sinking or becoming suspended in the water column. Barges were responsible for 80% of the volume of heavy-oil spills, 10 times higher than tank vessels. Most notable was the spill and response to the T/B MORRIS J. BERMAN spill, San Juan Puerto Rico on January 7th, 1994. All FOSCs should maintain a copy of the report titled "The Response to the T/B MORRIS J. BERMAN Major Oil Spill", dated 25 August 1995 and a copy of the report titled, "Tank Barge MORRIS J. BERMAN Spill Submerged Oil Recovery Operations", dated 26 July 1994. These two reports identify the cleanup recovery operations of 800,000 gallons of low API #6 oil which was discharged as a result of the grounding of the T/B MORRIS J. BERMAN.

4740.3 BEHAVIOR OF HEAVY OIL

Non-floating oils behave differently and have different environmental effects than oils which float. The water column and benthic resources are at greatest risk during spills of heavy oil due to the non-floating behavior once in the water. Non-floating oils also tend to weather at a much slower rate, resulting in extended impact to resources both over time and distance.

Although floating oil modeling and predictions are well developed, models and predictions of heavy-oil behavior are unverifiable and rarely used. There is a lack of supporting field data due to the complex nature of three dimensional currents when oil sinks into the water column. Field data can be verified, but

methods are very slow and labor intensive that make updating spill models difficult. Remote sensing equipment is very limited in its use because it cannot penetrate the water column.

4740.4 CONTAINMENT, RECOVERY AND RESPONSE

Technologies exist for the recovery and containment of non-floating oils, but few are effective and work only in very limited environments. Silt curtains and nets can be used for containment only if the currents are very weak with minimal wave activity. Recovery by nets and trawls is limited by the viscosity of the oil and net tow speeds. Manual methods for recovery are available, but they are extremely labor intensive and slow.

The lack of Group V oil spill recovery expertise and resources, especially at the local level, in responding to spills of non-floating oil poses a major difficulty to response. Because there are no specialized systems for the removal of non-floating oil, it has been difficult to adapt available equipment for response.

Area committees should maintain inventories of equipment, specialized services and protection priorities for non-floating oils. Response plans for facilities and vessels that handle non-floating oils must also be tested during exercises and conduct drills to ensure effective and efficient response.

Lessons learned from the T/B MORRIS J. BERMAN Major Oil Spill on Submerged Oil Response Techniques considered the following removal options:

- Set up a Submerged Oil Task Force made up of USCG, Spill Management Team, and Spill Cleanup Contractor personnel. Task Force personnel remained a separate element within the Operations Section;
- Divers and Dredging were utilized to great effect. Divers conducted underwater surveys, used snare and bagged congealed oil that was no longer pumpable from underwater sea grass and used underwater vacuum hoses to recover/suck submerged oil from the water column and or bottom.
- Deployed sorbent snare along the bottom to passively recover the oil. Limitations included hard to weight down the snare;
- Used heavy clamshell or scoop recovery equipment. Limitations included the need for a large vessel platform which could not be used in shallow water;
- Instituted the use of “airlift” recovery systems by divers. Limitations included the system only worked effectively in deep waters (deeper than 15 feet);
- Increased vacuum recovery rates by mobilizing more equipment and divers. Utilized a 4” suction hose with a 2” stinger for diver control. Limitations included the stinger was often times omitted due to the frequency of clogging;
- Increased hydraulic sludge pump recovery rates by mobilizing more equipment and divers;
- Instituted the use of dredge recovery equipment. Dredging posed formidable logistical problems and increased cost; however, the anticipated recovery rates outweighed these disadvantages.

Vessels: As a result of the USCG and MTSA of 2004, requirements for non-tank vessels operating with Group V oils as fuel are identified in Navigation Vessel Instruction Circular (NVIC) 01-05, Change – 1,

titled Interim Guidance for the Development and Review of Response Plans for Non-tank Vessels. The NVIC applies to U.S. flag, Self-Propelled, Non-Tank Vessel ≥ 400 GT carrying oil of any kind as fuel for main propulsion. These requirements also apply to foreign flag vessels meeting the tonnage and oil criteria when operating on the navigable waters of the United States.

Specifically required within the NVIC, vessels which have Group V oils with a capacity over 2,500 barrels are required:

- Remote sensing, sonar or other similar methods to locate submerged oil;
- Dredges, Pumps or other equip to recover oil from the bottom;
- Response resources should be capable of being deployed within 24 hours of discovery of discharge to the port nearest the area where the vessel is operating.

Non-Tank Vessels and Facility Response Plans handling Group V oils must identify response resources which may be called upon to respond to a Group V oil spill. Non-Marine: Marathon Petroleum Company (MPC) is the largest domestic producer of asphalt, averaging 83,000 barrels per day asphalt production nationwide. Asphalt must be kept hot to remain a liquid and is generally shipped at temperatures exceeding 300 degrees Fahrenheit via barge, rail or truck. Pipelines cannot be used to move this product great distance's efficiently due to temperature constraints. MPC markets asphalt through 33 owned and operated or leased terminals located throughout the Midwest and Southeast. The MPC customer base includes approximately 900 asphalt paving contractors, government entities (states, counties, cities, and townships) and asphalt roofing shingle manufacturers.

4800 REQUIRED CORRESPONDENCE, PERMITS & CONSULTATION

There are a number of documents that are required from the USCG, USEPA, and other federal and state agencies. These include:

- Notice of Federal Interest for a Pollution Incident (NOFI)
- Authorization to Proceed; ATP Authorization Message; Obligation of Funds Message
- NPFC Notice of Designation
- Letter of Assumption
- Sample Pollution Removal Funding Authorization (PRFA)
- Sample CERCLA Administrative Order
- SCAT Forms
- Sample Press Release

4810 FEDERAL/STATE PERMIT REQUIREMENTS (WILDLIFE)

Federal and state permits generally allow the permit holder to collect, transport, possess, rehabilitate, euthanize, release, or band migratory birds. Some permit holders also have authority to handle threatened and endangered species under separate federal permits. Each of these permits may encompass more than one species. If a bird were considered to be migratory, but also threatened or endangered, it must be covered under a threatened or endangered species permit. If rescue and rehabilitation efforts are

deemed to be necessary and worthwhile, the following federal permits apply. Contact US Fish and Wildlife Service in the applicable state for more info.

Migratory Bird	Banding or Marking: (50 CFR 21.22)	A permit is required before any migratory bird is captured for the purpose of banding or marking.
	Special Purpose: (50 CFR 21.27)	May be issued for special purpose activities related to migratory birds, their parts, nests, or eggs.
Eagle Permits	(50 CFR 22)	These permits authorize the taking, possession, or transportation of bald eagle or golden eagles, or their parts, nests, or eggs for scientific or exhibition purposes.
Endangered Species	(50 CFR 17.22 & 17.32)	Permits are for scientific purposes, enhancement of propagation or survival, or for incidental take.

4820 ENDANGERED SPECIES ACT CONSULTATIONS

See Section 4610.

4830 FEDERAL/STATE PERMIT REQUIREMENTS (DREDGING)

Dredge permits are issued pursuant to Section 10 of the Rivers and Harbors Act of 1899, and Section 404 of the Clean Water Act (CWA), among several others. Dredging Permits are issued by the US Army Corps of Engineers (USACE) Great Lakes and Ohio River Division Regulatory Program Manager through the District Offices. The contact information for the District Offices is located in the USACE website.

4840 FEDERAL/STATE PERMIT REQUIREMENTS (DECANTING)

See Section 3260.2.

4850 FEDERAL/STATE PERMIT REQUIREMENTS (DISPOSAL)

See Section 3260.

4900 MARINE TRANSPORTATION SYSTEM RECOVERY UNIT (MTSRU) & PLAN

See the USCG IMH and the ICS Position Job Aids found in HOMEPORT for additional information.

The Marine Transportation System (MTS) Recovery Plan (MTSRP) for Sector Detroit supports recovery and restoration of the MTS. Responsibilities extend to incident and non-incident areas, requiring engagement with a broad spectrum of port stakeholders.

The MTSRP provides procedures to facilitate a safe, efficient, and timely restoration of the MTS to pre-disruption condition. Potential cascading affects extending beyond a local MTS disruption are addressed. Regional or National impacts may be felt when a major port is interrupted or closed with restrictions. Establishing an effective and efficient MTS Recovery framework to facilitate short-term recovery of the MTS, and support restorative efforts beyond the initial response/recovery phase is vital to local, regional, and national economic and security interests.

MTSRU Staffing – During a MTSRU activation, the MTSRU shall be staffed by USCG personnel and supplemented by public and private stakeholder subject matter experts. The MTSRU may consist of representatives from:

- USCG MTSRU Leader level 3 (MTSL3) trained personnel
- USCG members with facilities subject matter experts (SMEs)
- USCG member with waterways management SMEs
- USCG member with Port State Control SMEs

The success of the MTSRU depends on having an adequate number of qualified members. Each incident type or location may require members with different skill sets. COTP Zone Detroit's unique port areas will require MTSRU members to be well versed in waterways management and possess specific knowledge as to cascading impacts. Nonetheless, a baseline of qualified members shall be established to exercise MSTRU objectives that will enhance capability.

MTSRU core responsibilities are:

1. Track, document, and report MTS status in the CART,
2. Understand critical recovery pathways,
3. Recommend courses of action,
4. Provide pertinent MTS stakeholders a communication channel to the Incident/Unified Command (IC/UC),
5. Provide IC/UC with recommend priorities for cargo flow resumption and vessel movement, and
6. Identify long-term recovery issues and needs.

Refer to the Marine Transportation System Recovery Plan for Sector Detroit for more information.

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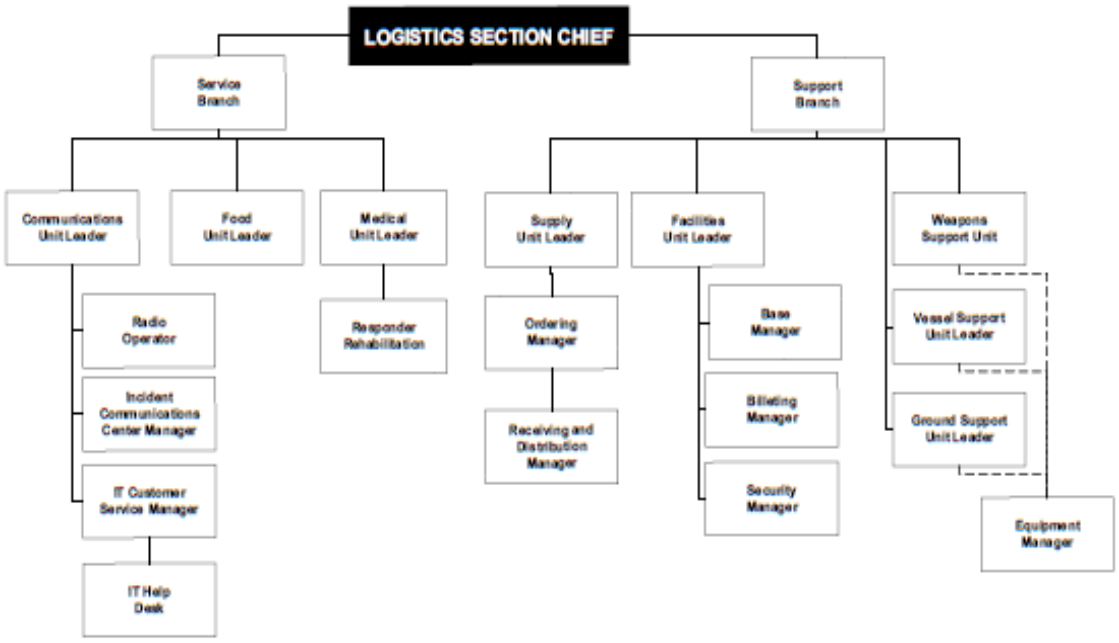
5000 LOGISTICS

5010 LOGISTICS SECTION ORGANIZATION



Additional information regarding Logistics Section organization can be found in Chapter 10 of the USCG IMH.

5100 LOGISTICS SECTION CHIEF (LSC)

See the USCG IMH and the ICS Position Job Aids found in HOMEPORT for additional information.

The LSC is a member of the General Staff and is responsible for providing facilities, services, and material in support of the incident. The LSC participates in development and implementation of the IAP and activates and supervises Branches and Units within the Logistics Section. Duties include:

- Plan the organization of the Logistics Section.
- Assign work locations and preliminary work tasks to Section personnel.
- Notify the Resource Unit of the Logistics Section units activated, including names and locations of assigned personnel.
- Assemble and brief Logistic Branch Directors and Unit Leaders.
- Determine and supply immediate incident resource and facility needs.
- In conjunction with the Command, develop and advise all Sections of the IMT resource approval and requesting process.

- Review proposed tactics for upcoming operational period for ability to provide resources and logistical support.
- Identify long-term service and support requirements for planned and expected operations.
- Advise IC/UC and other Section Chiefs on resource availability to support incident needs.
- Identify resource needs for incident contingencies.
- Coordinate and process requests for additional resources.
- Request and/or set up, expanded ordering processes as appropriate to support incident.
- Develop recommended list of Section resources to be demobilized and initiate recommendation for release when appropriate.
- Receive and implement applicable portions of the incident Demob Plan.
- Ensure the general welfare and safety of Logistic Section personnel.

5110 LOGISTICS SECTION PLANNING CYCLE GUIDE

The LSC is responsible for certain components of the IAP development. Certain meetings, briefings, and information gathering during the Planning Cycle lead to the IAP that guides operations for the next operational period. The meetings and events directly relevant to assembling the IAP are described in Chapter 3 of the USCG IMH. The IC/UC specifies the operational periods.

5200 SUPPORT BRANCH

The Support Branch, when activated, is under the direction of the LSC and is responsible for development and implementation of logistics plans in support of the IAP. The Support Branch Director (SUBD) supervises the operations of Supply, Facilities, Ground Support, and Vessel Support Units. Duties include:

- Identify Support Branch personnel dispatched to the incident.
- Determine initial Support operations in coordination with the LSC and SUBD.
- Prepare initial organization and assignments for support operations.
- Assemble and brief Support Branch personnel.
- Determine if assigned Branch resources are sufficient.
- Maintain surveillance of assigned Units work progress and inform the LSC of their activities.
- Resolve problems associated with requests from the Operations Section.

Additional information regarding this position can be found in Chapter 10 of the USCG IMH.

A telephone directory of important contacts can be found in Section 9100.

5210 SUPPLY UNIT

The Supply Unit Leader (SPUL) is primarily responsible for receiving, storing and distributing all supplies for the incident; maintaining and inventorying of supplies; and storing, disbursing and servicing non-expendable supplies and equipment. Duties include:

- Participate in Logistics Section/Support Branch planning activities.
- Determine the type and amount of supplies en route.
- Review the IAP for information on operations of Supply Unit.
- Develop and implement safety and security requirements.
- Order, receive, distribute and store supplies and equipment.
- Receive and respond to requests for personnel, supplies and equipment.
- Maintain an inventory of supplies and equipment.
- Service reusable equipment.
- Submit reports to the SUBD.

Additional information regarding this position can be found in Chapter 10 of the USCG IMH..

5210.1 OIL AND HAZARDOUS SUBSTANCES RESPONSE EQUIPMENT

See USCG Response Resource Inventory System (RRI) for Oil Spill Removal Organizations (OSRO) and CGPORTAL Basic Ordering Agreement (BOA) Library for list of BOA contractors. Another source list of equipment is in the Coast Guard's Incident Management Software System (IMSS) by clicking on the "Find Resources" tab in form ICS-201-4.

Additionally, Logistics Section personnel may use Environmental Yellow Pages in identifying sources of supply.

Locally Active Commercial Contractors:

Contractor	Address	Telephone	BOA Contract #
C&W Tank Cleaning	50 North Lallendorf Oregon, OH 43616	(419) 691-1995	HSCG84-15-A-G00003
Chemtron	35850 Schneider Avon OH 44011	440 937 6348	HSCG84-14-A-G00017
Heritage Environmental Services	15330 Canal Bank Rd. Lemont, IL 60439	(630) 739-1151 X208	HSCG84-13-A-G00006
Marine Pollution Control	8631 West Jefferson Detroit, MI 48209	(313) 849-2333	HSCG84-15-A-G00022
M. L. Chartier	9195 Marine City Hwy Fair Haven, MI 48023	(586) 725-8373 (888) 334-8373	N/A
Superior	1680 Marquette Ave Bay City MI 48623	989 684 4405	HSCG-15-A-G00023
T&T Marine Salvage, Inc.	29187 Calahan Rd Roseville, MI 48066	(713) 534-0700 (586)773-5246	HSCG84-10-A-800008

Emergency Response Services:

Name	Response Time	Phone
Environmental Quality Management, Inc.	Within 48 hours	800-229-7495
National Strike Force	Within 24 hours	252-331-6000 (After-hours CDO: 252-267-3458)
Atlantic Strike Team	Within 24 hours	609-724-0008 (after-hours CDO: 609-556-9376

Local Industry Resources:

Name	Resources	Phone
BP –Husky Oil Co. Toledo Refinery	280' of 28" containment boom 1 boat, 2-400 bbl barges 1 desmi weir skimmer	419-698-6400
Toledo Refinery LLC (formerly Sunoco Refinery)	3,000' of various containment boom, primarily 18” skirt; Boat(s); storage on-site	(419) 698-6600 (24-hr Dispatch) (419) 698-6663 (Shift Supv.)
Thompson McCulley Oil Co.	1,000' of containment boom 5 bales of 5" x 10' sorbent boom/oil snare	734-397-2050 (24-hr)
Lucas Co. LEPC Trailers 1/ea in Oregon and Sylvania, OH	150’ 8” boom; sorbent boom; [NOTE: both trailers in process of being inventoried - Feb/Mar 2011]	(419) 698-7064 (Oregon FD) (419) 419-882-7676 Sylvania Township FD STA 2

Skimmers:

Name	Resources	Phone
C&W Tank Cleaning	3 floating heads	419-691-1995 (24-hr)
Inland Waters of Ohio	2 floating heads	216-241-0333
Heritage Environmental	2 floating heads	419-729-1321 (24-hr)
Marine Pollution Control	Skimmers: 1 drum, 1 rope, 1disk, 2 weir, 1 floating	313-849-2333 (24-hr)
Phillips Services	1 disc, 1 weir	419-726-1500
RMF Global	1 weir (skimpac)	419-345-2345 (24-hr)
Shaw Group	4 weir (skimpac)	419-423-3526 (24-hr)
T&T Marine Salvage, Inc.	1 weir, 2 drum, 1 brush	586-773-5246

Vacuum Trucks:

Name	Resources	Phone
C&W Tank Cleaning	16 vacuum trucks	419-691-1995 (24-hr)
Clean Harbors	1 vacuum truck: 3,000 gal.	800-645-8265 (24-hr)
Cousins Waste Control Corp.	12 vacuum trucks: 1,200 - 5,000 gal.	419-726-1500
Heritage Environmental Services	3 vacuum trucks: 2,800 - 3,500 gal.	419-729-1321 (24-hr)
Inland Waters Pollution Control	3 vacuum trucks: 2,800 - 3,500 gal.	419-729-1321 (24-hr)
Marine Pollution Control	7 vacuum trucks: 2000 – 6500 gal.	313-849-2333 (24-hr)
RMF Industrial Services	6 vacuum trucks	419-345-2345 (24-hr)
Shaw Group	50 vacuum trucks	419-423-3526 (24-hr)
T & T Marine Salvage		586-773-5246
Inland Waters of Ohio	8 vacuum trucks: 1,800 - 6,000 gal.	800-992-9118

Federal Sources Aircraft

Name	Location	Phone	Fax
U.S. Coast Guard	Air Station Detroit	810-307-6701	
U. S. CBP – Air & Marine Operations	ANG Selfridge, MI	(586) 954-2200 (800) 973-2867 (24-hr)	(586) 307-3606
U.S. Transportation Command Deployment and Distribution Center	Scott Air Force Base, Illinois	618-229-1747 (24-hr) 618-229-4946 (24-hr)	
127th Wing	Selfridge Air National Guard Base, Harrison Twp., MI	(586) 239-5576	
Air National Guard	180th Tactical Fighter Grp 2660 E. Eber Road Swanton, OH 43558	419-868-4078	419-868-4201

The Canadian Coast Guard aircraft requests……(519) 337-6221
MCTS Regional Operation Center …….(800) 265-0237

The Civil Air Patrol has private aircraft, 4x4 vehicles, snowmobiles, ATVs, generators, radios, and a communication van. These are located throughout the State of Michigan.
Contact……(586) 239-2270

Aircraft Rentals

Name	Address	Phone
Blue Horizon Flying Club	425 Jefferson Avenue Toledo, OH	419-460-0629
Crow Executive Air, Inc	28331 Lemoyne Road Millbury, OH	419-838-6921
Grand Aire Express	390 Airport Road Frenchtown Township., MI	419-861-6700
National Flight Services, Inc	10971 E. Airport Service Road Swanton, OH 43558	419-865-2311
Tiffin Aire, Inc	1778 West U.S. Route 22 Tiffin, OH	419-447-4263
TOL Aviation, Inc -Jet fuel, plane housing, no rentals	Toledo Express Airport West Toledo, OH	419-866-9375

Laboratories

Name and Address	Time Frame	Sample Size	# of Samples Required	Phone/Fax
USCG Laboratory 1 Chelsea St. New London, CT 06320	24 hr - 3 days	4 oz jar		P: (860) 271-2704 F: (860) 271-2641
Jones and Henry Labs 2567 Tracy Road Northwood, OH 43619	8 - 10 days (rush avail.)	125mL - 1L		P: (419) 666-0411 F: (419) 666-1657
Bowser-Morner, Inc. 1419 Miami Street Toledo, OH 43697				P: (419) 691-4800 F: (419) 691-4805
Toledo Environmental Services City of Toledo	3 - 7 days			P: (419) 936-3015
Midwest Analytical Services 2905 Hilton Road Ferndale, MI 48220				P: (248) 591-6660 F: (248) 591-6668
Alloway Environmental Services 1101 North Cole Street Lima, OH 45805	5 - 10 days			P: (800) 436-1243 P: (419) 223-1362 F: (419) 227-3792
Advanced Analytics 1025 Concord Avenue Columbus, OH 43212	24 hr - 5 days			P: (614) 299-9922 F: (614) 299-4002
American Analytical Laboratories, Inc. 5777 Frantz Road Dublin, OH 43017	10 days			P: (614) 791-1136
Merit Laboratories, Inc. 2680 East Lansing Drive East Lansing, MI 48823	5 -10 days			P: (517) 332-0167 F: (517) 332-6333

TriMatrix Labs 5560 Corporate Exchange Ct. Grand Rapids, MI 49512				P: (616) 975-4500 F: (616) 942-7463

5220 FACILITIES UNIT

The Facilities Unit is primarily responsible for the set-up, maintenance and demobilization of incident facilities, e.g., Base, ICP and Staging Areas, as well as security services required to support incident operations. Duties include:

- Participate in Logistics Section/Support Branch planning activities.
- In conjunction with the Finance/Admin Section, determine locations suitable for incident support facilities and secure permission to use through appropriate means.
- Inspect Facilities prior to occupation and document conditions and pre-existing damage.
- Determine requirements for each facility including the ICP.
- Prepare layouts of incident facilities.
- Notify Unit Leaders of facility layouts.
- Activate incident facilities.
- Provide Facility Managers and personnel to operate facilities.
- Provide sleeping facilities; security services and food and water services.
- Provide sanitation and shower service as needed.
- Provide facility maintenance services e.g. sanitation, lighting, clean up, trash removal, etc.
- Inspect all facilities for damage and potential claims.
- Demobilize incident facilities.
- Maintain facility records.

Additional information regarding this position can be found in Chapter 10 of the USCG IMH.

The Facilities Unit provides sleeping and sanitation facilities for incident personnel and manages Base operations. Besides contracting with local hotels or motels for sleeping arrangements, contacting the local EMA Directors using their County Resources Manual may expedite locating several of these requirements.

5220.1 INCIDENT COMMAND POSTS (ICP)

The locations of command posts vary depending on the incident type and complexity. Most require a fixed location; however, some incidents require a mobile command post (remote incidents). ICP location will be determined on a case by case basis.

5220.2 ICP NEEDS

Sector Detroit maintains a response trailer that is equipped with the necessary equipment to stand-up an ICP. During an incident, additional items or equipment needed will be requested through the 213-RR process.

5220.3 PORT/DOCK FACILITIES/CAPACITIES

Agents:

Company	Address	Phone
Great Lakes Shipping Association		(219) 923-6553
World Shipping	55 Oak Street River Rouge, MI 48218	(440) 356-7676

Port Authority/Harbormasters:

Name	Address	Phone
	Canada	
MCTS Regional Operation Center (800) 265-0237		(800) 265-0237
Windsor Port Authority		(519) 258-5741
	Michigan	
Detroit/Wayne County Port Authority	130 Atwater St, Detroit, MI 48226	(313) 259-5091
Detroit Police Harbormaster		(313) 516-2218
Port Huron Harbor Master		(810) 984-9744
Harrisville Harbor Master		(989) 724-5712
Port Austin Harbor Master		(989) 738-8712
East Tawas Dockmaster		(989) 362-2731, Memorial Day thru Labor Day
Port of Monroe	2929 E. Front Street P.O. Box 585 Monroe, MI 48161	(734) 241-6480 FAX: (734) 241-2964 24-HR: (734) 625-3128
	Ohio	
Port of Sandusky (Sandusky Dock Corp.)	2705 W. Monroe St. P.O. Box 899 Sandusky, OH 44870	(419) 626-1214 FAX: (419) 483-1296
Toledo/Lucas County Port Authority (Toledo Seaport)	One Maritime Plaza Toledo, OH 43604-1866	(419) 243-8251 FAX: (419) 243-1835
Huron Joint Port Authority	P.O. Box 468 Huron, OH 44839	(419) 433-5000

5220.4 STAGING AREAS

Staging Areas can be found in appendix 9700 Geographic Response Strategies.

5220.7 AIRPORTS/HELIPORTS

Michigan Airports/Heliports

Airport	Phone Number	Location
Grosse Ile Municipal - ONZ	(734) 675-0155	Grosse Ile, MI
St. Clair County Airport	(810) 364-6890	St. Clair
Detroit City Airport	(313) 628-2146	Detroit
MBS International (MBS)	(989) 695-5555	Freeland, MI
James Clements (3CM)	(989) 895-8991	Bay City, MI
Bishop International (FNT)	(810) 235-6560	Flint, MI
Oakland/Troy (VLL)	(248) 288-6100	Troy, MI
Mercy Memorial Hosp Heliport – 59MI	(734) 240-8400	N41.926111/W83.38833

Ohio Airports/Heliports

County	Name (Public/Private		Lat/Long (Estimated)	Phone
DEFIANCE	Defiance Memorial Airport - DFI	PB	N41.337500/W84.428806	(419) 658-4444
	Defiance Regional Medical Center Heliport – 120A (Promedica Air)	PV	N41.298000/W84.377667	(419) 783-4455
ERIE	Hinde Airport (Huron) – 88D	PB	N41.403661/W82.601287	(419) 433-2075
	Firelands Regional Medical Center NR-2 Heliport (Sandusky) – OI87	PV	N41.445051/W82.711849	(419) 626 -7400
	Vermilion Township Heliport – OH79 Vermilion Fire Department	PV	N41.402222/W82.366667	(440) 967-1017
	Oertner Airport - I64	PV/B	N41.293106/W82.370720	(440) 965-7787
	Kelleys Island Land Field Airport – 89D	PB	N41.602826/W82.684625	(419) 502-0663 (Mayor Rob Quinn)
HANCOCK	Findley Airport- FDY	PB	N41.012028/W83.668611	(419) 422-4182
HENRY	Henry County Airport (Napoleon) – 7W5	PB	N41.374354/W84.068468	(419) 583-0150 (419) 388-7259
HURON	Norwalk-Huron County Airport (Norwalk) – 5A1	PB	N41.244766/W82.551227	(419) 668-3092
LUCAS	Flower Hospital Heliport (Sylvania) – 4OI0	PV	N41.708383/W83.692159	(419) 824-1444
	St. Luke's Hospital Heliport (Maumee) – 3OI8	PV	N41.556996/W83.682436	(419) 893-5911 (419) 893-5903

	Toledo Hospital Heliport - 6OI6	PV	N41.6717716 W83.594935	(419) 4714128
	Univ. of Toledo Medical Center -74OH	PV	N41.619495 W83.619379	(419) 381-3415 x650
	Seagate Helistop Heliport – 6T2 Toledo Police Department	PB	N41.654216/W83.531322	(419) 936-2733 (419) 245-3289
	Toledo Express Airport – TOL Toledo Metcalf Field Airport General Aviation - TDZ	PB	N41.586806/W83.807833 N41.564944/W83.482222	419) 865-2351 same as above
OTTAWA	Carl R Keller Field Airport – PCW (Port Clinton)	PB	N41.516870/W82.869487	(419) 734-6297
	Magruder Hospital Heliport - 2OH1 (Port Clinton)	PV	N41.505606/W82.932692	(419) 734-3131
	Put-in-Bay Airport**- 3W2	PB	N41.718000/W82.821111	(419) 285-3371
	Middle Bass Island Airport** - 3T7	PB	N41.685091/W82.804900	office/ no phone
	Middle Bass-East Point Airport – 3W9	PV/B	N41.694444/W82.796556	no office/phone
	North Bass Island Airport** - 3X5	PB	N41.718000/W82.821111	no office/phone
	Toledo Suburban Airport – DUH	PV/B	N41.735875/W83.655764	(734) 856-6103

5230 VESSEL SUPPORT UNIT

The Vessel Support Unit is responsible for implementing the Vessel Routing Plan for the incident and coordinating transportation on the water and between shore facilities. Since most vessels will be supported by their infrastructure, the Vessel Support Unit may be requested to arrange fueling, dockage, maintenance and repairs of vessels on a case by case basis (see Section 5220). Duties include:

- Participate in Logistics Section/Support Branch planning activities.
- Coordinate the development of the vessel routing plan.
- Coordinate vessel transportation assignments with the Protection and Recovery Branch or other sources of vessel transportation.
- Coordinate water-to-land transportation with the Ground Support Unit, as necessary.
- Maintain a prioritized list of transportation requirements that need to be scheduled with the transportation source.
- Support out-of-service vessel resources, as requested.
- Arrange for fueling, dockage, maintenance and repair of vessel resources, as requested.
- Maintain an inventory of support and transportation vessels.

Additional information regarding this position can be found in Chapter 10 of the USCG IMH.

5230.1 BOAT RAMPS & LAUNCHING SITES

Refer to the appropriate Geographic Response Strategy

5230.2 VESSEL/BOAT SOURCES

Name	Work Boat Lengths			Phone
	<25'	25'-50'	>50'	
BP Oil Co. Toledo Refinery	2			(419) 698-6400
C & W Tank Cleaning	2			(419) 691-1995 (24-hr)
Clean Harbors of Cleveland, Inc.	2			(216) 429-2402 (24-hr)
Cousins Waste Control Corp.	2			(419) 726-1500
Heritage Environmental Services	2			(419) 729-1321 (24-hr)
Inland Waters Pollution Control	4	1		(313) 841-5800 (24-hr)
Inland Waters of Ohio	4		1	(216) 241-0333
Marine Pollution Control	6	1		(313) 849-2333 (24-hr)
Meinke Marine Emergency Services	1	5		(419) 836-7774
Rescue Marine, Inc.		5		(419) 798-5194 (24-hr)
Shaw Environmental	5	38		(419) 423-3526 (24-hr)
Sun Company, Inc. Toledo Refinery	1			(419) 698-6600 (24-hr)

Harbor Tugs

Name/Address	# of Tugs	HP	Phone
Gaelic Tug Boat Co. P.O. Box 707 Lincoln Park, MI 48146	4	1,500-2,000	(313) 841-9440
Great Lakes Towing Co. 4500 Division Rd. Cleveland, OH 44102	10	1,000-2,000	(800) 321-3663 (24-hr.) (216) 621-4854
Malcom Marine P.O. Box 177 St. Clair, MI 48079-0177	5 tugs 3-4 work boats	400-2,200	(810) 329-9013

5230.3 MAINTENANCE

Most commonly used facilities are listed below:

Name	Location	Floating	Graving	Phone
Ironhead Marine, Inc. (Toledo Shipyard)	2245 Front St Toledo, OH		#1-535’ x 80.5 O.A. #2-810’ x 94’ O.A.	(419) 690-0000 after hrs. no.= (419) 460-1333
Great Lakes Towing Company	4600 Division Av. Cleveland, OH	90' x 36' O.A.		(216) 621-4854
Fraser Shipyards, Inc.	1 Clough Av. Superior, WI		#1-628' x 66' O.A. #2-831' x 80' O.A.	(715) 394-7787
Nicholson Terminal Dock	Ecorse, MI (S. of Detroit)	160' x 52' O.A.		(313) 842-4300
Bay Shipbuilding Corp.	605 N 3rd Av. Sturgeon Bay, WI 54235	600' x 70' O.A	#1-225' x 39' O.A. #2-1,154' x 140' O.A.	(920) 746-5524

5240 GROUND SUPPORT UNIT

The Ground Support Unit is primarily responsible for ensuring repair of primary tactical equipment, vehicles, mobile ground support equipment and fueling services; transportation of personnel, supplies, food and equipment in support of incident operations; recording all ground equipment usage time, including contract equipment assigned to the incident; and implementing the Traffic Plan for the incident. Duties include:

- Participate in Logistics Section/Support Branch planning activities.
- Develop and implement the Traffic Plan.
- Support out-of-service vessel resources.
- Notify the Resource Unit of all status changes on support and transportation vehicles.
- Arrange for and activate fueling, maintenance and repair of ground resources.
- Maintain Support Vehicle Inventory and transportation vehicles (ICS-218)
- Provide transportation services IAW requests from LSC or SUBD.
- Collect use information on rented equipment.
- Requisition maintenance and repair supplies, e.g. fuel, spare parts.
- Maintain incident roads.
- Submit reports to SUBD as directed.

Additional information regarding this position can be found in Chapter 10 of the USCG IMH.

5240.1 VEHICLE SOURCES

Transportation – General

Michigan	Ohio
Cars & Trucks	**Cars and Trucks**
Enterprise Rent-A-Car **Detroit, MI** **(313) 871-0470** **Hours: 0730-1800**	Enterprise Rent-A-Car Toledo, OH (419) 841-9777
Budget Rent a Car **DTW** **(734) 941-3632** **Open 24 hours**	Hertz Rent A Car Toledo, OH (419) 537-8847
National Car Center **DTW** **(888) 826-6890** **Open 24 hours**	Budget Car Rental Ottawa Hills, OH (419) 537-9632
Avis Rent A Car **DTW** **(734) 942-3450** **Open 24 hours**	Alamo Rent A Car Toledo Express Airport Swanton, OH (844) 855-7194
Buses	**Buses**
Blue Lakes Charters **Clio, MI** **(800) 282-4287**	Trinity Transportation Toledo, OH (877) 284-4200
National Trails **Southfield, MI** **(248) 353-9510**	Lakefront Lines Inc Toledo, OH (419) 537-0677

Transportation – Non-Hazardous Materials (examples below)

Michigan	Ohio
Omni Warehouse Div. **966 Bridgeview** **Saginaw, MI** **(989) 759-5544** **(800) 686-0060**	Alpha Freight Systems 3275 Kent Rd. Stow, OH (800) 394-9001

Transportation – Hazardous Materials

Servicing the United States	
Cardinal Environmental Inc. **3303 Paine Ave.** **Sheboygan, WI** **(920) 459-2500**	American Environmental Cleanup Corp Inc. 3272 Manor Rd. Huntington Valley, PA (215) 947-9313
Allied Environmental Group, Inc.	Ametech Inc

2163 Merrick Ave. **Merrick, NY** **(800) 878-7645**	1813 Southeast 25th Street Oklahoma City, OK (405) 677-8781
Visit Environmental Yellow Pages for more contacts	

5300 SERVICE BRANCH

The Service Branch Director (SVBD), when activated, is under the supervision of the LSC, and is responsible for the management of all service activities at the incident. The SVBD supervises the operations of the Communications, Medical and Food Units. Duties include:

- Obtain working materials.
- Determine the level of service required to support operations.
- Confirm dispatch of Branch personnel.
- Participate in planning meetings of Logistics Section personnel.
- Review IAP
- Organize and prepare assignments for Service Branch personnel.
- Coordinate activities of Branch Units.
- Inform LSC of Branch activities.
- Resolve Service Branch problems.

Additional information regarding this position can be found in Chapter 10 of the USCG IMH.

5310 FOOD UNIT

The Food Unit Leader (FDUL) is responsible for supplying the food needs for the entire incident, including all remote locations, e.g., Staging Areas, as well as providing food for personnel unable to leave tactical field assignments. Duties include:

- Determine food and water requirements (for Responders/IMT/UC).
- Determine the method of feeding to best fit each facility or situation.
- Obtain necessary equipment and supplies.
- Ensure that well balanced meals are provided.
- Order sufficient food and potable water from the Supply Unit.
- Maintain and inventory of food and water.
- Maintain food service areas, ensuring that all appropriate health and safety measures are being followed.

Additional information regarding this position can be found in Chapter 10 of the USCG IMH and through Red Cross and Salvation Army.

5310.1 CATERING/MESSING OPTIONS

Salvation Army Canteen

Eastern Michigan	Northeast Ohio Division
(248) 443-5500	(216) 861-8185

Commercial Catering

Michigan	Ohio
Elite Catering Company **Livonia, MI** **(248) 476-3080**	**Ida's Catering** **Toledo, OH** **(419) 478-3103**
Events of Excellence Catering **Detroit, MI** **(248) 353-8300**	**Tree City Catering** **Toledo, OH** **(419) 206-1142**
Two Unique Catering **Royal Oak, MI** **(248) 549-5242**	**KC's Catering** **Toledo, OH** **(419) 476-1799**
Sopranos Catering **Roseville, MI** **(586) 772-1000**	**Superior Catering** **Toledo, OH** **(419) 345-8351**
Bay Café Catering **Bay City, MI** **(989) 686-7714**	**City Barbeque and Catering** **Toledo, OH** **(419) 517-7777**

5320 MEDICAL UNIT

The Medical Unit under the direction of the SVBD, if established, or the LSC, and is primarily responsible for the development of the Medical Plan; providing medical care and overseeing health aspects of response personnel; obtaining medical aid and transportation for injured and ill response personnel; coordinating with other functions to resolve health and safety issues; and preparation of report and records. Duties include:

- Participate in Logistics Section/Service Branch planning activities.
- Establish the Medial Unit.
- Prepare the Medical Plan (ICS-206)
- Provide any relevant medical input into the planning process for strategy development.
- Coordinate with SOFR, Operations, Hazmat Specialists, and others on proper personnel protection procedures for incident personnel.
- Prepare procedures for major medical emergency.
- Develop transportation routes and methods for injured incident personnel.
- Ensure incident personnel patients are tracked as they move form origin, care facility and disposition.
- Provide continuity of medical care for incident personnel.
- Declare major medical emergency as appropriate.

- Provide or oversee medical and rehab care delivered to incident personnel.
- Monitor health aspects of incident personnel including excessive incident stress.
- Respond to requests for medical aid, medical transportation, and medical supplies.
- In conjunction with Finance/Admin Section, prepare and submit necessary authorizations, reports, and administrative documentation related to injuries, compensation or death of incident personnel.
- Coordinate personnel and mortuary affairs for incident personnel fatalities.
- Provide oversight and liaison as necessary for incident victims among emergency medical care, medical examiner and hospital care.
- Provide for security and proper disposition of incident medical records.

Additional information regarding this position can be found in Chapter 10 of the USCG IMH

5320.1 MEDICAL FACILITIES

Access to Hospitals/EMS in the area can be gained through County EMDs. Hospitals equipped to receive HAZMAT patients are listed below. Medical personnel must be alerted before transport that a patient is en route and whether or not victim has been de-contaminated.

Michigan Hospitals	City	Phone
McLaren Oakland	Pontiac	(248) 338-5000
Crittenton Hospital	Rochester	(248) 652-5000
Beaumont Hospital	Troy	(248) 964-5000
Ascension River District Hospital	East China	(810) 329-7111
St Joseph Mercy Hospital	Port Huron	(810) 985-1500
Lake Huron Medical Center	Port Huron	(810) 216-1500
DMC Detroit Receiving Hospital	Detroit	(313) 745-3000
Henry Ford Hospital	Detroit	(313) 916-2600
St. John Hospital and Medical Center	Detroit	(313) 343-4000
Beaumont Hospital	Grosse Pointe	(313) 640-1000

Canadian Hospitals	City	Phone
Hotel Dieu Grace Hospital	Grace Site	(519) 257-5111
Lambton Health Unit	Sarnia	(519) 383-8331
Hotel Dieu Grace Hospital	Hotel Dieu Site	(519) 973-4444
Windsor Regional Hospital	Ouellette Campus	(519) 973-4411
Public General Hospital	Chatam	(519) 352-6400

Ohio Hospitals	Address	Phone
Toledo Hospital*	2142 N. Cove Blvd., Toledo, OH 43606	(419) 291-4000
Toledo Children's Hospital*	2142 N. Cove Blvd., Toledo, OH 43606	(419) 291-4000
Univ. of Toledo Medical Center*	3000 Arlington Ave., Toledo, OH 43614	(419) 383-4000 (800) 321-8383
Mercy St. Charles Hospital***	2600 Navarre Ave., Oregon, OH 43616	(419) 696-7200 (419) 696-7300/ER
Mercy St. Anne Hospital	3404 W. Sylvania Ave., Toledo, OH 43623	(419) 407-2663 (419) 407-1400
Mercy St. Vincent Hospital*	2213 Cherry St., Toledo, OH 43608	(419) 251-3232 (419) 251-4354/ER
Mercy Children's Hospital*	2213 Cherry St., Toledo, OH 43608	(419) 251-4354 (419) 251-5255/ER
St. Lukes Hospital	5901 Monclova, Maumee, OH 43537	(419) 893-5911 (419) 893-5903/ER
Flower Hospital***	5200 Harroun Rd., Sylvania, OH 43560	(419) 824-1444
Bay Park Community Hospital	2801 Bay Park Drive, Oregon, OH 43818	(419) 690-7900
Magruder H.B.Memorial Hospital	615 Fulton St., Port Clinton, OH 43452	(419) 734-3131
Firelands Regional Medical Center***	1111 Hayes Ave., Sandusky, OH 44870	(419) 557-7400 (800) 342-1177
Mercy Memorial Hospital	718 N. Macomb St., Monroe, MI 48162	(734) 240-8400
Herrick Medical Center	500 E. Pottowatamie, Tecumseh, MI 49286	(517) 423-2141
St. Joseph Mercy Hospital	5301 McAuley Drive, Ypsilanti, MI 48197	(734) 712-3456

Agency for Toxic Substance and Disease Registry:
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 FOSC to use for assessing the possible effects of an environmental emergency on the public's health.

ATSDR…….(312) 886-7476

5400 COMMUNICATIONS UNIT

See the USCG IMH and the ICS Position Job Aids found in HOMEPORT for additional information.

The Communications Unit is responsible for developing plans for the effective use of incident communications equipment and facilities; installing and testing communications equipment; supervision of the Incident Communications Center; distribution of communications equipment to incident personnel; and maintenance/repair of communications equipment. Duties include:

- Determine Unit personnel needs.
- Prepare and implement the Incident Radio Communications Plan (ICS-205)
- Ensure the Incident Communications Center and the Message Center is established.
- Establish appropriate communications distribution/maintenance locations within the Base.
- Ensure communications systems are installed and tested.
- Ensure an equipment accountability system is established.
- Ensure personal portable radio equipment from cache is distributed per Incident Communications Radio Plan.
- Provide technical information as required on:
    - Adequacy of communications systems currently in operation.
    - Geographic limitation on communications systems
    - Equipment capabilities/limitations.
    - Amount and types of equipment available.
    - Anticipated problems in the use of communications equipment.
- Supervise Communications Unit activities.
- Maintain records on all communications equipment as appropriate.
- Ensure equipment is tested and repaired.
- Recover equipment from Units being demobilized

USCG VHF Frequencies:

Channel	Frequency	Comments
Marine Band Channel 1081 (81A)	157.075 MHZ	A primary USCG operating frequency. Channel 1081 is also the national marine pollution response coordination channel for environmental protection operations. This channel is a primary means of radio communications between the command, field teams, and contractor teams in pollution cases.
Marine Band Channel 1083 (83A)	157.175 MHZ	USCG Auxiliary primary operating channel. COTP may preempt the use of this channel in emergencies.
Marine Band Channel 1022 (22A)	157.100 MHZ	Primary USCG public liaison channel. Urgent marine broadcasts are announced on Channel 16 and are broadcast on 1022. During a pollution case, 1022 may be used by USCG Stations to

		inform mariners of waterway hazardous conditions or restrictions.
Marine Band Channel 16	156.800 MHZ	International Distress, Safety and Calling frequency. In a pollution case, 16 may be used by USCG Sector to alert mariners to urgent COTP information on Channel 1022. Only in the most extreme cases would MSU broadcast information directly on 16. NOTE: FCC regulations prohibit the use of Channel 16 by land mobile stations and non-SAR land fixed stations.
Marine Band Channels 1021 (21A) and 1023 (23A)	157.050 MHZ 157.150 MHZ	USCG only operational channels controlled by the Sector Commander. During a pollution case or marine incident, information exchanged on these channels is relayed to command, unless conditions sufficiently urgent to require direct COTP use.
USCG Command and Control Channels	various	USCG to USCG tactical communications.

Western Lake Erie Communication Capabilities

Monroe County, Michigan

Organization	Frequency	Band
Fire Department	154.430	MHZ VHF
Fire Ground	154.355	MHZ VHF
DNR State-Wide Fire	154.355	MHZ VHF
County Sheriff	460.175	MHZ UHF
Monroe City Police	460.150	MHZ UHF
Emergency Management Division	158.955	MHZ VHF
Road Commission	37.98	MHZ VHF/Low Band
State Police Base	42.58	MHZ VHF/Low Band
State Police-Car	42.74	MHZ VHF Low Band
Lenawee County Sheriff	155.565	MHZ VHF
E.M.T.S Ambulance	155.235	MHZ VHF
Jackson EMS	155.175	MHZ VHF
EMS	462.975	MHZ UHF
Weather Service Detroit	162.550	MHZ VHF
Monroe Dept of Public Works	155.880	MHZ VHF
Mercy Memorial (Hear System)	155.340	MHZ VHF
Detroit City Fire Department	154.370	MHZ VHF

Lucas County, Ohio

Organization	Frequency	Department
Emergency Management EOC	33.740 MHZ 33.860 MHZ 154.935 MHZ 155.340 MHZ 460.400 MHZ 462.950 MHZ	Most County Fire and EOC Lucas County Fire Dept. LEERN County Hospital/Life Flight County Law Enforcement County Wide EMS
Holland Village Fire Department	155.340 MHZ	Emergency Medical
Jerusalem Township VFD	453.800 MHZ 460.600 MHZ	All JVFD
Lucas County EMS	462.950 MHZ 118.100 MHZ 130.925 MHZ 154.190 MHZ 460.400 MHZ 460.475 MHZ	EMS Toledo Tower Toledo National Flight Toledo Fire Division Lucas Co. Law Enforcement Police/Engineer & EOC
Maumee Police and Fire	154.205 MHZ	All Police/Fire Units
Monclova Township Fire Department	453.450 MHZ	All Monclova Fire Units
Oregon Police and Fire	460.075 MHZ 460.100 MHZ	All Oregon Fire Units Police Mobile Dispatch
Ottawa Hills Police and Fire	453.275 MHZ 460.025 MHZ	Ottawa Hills Fire Ottawa Hills Police
ARES Volunteer Radio	146.010 MHZ 146.340 MHZ	
American Red Cross	464.700 MHZ	American Red Cross
Richfield/Berkey Township	154.190 MHZ	Richfield/Berkey Units.
Springfield Township Fire	460.625 MHZ	Springfield Fire Units
Sylvania City Police	460.050 MHZ	Sylvania Police Units
Sylvania Township	465.575 MHZ 453.575 MHZ 460.575 MHZ	Sylvania Township Fire Sylvania Township Police Sylvania Township Police
Toledo Police and Fire	154.190 MHZ 460.400 MHZ	Toledo Fire and EOC Toledo Police Units
Waterville Police and Fire	453.200 MHZ 460.475 MHZ 453.200 MHZ 460.500 MHZ	Waterville/Maumee Fire Waterville Fire Units Waterville Police Units Waterville Police Units
Whitehouse Volunteer Fire	154.355 MHZ	Whitehouse Volunteer Fire

Ottawa County, Ohio

Organization	Frequency	Band
Allen Township Fire Dept.	807.5125 MHZ	UHF
Bay Township Fire Dept.	807.5125 MHZ	UHF
Catawba Island Fire, EMS, Police	807.5152 MHZ	UHF
Clay Center Fire, EMS, Police	807.5125 MHZ	UHF
Clay-Genoa Fire & EMS	807.5125 MHZ	UHF
Harris-Elmore Fire and EMS	807.5125 MHZ	UHF
Lakeside Fire, EMS, Police	807.5125 MHZ	UHF
Marblehead Fire, EMS, Police	807.5125 MHZ	UHF

Port Clinton Fire, EMS, Police	807.5125 MHZ	UHF
Put-in-Bay Fire, EMS, Police	807.5125 MHZ	UHF
Clay Township Police	807.5125 MHZ	UHF
Danbury Police	807.5125 MHZ	UHF
Elmore Police	807.5125 MHZ	UHF
Genoa Police	807.5125 MHZ	UHF
Ottawa County Sheriff	807.5125 MHZ	UHF
Oak Harbor Police	807.5125 MHZ 453.350 MHZ	UHF UHF
Ohio State Highway Patrol #22	807.5125 MHZ	UHF
Rocky Ridge Police	807.5125 MHZ	UHF
Portage Fire	454.600 MHZ	UHF
Mid-County EMS	454.600 MHZ	UHF
Carroll Township Fire & EMS	454.600 MHZ	UHF
Rocky Ridge Fire	454.600 MHZ	UHF
Erie Township Fire	454.600 MHZ	UHF
Carroll Township Police	453.250 MHZ	UHF

Erie County, Ohio

Organization	Frequency	Band
Ohio State EMA	155.805 MHZ 154.100 MHZ	VHF VHF
State Law Enforcement	155.370 MHZ	VHF
Erie County Sheriff	158.730 MHZ 39.58 MHZ 39.44 MHZ 458.950 MHZ	VHF VHF/Low Band VHF/Low Band UHF
Ohio State Fire Marshal	154.280 MHZ	VHF
LEERN	154.930 MHZ	VHF
County EMS	155.340 MHZ	VHF
Civil Air Patrol	148.150 MHZ	VHF
Perkins Police	39.24 MHZ	VHF/Low Band
Sandusky Fire	460.575 MHZ	UHF
Sandusky Police	460.250 MHZ	UHF
Kelley's Island Police	460.4875 MHZ	UHF
Weather	162.400 MHZ	VHF
Cedar Point	461.300 MHZ	UHF

Sandusky County, Ohio

Organization	Frequency	Band
Ballville Fire Department	46.06 MHZ	VHF/Low Band
Bellevue Fire	46.06 MHZ	VHF/Low Band
Bettsville Fire Department	46.06 MHZ 46.16 MHZ	VHF/Low Band VHF/Low Band
Bradner Fire	153.089 MHZ	VHF/Low Band
Clinton Township Fire	46.06 MHZ	VHF/Low Band
Clyde Fire Department	46.06 MHZ	VHF/Low Band
Fremont Fire Department	46.06 MHZ	VHF/Low Band
Gibsonburg Fire Department	46.06 MHZ	VHF/Low Band

Green Springs Fire Dept.	46.06 MHZ	VHF/Low Band
Helena Fire Dept.	46.06 MHZ	VHF/Low Band
Kansas Fire Dept.	46.06 MHZ	VHF/Low Band
Lindsey Fire Dept.	46.06 MHZ	VHF/Low Band
Old Fort Fire Dept.	46.06 MHZ	VHF/Low Band
Rising Sun Fire Dept.	46.06 MHZ	VHF/Low Band
Sandusky Township Fire	46.06 MHZ	VHF/Low Band
Townsend Fire Dept.	46.06 MHZ	VHF/Low Band
Woodville Fire Dept.	46.06 MHZ	VHF/Low Band

Wood County, Ohio

Organization	Frequency	Band
Wood County Fire	153.890 MHZ 154.220 MHZ 154.415 MHZ 154.280 MHZ	VHF VHF VHF VHF
Local Government (Main)	155.820 MHZ	VHF
Local Government (mobile)	158.940 MHZ	VHF
Wood County Sheriff	155.370 MHZ 155.070 MHZ 156.030 MHZ	VHF VHF VHF

Communications Capabilities:

Communications System	Comments
Portable Communications Trailers	Transportable Communications Center (TCC) units are self-contained, prepositioned, rapidly deployed USCG maintained communications modules that operate in the HF, VHF, and UHF bands. They can be used for ground to air, ground to ship, and point to point non-secure communications. The TCC consists of an air equipment shelter/trailer with installed electronic equipment and one portable generator. The use of this equipment shall be requested through CG District Nine Command Center at (216) 902-6117 (24 hours).
Teleconference Capability	The NRC is capable of establishing a teleconference of up to 60 participants. The system is intended for use in support of emergency response operations, but can be made available on a limited basis for routine matters. FOSCs and the RRT Chairs may request establishment of a teleconference by contacting the NRC Duty Officer at (800) 424-8802. UC staff may request emergency conferences at any time, but should provide one-day advance notice whenever possible. FEMA has a dedicated teleconference system. Contact FEMA Response and Recovery Division V at (312) 408-5500. CG District Nine Command Center at (216) 902-6117 (24 hours) has a teleconference line.

Cell Phones	FOSCs, their representatives, and most state and local response organizations are issued and utilize cell phones. It should be noted there is limited coverage in more remote areas.
Telefax/Scanners	Facsimile transmission is used to exchange complex information quickly and accurately to response agencies, technical experts and personnel with a need to know. Most agencies have a dedicated fax machine. Presently, scanned documents sent though computer systems seem to be used more frequently than facsimile.
Computer Communications Systems	Email allows direct and succinct information to be communicated to most individuals/agencies at any time. Files, data, photos, and other information can be attached to standard messages. Email communication eliminates back-ups and busy signals on fax and phone lines; multiple communications can be forwarded simultaneously; data transfer is close to real-time. NOAA's First Class E-Mail system is an electronic communication network. Email can be sent or received between RRT and NRT members, contractors, and state and federal spill response agencies with accounts on the system.
USCG CAMSLANT C3I Deployable Contingency Communications	**Transportable Multi-Agency Communication Central (TMACC)** Developed to support joint and multi-agency operations, with a broad range of C3I systems to provide interoperability (ACU-1000) with DOD, Customs, DEA and Local/State government officials. It is ground and air (via C130) transportable. Request procedures on page 5000-28. **Enhanced Mobile Incident Command Post (EMICP)** Provides a self-sustaining command and control platform accommodating up to 20 operators in the conference room and 3 operators in the communications space. The communications space is configured to provide communications over VHF/UHF/HF frequencies (ACU-1000 provides OGA interoperability), MILSATCOM, as well as land line connectivity. Request procedures on page 5000-28. **Mobile Communications Vehicle (MCV)** MCV is a contingency communications platform capable of deploying on short notice 24/7 in support of natural disasters, homeland security operations, as well as various SAR, LE and COTP operations. The MCV is fully equipped to handle multi-agency missions and is designed to accommodate up to 2 personnel. It is C130 deployable. Request procedures on page 5000-28.

	106' Portable Multipurpose Antenna Tower (MPAT) MPAT can be used in conjunction with the MCV, TMACC, or the EMICP to increase line of site capabilities or on its own as a temporary high site replacement. As with the MCV, TMACC, and EMICP the tower utilizes the ACU-1000 as its interoperability solution. Request procedures on page 5000-28. **LANTAREA additional C31 Equipment/Systems (Radios, Antennas, SATPHONES, etc)** Detailed information of the capabilities of LANTAREA Comms Cache can be found on the Deployable Communications Service Catalog on COMMCOM's Portal Page or by contacting LANTAREA//LANT-63// at (757) 398-6330 during normal work hours. **Portable SIPRNET Kit (PSK)** The PSK is comprised of a secure network, Laptops and a satellite Antenna in Flyaway cases to rapidly access SIPRNET resources in the field. When used in concert, these assets form the MCC System of Systems and provide the C4 and its resources necessary to establish, replace or augment a CG presence in the field. Request procedures on page 5000-28.

Requests for Deployable C3I equipment for planned operations must be submitted at least 30 days in advance via message to COMLANTAREA COGARD PORTSMOUTH VA//LANT-6/LANT-63//, INFO COGARD CAMSLANT CHESAPEAKE VA; via the District Commander.

Funding for the deployment of the MCV, TMACC, and MAPT is provided by the requesting unit to include TAD expenses for operators and technicians, fuel for generators and trucks, costs incurred from the use of commercial satellite services. Aircraft expenses, if required are the responsibility of the providing AIRSTA as directed by LANTAREA//LANT-3R//. Funding for the development of the EMICP/MCV is coordinated through LANTAREA//LANT-63//.

Manning: MCV, TMACC, EMICP, MPAT, PSK deploy with a combination of OS, ET, IT and MK support. This core crew transports the asset, completes initial set up, and remains on scene throughout the duration of the deployment to train supplemental watch standers and for troubleshooting purposes. The requesting District is responsible for providing TONO's to cover TAD costs for the core crew (CAT Team) from CAMSLANT and for supplemental TAD personnel required for watch standing during ongoing operations. Meals and lodging expenses for TAD personnel must also be considered. If commercial power is not available diesel fuel will be required to power generators. Oily waste disposal may be required.

Phone inquiries about CAMSLANT's Deployable Communications Equipment/Services can be directed to CAMSLANT's CAT Team Supervisor at (757) 421-6450 (option 0) after normal working hours or email COM-DG-CAT at COM-D6-M-CAT@USCG.MIL

Submit message request for Deployable Communications support as follows:

FM (REQUESTING COMMAND)
TO (DISTRICT COMMANDER)
COMLANTAREA COGARD PORTSMOUTH VA//LANT-6/LANT-63//
INFO COGARD SILC NORFOLK VA//T/TE-1/TS-2//
(OTHER ADDEES AS REQUIRED)
B T UNCLAS //N02014//
MSGID/GENADMIN/COMMAND NAME/-//
SUBJ/C3 EQUIPMENT REQUEST//
POC/UNITS POC/UNIT/PRIPHONE/SECPHONE/EMAIL ADDRESS//
RMKS/1. REQUEST AUTHORIZATION TO UTILIZE THE FOLLOWING CONTINGENCY COMS EQUIP IN SUPPORT OF (PENDING OPERATIONS, TRAINING, EXERCISES, ETC.):
A. EQUIPMENT: (MCV, TMACC, EMICP, MPAT, PSK)
B. PERIOD OF REQUIREMENT: (I.E. 01 JAN - 25 JAN 10)
C. DEPLOYMENT LOCATION: (I.E. CLEVELAND, OH)
D. COMMUNICATIONS REQUIREMENTS: (BRIEFLY SUMMARIZE CONCEPT OF OPERATIONS AND COMMUNICATIONS REQUIREMENTS NEEDED TO MEET OBJECTIVE).
E. FUNDING: (TONO FUNDING LINE OF ACCOUNTING REQUIRED TO SUPPORT TAD AND OPERATIONAL COSTS OF PERSONNEL DEPLOYED IN SUPPORT OF MCV/TMACC/EMICP/MPAT/PSK. EACH ASSET DEPLOYS WITH AT LEAST ONE COMMUNICATIONS SUPERVISOR FOR TRAINING
PERSONNEL AND ONE ELECTRONICS TECHNICIAN FOR EQUIPMENT SUPPORT. IF AUXILIARY POWER (DIESEL/GAS GENERATORS) WILL BE USED, APPROPRIATE COST WILL BE BASED ON USAGE TIME AND CURRENT COST OF FUEL.)
F. ITINERARY: (IF KNOWN, LIST DATES FOR PLANNING AND EXECUTION PHASES OF MISSION AND/OR OPERATION)
2. MISCELLANEOUS INFORMATION: (AS REQUIRED)//
B/T

5410 COMMUNICATIONS SUPPORT

Unit or Activity	Phone Number(s)
Ninth Coast Guard District Comms Center	(216) 902-6117
CAMSLANT (Deployable Contingency Command, Control and Communications, - C3I Equipment	(757) 421 6464
LANTAREA//LANT-63	(757) 398-6330
ESU Cleveland	(216) 536-2619
TISCOM	(800) 847-2479
Atlantic Strike Team Comms Trailer	(609) 724-0008/0009

5410.1 RADIO AMATEUR CIVIL EMERGENCY SERVICE (RACES)

Radio Amateur Civil Emergency Service (RACES) is a public service that provides a reserve communications group within government agencies in times of extraordinary need. During periods of activation, RACES personnel are called upon to perform many communications related tasks for government agencies they serve. Although the exact nature of each, activation, will be different, the common thread is communications.

The Federal Communications Commission (FCC) is responsible for the regulations of RACES operations. The Amateur Radio Regulations, Part 97, Subpart F, were created by the FCC to describe RACES operations in detail.

Traditional RACES operations involve emergency message handling on Amateur Radio Service frequencies. These operations typically involve messages between critical locations such as hospitals, emergency services, emergency shelters, and any other locations where communication is needed. These communications are handled in any mode available, with 2 meters FM being the most prevalent.

Whatever need arises, trained RACES personnel are ready and prepared to help. RACES groups develop and maintain their communications ability by training throughout the year with special exercises and public-service events.

5500 USCG BASE CLEVELAND SUPPORT

USCG Base Cleveland coordinates all regional mission support activities in the Ninth District. The Base is a regional command that provides logistics, engineering, administrative, financial, purchasing, and health care services to USCG units throughout the entire eight state Great Lakes region. The Base Commander synergizes field support delivery, establishes local command unity, and integrates the technical authority of logistics and service centers, product and service lines, and local, coordinated service delivery. In a regional contingency, the Base Commander serves as the District Commander's DCMS staff element.

5510 ESU/NESU CLEVELAND

- ESU Command/C4IT (216) 902-6155
- Command Duty Officer (216) 536-2619
- NESU Command/Naval Engineering (216) 902-6190

5600 Reserved

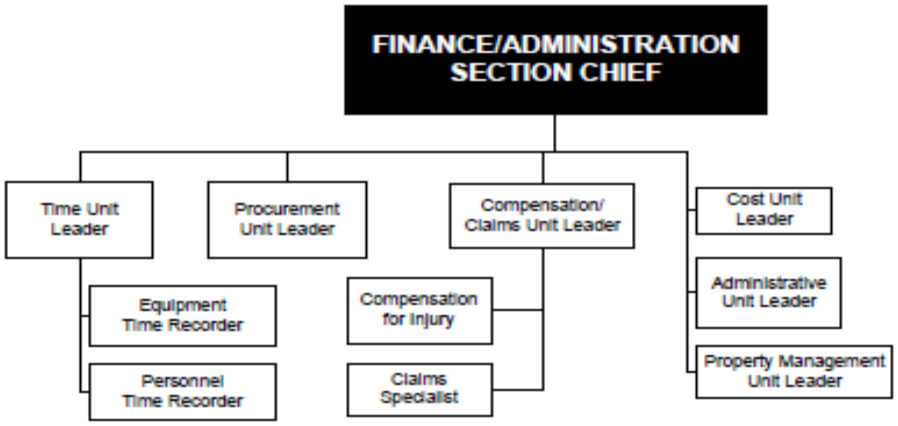
5700 Reserved

5800 Reserved

5900 Reserved for Area/District

6000 FINANCE/ADMINISTRATION

6010 FINANCE/ADMINISTRATION SECTION ORGANIZATION



The Finance/Administrative Section is responsible for all administrative and financial considerations on an incident. This includes Time Unit, Procurement Unit, Compensation/Claims Unit, and Cost Unit. The IC/UC will determine the need for a Finance/Admin Section and designate a qualified individual to fill the role of Finance Section Chief (FSC). The Finance/Admin Section is generally set up for any incident which may require on-site financial management.

Additional information regarding this position can be found in Chapter 11 of the USCG IMH.

If the response is not funded by the RP the Finance/Admin Section will ensure contractors are paid in a timely fashion IAW National Pollution Funds Center (NPFC) protocols, process and pay claims as appropriate and reimburse the response costs of government agencies as appropriate. The FSC may request assistance from the NPFC for claims processing.

The following key references in concert with this ACP should be consulted directly for specific issues that arise throughout this section:

- NPFC User Reference Guide
- NPFC Technical Operating Procedures
- FOSC Financial Management Checklist
- U.S. Coast Guard Marine Environmental Response and Preparedness Manual (COMDTINST 16000.14A)

6100 FINANCE SECTION CHIEF (FSC)

See the USCG IMH and the ICS Position Job Aids found in HOMEPORT for additional information.

The Finance/Admin Section Chief is the primary financial advisor to the Incident Commander and oversees the operation of the Finance Section. The FSC is a member of the General Staff and is responsible for all financial, administrative and cost analysis aspects of the incident and for supervising members of the Finance/Admin Section. The FSC may have Deputy FSCs' who may be from the same agency or from an assisting agency. The Deputy FSC must have the same qualifications as the person for whom they work, as they must be ready to take over that position at any time. Duties include:

• Review operational plans and provide alternatives where financially appropriate.
• Manage all financial aspects of an incident.
• Provide financial and cost analysis information as requested.
• Gather pertinent information from briefings with responsible agencies.
• Develop an operating plan for the Finance/Admin Section; fill supply and support needs.
• Meet with assisting and Cooperating Agency Representatives, as needed.
• Maintain daily contact with agency(s) administrative headquarters on Finance/Admin matters.
• Ensure that all personnel time records are accurately completed and transmitted to home agencies, according to policy.
• Provide financial input to demobilization planning.
• Ensure that all obligation documents initiated at the incident are properly prepared and completed.
• Brief agency administrative personnel on all incident-related financial issues needing attention or follow-up prior to leaving incident.
• Develop recommended list of Section resources to be Demobed and initial recommendation for release when appropriate.
• Receive and implement applicable portion of the incident Demobilization Plan.

6200 FUND ACCESS

Under the NCP the FOSC is charged with directing response efforts and coordinating all other efforts at the scene of a discharge or release of oil or a hazardous substance. The FOSC is delegated authority to ensure that only those actions whose primary purpose is to ensure effective and immediate removal and mitigation of a discharge of oil or a hazardous material or a substantial threat of a discharge of oil or hazardous material are undertaken. These actions must be consistent with the NCP. Only approved actions may be reimbursed by the OSLTF or CERCLA fund.

- From the outset of any response, the FOSC should establish whether federal, state, tribal, local or contracting resources are necessary for removal actions. This includes the utilization of Other Government Agency (OGA)'s technical expertise and supporting services, either organic to the organization or through contract mechanisms.
- The IC/UC, when weighing the assistance of Other Government Agencies must consider the following:

  - Define the scope of the state, tribal, local or federal agencies' expected actions and allow the FOSCs staff to evaluate potential claims against the OSLTF.
  - When a state, local or federal agency responds at the request of the IC/UC, the USCG representative in the Finance/Administration section must execute a PRFA with the agency's financial representative. The PRFA assures the agency will be reimbursed for specific work performed at the FOSCs request.
- The NPFC website contains Pollution Removal Funding Authorization instructions, forms and job aid.

Other considerations of the OSLTF and CERCLA involve damage claims, equipment restoration, and spills from other federal agencies.

- The NCP places responsibility for spills from federal vessels and installations on the owning federal agency to use its own funding.
  - However, the FOSC can use the OSLTF as a last resort to clean up or prevent oil discharges. When the responsible federal agency is capable of funding the cleanup, the FOSC should attempt to establish a Military Interdepartmental Purchase Request (MIPR) or equivalent to reimburse the use of FOSC and OGA pollution response equipment and personnel time.
- Claims of damage may be submitted for reimbursement (when approved) from the OSLTF. Often, such damage claims include the costs of restoring a vessel, facility, etc., to operation (as in the case of a third-party vessel which is oil contaminated as a result of the spill). Actual decontamination of a vessel, facility, or other installation may also reasonably be a removal action (i.e., to prevent further human health, economic or environmental damage).
- The OSLTF may be used to restore pollution response equipment to inventory in the condition it was in before the response. Items used up in the response (consumables) or damaged beyond economical repair may be replaced.
- Discharges from oil tanks and related facilities often cause extensive subsurface or groundwater contamination. When underground contamination has migrated so as to cause an actual surface discharge or substantial threat of a discharge into navigable waters, the OSLTF may be used for removal. When these imminent threat or actual discharge conditions are not met, the incident is considered a hazardous materials incident ashore under municipal, county, and state hazardous material discharge rules.
- Many if not all of the agencies and organizations responding to a spill will have prearranged sources of supply and service, and all will have legal and procedural limitations on procurements. While the emergency elements of the response may expedite procurements, it does not eliminate the rules governing procurement.
- In a large response, there is significant possibility that the RP's limits of financial responsibility will be exceeded, opening the possibility that the response may transition entirely to FOSC /SOSC control.

6210 FOSC ACCESS TO OSLTF AND CERCLA

The OSLTF and CERCLA are accessed by obtaining a Federal Project Number (FPN) (for oil spills) or CERCLA Project Number (CPN) (for hazardous substance releases) using the Ceiling and Number Assignment Processing System (CANAPS).

6210.1 OSLTF

The OSLTF applies to funding responses only when the following two conditions are both met:

- There is a discharge of oil (as defined in 33 USC Section 2701(23)), or a substantial threat of a discharge of oil
  - Into the navigable waters
  - On the adjoining shorelines
  - Into the waters of the exclusive economic zone
  - That may affect natural resources under exclusive management authority of the United States
- There are further actions necessary to ensure effective and immediate removal, mitigation or prevention of the substantial threat Under OPA 90 the FOSC may allow the responsible party to continue all response efforts within their capability. The FOSC may simultaneously secure and direct additional response efforts using contractors or government personnel and equipment. See the NPFC's OSLTF website for more details.

6210.2 CERCLA

The CERCLA funding for responses generally applies when the following three conditions are all met:

- A hazardous substance (not oil under 33 USC 2701(33)) has been released, or there is substantial probability that it will be released
- The release (or probable release) presents an imminent and substantial threat to the public health or welfare
- The RP is failing to take appropriate actions or it is necessary to monitor the actions of the RP to assure they are taking appropriate actions. See EPA's Superfund - CERCLA website for more information.

The FOSC can obligate no more than $250,000 per incident without an approved Action Memorandum. There is no CERCLA funding for compensation payments to claimants damaged by hazardous substances.

6220 PROCUREMENT PROCESSES & PROCEDURES

Upon obtaining an FPN or CPN, the FOSC can determine whether assistance is needed from a spill response contractor or a federal, state, tribal or local agency.

6230 TRUSTEE ACCESS TO THE OIL SPILL LIABILITY TRUST FUND

Administrative Trustees are organizations with responsibilities for specific areas or natural resources such as the DOI. OPA 90 authorizes these organizations access to the fund through one administrative trustee known as the Lead Administrative Trustee (which must be a federal agency.) The designation of Lead Administrative Trustee is made for each spill based on the involvement of each organization. Administrative trustee access to the emergency fund would most likely be limited to beginning the natural resource damage assessment process.

6240 STATE ACCESS

6240.1 STATE ACCESS TO FUND – DIRECT AND INDIRECT

Section 1012(d)(1) of OPA 90 provides that the President, upon request of the Governor of a state or his or her designated state official, may obligate the OSLTF for payment in an amount not to exceed $250,000 per incident for removal costs consistent with the NCP.

The SOSC may access the OSLTF directly by contacting the cognizant FOSC, and indicating that they are making a request for direct access to the Fund. (This person must be designated, in writing, by the Governor of the state, and on file at the NPFC). The FOSC makes a determination that the request is authorized or not, and contacts the NPFC and District (R) by the following work day. If the request is authorized, the FOSC forwards the request to the NPFC to obtain a Federal Project Number (FPN). The CANAPS product set will forward the FPN/Cost Ceiling to the state, with a copy to the FOSC.

The removal costs must be required for the immediate removal of a discharge, or the mitigation or prevention of a substantial threat of discharge, of oil. Pursuant to the authority delegated to the USCG in Executive Order 12777, the USCG has published a regulation (33 CFR 133) to implement the provisions of section 1012(d) (1) of OPA 90.

When the FOSC determines that another agency (federal, state, tribal or local) can assist in a removal effort, the FOSC may authorize that agency to perform removal actions under its direct supervision. In these situations, the FOSC issues a PRFA to the state to establish a contractual relationship and obligate the Fund. In this method, the state is not limited to $250,000 per incident and the FOSC is actively directing the state's response actions.

6250 STAFFORD DISASTER RELIEF & EMERGENCY ASSISTANCE ACT FUNDING

In the event of a Presidential declared disaster, when the National Response Framework (NRF) is activated to assist an impacted state, the use of the Robert T. Stafford Disaster Relief and Emergency Assistance Act fund may be authorized. The Fund reimburses allowable costs incurred in support of activities under an Emergency Support Function (ESF).

Under the Stafford Act the USCG FOSC may receive direct tasking in the form of a Mission Assignment (MA), a work order issued by the Federal Emergency Management Agency (FEMA)(or

other designated agency), directing the recipient agency to complete a specified task. ESF #10 – Hazardous Materials Response Annex of the NRF includes both oil and hazardous materials response activities. In the execution of a mission assignment, the FOSC will use existing funds, resources, and contracts for goods and services to complete the task. The FOSC will then review the actual expenses against the estimated costs and make payments to OGA and private vendors for each cost. For oil spills and hazardous materials releases, the FOSC will receive a "Request for Federal Assistance" from FEMA or the ESF lead agency, including a cost ceiling, and will then proceed to respond as normal using the OSLTF or CERCLA funds as applicable, including the "Request for Federal Assistance" form in the cost documentation. It is important to recognize that Stafford Act funds, like OSLTF and CERCLA funds, may only be applied to response costs directly related to the tasking and the Stafford Act ceiling must be managed carefully just as other fund ceilings.

6250.1 STAFFORD ACT FUND USE CRITERIA

- There must be a Presidential Declaration of Disaster (natural or other).
- The affected state that has requested assistance will contribute matching funds.
- FEMA has to issue a MA to the USCG identifying the work to be done and authorizing spending.
- Use of Stafford Act differs from typical pollution response. States are expected to deal with most problems, and the federal government only becomes involved when state resources are not sufficient for the disaster response.
- Stafford Act responses can be geographically limited (e.g., certain counties in a state).

6250.2 LEGAL/REGULATORY FRAMEWORK FOR RESPONSE

- When the President issues a Disaster Declaration, FEMA establishes a senior official as the Federal Coordinating Officer (FCO). The FCO determines which parts of the NRF will be activated and which actions the federal government will support.
- The FCO is paired with a state counterpart, the State Coordinating Officer (SCO), and the two, working together, oversee the combined state/federal response.
- The SCO also must approve all MA, since the state normally must provide matching resources or funds (10%-25%) for every Stafford Act dollar spent.
- Under certain circumstances, the Presidential Declaration may waive the matching fund requirement. (e.g., this was done for the World Trade Center and the Shuttle Columbia responses).

6250.3 NON-COAST GUARD PARTICIPANTS

- The funding process for Stafford Act Pollution Response (ESF-10), from the FOSC perspective is similar but not identical to oil or hazardous material responses.
- USCG Stafford Act responses must have an approved FEMA Mission Assignment (MA) in place or the USCG cannot seek reimbursement after the response is completed. The FEMA MA defines what is to be done, where, and sets a spending limit.

- When the FOSC utilizes Stafford Act Funds, most of the resources of the NCP are at his/her disposal, including contractors and other federal agencies (but not state or local agencies).
- The FOSC can hire contractors through BOAs.
- The FOSC can provide funding to federal government responders through incident-specific PRFAs (but not state or local agencies).
- The Stafford Act provides separate and distinct claims procedures for Third Party claims within its overall disaster response system in the FRP.

6300 COST UNIT

The Cost Unit Leader (COST) is responsible for collecting all cost data, performing cost effectiveness analyst and, providing cost estimates and cost saving recommendations for the incident. Duties include:

- Coordinate with agency headquarters on cost reporting procedures.
- Collect and record all cost data.
- Develop incident cost summaries.
- Prepare resources-use cost estimates for the Planning Section.
- Make cost-saving recommendation to the FSC.
- Ensure all cost documents are accurately prepared.
- Maintain cumulative incident cost records.
- Complete all records prior to demobilizing.
- Provide reports to the FSC.

Additional information regarding this position can be found in Chapter 11 of the USCG IMH and NPFC Technical Operating Procedures can provide detailed guidance.

6310 COST DOCUMENTATION PROCEDURES, FORMS, REPORTS

The Cost Unit tracks response costs against the response ceiling. They collect all obligating documents issued in support of the response and ensure that other expenses such as USCG personnel costs are properly logged. They are responsible for reporting amounts spent and ceiling remaining. They work with the Finance Center to record response costs in the USCG official accounting records and process payments for contractors, other government agencies, and other purchases. The USCG maintains NPFC cost documentation forms that are used to track all government and contractor resources during an oil spill.

6320 ADMINISTRATIVE DOCUMENTATION AND FORMS

In addition to the cost documentation forms, several administrative forms are required by the USCG (if applicable) and are listed below:

- Notice Of Federal Interest (NOFI) – Form CG-5549
- Authorization To Proceed
- Notice of Federal Assumption (if applicable)

- Designation of Source (for initiating the claims process)
- Administrative Directive/Order
- POLREP
- Financial Summary Report

6400 TIME UNIT

The Time Unit Leader (TIME) is responsible for equipment and personnel time recording and for managing the commissary operations. Duties include:

- Determine incident requirements for time recording function.
- Determine resource needs.
- Contact appropriate agency personnel/representatives.
- Ensure that daily personnel time recording documents are prepared and in compliance with agency(s) policy.
- Establish time unit objectives.
- Maintain separate logs for overtime hours.
- Submit cost estimate data forms to the Cost Unit, as required.
- Maintain records security.
- Ensure that all records are current and complete prior to demobilization.
- Release time reports form assisting agency personnel to the respective Agency Representative prior to demobilization.
- Brief the FSC on current problems and recommendations, outstanding issues and follow-up requirements.

The Time Unit is responsible for monitoring all manpower hours allocated to an incident response. They will be aided in this activity by the Operations Section in keeping daily resource reports. The TIME may have subordinate staff to assist on larger incidents. These positions are: Equipment Time Recorder (EQTR) and Personnel Time Recorder (PTRC). These recorder positions are responsible, under the supervision of the TIME, to oversee the recording of time for all equipment and personnel assigned to the incident. Based on the incident, the TIME may elect to establish only one recorder responsible for both equipment and personnel. See the Finance/Admin Section organization chart on the following page.

Additional information regarding this position can be found in Chapter 11 of the USCG IMH.

6500 COMPENSATION/CLAIMS UNIT

The Compensation Unit Leader (COMP) is responsible for the overall management and direction of all administrative matters pertaining to compensation for injury and claims related activities (other than injury) for an incident. This unit handles “insurance” related matters. It manages any medical costs, death benefits, and personnel claims. It also manages Oil Spill Liability Trust Fund claims when the responsible party is not handling claims. Duties include:

- Establish contact with the incident MEDL, SOFR and LOFR (or agency representative if no LOFR is assigned.
- Determine the need for Compensation for Injury (INJUR) and Claims Specialists (CLMS) and order personnel as needed.
- Establish a Compensation for Injury work area within or as close as possible to the Medical Unit.
- Review Incident Medical Plan (ICS-206).
- Ensure that CLMS have adequate workspace and supplies.
- Review and coordinate procedures for handling claims with the Procurement Unit.
- Brief the CLMS on incident activity.
- Periodically review logs and forms produced by the CLMS to ensure that they are complete, entries are timely and accurate, and they are in compliance with agency requirements and policies.
- Ensure that all Compensation for Injury and Claims logs and forms are complete and routed to the appropriate agency for post-incident processing prior to demobilizing.
- Keep the FSC briefed on Unit status and activity.
- Demobilize unit in accordance with the Incident Demobilization Plan.

The COMP may have subordinate staff to assist on larger incidents (see diagram). These positions are: INJR and CLMS. The INJR is responsible for administering financial matters resulting from serious injuries and fatalities occurring on an incident. The CLMS is responsible for managing all claims-related activities (other than injury) for an incident.

Additional information regarding this position can be found in Chapter 11 of the USCG IMH.

6600 PROCUREMENT UNIT

The Procurement Unit Leader (PROC) is responsible for administering all financial matters pertaining to vendor contracts, leases, and fiscal agreements. Duties include:

- Coordinate with local jurisdiction on plans and supply sources.
- Obtain the incident Procurement Plan.
- Prepare and authorize contracts, building and land-use agreements.
- Draft memoranda of understanding as necessary.
- Establish contracts and agreements with supply vendors.
- Provide for coordination between Ordering Manager (ORDM) and all other procurement organizations supporting the incident.
- Ensure that a system is in place that meets agency property management requirements. Ensure proper accounting for all new property.
- Interpret contracts and agreements; resolve disputes within delegated authority.
- Coordinate with Compensation/Claims Unit for processing claims.
- Complete final processing of contracts and send documents for payment.
- Coordinate cost data in contracts with the COST.
- Brief FSC on current problems and recommendations, outstanding issues and follow-up requirements.

Additional information regarding this position can be found in Chapter 11 of the USCG IMH and NPFC's Optional OSLTF Claim Form.

This unit is staffed with procurement specialists. USCG Shore Infrastructure Logistics Center (SILC) can provide contracting assistance as necessary. SILC is responsible for issuing Delivery Orders to BOA Contractors after the FOSC issues the Authorization to Proceed (ATP). In addition, this staff negotiates non-BOA contract items with commercial contractors to perform activities as required by the FOSC. They will conduct cost and price analysis as necessary to determine reasonable cost and review and approve invoices from contractors.

6610 CONTRACTING

For response to oil discharge incidents or substantial threats of discharge, the FOSC has discretion to allocate a cost ceiling up to $500,000 against the OSLTF. To increase the obligated ceiling above that amount, the FOSC must contact the NPFC Case Officer/Case Team/CDO. Ceilings cover the following costs:

- Out-of-pocket USCG/USEPA costs
- Contractor costs
- Other Agency costs

The FOSC has the authority to issue ATPs to contractors for amounts up to $25,000. To increase those amounts, contact SILC staff.

For response to a hazardous materials release incident, the FOSC has discretion to allocate a cost ceiling of $250,000. For ceiling amounts exceeding $250,000 per incident, an Action Memo must be approved by the USEPA.

6620 MEMORANDUM OF UNDERSTANDING (MOU) AND LAND USE AGREEMENTS

Any MOU or Land Use Agreement would be created in consultation with the assistance of appropriate District/Area/HQ program and legal offices.

6630 COORDINATING WITH COMPENSATION/CLAIMS UNIT

See Procurement Unit Leader and Compensation/Claims Unit Leader guidance in the Finance/Administration section of the IMH and the Finance Section Chief Job Aid.

6700 RESERVED FOR AREA/DISTRICT

7000 HAZARDOUS MATERIALS

7100 HAZARDOUS MATERIALS INTRODUCTION

The spill, release or discharge of hazardous substances is unique compared to an oil spill in that hazardous substances have a greater potential to impact human health. In general, oil spills are of great concern due to their potential to cause long term damage to the environment. Oil spills do not routinely pose an immediate threat to human life. On the contrary, some hazardous substance spills can pose an immediate danger to humans when discharged in even the smallest quantities. This chapter of the ACP provides general guidelines for initial response actions necessary to abate, contain, control and remove the spilled material and describes some of the unique issues associated with a hazardous material spill.

The definition of hazardous substance is: Any substance designated as such by the administrator of the EPA pursuant to the Comprehensive Environmental Response, Compensation, and Liability Act (42 U.S.C. Sec. 9601 et seq.), regulated pursuant to Section 311 of the federal Clean Water Act (33 U.S.C. Sec. 1321 et seq.).

The definition of reportable quantity is: A quantity of a hazardous substance, the discharge or spill of which is determined to be harmful to the environment or public health or welfare or may reasonably be anticipated to present an imminent and substantial danger to the public health or welfare by the administrator of the EPA pursuant to federal law.

Responsible Party or Potentially Responsible Party

When a hazardous material incident occurs on land, air or waterway, the owner/operator of the facility or vessel involved is required to notify local, county, state and federal government agencies in accordance with applicable statutes and rules. The RP for the incident/release is responsible for containment and mitigation, under the supervision of the USEPA, MDEQ, or the Michigan Department of Agriculture if pesticides are involved.

If the RP is not identified or the identified RP fails to take appropriate action in a timely manner, the USEPA or MDEQ may initiate containment and mitigation actions through private contractors.

In the event of a hazardous material release beyond the RP or Potential Responsible Party (PRP), the local fire department shall be contacted immediately and shall assume the role of first responder and IC. The local Hazardous Material Response Team may support these roles where appropriate and where such a team exists.

State Policy

In the event of a hazardous material release, the local fire department shall be contacted immediately and shall assume the role of first responder and IC. A local Hazardous Material Response Team may support these roles where appropriate and where such a team exists.

In all incidents involving hazardous material releases, the MDEQ shall be notified. The MDEQ or other state agency will respond as appropriate. State agency responsibilities in a hazardous materials response will be in accordance with the "Technological Disaster Agency Assignments and Function Chart" in the Michigan Emergency Management Plan (MEMP).

Federal Policy

In accordance with the NCP (40 CFR 300.120), the USCG provides pre-designated FOSC for responses to immediate releases or substantial threats of immediate releases of hazardous materials in the coastal zone from non-Department of Defense Activities. U.S. EPA FOSC's provides the same response to releases in the inland zone. The FOSC's jurisdiction and authority within this area includes releases of hazardous materials, pollutants, or contaminants into all environment media – air, land, groundwater, and surface waters.

The response functions that USCG FOSC's carry out in the event of a hazardous material release are divided into several sections:

• Conducting local contingency planning for response to hazardous material releases

• Conducting traditional COTP response measures such as restricting access to the affected area and controlling marine traffic; notifying facilities operating vulnerable water intakes of the release; coordinating with state and local emergency forces; and assisting as resources and capabilities permit

• Conducting a preliminary assessment of the incident to:

- Evaluate the magnitude of the threat to the public health and welfare and the environment

- Determine if response action by the spiller and/or the state and local government is adequate

- Establish jurisdiction for a federal response

- Collect the data necessary to formulate a response plan if a federal response using the FOSC's CERCLA authority is warranted

• Contacting the owner and or operator of the source of the release, if known, to inform them of their potential liability under CERCLA authority for government removal costs, to explain the USCG's role as FOSC, and to gather information for response and port safety purposes.

The response functions that the U.S. EPA FOSC's carry out are as follows:

• Protect human health, public welfare, and the environment

• Respond to inland releases of oil and hazardous materials

- Responsible for assessment and management of removal actions under CERCLA and OPA
- Responsible for coordination and oversight of responsible party cleanups
- Provide equipment and technical assistance to local, state, and other federal agencies and responders
- Participate in contingency planning (area planning, domestic preparedness/counter-terrorism, response exercises)

U.S. Coast Guard Policy

The responsibilities of the USCG outlined above, within Sector Detroit, in the role as a FOSC should be initially directed primarily at the overall surveying of a hazardous material release. Because Sector Detroit's capability to respond is restricted to Level D due to limiting factors, Sector Detroit personnel shall never enter a hazardous environment requiring a level of protection greater than that of a Level D, such as hazards materials that would require skin or respiratory protection. The use of continuous real time monitoring shall be employed to ensure Sector Detroit personnel are within safety parameters established by the Site Safety Officer.

Prior to initiating any response involving hazardous materials, a full assessment of the personnel hazards shall be conducted using the appropriate references and using real time monitoring. If a USCG response team is dispatched to the scene of the incident, they should report to the on-scene incident command post (outside the hazard area) to collect information, provide on-scene communications, command and control.

Factors in dictating the USCG's level of involvement are:

- The type and quantity of material released
- Capabilities of RP/local/county/state resources
- Availability and capability of response equipment
- Location of the release (i.e., aboard a vessel)
- Level of training of USCG Personnel

UCS will be utilized in the spill response to coordinate the joint response to the incident by federal, state and local agencies. For incidents not involving off-site evacuation, where the predominant state concern is environmental, the MDEQ will be the state's lead representative in the unified command. For incidents involving off-site evacuation, and those incidents declared by the Governor to be a "State of Emergency," the MSP-EMD will be the state's lead representative in the unified command. When the MSP-EMD serves as the state's representative in the unified command, the MDEQ will provide technical assistance to the MSP-EMD concerning environmental matters and will also serve in the operations and planning sections.

Response Model and Procedures

Level of Hazardous Material Response

In a similar manner, that additional assistance is required at a fire; hazardous materials incidents require that a method be established to determine the degree of severity for various types of releases. This avoids the need for calling out full resources to all incidents. The Incident Commander at the scene can, of course, request additional resources and therefore raise the level of the response based on the actual circumstances of the event. In keeping with the State of Michigan's hazardous materials classification system, releases shall be categorized as follows:

Minor Incident:
An incident has occurred involving oil or hazardous material, or an oil or hazardous material transport vehicle, without a release or potential for release. No action is required by state authorities.

Warning/Alert
An incident has occurred involving oil or hazardous material, or an oil or hazardous material transport vehicle, and potential exists for a release or for protective actions (evacuation / in-place shelter) in the immediate area. State agencies will assess the incident and response may or may not be required.

Site Area Emergency:
A release of an oil or hazardous substance has occurred and protective actions (evacuation / in-place shelter) are necessary in the immediate area. Incident Command is established.

Community Emergency Incident:
A substantial release of an oil or hazardous substance has occurred and protective actions (evacuation / in-place shelter) are necessary in the surrounding area. Incident Command is established. May require activation of the State Emergency Operations Center.

Oil
Although oil is not considered a hazardous substance under federal statute, in Michigan oil is considered a hazardous waste when spilled under the Michigan Part 201 law. Therefore, we have included the reference to size distinctions in this section of the Northwest Ohio and Southeast Michigan ACP.

- **Minor discharge** – less than 1,000 gallons of oil to waters of the Great Lakes and specified ports and harbors
- **Medium discharge** – 1,000 to 10,000 gallons of oil to waters of the Great Lakes and specified ports and harbors
- **Major discharge** – more than 10,000 gallons of oil to waters of the Great Lakes and specified ports and harbors

Hazardous Materials

- **Minor release** – a quantity of hazardous substance(s), pollutant(s), or contaminant(s) that poses minimal threat to public health, welfare or the environment
- **Medium release** – a release not meeting the criteria for classification as a minor or major release
- **Major release** – a release of any quantity of hazardous substance(s), pollutant(s), or contaminant(s) that poses a substantial threat to public health, welfare or the environment or results in significant public concern

Initial Response Procedures

Isolation	Establish a perimeter; Determine zones; Deny entry; Withdraw
Notification	Request assistance; Communicate; Review plans
Identification	Recognize and identify; Check papers; Review plans; Conduct reconnaissance; Monitor; Take samples; Interview
Protection of Responders and Public	Use appropriate PPE; Decontaminate; Assess safety; Rescue; Perform EMT requirements; Reassess zones; Provide secondary public protection
Spill Control	Gas/Air Ventilate; Disperse; Dissolve; Divert; Blanket
	Liquid/Surface **Dike**; **Divert**; **Absorb**; **Adsorb**; **Retain**; **Neutralized**; **Gel; Microbes**
	Liquid/Water Boom; Dam; Divert; Retain; Vacuum
	Solid/Surface Blanket; Vacuum
Leak Control	**Direct Methods** Plug; Patch; Over-pack; Tighten; Crimp Indirect Methods Transfer Product; Shut off source; Displace product
Fire Control	Control Burn; Protect exposures; Extinguish; Confine; Withdraw
Recovery and Termination	Oversee product transfer, container handling and clean-up; Release callbacks and mutual aid responses; Restock and resupply; Make financial adjustments; Debrief; Critique; Perform after action steps

Response Considerations

Once a site evaluation has been conducted that identifies the particulars and hazards of the spill site, the FOSC can begin to respond. Tactical plans for responding to hazardous substances differ from an oil spill response in that the methods for cleaning a hazardous chemical spill will largely depend on the hazards the field personnel will face. In addition, conventional spill response and fire-fighting techniques are not always appropriate. The fact that a substance is on fire does not necessarily indicate

that the fire should be put out or suppressed with water or any other material. If flammable liquids or gases are leaking and on fire, it may be better to let the product burn unless the leak(s) can be stopped or unless the fire poses a threat to other tanks or structures. For instance, water is not generally effective against hydrocarbon liquids, gases, or cryogenic liquids. Large amounts of water combined with spilled chemicals may do more to spread a hazard than to eliminate it. In such instances, foams added to water may be more appropriate.

Escaping and spreading vapors or liquids may present a much greater hazard than fire. Water intakes and highly congested areas are at risk during periods of migration. The direction that a cloud or pool of hazardous substances is flowing may change suddenly and pose additional problems for responders and emergency personnel. Under periods of calm winds or stagnant water, vapor clouds or pools may be quite persistent especially if the vapor density/specific gravity of the product is greater than that of the ambient medium. For this reason it is imperative to identify the direction of drift of the substance for protection of both public and environment.

Reporting Requirements/Emergency Notification

A release or threatened release of a "Reportable Quantity" of a hazardous material must be reported. Hazardous material includes any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant or potential hazard to human health or safety or to the environment if released. If there is any question as to whether the material poses a threat, a report should be made to the appropriate authorities.

An immediate verbal report of any release or threatened release of hazardous material must be made to:

1. The National Response Center at 1-800-424-8802, NRC watch email- NRC@uscg.mil

2. The local emergency response agency (such as 911 or the local fire department or health department), and

3. The local State Agency having jurisdiction.

This report should include the following information as applicable:

1. Location of the release or the threatened release,

2. The name of the person reporting the incident,

3. Hazardous material involved,

4. Estimate of the quantity of product involved,

5. Status of the release source (secured, still leaking),

6. Any known injuries, and

7. Any actions taken or being taken to secure the source and/or site.

HAZMAT Points of Contact

Michigan	Ohio
Michigan State Police, Emergency Management and Homeland Security Division **(517) 284-3745**	Ohio Emergency Management Agency Regional Contacts
Local Emergency Management Programs	Ohio EPA 1-800-282-9378 or (614) 224-0946.
Michigan EGLE PEAS **800-292-4706**	

Refer to Section 8000 for Sector Detroit AOR Fire Department contact information. Many of the local Fire Departments have HAZMAT Teams.

Incident Command

Operations

Upon execution of this part of the ACP, hazardous substance response resources under the direction of the Incident Commander will respond in an appropriate manner to attempt to control the release. Initial response operations will be the responsibility of the owner/operator of the vessel or facility. Owners and operators of vessels or facilities must develop contingency plans to respond to hazardous material releases. Facility/vessel owners and operators must take necessary steps to terminate and limit the release from their facility/vessel.

Local hazardous substance response organizations must be prepared to respond within the limits of their training and capabilities. If response resources are not trained or capable of handling a hazardous substance event, they should take appropriate measures to protect life, environment, and property.

The Coast Guard will provide assistance as appropriate. This may include establishing safety zones, re-routing or restricting vessel traffic, assisting with search and rescue or medical evacuation, deployment of Strike Team assets, or conducting pollution response operations.

Other affected organizations, particularly pollution response or salvage organizations, will respond as directed by the unified command.

U.S. EPA will also respond and provide assistance as appropriate. This may include air monitoring and sampling support, technical guidance to first responders, or conducting response and removal actions.

Initial Actions

The following is generic information concerning a hazardous material emergency response. It is intended to supplement not replace the operational procedures as set forth in other parts of this plan.

Safety is the first priority in responding to any accident. Thinking safety is even more important when the accident involves, or might involve, hazardous materials. It is absolutely necessary to know the properties of the materials involved. Some hazardous materials cannot be seen or smelled and yet there may be chemicals leaking in gas, liquid, or solid form. The danger of sudden fires or explosions must be assumed.

It is entirely possible that the scene of an accident involving hazardous materials will represent such a high degree of hazard that the only safe course is to protect the perimeter and evacuate or shelter-in-place those who may become exposed to the dangers of toxic fumes or violent container ruptures. These severe hazards may exist with or without the presence of fire, smoke, or odors.

If an accident involving hazardous materials happens, IMMEDIATELY:

1. Sound the alarm and notify all local emergency response authorities,
2. Isolate the hazard area and restrict entry, as appropriate. Establish an initial isolation perimeter and control points, and

3. Make an initial survey of the scene. Much of this information can be obtained through radio or telephone contact with witnesses. If it is necessary to dispatch a person to the scene, observations should be made from upwind at a safe distance.

DANGER: Only those individuals directly involved in the emergency response effort, wearing the proper level of personal protection equipment and working in pairs with appropriate backup shall be allowed access into the exclusion/hot zone. Personal protection equipment could include nomex, SCBA, full turnout clothing, or chemical protective clothing, based upon the nature of the emergency.
If safe to do so, determine:

Follow-up Actions

Once emergency measures have been completed such that immediately threatened and injured persons have been attended to and an initial site characterization has been completed to determine the personal protective equipment required, follow-up actions can be undertaken. The immediate goals of this part of the response are to further characterize the site, identify and take steps to protect the public, stop the discharge, and begin to develop strategies to mitigate and clean-up the discharge. In order to do this, responders should accomplish the following actions.

1. If possible, implement countermeasures to control the emergency. If personal health and safety is not assured, do not attempt to re-enter the emergency site.

2. Designate a staging area where the emergency response personnel and equipment can safely report without becoming directly exposed to the emergency release.

3. Identify and confirm the nature of the release incident, materials involved, and extent of the area/unit/process involved.

4. Identify the hazards and assess the level of risk to response personnel, the community, and the environment.

5. Consider shelter-in-place. The FOSC may have to make recommendations to the Local Emergency Manager based upon weather conditions and forecasts. High humidity and warm air can force vapors towards the ground. In addition, air ventilation and air conditioning ducts may force toxic vapors into any building. When considering shelter-in-place versus evacuation, compliance with and success of a shelter-in-place program will be dependent upon the following factors:

a. Receipt of a timely warning and an effective warning message,

b. Clear rationale for the decision to shelter-in-place, as compared to an evacuation,

c. An absence of visual clues, such as large vapor clouds, fires and explosions, etc.

d. Previous training and education by response personnel and the public on the application and use of shelter-in-place

6. Criteria for shelter-in-place operations are outlined below. Incidents that may require the shelter-in-place of the surrounding community often have the following characteristics:

a. The released material has a moderate to low health hazard,

b. The hazardous material has been totally released from its container and is dissipating,

c. The released material forms a “puff” or migrating plume pattern; e.g., vapor clouds that will quickly disperse and are not from a fixed, continuous point source,

d. A fast-moving toxic vapor cloud that will quickly overrun exposed people,

e. Short duration solid or liquid leaks are present, and

f. Migrating vapor clouds of known low toxicity and quantity are occurring.

Initiate actions for protection of downwind receptors through local emergency management officials (evacuation or shelter-in-place), as appropriate. Rescue the injured, ONLY if safely possible. Once rescue personnel are properly equipped, look for injured in vessel cabins, on deck, and in the general vicinity of the accident. If injuries appear to be due to chemical exposure, attempt to identify which chemicals are involved. In general, remove victims to fresh air and remove all chemical soaked clothing. First aid personnel should protect themselves against direct contact with contaminated clothing or materials.

Obtaining Chemical Information

One of the most important aspects of the initial response activities at a spill incident is identification of the substance involved. The first qualified responder on scene should attempt to make this determination. Under no circumstances should any attempt at substance identification be made without adequate personal protection equipment and without exercising extreme caution.

Direct identification of the substance involved in a transportation incident may be obtained from the following sources:

1. Transporters: Vehicle operators should be able to identify the materials they are carrying. The operator should be located as soon as possible and questioned regarding the contents of their vehicle. Shipping papers identifying the substance(s) involved should be in their possession. They may also be able to provide information regarding the shipper, consignee, and manufacturer.
2. Shipping papers: For highway incidents, shipping papers identifying the vehicle cargo should be in the possession of the driver or located in the cab of the vehicle on the seat or in a holder on the inside of the door. In the event of a railway incident, weigh bill should be in the possession of the conductor or located in the engine and the caboose. Manifests for waterborne vessels should be in the possession of the captain of the vessel, the person in charge of the watch, or located on the bridge or in the pilothouse of the vessel. On barges, the shipping papers are carried in a tube or box on the barge.

3. UN (United Nations) or NA (North-America) material identification number: There may be a black 4 digit identification number directly on warning placards or on individual orange panels on the tank, vehicle, or rail car ends. If not displayed on the vehicle ends, check the sides of the transport. These numbers are hazard category codes that can be identified in the latest North American Emergency Response Guidebook, or by contacting CHEMTREC at 1-800-424-9300. This number identifies generic groups of hazardous materials; e.g., #1203 for gasolines, fuel oils, etc.

4. Information on containers: In certain situations, information on containers will identify their contents. In other situations, the name and address of the shipper or consignee may be found on the containers. These parties may then be contacted directly or through CHEMTREC in an attempt to identify the materials involved.

5. The shipping company: The shipping firm or railway company involved in the incident should be able to identify the contents of their vehicle. Highway and rail vehicles often have unique identification numbers (in addition to the numbers described in (3) above) displayed on the ends and/or sides of each particular vehicle. By contacting the company involved, either directly or through CHEMTREC, and providing the identification numbers when available, the contents of these particular vehicles may be identified.

If direct identification is impossible, or if any of the above methods of identification are prohibitive from a time or safety standpoint, attempt to identify as many of the chemical and physical properties of the

substance as possible. Contact CHEMTREC, or Michigan State Police, and provide the following information for assistance in identifying the material:

1. Color of the material,

2. Physical state of the material (gas, liquid or solid),

3. Odor (identification of the odor should not be done intentionally, but may be available through unintentional exposure),

4. Noticeable sound,

5. Abnormal or extreme heat,

6. Abnormal or extreme cold (presence of frost),

7. Pressure leaks, and

8. Color of flame (if present).

Under no circumstances should anyone other than a trained responder approach a fire or hazardous substance spill.

If equipment is available, properly trained personnel may also conduct field hazard categorization testing of the spilled material to assist in determining the materials chemical and hazardous properties.

Site Evaluation

Many factors in addition to substance identification are important when responding to a hazardous substance spill. Responders must take into consideration not only the characteristics of the substance, but also the characteristics of the surrounding area. Each tactic employed must be planned carefully so as to not endanger responders or bystanders. When conducting a site evaluation, responders should note:

1. Locations of low points that act as a natural collection point for vapors or liquids,
2. Existing and potential confined spaces that pose a threat to response personnel,
3. Weather conditions,
4. Proximity to nearest ignitions sources,
5. Proximity to flammable items or chemicals,
6. Concentrations of discharged products,
7. Proximity to residential or other commercial areas,
8. Composition of affected areas (sand, marsh, pavement, bay waters, etc.), and

9. Physical hazards.

Of particular note, when conducting a site evaluation is a determination of the possible cause of and status of the failed container. Knowing that a 250-gallon fertilizer tank has a slow leak might prompt a very different response than if it is reported that a chemical processing storage tank had totally collapsed. In either case, a hazardous substance response is appropriate but will vary depending on the circumstances.

Container Damage Assessment

Container damage assessments should be performed by competent structural engineering experts. Damage that appears catastrophic may not in actuality be indicative of imminent failure. Conversely, damage that appears to be benign may actually constitute significant and substantial structural failure. Under no circumstances should a damaged container be moved or contents transferred prior to being inspected by competent authority for structural damage. Expertise is available from the container manufacturers, some transportation companies, and some shippers of dangerous product.

Thermal Ruptures

Thermal ruptures and their effects have been researched extensively, especially where they involve pressurized bulk containers. Actual distances traveled by container fragments have been measured and, where specific distances are given for fire related ruptures, they are based on this history, rounded upwards for safety and convenience. Additionally, the estimated distances provided are based on factors such as the violent rupture potential of the product, any secondary or tertiary hazards the product may pose (whether or not they meet the DOT or IMO hazard class definitions) and the kind and size of container authorized for product transportation.

If a violent rupture occurs, the most common pattern of breakage is into several pieces. If there is a violent rupture of a flammable compressed gas tank, it is estimated that the area within a 500 to 660 foot radius of the bulk container will experience a fireball and extreme radiant heat. The next 500 to 600 feet (out to a radius of approximately 1200 feet) will experience extreme heat such that fires may be started. In all cases, responders should exercise extreme caution and recognize that values provided are based on estimated variables and may not be fully representative of every situation.

Logistics

Responding agencies and resources will be responsible for their own administrative and logistical support until such time as a Logistics Section is established. The Logistics Section Chief will be appointed by the Unified Command.

Finance/Admin

Responding agencies and resources will be responsible for their own administrative and finance support until such time as a Finance Section is established.

The Finance Section Chief will be appointed by the Unified Command.

CERCLA

The FOSC is authorized and responsible for assessing releases of any size and for initiating response action under CERCLA whenever a release requires a federal removal action. FOSCs will monitor the response as necessary, no matter who is carrying it out, to ensure its adequacy. The reportable quantity of a substance has no bearing on the FOSC's authority to respond under CERCLA. Response authority exists for any quantity released or threatened to be released into the environment.

If the responsible party is identified, the FOSC shall make every effort to have them initiate removal actions, including issuing a Notice of Federal Interest and, when appropriate, an Administrative Order. An Administrative Order enables the FOSC to order the responsible party to undertake corrective measures as specified.
The FOSC will use CERCLA funds to pay for removal costs when the responsible party does not conduct proper removal actions, or is unknown, and immediate removal is necessary. A Notice of Federal Assumption of Response Activities should be issued if the polluter is known.

CERCLA encourages state and local response actions and can be used to provide reimbursement for certain actions certified by the FOSC. The EPA establishes policies that govern what specific costs are reimbursable.

CERCLA prohibits response actions in excess of a one-year duration or exceeding two million dollars in response costs unless the following conditions are met:

1. Continued response actions are immediately required to prevent, limit, or mitigate an emergency.
2. An immediate risk to public health, welfare, or the environment exists.
3. Such assistance will not otherwise be provided on a timely basis.

FOSC Procedure to open the CERCLA fund:

1. CANAPS is utilized to access the fund.
2. The following information will be needed:
    a. Name of incident,
    b. Location of incident (facility name, address, city, state, and zip,
    c. Latitude and Longitude,
    d. Estimate of ceiling requested (contract(s) + FOSC costs + other agency support costs),
    e. Substances involved (if known) and description of threat,
    f. Name of contractor(s),
    g. Date incident occurred or was discovered,
    h. Estimated duration of response,

i. Other resources activated by FOSC, and

j. Responsible party (if known).

3. Obtain authorized ceiling from CANAPS, if ceiling will exceed estimate, revise via same CANAPS process.

5. Follow guidance from NPFC and MLC for use of funds and to arrange response actions. When contractor services for responses are anticipated above $25K, contact MLC (FCP) for guidance.

6. FOSC may obligate up to $50,000 for response action if unable to contact NPFC. Identify all such obligations clearly and contact NPFC next business day to insure CERCLA funding is provided

7. Use total cost when managing ceiling. Available ceiling must cover contracts, out of pocket expenses, CG personnel and equipment, and other agency costs. Issue pollution removal funding authorizations to supporting government agencies.

8. Pollution Reports (POLREP), include NPFC as information addressee in all POLREPS. Report in each POLREP total ceiling cost authorized and cumulative obligations to date. Immediately contact NPFC if authorized ceiling must be increased. Ceilings in excess of $100,000 require special approval procedures by EPA Headquarters. This approval process usually takes more than one day. If FOSC expects total costs to exceed $100,000, contact NPFC when obligations reach $80,000. NPFC will provide guidance pending EPA approval.

9. Document all costs on a daily basis using the same procedures and forms as for oil cases.

10. Advise NPFC within 30 days of initiation of response operations. NPFC must bill the EPA for reimbursement of CG incurred costs.

11. Certify contractor invoices for receipt of services over $25,000 of IAW STD MLC procedures. Contact appropriate MLC contracting officer if questions arise, or if invoice cannot be certified. For LANTAREA FOSCs, forward invoices within 10 days to MLCLANT (FCP). Forward contracts under $25,000 directly to EPA (EPA, National Contracts Payment Division MD-32, Research Triangle Park, NC 27711). Copies of all invoices must be included in cost documentation package sent to NPFC.

U.S. EPA has a separate pre-established procedure for U.S. EPA FOSCs to access CERCLA funding.

Planning

For vessels: The presence of responding agencies does not relieve the master of command or transfer the master’s responsibility for overall safety of the vessel. The master should not countermand any orders given by the supervisors of responding organizations in the performance of their activities unless the action taken or planned clearly endangers the safety of the vessel, crew, or passengers. The master of the vessel will utilize his resources to control the release until such time as he is relieved of response activities by the designated Incident Commander.

For facilities: Refer to the facility emergency plan. The first responding agencies will respond in accordance with their standard operating procedures.

The designated Incident Commander will direct employment of responding resources. Resources will be employed based on:

1. Location and extent of the release,

2. Class and extent of cargo involved,

3. Possibility of explosion,

4. Hazards to personnel and resources,

5. Weather forecast, and

6. Alternatives if the vessel is not allowed entry or movement.

References

- National Oil and Hazardous Substance Pollution Contingency Plan (NCP), Subpart E 40 CFR 300.400

- North American Emergency Response Guidebook

- National Fire Protection Association (NFPA), NFPA 471, *Recommended Practices for Responding to Hazardous Materials Incidents*

- NFPA 472, *Standards for Professional Competence of Responders to Hazardous Materials Incidents*

- Michigan Occupational Health and Safety Act (MIOSHA), Act No. 154, section 24 of the Public Acts of 1974, as amended

- Occupational Safety and Health Act (OSHA) 29 CFR 1910.120 – Hazardous Waste Operations and Emergency Response (HAZWOPER)

7200 WEAPONS OF MASS DESTRUCTION

Introduction and Policy

The Coast Guard's jurisdiction as the Coordinating Agency1 for a radiological incident is limited in both geographic area and authority.

Figure 1 (next page) , illustrates the two most important criteria (jurisdiction and terrorism) that determine the Coast Guard's role as either a Coordinating Agency or as a cooperating agency during a radiological incident.

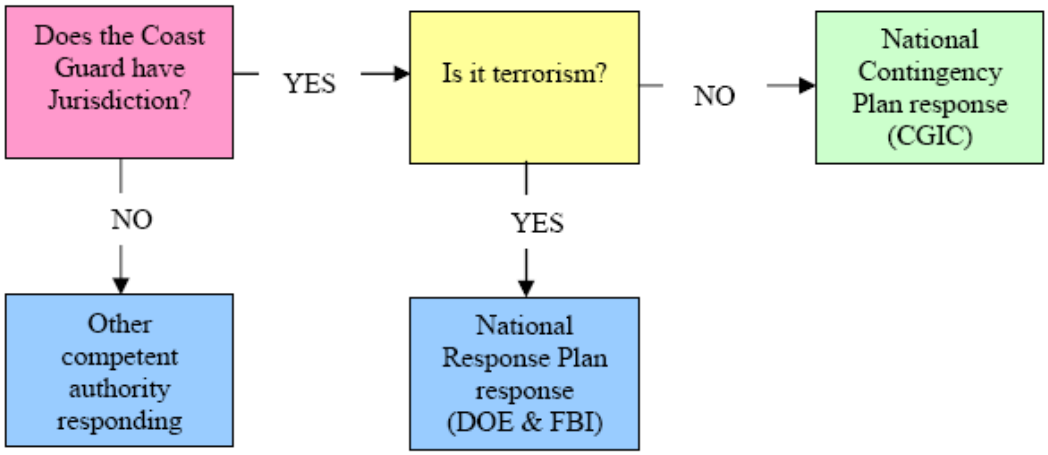


Figure 1. In radiological incidents where the Coast Guard has jurisdiction and there is no involvement of terrorism the Coast Guard Incident Commander responds under the NCP. For any radiological incidents where terrorism is involved, the Department of Energy is the Coordinating Agency responding under the NRP and the Coast Guard is a cooperating agency.

Purpose

The purpose of this section is to provide guidance to the Coast Guard Incident Commander and their Maritime Security and Area Committee partners in responding to radiological incidents that have actual, potential, or perceived radiological consequences.

A radiological incident involves the release or potential release of radioactive material that poses an actual or perceived hazard to public safety, national security and or the environment.

The role of the Coordinating Agency for radiological incidents in the maritime environment can reside with several different federal agencies depending on geographic location, accountability for the radiological source, and the suspected or actual involvement of terrorism.

Coast Guard Jurisdiction

The National Response Plan limits the Coast Guard's Coordinating Agency role for radiological incidents to "*certain areas of the coastal zone*" which is defined as radiological incidents that occur on:

- Any type of vessel
- Waters seaward of the shoreline to the outer edge of the Exclusive Economic Zone, and,
- Specified waterfront facilities
    - For the Captain of the Port Sector DETROIT these specified facilities are maintained with Prevention WWM. – IS THIS RIGHT? DO WE HAVE A LIST?

The type of incidents the Coast Guard Incident Commander will respond to are:

- Transportation of radioactive materials
    - Shipment of materials that are not licensed or owned by a Federal agency or Agreement State
- Foreign, unknown or unlicensed material
    - Incidents involving foreign or unknown sources of radioactive material or radioactive material which does not have appropriate licenses
- Space vehicles containing radioactive materials
    - Not managed by DOD or NASA (i.e. commercial satellite)

In addition to geographic limitations, the scope of the Coast Guard's jurisdiction as the Coordinating Agency is limited to those radiological incidents that do not involve a terrorist act.

For any terrorist event involving non-Department of Defense or non-Nuclear Regulatory Commission (NRC) radioactive material, the Department of Energy (DOE) will assume the role of Coordinating Agency to address the radiological aspects of the response.

Using this Section

Notification of a possible or actual radiological incident can occur in several ways. To facilitate initial actions to be taken and to determine jurisdiction choose the link that matches your method of notification.

- Passive detection from radiation pagers (Level I)
- Intelligence source(s)
- Notification of a radiological release -- NCP response
- Actual terrorist incident involving radiation

Passive Detection (Level I)

A radiological incident may be first discovered while conducting routine operations in the port (discovery may be made by Customs and Border Protection) or through intelligence gathering. The guidance in the Unit's Radiological Response SOP will be used when Level I detection indicates the presence of a radiological source. Depending on the method of discovery and whether the incident is on a vessel or facility, the CGIC should make some initial determinations as to which course of action to take:

- **On a Vessel:** While on board a vessel (underway or moored), if a Level I Team detects either neutron or gamma radiation and has determined that the source is illegitimate or unknown, the Coast Guard Incident Commander, in consultation with the States, should determine the safest location for the vessel to be located. Safe location options are to:

    - If at sea, keep the vessel at sea

- If vessel is transiting in the port or is moored, direct the vessel to a safe location. Options include: if moored remain at moorings, anchorage, or send out to sea. Take into account the following
  - Proximity to population centers
  - Critical infrastructure
  - Vessel traffic in the vicinity of suspect vessel
  - Ability to get teams on and off the vessel
  - Source is emitting neutrons (may indicate the presence of spent nuclear material)
- Consult Port of Safe Refuge Document [Link to Port of Safe Refuge]

For Both Vessels and Facilities

If radiation source is illegitimate, unknown or exceeds the safe exposure limits for a Level I Team, the Level I Team is to notify the chain of command requesting Level II support. Upon receiving the request, Commander Sector Delaware Bay should consider the following:

- Deploy Level II Team to localize and characterize the radiation source. Level II resources:
  - Atlantic Strike Team
  - Sector Detroit
  - Customs and Border Protection
- Contact the Coast Guard Investigative Service (CGIS) Liaison Agent to the Joint Terrorism Task Force (JTTF) to notify the local FBI Office when Level II Team is deployed:
- If necessary, Level II Team to coordinate with CBP Laboratory Scientific Support (LSS).
  - LLS radiological officer 24-hour number is: (407) 975-1780.
- Notify the State(s)
- Determine need to shift to secure communications
- Consider establishing Safety/Security Zones
- Determine Safe to Respond
- If Level II Team cannot identify the source as legitimate, request assistance from the DOE Radiological Assistance Program (RAP) Team at the Brookhaven Area Office
  - Emergency number (631) 344-2200
  - Notify the National Response Center if RAP support requested
- Determine need to initiate Critical Incident Communications procedures [Refer to Critical Incident Communications Procedures Section 1050]

Intelligence Sources

When the Coast Guard receives notification of possible intelligence regarding a potential radiological incident it is critical to determine if the intelligence is credible.

- Work with CGIS to determine if threat is credible.

- If credible, support the Department of Energy, which is the Coordinating Agency, and the Federal Bureau of Investigation.

- If not credible,
  - • Does the Coast Guard have jurisdiction?
  - • If yes, conduct follow-up to determine if there is public health threat

Actual terrorist incident involving radiation

In the event of an actual terrorist incident involving radiation the Coast Guard's role is as a cooperating agency using primarily the authorities of the Captain of the Port. Initial actions to be taken

- Initiate Critical Incident Communications procedures
- Account for all field deployed teams, individuals and assets
- If the CG is the first federal agency on scene, implement the Terrorism Annex until relieved by the Department of Energy

Special Teams

The following special teams are equipped to respond to radiological incidents, and should be considered as potential response resources:

- EPA Radiological Emergency Response Team (RERT) , Phone: (13) 353-2318 or National Response Center (800) 424-8802
- USCG Atlantic Strike Team (AST) Phone (609) 724-0008
- DOE Radiological Assessment Program (RAP) Team, Phone: (202) 586-8100
- USACE Rapid Response, Phone: (202) 761-5909
- NOAA Scientific Support Coordinator (LT Michael Doig) Phone# 216-522-7760

7600 Reserved

7700 Reserved

7800 Reserved

7900 Reserved for Area/District

8000 MARINE FIRE FIGHTING

Each year, thousands of vessels carrying a wide range of commodities, including; crude oil, refined petroleum products, chemicals and other flammable and combustible cargoes pass through Sector Detroit's Area of Responsibility. In addition to the inherent hazards associated with the transport of the listed commodities, the heavy vessel traffic and the close proximity of anchored vessels to major shipping channels in Detroit and Windsor present the potential for a major marine disaster. A fire resulting from a collision, allision, explosion, hotwork, arson, carelessness, or any other event on or around a vessel presents problems to the emergency response units, which are unique to the maritime environment.

The USCG Sector Detroit, in conjunction with Southeastern Michigan Joint U.S./Canada Marine Fire Fighting Task Force, will annually review all arrangements, jurisdictional relationships, and information contained in this plan, and update as necessary.

8100 PURPOSE AND OBJECTIVE

Although the USCG clearly has an interest in fighting fires on vessels or waterfront facilities, local authorities are principally responsible for maintaining firefighting capabilities in U.S. ports and harbors. This plan is intended to promote a coordinated response to these marine fires, and to ensure mutual understanding in an area where the cooperation of numerous and diverse parties may be essential. Further, it describes jurisdictions and responsibilities, and lays out initial response considerations for a marine fire.

The USCG Sector Detroit COTP has taken the initiative in both the development and near term coordination of this regional Marine Fire Fighting Contingency Plan in consultation with other concerned agencies and organizations to encourage coordinated planning, exercising and firefighting.

This Plan has the following major objectives:

- To protect lives and property in the ports of Northwestern Ohio and Southeast Michigan, and to assure the free flow of maritime commerce.

- To secure a relationship among federal, state, local municipalities, and commercial facilities so that resources may be employed to affect a swift, well-coordinated response to a vessel or waterfront fire emergency.

- To protect the marine environment and the community from damage or disaster.

The purpose of the plan is to network marine firefighting resources throughout the entire COTP Detroit AOR. The plan also includes marine firefighting resources located throughout the portions of Canada that are adjacent to the COTP Detroit AOR.

The port of Detroit encompasses about thirty two miles of deep water frontage and includes; the U.S. shoreline of the Detroit River from Windmill Point to the Turning Basin at the downstream end of the Trenton Channel; about twenty two miles, and both banks, Rouge River; and about ten miles up the Short Cut Canal. The Cities of Detroit, River Rouge, Ecourse, Wyandotte, Riverview, and Trenton are included in the port of Detroit.

The Cities of Monroe, MI and Toledo, Port Clinton, Sandusky and Marblehead, OH are included in the port of Toledo.

The COTP Detroit AOR includes all navigable waters on the U.S. side of the U.S./Canadian International Border from Harrisville, MI in the north, to Vermilion, OH at the most southern end of the zone.

8200 JURISDICTION AND RESPONSIBILTIES

USCG General Policy:
The USCG has no specific statutory responsibility to fight marine fires and does not actively engage in firefighting except in support of a regular firefighting agency under the supervision of a qualified fire officer. USCG personnel shall not engage in independent firefighting operations, except to save a life, or in the early stages of a fire to avert a significant threat without undue risk.

The involvement of USCG resources in actual firefighting shall be to a degree commensurate with personnel training and equipment levels. The USCG intends to maintain its historic "assistance as available" posture, but is not ready to relieve local jurisdictions of their responsibilities. Additionally, the response action taken shall pose no unwarranted risk to USCG personnel or equipment.

The COTP Detroit works with port authorities and local government, within their area of jurisdiction, to maintain current and effective contingency plans, supported by the port community, including fire departments, to ensure coordination of federal, state, municipal and commercial resources that respond to fires and other incidents.

The COTP Detroit is the key federal official who will be overseeing and directing USCG activities in a marine fire.

Captain of the Port

Sector Detroit shall ensure the following are notified in the event of a ship fire:

- CCGD9 Command Center
- Local fire and police departments
- Applicable State Emergency Management District
- USCG Stations with SAR responsibility, RP or vessel agent, if applicable and known
- MCTS Sarnia, as appropriate

In the early stages of a marine fire, Sector Detroit will contact the fire department of the affected community to determine the size and scope of the fire, and the need for USCG representatives on scene to assist in matters of vessel safety, vessel movements, and potential pollution. Communications should be established either by landline or VHF radio on the appropriate frequencies with Sector Detroit. If necessary, vessel traffic transiting the affected area will be alerted by the USCG Sector Detroit's Communications Center on channel 16 VHF-FM, or by CCG-MCTS.

If the fire occurs in the jurisdictional area of a fire department, which does not have a fireboat or any shipboard firefighting capabilities, the USCG will work with the fire department to determine the need for any outside assistance. If no outside assistance has been sought, available options will be discussed with the local fire department, and a plan of action will be coordinated together, if necessary.

Other COTP responsibilities include:

- Planning responsibilities under the NCP
- Response coordination activities under the NCP
- Responsibility for navigation and vessel safety, including any orders to direct vessel movement
- Safety of waterfront facilities and bridges
- Creation of safety zones to limit access to damaged or burning vessels or buildings
- Oversight of funding to incidents where the OSLTF or the Superfund is activated
- Technical advice to local fire fighters on shipboard operations, systems, and on marine-related issues
- Additionally, the COTP may assume responsibility for coordinating marine firefighting efforts if:
    - An RP is not identified and an immediate response is necessary, or the RP's actions are clearly inadequate; and,
    - The fire significantly threatens life, the safety of the port, or serious environmental damage; and
    - No other capable agency is responsible as lead agency, or the responsible lead agency fails or refuses to take command or respond adequately.

Sector Detroit

Upon receipt of a report of marine fire, the Sector Communications watch stander or SAR Coordinator should record readily available information on the Marine Fire Fighting Initial Report Form, and notify the Sector Detroit Duty Officer. The Duty Officer should record additional available information on the Vessel Supplement and Facility Supplement Sheet.

Unless involved with another more serious SAR case, the Sector SAR Coordinator should dispatch a boat to the scene immediately, regardless of whether the fire department requests USCG assistance, for possible SAR, traffic control, and monitoring of the situation. If the boat is already underway, the SAR Coordinator must decide whether to recall the boat for loading firefighting gear, as described below, or to have it proceed directly to the scene.

The SAR Coordinator should brief the boat crew concerning the situation, objectives, known hazards, and the following policy:

- Safety of life will be the first priority of the boat crew, as in all SAR incidents. As a second priority, the coxswain or FOSC should provide assistance as available unless the assistance requested is beyond the capability of the boat, whether because of the boat characteristics, insufficient personnel, protective equipment, or training level of the crew. When the Sector Marine Fire Fighting Scene Coordinator (MFSC) is on scene, he will advise the FOSC as to marine firefighting operations. If not, the FOSC should work directly with the Incident Commander. USCG personnel shall not be endangered for firefighting or environmental purposes.

- If available, OBA's and other protective equipment should be provided to the boat crew, as well as any firefighting foam the USCG may have available. OBAs, firemen's hat, turnout suits should be worn by all personnel in the fire area whether onboard USCG boats or on the burning vessel.

- Recall of additional boat crews should be considered.

- En-route to the fire, boat crews should don PFDs, (and protective equipment including OBAs if needed), activate and test firefighting systems, etc.

- All actions taken and significant changes in the situation should be relayed to the Sector Controller or to the MFSC immediately. Where USCG firefighting services are not needed, the USCG boat may remain on-scene to direct marine traffic, or provide other appropriate services.

- The MFSC team with communications gear should be dispatched to meet with the Incident Commander. This will provide a communications link between Sector Detroit and the Incident Commander. The Sector or SMC will designate an FOSC for units under its OPCON.

Requests for USCG support in firefighting activities at the scene shall be passed to the FOSC.

Communications must be established among the MFSC team, the FOSC, and Sector Detroit resources on scene. Assignment of command/control and on-scene frequencies will be coordinated by the Sector Communications Center.

Information regarding any dangerous cargo in the area, including the involved vessel or facility, adjacent facilities, and other vessels, should be determined. Any information should immediately be made

available to the MFSC. The Sector Detroit Communications Center will play a vital role in securing this information, and in providing vessel movement data and communications support.

A Broadcast Notice to Mariners advising vessels of the fire and presence of waterborne firefighting units on-scene should be made and coordinated with CCG-MCTS Sarnia.

Vessels moored or anchored near the fire may have to be moved immediately, with or without tugs and pilots, depending on the circumstances.

Army Corps of Engineers:
U.S. Army Corps of Engineers: For incidents affecting the navigability of U.S. waters, notify the Emergency Management Office at (313) 226-6762.

8212 OFF-SHORE FIREFIGHTING CONSIDERATIONS

In the event of a fire on a vessel in Lake Erie, and the vessel's crew is unable to contain the fire, the USCG may be designated to act as the IC to protect U.S. interests under the authority of the CWA. Since local jurisdiction does not extend into Lake Erie, the USCG will utilize available state, DOD and commercial resources. The primary concern with offshore fires, subsequent to successful search and rescue operations, will be the prevention of pollution to U.S. waters and fouling of sensitive fishing areas, wildlife habitats, shorelines, economically important areas, and not creating an obstruction to navigation.

8213 DECISION TO ALLOW BURNING VESSEL TO ENTER PORT

Due to limited resources available to fight an offshore fire, the COTP may be forced to consider allowing a burning vessel to enter port. The numerous considerations that are part of the decision can be found in Volume VI of the Marine Safety Manual. Additionally, the information concerning mooring, anchorage and grounding sites should be reviewed and considered as part of this decision. A burning vessel is only a small part of the resources that must be protected. Entry into a port or movement within the port may have to be denied when:

1. There is danger that the fire will spread to other port facilities or vessels.

2. The vessel is likely to sink or capsize within a channel, becoming an obstruction to navigation.

3. The vessel might become a derelict.

4. Unfavorable weather conditions preclude the safe movement of the vessel or would hamper firefighting (high winds, fog, strong currents, ice, etc.).

8214 MOVEMENT OF A BURNING VESSEL

A crucial decision in response to a marine fire involves movement of a burning vessel - whether to allow

it to enter the port, to move it to, or away from an anchorage or a pier, to ground the vessel, or to scuttle it offshore. The COTP shall be consulted prior to moving or setting a burning vessel free. Among the considerations to evaluate in deciding whether to allow a vessel to move within a port are the following:

1. Location and extent of fire.

2. Capabilities/training of the crew.

3. Status of shipboard firefighting equipment.

4. Class and nature of cargo.

5. Hazards to the environment.

7. Hazards to crew or other resources where vessel is situated.

8. Forecast weather.

9. Maneuverability of the vessel.

10. Effect on bridges under or through which the vessel must transit.

11. Potential for fire to spread to pier or shore side facilities.

12. Firefighting resources available shore side.

8220 STATE

The Director of MSP is the State Director of Emergency Management. The director maintains the EMD within MSP.

When an incident occurs, local police and fire services are normally the first to respond. They initially assess the situation, determine its scope and magnitude, and determine if additional assistance is required. Additional agencies may become involved depending upon the nature of the incident. The local emergency management coordinator is notified and monitors the situation. If the emergency escalates to the point where coordination among several agencies is required, the emergency management coordinator activates the State Emergency Management System and notifies key personnel. The emergency management coordinator may recommend that the chief executive of the county or municipality declare a local "state of emergency" thereby activating appropriate response and recovery aspects of local government.

Under the Michigan Fire Prevention Act (207P.S. 1941), the State Fire Marshal and local fire chief's broad authority to take actions necessary to prevent fires and stop the spread of fires once they have started.

Under Ohio Administrative Code Chapter 1301:7-7 gives the Ohio Fire Marshall and local Ohio Fire Chiefs the same broad authorities to take action to prevent fires and stop the spread of fires once they have started.

8230 LOCAL

As a matter of customary maritime law and practice, the master of a vessel is presumed in charge of, and capable of, all onboard ship operations including shipboard firefighting. Merchant vessels are inspected, and their crews trained, to assure an onboard firefighting capability. It is only at the specific request of the master, or when it becomes obvious that the vessel's condition threatens the port's safety or environment that relieving the master of his responsibility as Incident Commander should be considered.

In cases in which it is determined that the master or facility cannot or will not effectively take charge, the lead agency will assign an Incident Commander. For example, if a fire occurs in the Detroit Fire District's jurisdiction, an official from the Detroit Fire Department shall designate the Incident Commander, and so on.

This level of USCG involvement will range from an advisory function to extensive coordination in rallying an appropriate port firefighting effort. In the event the incident goes beyond local response capabilities, the State Emergency Management System is activated. The level of response organization will vary depending on the location of the fire, its severity, and the need for an evacuation. A major fire involving a cargo hold on a freight ship, will in most cases, not require as complex an organization as will a major fire aboard a passenger vessel. A major fire onboard a tank ship is extremely dangerous and will require a complex organizational structure to successfully combat the fire.

In the event of a fire in Lake St. Clair or Lake Huron, and the vessel's crew is unable to contain the fire, the USCG may be designated to act as the Incident Commander to protect U.S. interests under the authority of the Ports and Waterways Safety Act until a port of safe refuge is found within a local community. The primary concern with offshore fires, subsequent to SAR operations, will be pollution prevention, fouling of sensitive areas, and navigation hazards. Due to the proximity of Canadian borders, international jurisdiction must be considered.

The port authorities in the Detroit area have an interest in any fires aboard vessels moored at facilities they may either own or operate. Local port authorities should be notified whenever a fire occurs within their port area. They should also be consulted during the planning stages if a burning vessel may be brought into their area, particularly if it is to be moored at or near one of their facilities. They can also help to coordinate response efforts of local agencies. A list of port authorities and Harbor/Dock Masters with their telephone numbers can be found in section 5000.

As previously stated, the local police and fire services are normally the first to respond to a marine fire. Although many fire departments can be expected to render assistance as available in the event of a marine fire, their responsibility for firefighting usually ends at the shoreline.

This is not the case for Detroit as the city maintains the only Class A fireboat on the waterways in the entire Sector Detroit COTP area. The fireboat, CUTRIS RANDOLPH, is 74.58 feet in length and launched in 1979. This vessel can pump 11,000 gallons per minute.

Listed below are telephone numbers of fire departments and local emergency management offices located within the COTP Detroit zone.

LAKE HURON/SAGINAW RIVER/DETROIT & ST CLAIR RIVERS

Alcona County:
Harrisville FD.....(989) 724-6666

Arenac/Ogemaw County:
Emergency Management.....(989) 345-5941

Iosco County:
East Tawas FD.....(989) 362-3685
Oscoda FD.....(989) 739-9111
Tawas City FD.....(989) 362-8688
Whittemore FD.....(989) 469-8241

Bay County:
Bangor Twp FD.....(989) 684-8504 & (989) 684-7881
Essexville FD.....(989) 892-2541
Hampton Twp FD.....(989) 895-8811
Kawkawlin FD.....(989) 686-1120
Bay City FD.....(989) 892-8601

Tuscola County:
Tuscola EMD.....(989) 673-5181

Huron County:
Bay Port FD.....(989) 269-6421
Caseville FD.....(989) 269-6421
Central Dispatch.....(989) 269-6421
Harbor Beach FD.....(989) 269-6421
Port Austin FD.....(989) 269-6421
Port Hope FD.....(989) 269-6421
Sebewaing FD.....(989) 269-6421
Huron EMD.....(989) 269-6421

Sanilac County:
Lexington FD.....(810) 359-5221
Port Sanilac FD.....(810) 648-2131

Sandusky FD .....(810) 648-3366

St. Clair County:
Algonac FD .....(810) 794-3431
Clay Township.....(810) 794-9347 or (810) 794-9345
Marine City FD.....(810) 765-8840
Marysville FD.....(810) 364-6611
Port Huron FD .....(810) 984-9750
St. Clair FD.....(810) 329-3360

Macomb County:
Chesterfield Twp FD/PD.....(586) 949-2322
Harrison Twp FD.....(586) 466-1452
Mount Clemens FD.....(586) 469-6840
New Baltimore FD.....(586) 716-9040
Selfridge ANGB FD .....(586) 307-4103
St. Clair Shores FD/PD .....(586) 445-5380

Wayne County:
Ecorse FD.....(313) 381-0720
Gibralter FD .....(734) 676-1022
Grosse Pointe PS.....(313) 886-3200
Grosse Pointe Park PS.....(313) 822-7400
Grosse Pointe Shores PS .....(313) 881-5500
Grosse Pointe Woods PS.....(313) 343-2400
Grosse Pointe Farms PS.....(313) 885-2100
Grosse Ile FD…….(734) 676-7100
River Rouge FD.....(313) 842-1718
Riverview FD .....(734) 281-4264
Trenton FD .....(734) 676-1314
Wyandotte FD .....(734) 324-4402
Brownstown Twp FD.....(734) 955-2600
Detroit Public Safety.....(313) 237-6394

WESTERN LAKE ERIE

County, State	City	Phone
Monroe Co., Michigan	Luna Pier	(734) 243-7070
	Milan	(734) 439-2843
	Monroe	(734) 241-1626
Lucas Co., Ohio	Harbor View	(419) 691-5787
	Jerusalem Township	(419) 836-7302
	Maumee	(419) 897-7000
	Oregon	(419) 698-7020/7064
	Ottawa Hills	(419) 936-2415

	Sylvania	(419) 882-0022
	Sylvania Township	(419) 882-0022
	Toledo	(419) 245-1180
	Waterville	(419) 878-2036
	Waterville Village	(419)878-2036
	Whitehouse	(419) 877-5131
Ottawa Co., Ohio	Marblehead	(419) 798-4450
	Portage	(419) 898-2033
	Port Clinton	(419) 734-3430
	Put-In-Bay	(419) 285-7805
Erie Co., Ohio	Bellevue (also Huron/Sandusky Co)	(419) 483-2659
	Huron	(419) 433-3544
	Sandusky	(419) 627-5863
	Vermilion	(440) 967-4136
Sandusky Co., Ohio	Bellevue (See Erie Co.)	(419) 483-2659
	Fremont	(419) 332-4131
	Woodville	(419) 849-2222
	Gibsonburg	(419) 637-2160
	Clyde	(419) 547-7123
	Ballville Township	(419) 332-0774
	Sandusky Township	(419) 332-2612
	Townsend Township	(419) 547-9747
	Washington/Lindsey Township	(419) 665-2321
	Helena VFD	(419) 638-2011
	Green Springs	(419) 639-2222
Wood Co., Ohio	Bloomdale	(419) 454-3764
	Bowling Green	(419) 353-5111
	Bradner	(419) 288-2444
	Center Township	(419) 352-2128
	Cygnet VFD	(419) 655-2222
	Dunbridge	(419) 352-6237
	Fostoria (also Seneca & Wood Co.)	(419) 435-3206
	Grand Rapids	(419) 832-5461
	Haskins/Middleton Township	(419) 823-1951
	Hoytville/Jackson Township	(419) 278-2223
	Jerry City	(419) 655-2225
Wood Co., Ohio Cont'd.	Luckey/Troy Township	(419) 833-5422
	Millbury/Lake Township	(419) 666-0080
	MiltonCenter/Milton Township	(419) 669-3211
	North Baltimore	(419) 257-2000
	Northwood	(419) 690-1647
	Pemberville/Freedom Township	(419) 287-3232
	Perrysburg	(419) 874-4321/872-8025
	Perrysburg Township	(419) 874-3551
	Portage/Central Joint Fire District	(419) 686-4923/4545
	Rising Sun VFD	(419) 457-4435
	Rossford	(419) 666-0210
	Tontogany/Washington Township	(419) 823-8612
	Walbridge/Lake Township	(419) 666-1311/0090

	Wayne VFD	(419) 288-2819
Hancock Co., Ohio	Findlay	(419) 424-7129
	Fostoria (see Wood/Hancock Co.)	(419) 435-3206
	Liberty Township	(419) 423-4247
Huron Co., Ohio	Bellevue (see Erie Co.)	(419) 483-2659
	Monroeville/Huron River JFD	(419) 564-2721
	Norwalk	(419) 668-3333
	Wakeman Fire District	(419) 839-2444
Seneca Co., Ohio	Fostoria (see Wood/Hancock Co.)	(419) 435-3206
	Tiffin	(419) 448-5444/5448

8240 INTERNATIONAL

Consulates should be notified if a fire involves foreign owned or operated vessels. Under maritime law, a consulate has authority over the internal affairs of a vessel sailing under its flag, and can help locate translators and provide assistance to the ship's agent in contacting the owners.

Essex County:
Amherstburg FD.....(519) 736-6500
Windsor FD.....(519) 253-6573

Lambton County:
Corunna FD.....(519) 481-0111
Sarnia FD.....(519) 332-1122

8250 MASTER/MATE OF VESSEL

The relationship between local fire fighters and the master of a vessel is critical for the successful response to a vessel fire. It is the USCG's policy that the presence of local fire fighters does not relieve the master of command or transfers the master's responsibility for overall safety of the vessel. However, the master should not countermand any orders given by local fire fighters in the performance of firefighting activities unless the action taken or planned clearly endangers the safety of the vessel or crew.

8300 INITIAL RESPONSE CONSIDERATIONS

See Section 4000 of this plan, as well as federal, state, and local hazardous material spill contingency plans either directly referenced in this document or implied by association of applicability.

8310 EMERGENCY NOTIFICATIONS

The prompt notification of the cognizant fire department is the first and most important step in mobilizing the necessary response. For a listing of fire department phone numbers see above. The other major avenue available to the marine community for reporting emergencies is Channel 16 VHF-FM (156.8MHz). The USCG monitors channel 16 continuously. If a vessel on fire must move through waters to get to a

designated pier for firefighting purposes, all fire departments whose boundaries the ship will pass must be notified.

Once notification has been initiated, it is imperative that the receiving station, whether it is the fire department, USCG or other agency, ascertain certain facts so that a correct response may be initiated.

If the initial call is received by a local fire department, that department should notify:

Sector Detroit Command Center .....(313) 568-9524

The Sector Detroit Duty Officer will in turn contact the Prevention Duty Officer to arrange dispatch of a COTP representative to the scene. Additionally, fire department personnel will consider notification of police and emergency preparedness personnel as the level of the emergency dictates.

Initial calls the USCG receives from sources other than a fire department will be relayed to the cognizant fire department that has jurisdiction for responding to the incident.

8320 STANDARD OPERATING PROCEDURES FOR VESSEL FIRES, Checklist (NFPA 1405 SOP)

Initial Action:

1. First responders take command and establish Incident Command System

2. Identify and establish incident command post location

3. Request additional assistance

4. Assess need for specialized resources and equipment (IR Camera, fire boat, HAZMAT team, air units, USCG Strike Team, USN SUPSALV, MPC, other outside commercial sources

5. Contact other stakeholder organizations, agencies, and or individuals

   (a) Contact Sector Detroit to perform immediate/obvious rescue of endangered persons at (313) 568-9524.

6. Establish staging/base area, identify location, assign staging responsibility

7. Isolate area

8. Determine operational area and define incident perimeters (be liberal)

9. IC with CG COTP, will establish a safety zone and deploy:

(a) Shoreside law enforcement (traffic and crowd control, initial evacuation, perimeter security)

(b) Waterside USCG/harbor police (vessel traffic control, waterside rescue, waterside condition reports)

Note: All safety zones are established by regulation. Temporary safety zones issued in response to an emergency, such as a ship fire, are issued as temporary final rules and are effective immediately upon establishment by the COTP.

10. Perform initial actions to prevent incident from enlarging

11. Protect/cool exposures

12. Move any other endangered vessels, cargo, vehicles, etc. to safe location if possible (requires COTP permission in U.S. waters)

13. Secure/isolate cargo operations to vessel (i.e., liquid cargo/fuel transfer hoses)

14. Investigate situation and gather additional information

15. Assess hazards and worst-case risks associated with the type of incident (fire, explosion, HAZMAT release, toxic vapors, collision, etc.)

16. Determine need to evacuate

Vessel Construction:

1. Obtain ship's Fire Control Plan and other applicable plans

2. Locate and account for ship's crew

3. Consult with Master, Mates and Engineering Officers

4. Determine size, space dimensions, number of decks, and interior arrangement of vessel

5. Consider age, general condition, faults, and weaknesses of vessel

6. Determine compartmentation, fire/water tight separations/zones of vessel

7. Locate vertical and horizontal openings and channels

8. Locate exterior access and points of entry

9. Determine means of access to the vessel from dock (gangway, ramps, aerials, cargo loading equipment)

10. Locate all fuel, liquid cargo, and ballast tanks

11. Be aware of flooding and stability of vessel

Collect Cargo Information:

1. Obtain Dangerous Cargo Manifest, General Cargo Manifest, and Stowage Plan (on or near bridge or terminal office)

2. Determine susceptibility of cargo to heat and water

3. Determine needs for cargo salvage operations (offload or relocate vessel)

4. Determine if hazardous materials are onboard (name, UN number, quantity, location, specific hazards)

5. Find location of fire (look for red hot metal, peeling paint, smoke, high temperatures)

6. Interview crew (find out what happened, where, when, why, what was done prior to FD arrival and results)

7. Determine type, size of area involved, and extent of involvement (decks, holds, spaces, zones, frames, etc.)

8. Determine fire type and amount of flammable and combustible materials involved

9. Determine extent of the fire and projection of its continued effect

10. Determine if there are any life hazards

11. Determine number of crew (also, nationality, language barriers, location, and condition)

12. Determine number of shore-side workers and spectators (number, location and condition)

Exposures (Shore-Side and Waterside):

1. Exposure type (vessels, facilities, cargo and vehicles)

2. Exposure access, arrangement, distance, combustibility, pier, wharf, dock construction, configuration, condition and combustibility

3. Determine if obstructions to operations exist and limitations on apparatus movement and use

4. Gather detailed weather, wind, current (direction & speed), temperature, precipitation, inversion, fog information, and anticipated changes and effects on the incident

Water Supply:

1. Hydrants (mains/capacity flow)

2. Supplemental water sources (water tanks, portable pumps, drafting sites, fire boats and other apparatus)

3. Locate and install International Shore Connection

4. Locate vessel fire pumps

5. Locate fire stations (hoses, types of couplings, associated equipment)

6. Consider laying lines from shore to vessel using aerial apparatus and stand pipes

Determine Status and Condition of, and Gain Control of Other Vessel Systems:

1. Consult with engineering officers

2. Locate dewatering systems, ballast, cargo, and bilge pumps

3. Locate generators (main, auxiliary, emergency)

4. Locate ventilation system, dampers, controls

5. Locate communication systems (radios, voice tubes, telephones, public address)

6. Locate fire protection systems, type (CO2, halon, sprinklers, foam), areas covered, control valve locations and methods of operations (see fire control plan)

7. Locate smoke and fire detection systems

8. Determine if propulsion system is operational

9. Locate remotely controlled water-tight and fire doors

10. Determine if cargo handling gear is operational

Identify Incident Strategies, Objectives, Tactics, and Tasks:

1. Develop plans to achieve objectives

2. Mobilize resources to accomplish same (on scene, responding, available in reserve, response time to incident)

3. Determine availability of USCG resources

4. Contact the Captain of the Port (COTP) or his/her representative

5. Contact USCG Strike Team

6. Request USCG helicopter over flights from USCG Air Station Detroit

7. Request assistance for local USCG vessel assets from USCG Sector Detroit

8. Contact MCTS Sarnia

9. Request COTP provide investigators

8330 ASSESS ON-SCENE CONDITIONS

There are many variables that come into play when fighting a vessel fire. One of the most important aspects of a safe response would be to assess on-scene conditions. If the initial assessment indicates that a response is beyond the expertise of the responder, no attempt should be made to combat the fire beyond the scope of training of on-scene firefighting personnel. Back off as necessary.

8340 UNIFIED COMMAND AND INCIDENT COMMAND SYSTEM

The Unified Command Structure, as described in Section 2000 of this plan, will be implemented as the command structure for marine firefighting incidents. The FOSC will be responsible for the response and management of all aspects of potential pollution that may result from the incident. The local fire department with jurisdiction retains the role of IC.

Implementing ICS during firefighting operations aboard ship, officers are assigned functions such as Deck, Port Side, Marine Division, etc. For major fires (worst-case scenario) aboard a passenger-carrying steam ship (engine room engulfed and spreading into several decks) will require a large commitment of resources. The ICS will be activated to its fullest. Due to the complexity and size of these vessels, several separate divisional commands will be necessary to address the following issues:

- Provide a direct attack upon the fire
- Internal exposures (fire attack made on several decks)
- Search and rescue (several decks)
- Water rescue

- External exposures (other ships, wharves, bunkering barges, etc.)
- Medical division(s) (shipboard casualties, water casualties)
- Vessel stability

8350 STRATEGY

Vessel firefighting strategy requires that the IC choose between an offensive or defensive strategy. The danger to firefighting personnel and exposures must be weighed against the dangers to the vessel and cargo.

Offensive Strategy:
When resources are adequate and the vessel's environment is tenable, an offensive strategy may be appropriate. The IC can choose from an aggressive handline attack, to remote agent application or smothering. Strategy is goal oriented. The IC should develop a list of desired outcomes. Tactics should be continually evaluated against the desired outcomes. The ability to achieve tactical objectives will serve as a guide to the feasibility of the strategic goals.

Defensive Strategy:
When resources are insufficient for extinguishment or the danger to personnel, environment, or exposures outweighs other considerations, a defensive strategy may be appropriate. The IC options are containment and exposure protection or removal of the vessel to an approved location.

Chapter 10 (Strategy and Tactics) of NFPA 1405 contains general tactics for shipboard firefighting.

8400 SHIPBOARD FIREFIGHTING TRAINING CONSIDERATIONS

Name	Address	Phone
Northwest Regional Fire Training Center	3737 Nimrod Rd. Traverse City, MI 49685	(231) 943-3473

8410 CONSIDERATIONS ACCORDING TO VESSEL & CARGO TYPE

Freight vessel cargo holds come in four basic types: dry bulk, break bulk, roll-on/roll-off, and container. Each of these present particular hazards to the firefighter. In general, as with any fire situation, it is very important to know what is burning. This is doubly true of cargo vessels due to possible variety of goods on-board with different characteristics and reactive properties.

To determine what cargo is onboard and where it is located, review the vessel's Cargo Manifest and especially the Dangerous Cargo Manifest. This should be done in consultation with the vessel's master. Until the decision is made as to the best method of extinguishment, identification of cargo off-loading site, and overhaul and disposal procedures are set, the hold should be sealed and the fixed fire suppression system should be activated. If the fixed system is activated, bulkhead temperatures should be monitored hourly to track progress. Because any attempt to enter the hold after fixed system activation will introduce

air into the fire area and allow escape of extinguishing agent, the most important factor in utilizing a fixed system in this situation is having that patience to allow the agent time to take effect.

Dry Bulk Vessels:
Dry bulk holds generally contain goods such as grain, coal, ore, scrap metal, or other particulate matter loaded directly into a hold without packaging; much like liquid in a tanker. The danger associated with a hold full of grain is similar to that of a silo: spontaneous combustion, dust explosions, and product expansion with addition of water. A hold containing coal may require cargo discharge to extinguish the fire. Coal that is heating spontaneously should be leveled, trimmed, and packed down tightly in the hold to minimize the chance of fire. Scrap metal cargoes will probably require that the hold be sealed and inerted while cooling external bulkheads.

Break Bulk Vessels:
Break bulk is loaded into a vessel's hold as packaged goods in crates, bags, or barrels, etc. The cargo may be supported and separated by dunnage (wood pallets, etc), which will present additional Class A fire hazard. Cargo on break bulk vessels is most commonly loaded vertically into holds by cranes through a series of large hatches. As subsequent holds are loaded, it is common for cargo to be placed on the hatch to the lower hold. Access into the lower holds can be difficult in these situations; often leaving scuttles and steep ladders as the only method of entry. For this reason, use of the installed fixed system is often the best course of action until a coordinated attack can be made. To aid in preventing the spread of the fire, cargo in holds with adjacent bulkheads should be moved away from the affected hold and the bulkheads should be cooled as necessary.

8412 BULK LIQUID TANK VESSELS

Tank vessels are capable of transporting large quantities of liquid products. Tank vessels that operate in the Detroit AOR are either petroleum carriers or chemical carriers. It is not uncommon for a commercial tank vessel to carry a variety of liquids in its segregated tanks. Deck fires on tankers are one of the most common vessel fire scenarios. These fires usually result from over filling tanks or the spillage of product onto the deck from a leak or rupture of the piping system. The practice of plugging scuppers during cargo operations will often help to contain a spill on the deck of the vessel. The presence of on-deck cargo piping systems will hinder the advancement of firefighting operations. The key to control and extinguishment in deck fire situations is to reduce/remove the fuel source by shutting down the cargo system. System shutdown is best accomplished when performed by personnel knowledgeable about the system's operation. Fire fighters should care to preserve the integrity of the tanks and cargo piping systems.

Petroleum:
For petroleum on deck, the course of action is to employ foam, provided sufficient quantities are available to maintain an unbroken blanket over the entire surface of exposed product. If feasible, the placement of fire resistant containment booms around the vessel would be prudent. It is also important to note that under 33 CFR 155.1050 and 33 CFR 155.1052, vessel response plan, require vessels which carry flammable/combustible petroleum oils, must identify and ensure the availability of both a salvage company with expertise and equipment, and a company with vessel firefighting capabilities in the area(s)

which the vessel operates. The availability of these pre-planned resources should not be overlooked during a marine firefighting scenario.

Chemical:
The bulk transport of liquid chemicals has become one of the major commodities shipped by water. Because many chemicals possess characteristics that could endanger responders, proper identification of the hazards they present is the key to responding to any chemical or hazardous material incident. Although the USCG set guidelines for the bulk shipment of chemicals, the potential dangers of mixing on a multi-product tanker cannot be overstated. A response strategy cannot be formulated before issues of toxicity, volatility, and reactivity (especially to water and other firefighting agents) are resolved. Clearly, the integrity of the tanks and cargo system must be maintained. In some instances, it may be prudent to employ the available fixed systems rather than risk the safety of responders in a direct attack upon the fire. The Incident Commander must also evaluate the necessity to evacuate the scene and the surrounding area due to the existence or potential threat of plume development.

8413 PASSANGER VESSELS

More and more, the Great Lakes are seeing the influx of a greater number of passenger vessel operations occurring in the spring summer and fall months. Firefighting operations on passenger vessels can be extremely difficult. Public and accommodation spaces on passenger vessels will often present a higher fire-load than other vessels because the quantity of synthetic materials used to enhance the vessels appearance. Another result of these cosmetic enhancements will be the existence of many void spaces and probably a complex ventilation system that will contribute to the spread of fire and smoke. Large passenger vessels, such as cruise ships, are constructed with a large number of small compartments connected by narrow passageways and ladders. The layout of many of these vessels all but ensure that the Incident Commander, even with the benefit of pre-planning, will be faced with manpower shortages as fire fighters become fatigued and air supplies are exhausted in efforts to locate and extract victims, and then access and extinguish the fire.

8420 SHIPBOARD FIREFIGHTING SYSTEMS

Every vessel has an on-board fixed and portable firefighting systems. To determine what firefighting systems the vessel has onboard, consult the Fire Control Plan located on the main deck, and on both sides of the vessel's superstructure. The USCG or a crewmember on-scene can assist with this.

Fixed Fire Fighting Systems:
The fire main system is the primary tool for fighting a vessel fire. The two basic designs are the single main and the looped main. The looped main is more advantageous because damaged portions of the system can be isolated without disrupting service beyond the damaged section. On-board fire pumps provide water pressure. The number of pumps will depend upon the vessel's tonnage. Generally, a vessel will have at least two pumps, a primary pump and a reserve pump which may also serve other systems. A vessel will most likely also have an emergency fire pump located in a space outside the engine room such as shaft alley or in the forward part of the ship.

Water Sprinkler System:
The primary roles of sprinkler systems are to provide structural protection and maintain escape routes. Sprinkler systems are automatic or manual. Automatic systems are maintained under pressure and are heat activated. Hazards associated with sprinkler systems include the possibility of flooding and its effect on stability. Not all vessels are equipped with a sprinkler system.

Carbon Dioxide Systems:
Carbon Dioxide (CO_2) is a versatile extinguishing agent as it does no damage to cargo, does not conduct electricity, and provides its own discharge pressure. However, CO_2 is only effective if all ventilation and openings to the space have been secured. As a smothering agent, CO_2 lacks any considerable cooling properties; therefore the CO_2 concentration in the space must be maintained until heat levels in the fire area drop below the ignition temperature of the fuel source. Additionally, CO_2 poses a significant life threat due to its ability to displace oxygen, causes asphyxiation, even in low concentrations.

Halon 1301 Systems:
Halon 1301 is a colorless and odorless gas, approved for use in machinery space fixed systems on merchant vessels. Halon 1301 has extinguishing properties similar to carbon dioxide: it is a nonconductor, very effective against class P and C fires, leaves no residue, is stored as a liquid in cylinders, and does not require an external power source for discharge. Fixed Halon 1301 systems require manual activation through two pull boxes located outside the protected space or from the bottle storage space. Inhalation of Halon will cause dizziness and impair coordination. Also, under exposure to open flame at around 500 degrees C (900 degrees F), Halon 1301 will decompose into gas that is toxic.

Foam Systems:
Foam is primarily used to combat Class B fires. Although foam does posses some cooling properties, it is a smothering agent. Foam is traditionally available in two varieties; chemical and mechanical. The USCG no longer approves shipboard installation of chemical systems. Mixing foam concentrate with water and then rapidly aerating the resultant solution produces mechanical foam. The ratio of water to foam concentrate determines the expansion ratio and, therefore physical properties of the foam. Foam with a low expansion ratio will be wetter, heavier, more heat resistant, and less affected by the wind. These properties, however, also make low expansion foam less adherent to vertical surfaces and more electrically conductive. A lower expansion ratio will also provide better flow around obstructions, making this mixture well suited for service in Class B machinery space and tank vessel fires.

8430 INTERNATIONAL SHORE CONNECTION

The International Shore Connection is a universal coupling designed to connect fire main systems between vessels or between a shore facility and a vessel. The flange of this coupling can be fitted with a gasket and bolted quickly, enabling an assisting vessel or facility to provide fire main pressure to a distressed vessel. Facility operators, fire departments, and other interested response organizations are encouraged to obtain these couplings and have them readily accessible.

8440 PERSONNEL SAFETY

Marine firefighting requires the use of full protective clothing and equipment as required in NFPA 1500, Standard on Fire Department Occupational Safety and Health Program, Chapter 5. Marine firefighting presents the hazard of personnel falling into the water. Provision should be made for locating and rescuing such victims immediately. The use of personal flotation devices is encouraged, but not at the expense of wearing full protective clothing and a self-contained breathing apparatus (SCBA). Provisions should be made for adequate access and egress for emergency personnel by means of additional gangways, ladders, or other devices. Where conditions allow, provisions should be made for the possibility of water rescue.

- In some areas, hypothermia is a concern; therefore, minimization of the time spent in the water awaiting rescue is critical.

- Ice or snow is a hazard on the decks of pier facilities and onboard ships.

- Ship ladders can be very steep with narrow steps. Personnel should face the ladder at all times.

- Hot steel surfaces and structural members can be harmful to personnel and equipment.

- The use of a Jacob's ladder for boarding vessels can be hazardous. Alternate means should be used if possible. Prior familiarization with the use of these ladders is essential.

A ship has its own utilities. Lighting and power systems usually are completely independent from any shore connection. There is little, if any, light available below deck when the main or emergency electrical system is not functioning. Fire departments should provide portable lighting systems with generators. If the incident could involve flammable vapors, the portable electrical equipment should be intrinsically safe. Portable battery units also should be suitable for use in hazardous locations.

Special consideration should be given to maintaining adequate air supplies. The 30-minute SCBA for standard firefighting has frequently proven insufficient in vessel firefighting.

It is recommended that an evacuation procedure and signal be established in case of the need to abandon ship. Care should be taken to ensure the safe and systematic withdrawal of all personnel.

Vessels have large, deep, undivided spaces and areas, such as cargo holds and engine rooms, with many fixed obstructions, such as machinery. Fire personnel should move about the vessel with extreme caution. Prior to entering vessel spaces, fire personnel should review diagrams for the specific area and consult with the vessel's crew.

8450 VESSEL FIRE CONTROL PLAN, DANGEROUS CARGO MANIFEST

8451 VESSEL FIRE CONTROL PLAN

A copy of this plan is prominently displayed in a weather tight enclosure, located outside the deckhouse (both sides), for the assistance of shore side firefighting personnel. It contains a set of general arrangement plans showing for each deck, the fire control stations and fire-resisting and fire-retarding bulkheads. It also contains particulars of the fire detecting manual alarm, fire extinguishing systems, fire doors, means of access to different compartments and ventilating systems including locations of dampers and fan controls.

8452 DANGEROUS CARGO MANIFEST

The Dangerous Cargo Manifest (DCM) is a listing of all hazardous material cargo on a vessel and contains a great deal of information of interest to emergency response teams. Vessel information includes: name, call sign, flag, port of loading and discharge date. Cargo information includes: proper shipping name, gross weight of cargo, hazard class, type of package, storage locations and an emergency response telephone number. Only hazardous materials subject to 49 CFR or the International Maritime Dangerous Goods (IMDG) code may be listed on the DCM.

8500 OPERATIONAL FIRE FIGHTING PRIORITIES

Operational firefighting priorities for marine fire incidents are listed below, in order of precedence.

8510 RESCUE

Life safety must always be the first consideration in any fire or emergency situation. When lives are in danger, the Incident Commander must quickly assess whether the situation necessitates immediate removal of personnel, the number of persons that need to be extracted, and the hazards to the rescue team.

8520 EXPOSURES

The fire should be fought so as to prevent the spread of fire on or off the vessel. Typical exposures include: flammable liquid or gas tanks, open stairways, explosives, or any other substances that would accelerate or aid the spread of fire. Provided there is no danger of water reactivity, exposures are best cooled by application of a fog pattern until no visible steam is generated. For some two-dimensional surfaces, foam may be an appropriate agent for exposure protection.

8530 CONTAINMENT

Control over the fire must be established by impeding the fire's extension to non-involved areas and limiting the fire to the area of origin. To accomplish proper containment, all closures and generally all ventilation (unless personnel are trapped inside the space) should be secured. Monitor and cool boundaries, as necessary, on all six sides of the fire (fore, aft, port, starboard, overhead, below).

8540 EXTINGUISHMENT

The main body of the fire should be attacked and suppressed. The goal is to cease combustion by disrupting the cycle of the fire tetrahedron. The fuel source, amount of fuel/surface area, and the location of the fire will determine tactics and agents to be used.

8550 OVERHAUL

Actions to complete incident stabilization and begin the shift to property conservation should occur in any overhaul. Specific considerations include: hazards from structural conditions at the fire scene, atmospheric conditions (air packs should remain mandatory in the case of interior fire overhaul due to the likely presence of toxic vapors, carbon monoxide, and low oxygen levels), monitoring scene to ensure fire will not re-ignite, determination of the fire's point of origin and source of ignition.

8560 VENTILATION

Ventilation tactics will vary depending upon the location and conditions of the fire. Generally, all ventilation on a vessel will initially be secured and all dampers shut upon receipt of a fire alarm. Utilization of ventilation to aid firefighting efforts should not begin until a coordinated attack is staged.

8570 STABILITY

The use of water for firefighting can significantly raise the center of gravity of a vessel. Experts from the Marine Safety Center, Strike Team or Navy Support and Salvage should be consulted for stability calculations and advice.

8580 DE-WATERING

Oil and hazardous materials may enter the waters during de-watering operations. Containment and recovery of these materials is an important consideration. Firefighting operations take precedence over environmental concerns. However, pollution response should be considered at this stage of the response. The oil spill and/or hazardous materials response strategies listed below should be initiated at this stage.

8590 FIRE WATCH

It is common practice in marine firefighting to post fire watches on vessels that have experienced fires. This practice occurs usually during and after the over-haul. Normally, fire watches are positioned on the fire deck as well as on the decks above and below. Fire watches are rotated in shifts and can be maintained for 48 hours or longer. Additionally, the ship's hoselines are laid out (and charged), ready for use in case the overhaul effort proves to be insufficient.

8600 SPECIAL CONSIDERATIONS

Scene Control/Safety Zone

A safety zone may be necessary in order to establish a perimeter around a damaged or burning vessel to facilitate access for fire/rescue personnel and to protect uninvolved persons and property. The safety zone may be authorized by the COTP, District Commander or Commandant. It may be fixed limits, or it may be described as a zone around a vessel in motion. Other examples of reasons to establish a safety zone include:

- To ensure safe transit of a vessel carrying cargoes of a particular hazard
- To limit vessel access to an area in which spill removal operations are underway
- To limit access to shore side areas suffering from the after effects of explosions, fires, or oil pollution
- To safeguard a vessel grounded or sunk in or near a navigable channel, or to keep vessels off an uncharted shoal before marking or dredging

Movement of Burning Vessels

A crucial decision in response to a marine fire involves movement of a burning vessel, whether to allow it to enter the port, to move it to (or away from) an anchorage or a pier, to ground the vessel, or to scuttle it offshore. No vessel on fire should be moved without the COTP Detroit's permission except in extreme emergency.

Port Entry

Among the considerations to evaluate in deciding whether to allow a vessel to enter or move within a port are the following:

- Location and extent of fire
- Capabilities/training of crew
- Status of shipboard firefighting equipment
- Class and nature of cargo
- Possibility of explosion
- Hazard to crew or other resources where vessel is situated

Entry into a port or movement within a port may have to be denied when:

- There is danger that the fire will spread to other port facilities or vessels

- The vessel is likely to sink or capsize within the channel, becoming an obstruction to navigation
- The vessel might become a derelict
- Unfavorable weather conditions preclude the safe movement of the vessel, or would hamper firefighting (high winds, fog, strong currents, etc.)
- Risk of serious pollution incident by oil or hazardous substances exists

The COTP Detroit, in consultation with CGD9 (m) and the NOAA SSC will assess the pollution risks and determine appropriate action.

Ports of Refuge/Mooring, Anchorage, Grounding, and Scuttling Sites

The following factors are to be considered when selecting a suitable site for a burning vessel:

- Flammability of pier structure and adjacent facilities
- Availability of high pressure water
- Vehicle access
- Effect on navigation should the vessel sink or become derelict
- Water depth and bottom material, currents and weather
- Environmental impact of sinking, or anticipated response measures

Environmental Assessment:
The COTP Detroit should consult the NOAA SSC, U.S. EPA, and M EGLE, or OH EPA for an environmental assessment. NOAA's Office of Oceanography and Marine Services has prepared a series of atlases entitled "Sensitivity of Coastal Environments and Wildlife to Spilled Oil," which depict environmentally sensitive areas. U.S. EPA Region 5 has prepared the "Southeast Michigan Inland Sensitivity Atlas" which complement, augment, and update the NOAA work.

8650 FIRE FIGHTING EQUIPMENT & RESOURCES

LAKE HURON/SAGINAW RIVER/DETROIT AND ST CLAIR RIVERS

Fire Departments:

Detroit Fire Department.....(313) 237-6394
1 - 78 foot firefighting vessel, the *Curtis Randolph* feet with 12,000 gpm pumping capacity
Rappelling team and HAZMAT team

River Rouge Fire Department .....(313) 842-1718
Limited to land response by land vehicles-1 pumper, 1 water canon

Port Huron Fire Department.....(810) 984-9750

Limited to response by land vehicles, if situation warrants, they can use a car ferry for marine firefighting.
1 pumper, 1 ladder truck

Bay City Fire Department.....(989) 892-8601
HAZMAT Team (Tri-County).

Fire Fighting Equipment, Supplies and Suppliers:

Marathon Oil .....(313) 297-6229
(3,000 gallons ATC consignment foam and 400 feet of 3M containment boom in inventory).

Shipboard Fire Fighting Contractors:

Boots and Coots.....(281) 931-8884
11615 N. Houston Rosslyn Rd.
Houston, TX 77086

Williams Fire and Hazard Control.....(409) 727-2347
1675 Texla Road
Vidor, TX 77662

Chemical Valley Emergency Coordinating Organization (CVECO).....(519) 336-3656
252 Chippewa Street, Suite 103
Sarnia, Ont. N7T 8A9

WESTERN LAKE ERIE

Marine Fire Fighting Resources

Name	Address	Phone
Fire-X Associates	115 S. Erie Street Toledo, OH	(419) 241-3430
Federal Fire Equipment	1850 N. Reynolds Road Toledo, OH	(419) 531-5164

Fire Fighting Foam

Name	Foam	Phone
Toledo Refining LLC	275 gal. Universal Gold 3% (on hydro-carbonpolar solvents); 90 gal. Aer-O-Foam cold 3% regular protein; 100 gal. 6% HAZMAT (acid); 9,850 gal. XL-3Fluorprotein 3% (1,000 gal. On foam100 gal. % HAZMAT (alkaline); trailer; 25 gal Ansulite 3x3 AR-AFFF 3% (onhydro-carbons); 5 gal. Ansul 6% regular protein; 50 gal. Light Water ATC 3/6%	(419) 698-6600
BP-Husky Refining LLC	2,750 gal AFFF 3% (2,000 gal. on trailer, 750gal. on truck); 2,750 gal. Fluorprotein 3% (2,000gal. on trailer, 750 gal. on truck)	(419) 698-6451
Toledo Express Airport	1,000 gal AFFF 3%	(419) 865-2351
Toledo Fire Department	300 gal AFFF 3/6%	(419) 245-1125
Huron Fire Department	50 gal. AFFF 3/6%	(419) 433-3544
Monroe Fire Department	300 gal. AFFF 3/6%	(734) 241-1626
Danbury Township FD *Now includes: Lakeside FD & Marblehead FD	100 gal. AFFF 3/6% 100 Gal. AFFF 3/6% 100 Gal 3% High Expansion; 20 gal. AFFF 3/6%	(419) 798-5219 (419) 798-5219 (419) 798-4450
Kelleys Island Fire Dept.	40 gal AFFF 3/6%	(419) 746-2788
Oregon Fire Dept.	1,000 gal 6% protein carried on foam truck	(419) 698-7019
Port Clinton Fire Dept.	50 gal. AFFF 3/6%	(419) 734-3121
Sandusky Fire Dept.	100 gal AFFF 3/6%	(419) 627-5837
Catawba Island Fire Dept.	100+ gal AFFF 3/6%	(419) 797-2424
Put-in-Bay Fire Dept.	50 gal. AFFF 3%; 50 gal. AFFF 6%	(419) 285-7805

8660 SALVAGE CONSIDERATIONS

In many situations, such as vessel collisions or groundings, the FOSC or designated representative may require immediate assistance with vessel stability or damage control problems. A proactive response to these concerns may limit the amount of fuel or oil product cargo spilled from stricken vessels, and may permit vessel salvage in many cases. This section discusses FOSC resources that assist with salvage operations. Salvage operations require the consideration of, and attention to a multiplicity of factors that include but are not limited to:

- Procedures related to the maintenance of transverse and longitudinal stability
- Maintenance of buoyancy through dewatering
- Reduction and/or elimination of potentially toxic or explosive vapors

- Transport of the vessel to port so that permanent repairs can be affected
- Aerial and water logistics
- Ongoing pollution abatement activities
- Potential for additional damage to the environment
- Necessity for material condition survey
- Maintenance or reestablishment of vessel firefighting capabilities

The FOSC must be able to immediately respond to requests for firefighting and damage control assistance from vessels involved in collisions at sea.

Salvage Resources:
Dewatering pumps and hull patch materials suitable for commercial vessel use are available from the USCG Atlantic Strike Team, the USN SUPSALV, commercial cleanup contractors, and commercial salvers. When possible, these pumps and materials should be delivered to the stricken ship via helicopter/cargo plane drop, as an expeditious response can make the difference between salvage and sinking. It is imperative that the FOSC and the ship's owner/operator make every effort to keep the vessel afloat, as a sunken vessel with full cargo tanks represents a long term pollution hazard of much greater severity/magnitude than a floating vessel with a breached cargo tank.

A vessel grounded on a shoal is not in danger of sinking under its own weight, but is in immediate danger of breaking up under the relentless pounding of the seas. Ships that have been run aground with resulting damage to the hull plating and strength members are subject to further damage, and possible destruction, by heavy seas due to their lessened state of structural integrity.

The FOSC and vessel owner/operator should immediately dispatch salvage experts and naval architects to the scene to develop a comprehensive salvage plan; one that examines how to lighter the cargo, refloat the ship, and prepare it for a trip to a repair facility for permanent repair.

Federal Salvage Assistance:
The Atlantic Area Strike Team is especially adept at oil product lightering operations utilizing either the Air Deliverable Anti-Pollution Transfer System (ADAPTS), or Viscous Oil Pumping System (VOPS). ADAPTS is transportable to most locations by aircraft and is capable of pumping almost any type of product. VOPS is essentially an enlarged version of ADAPTS and is designed to pump very high viscosity petroleum products. Additional equipment, as well as trained salvage response personnel, is readily available to the FOSC from the Atlantic Area Strike Team.

USCG Atlantic Strike Team.....(609) 724-0008

The U.S. Navy (USN) is the federal agency 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. The Supervisor of Diving and Salvage (SUPSALV) can provide salvage expertise and maintains a warehouse on each coast

stockpiled with salvage and response gear. Individual Navy facilities also locally stockpile some response equipment.

USN SUPSALV……..(202) 781-1095

Commercial Salvage Assistance:

United States

Commercial Diving & Marine Services.....(810) 987-8898
Michigan Marine Salvage .....(586) 468-2430
Marine Pollution Control .....(313) 849-2333
(Maintains cache of pumping equipment)
T and T Marine Salvage ……...(586) 773-5246
Seaside Diving.....(586) 772-7676
Michigan State Police Diving Team; Bay City Post.....(517) 336-6100
(POC-Sgt Larry Schloegl)
Canadian
McKeil Marine Ltd. .....(905) 528-4780
Westport Marine .....(519) 734-6260

8670 STABILTY

Stability of a vessel is extremely important during firefighting operations. The weight of water added to a vessel is very important, especially when it is added to the upper decks of the ship. The COTP or designee will normally be available during a large-scale incident to provide stability advice. Stability advice may also be obtained from marine related personnel including:

- Vessel officers: Master, Chief Mate, and Chief Engineer
- Vessel operator/owner representative
- Harbor Master or Port Authority representative
- Salvage Masters, Marine Consultants, Naval Architects and Marine Engineers
- Pilot

Refer to Annex 10200 (Salvage Response Plan) of the Southeast Michigan AMSP. Annex is encrypted, please contact Sector Detroit CPFR at (313) 656-2667 for access.

8680 AIR SPACE RESTRICTIONS

During a major fire or HAZMAT release, it may be necessary to impose flight restrictions over the impacted area. The FOSC should give this response measure consideration.

TFRs (Temporary Flight Restrictions) can be established by calling the Cleveland FAA office Area Manager at: (440) 774-0300 for incidents that originate north of Detroit River Lt., MI, to Saginaw, MI. For incidents occurring north of Saginaw, MI to Sturgeon Point Lt., MI, contact the Minneapolis FAA office Area Manager at (651) 463-5580. The FAA will need to know:

- Reason for temporary flight restriction
- Area to be under temporary flight restriction (with the perimeter defined by longitude- latitude coordinates)
- Estimated length of time TFR will remain in effect

The FAA will immediately put a 911 Airspace Action TFR into effect for the area specified. This restriction will be passed to all affected air traffic control centers, which in turn will pass it to all aviators via weather briefings, VHF-AM radio broadcasts, and written notices. The FOSC should note that news media aircraft cannot be restricted from any airspace unless it is above a disaster, which poses a serious risk to overflying aircraft, such as a large fire, or national security would be seriously jeopardized.

8690 PUBLIC AFFAIRS

Normally, during minor marine related fires, all public affairs issues will be handled by Sector Detroit's Public Affairs Officer (PAO). The PAO will coordinate all public affairs activities with involved agencies and parties as well as interact with any members of the media. It is anticipated that a response to even a minor marine fire would attract a high level of media interest.

During a major marine fire where media activity is expected to last several days, the Incident Commander should establish a Joint Information Center (JIC) to coordinate the public affairs activities of participating agencies and parties. The JIC should be under the supervision of the Information Officer.

8700 COMMUNICATIONS

U.S. Coast Guard Working Frequencies

Marine Band Channel 83A:
This channel operates at 157.175 MHz and is the primary means of radio communications between the Sector Detroit field teams and contractor teams.

Marine Band Channel 22A:
This channel operates at 157.100 MHz and is the primary USCG-public liaison channel. Urgent marine broadcasts are announced on 16 and are broadcast on 22A. 22A is used to receive pollution reports from the public. During a firefighting incident, 22A may be used by USCG Sector Detroit to inform mariners of hazardous conditions or navigable waterway restrictions.

Marine Band Channel 16:
This channel operates at 156.800 MHz and is the international hailing and distress frequency. In a fire fighting incident, 16 may be used by USCG Sector Detroit to alert mariners to urgent COTP information broadcast on 22A. Only in the most extreme cases would Sector Detroit broadcast fire fighting response information directly on 16. FCC regulations prohibit the use of channel 16 by land and mobile and non-SAR land fixed stations.

Marine Band Channels 21A and 23A:
These channels operate at 157.050 and 157.150, respectively, and are the USCG operational channels. During a firefighting operation, information would be exchanged on these channels.

Fire Fighting National Mutual Aid Frequencies

One source of frequencies that should be given careful consideration is those in the Fire Mutual Aid and Response System (FMARS). These frequencies are in the VHF spectrum; they are 154.265 and 154.290 MHz. The Federal Communications Commission (FCC) has specifically allocated these frequencies to provide a means of common communication between units from different agencies operating at a common incident. Licensing of these channels is similar to that for other frequencies.

The Emergency Broadcast System is a vital communications tool in life and property saving institutions. The FOSC can access the EBS.

The EBS is composed of AM radio, FM radio; TV broadcast stations, and non-government entities operating on a voluntary organized basis during emergencies at national, state, or local levels.

EBS broadcast stations can only be activated by federal, state, or local government, or other designated agencies. For situations where EBS utilization is a viable option, the Federal OSC shall consult with and inform:

- RRT (if activated)
- Federal agencies
- State agencies
- Local government/agencies

Whenever possible, the CG FOSC should have state or local government initiate EBS activation.

8800 MUTUAL AID CONSIDERATIONS

42 United States Code 1856-1856d provide that an agency charged with providing fire protection for any property on the United States may enter into reciprocal agreements with state and local firefighting organizations to provide for mutual aid. This statute further provides 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.

Most municipalities have existing Mutual Aid Agreements (MAA) with other municipalities on their geographical borders. Further, the USCG is encouraging municipalities to enter into a Mutual Aid Agreement with the Sector Detroit Office in order to provide a unified and preplanned response in the event of a marine fire. A similar MAA is encouraged for the Canadian side as well. MAA's major components are:

- The senior supervisor for the assisting fire department will direct the movement of all of that city's forces, taking direction from the senior supervisor of the requesting city.

- Response to alarms, or to occupy vacant firefighting stations, will be commensurate with the scope of the emergency, and to the extent of the forces available. These responses will be at no cost.

- As long as the fire fighting forces on federal installations remain under civil service and not private contract, these responses can remain cost free. However, costs would have to be determined by individual contract negotiations between the government and contractors in the event that fire fighting forces were contracted out to a civilian agency under the Federal Contract Analysis Program.

8900 TRAINING

Part of every effective contingency plan is the design and implementation of a training program. USCG personnel fortunately, rarely encounter actual firefighting experience. Therefore, to overcome apprehension and establish confidence, a comprehensive training program is essential. To ensure a satisfactory understanding of the policies, concepts and procedures outlined in this plan, the plan should be exercised.

It is worth mentioning once again that the USCG has no specific statutory responsibility to fight marine fires and does not actively engage in firefighting except in support of a regular firefighting agency under the supervision of a qualified fire officer. USCG personnel shall not engage in independent firefighting operations, except to save a life, or in the early stages of a fire to avert a significant threat without undue risk.

The involvement of USCG resources in actual firefighting shall be to the degree commensurate with personnel training and equipment levels. The USCG intends to maintain its historic "assistance as available" posture, but is not ready to relieve local jurisdictions of their responsibilities. Additionally, the response action taken shall pose no unwarranted risk to USCG personnel or equipment.

Navy Training:
Many USCG members have attended some form of firefighting training, often through the Navy. Various Navy units nationwide offer this training, which is usually available to USCG personnel. Though in the

past, this training has most often been reserved for ship's crew, the value of the training for Sector personnel is obvious.

Local Fire Department Training:
All local fire departments conduct training programs for their personnel. This training is often comprehensive, including prevention, overhaul, investigation, and logistical problem solving.

Cooperation in cross training between USCG units and local fire departments is important. Personnel become familiar with each other's equipment and methods, and this facilitates coordination in rapid response, and in communications. Attendance of USCG personnel at local fire department schools helps to create an integrated fire-fighting team ensuring the best possible protection for the waterways.

Texas A & M University:
This school offers several firefighting courses that may be useful to USCG personnel. The Marine Fire Fighting and Emergency Training Course is a one week program aimed at providing maritime industry personnel with expertise in various phases of shipboard firefighting and emergency procedures, including fire prevention, fire suppression, and rescue in fire situations. Class information is by contacting their Fire Protection Training Division, Texas Engineering Extension Service at: (979) 845-3211

Northwest Regional Fire Training Center (NWRTC):
The Northwest Regional Fire Training Center (Traverse City, MI), established in 1990 through efforts of countless volunteers, provides a needed training facility that meets the requirements of an evolving emergency service. The NWRTC developed a USCG approved combined maritime basic and advanced firefighting course.

USCG Unit Training:
Individual units should maintain in-house training programs to improve skills and familiarize personnel with the unit's equipment. Training in water and foam application by Port Safety and SAR boats, use of pumps and de-watering equipment, fire detection, and personal protective equipment—particularly breathing apparatus should be included.

Interagency Training:
Coordination between agencies requires knowledge of the capabilities of each participating agency. Those personnel who are expected to be involved in a response effort must understand the response organization and the methods of other agencies. Sector Detroit will encourage and participate in multi-agency exercises and other kinds of interagency training.

9000 APPENDICES

9100 EMERGENCY NOTIFICATIONS

Required Notification for Oil Spills or Hazard Substance Release:
National Response Center: 800-424-8802

Initial Assessment:
Sector Detroit Phone Investigation Sheet

9200 PERSONNEL AND SERVICES DIRECTORY

ARMY CORP OF ENGINEERS

Detroit District General Information	**(888) 694-8313**
Emergency Operations Center	**(313) 226-1323**
Environmental	**(313) 226-2476**
Buffalo District	**(800) 833-6390**

http://www.lre.usace.army.mil/

Lock status, vessel location in the system, queues:
U.S. Army Corps of Engineers River Locks

COUNTY EMERGENCY MANAGEMENT AGENCIES

Michigan	Ohio	Canada
Alcona (Oscoda EM handles Alcona)	Lucas	Bruce
Iosco	Ottawa	Huron
Arenac	Sandusky	Lambton
Bay	Erie	Chatham-Kent
Tuscola		Essex
Huron		
Sanilac		
St. Clair		
Macomb		
Wayne		
Monroe		

ENVIRONMENTAL PROTECTION AGENCY

EPA Region 5 **312-353-2000**
http://www2.epa.gov/aboutepa/epa-region-5

FEDERAL EMERGENCY MANAGEMENT AGENCY

FEMA Region V **312-408-5500**
https://www.fema.gov/region-v-il-in-mi-mn-oh-wi

National Preparedness Resource Library

HOSPITALS

See Section 5000
US Hospital Finder

INTERIOR, DEPARTMENT OF THE

DOI Regional Office (Philadelphia) **215-597-5378**
https://www.doi.gov/oepc/regional-offices/philadelphia

Animal and Plant Health Inspection Service (APHIS)
Emergency Response; ESF #11 Coordinator **(224) 337-2930**
USDA APHIS Wildlife Services

U.S. Fish and Wildlife **800-344-9453**
http://www.fws.gov/offices/

MEDIA CONTACTS

See Media Contacts in HOMEPORT

NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION

Scientific Support Coordinator (Great Lakes & Midwest) **216-522-7760**
http://response.restoration.noaa.gov/about/orr-field-staff.html

Nautical Charts and Pubs: NOAA Office of Coast Survey
River levels/predictions: NOAA Advanced Hydrologic Prediction Service

RAILROADS

Federal Railroad Administration **(FRA),** Regional Safety Office Chicago **800-724-5040**

Railroad Lines:
http://fragis.fra.dot.gov/Apps/GISFRASafety/

Railroad Crossing Locator:
http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/crossing/xingqryloc.aspx

Canadian Pacific Railway **(CP)**	**800-716-9132**
Union Pacific Railway **(UP)**	**888-877-7267**
Canadian National Railway **(CN)**	**800-465-9239**
Amtrak	**800-465-9239**
CSX Transportation	**(800) 232-0144**
NSX Norfolk Southern Corporation	**(800) 453-2530**

REGION 5 REGIONAL RESPONSE TEAM

RRT5 is contacted through the Ninth Coast Guard District 98 or EPA Region 5 **216-902-6117**
http://www.rrt5.org/RegionalResponseTeam/MissionandPurpose.aspx

STATE HISTORIC PRESERVATION OFFICERS

Michigan SHPO	**517-373-8370**
Ohio SHPO	**(614) 298-2000**

STATE SPILL RESPONSE AND EMERGENCY MANAGEMENT AGENCIES

Michigan Pollution Emergency Alerting System (PEAS)	**800-292-4706**
Ohio EPA	**(800) 282-9378 or (614) 224-0946**
Ohio EMA	**(614) 799-6500**

TRANSPORTATION, DEPARTMENT OF

Federal Railroad Administration (FRA) Region 4, Chicago, IL **800-724-5040**
http://www.fra.dot.gov/

Pipeline and Hazardous Materials Safety Administration (PHMSA)
Central Region, Kansas City, MO **816-329-3800**
http://www.phmsa.dot.gov/

TRIBAL CONTACTS

National Association of Tribal Historic Preservation Officers **202-628-8476**

The Bureau of Indian Affairs Tribal Leaders Directory for Current Tribal Contacts

The Bureau of Indian Affairs Midwest Region Office 612-713-4400 / 612-725-4500
http://www.bia.gov/WhoWeAre/RegionalOffices/Midwest/index.html

Tribal Directory Assessment Tool (TDAT)

U.S. COAST GUARD

U.S. Coast Guard Sector Detroit 313-568-9559
Coast Guard Marine Safety Unit Toledo 419-418-6001
https://www.atlanticarea.uscg.mil/Our-Organization/District-9/Ninth-District-Units/Sector-Detroit/Units/MSU-Toledo/
Ninth Coast Guard District 216-902-6117
http://www.uscg.mil/d9/
Coast Guard Base Cleveland 216-902-6283
Base Cleveland
National Pollution Funds Center 703-235-4730
http://www.uscg.mil/npfc/
National Strike Force Coordination Center 252-331-6000
https://www.dco.uscg.mil/Our-Organization/National-Strike-Force/
Incident Management Assist Team (CG-IMAT) via LANTAREA CC 757-398-6700
Marine Safety Center Salvage and Engineering Response Team (SERT) 202-327-3985

VOLUNTEER AGENCIES

Corporation for National & Community Service (CNCS) 202-606-5000
http://www.nationalservice.gov/

CNCS State Offices:
Michigan 313-226-6510
Ohio (614) 493-2753

Red Cross 800-733-2767
http://www.redcross.org/find-help

Salvation Army Eastern Michigan Division (248) 443-5500
https://www.salvationarmy.org/

WEATHER

National Weather Service
Detroit/Pontiac, MI
9200 White Lake Rd.
White Lake, MI, 48386
(248) 620-9804
National Weather Service

9300 DRAFT INCIDENT ACTION PLAN FOR WORST CASE DISCHARGE

See Sector Detroit's NOSMAC PLAN Documents in Homeport for a WCD Draft IAP.

9400 AREA PLANNING DOCUMENTATION

9410 DISCHARGE AND RELEASE HISTORY

In the past ten years, the vast majority of spills in Sector Detroit's AOR have been less than 100 gallons, with only a few being in the category of greater than 1000 gallons. The Metro Detroit area sees the most spills/responses, followed by the Toledo metro area, then Saginaw Bay/River area. The majority of spills/responses are from an unknown source, followed by recreational vessels then commercial vessels. The largest, most recent responses, are the Tank Barge ARGO, and the abandoned UTV Robin Lynn.

Tank barge ARGO was a NOAA RULET vessel that was believed to be carrying over 4700 barrels of crude oil and benzol when it sank in 1939. Then on 23 October, 2015, the Cleveland Underwater Explores (CLUE) reported a sheen and odor at the site; resulting in Sector Detroit standing up a Unified Command to manage the response efforts. The Unified Command performed a 10-week operation, collaborating and building a diverse and highly capable response organization of over 170 personnel from 24 Coast Guard units and 13 additional federal, state, local, and Canadian agencies and salvage organizations. The Operations Section managed considerable risk associated with the execution of critical proof-of-concept lightering plans, safely removing over 48,000 gallons of contaminated water from the 104 year-old vessel which had resided under 50 feet of water for 76 years.

The UTV Robin Lynn was an abandoned tow vessel that was being used as an illegal dump for petroleum products. Sector Detroit leveraged local, state and federal partnerships to investigate and obtain consults critical to the extremely multifaceted and challenging response. The team conducted a Resources at Risk assessment to identify 69 threatened species, providing critical information on natural resources and environmentally sensitive areas as well as economic and public-safety impacts. They established a State Historic Preservation Officer consultation process for the Area Committee and coordinated all response efforts with the Coast Guard Offices of Marine Environmental Response Policy, U.S. Attorney, Atlantic Area, Coast Guard Investigative Service, Salvage Engineering Response Team, National Pollution Funds Center, Shore Infrastructure Logistics Center, Ninth District, City of St. Clair Shores, Michigan Department of Environment, Great lakes and Energy, Department of Natural Resources, National Oceanic Atmospheric Association and the U.S. Fish and Wild Life Service. Sector Detroit successfully coordinated with contractors, federal trustees and environmental stakeholders to remove 85,000 gallons of oily water from the vessel and submitted a request to Commandant for

removal and destruction. The uniqueness of oil recovery in ice prompted Sector Detroit to host onsite training for two other Coast Guard units and propelled the lessons learned to the Ninth District for future training and development of best practices for Coast Guard oil response in ice conditions.

9420 RISK ASSESSMENT / WORST CASE DISCHARGE SCENARIOS

NOSMAC ACP Coastal Zone Worst Case Discharges					
FOSC – Sector Detroit					
Type	Owner/Operator or Vessel/Facility Name	Port Region	WCD Amount	Product	Key GRSs
Vessel	M/V ALGONORTH	Southeast MI & WLE	134,115 bbls/ 5,632,830 gls	Chemical & Oil Products	2, 3, 6, 8, 9, 11, 12, 13, 14
Pipeline	Enbridge Line 5	Southeast MI	5,000 bbls/ 210,000 gls	Oil Products	2, 3, 6, 8, 9, 11, 12, 13, 14
Rail	St. Clair Tunnel	Southeast MI	Varies see below	Flammable & Dangerous Goods	2, 3, 6, 8, 9, 11, 12, 13, 14
Facility	Bit-Mat	Saginaw River	100,420 bbls/ 4,217,657 gls	Asphalt	50, 51, 49

- Worst Case Discharge (Vessel):

  a. Largest tank vessel is the M/V ALGONORTH with their Vessel Response Plan (VRP) listing a worst case discharge at 134,115 bbls.

  Other worst case vessels in the area include the following:

  b. M/V ALGOSEA WCD 119,396 bbls
  c. M/V ALGOCANADA WCD 78K bbls
  d. M/V ESTA DESGAGNES WCD 68k bbls
  e. M/V DARA DESGAGNES WCD 68k bbls

  *ESI of spill location - Humbug Marsh south of Trenton, MI and St. Clair Flats are the worst case scenario for any of these WCD and worst case scenario would be in cold weather/ice conditions

- Worst Case Discharge (Pipeline): Enbridge, Inc. 30" crude oil pipeline that crosses the St. Clair River between Marysville, MI and Froomfield, Ontario. Pipeline carries High Sweet Clearbrook Crude Oil (usual product). Enbridge, through an agreement with State of Michigan, no longer

delivers Type V (non-floating) oils through pipelines. This pipeline will eventually be upgraded to a 36" line in the near future, which will also increase the WCD size.

a. Spill size - 5000 bbls/210,000 gals
b. ESI of spill location – St Clair River & St Clair Flats
c. Oil Group spilled - Type III

- Maximum Most Probable Discharge (vessel): freighter transiting the area with allision/collision/grounding resulting in contents of fuel tanks being discharged; 75K to 100K gals of No. 2 or No. 6 Fuel Oil.

- Maximum Most Probable Discharge (non-Vessel): overturned tank truck (approximately 8,000 gallons) on roadway/bridge over a navigable waterway leading to discharge of product.

    - St. Clair Tunnel (Port Huron to Sarnia): Majority of HAZMAT in AOR transit by railway and may lead to Overturned rail cars w/ flammable or dangerous goods.

        - Percentage of dangerous goods by class transported through the tunnel over a 12 month period
            - 2.1 Flammable gases: 33%
            - 2.2 Non-flammable, Non-toxic gases: 1%
            - 2.3 Toxic gases: 3%
            - 3 Flammable Liquids: 27%
            - 4 Flammable Solids and Reactive Solids/Liquids: 2%
            - 5 Oxidizers and Organic Peroxides: 3%
            - 6 Poisons Materials and Infectious Substances: 2%
            - 8 Corrosive Materials: 22%
            - 9 Miscellaneous Products, Substances or Organisms: 7%
        - HAZMAT Loads are transported by CN through the tunnel. For all emergencies involving CN track or equipment, call the CN Police Communications Center at 1-800-465-9239.

- Most Probable Discharge: Release from bilge, fueling spill, or seal leak from commercial or recreational vessel; less than 500 gallons.

9430 PLANNING ASSUMPTIONS / BACKGROUND INFORMATION

9430.1 PLANNING ASSUMPTIONS

ACPs contain critical elements of sound oil and hazardous substance spill response, incident management, and all-hazards preparedness. The ACP should be a useful tool for the FOSC and other responders, providing practical and easily accessible information to assist in conducting an effective response. Do not view information found in the ACPs related to certain items, such as the availability and response time for operational resources, as performance standards. Based on a set of assumptions, these planning criteria may not exist during each actual incident.

As living documents, ACPs must be regularly reviewed and updated to ensure their accuracy and utility for oil and hazardous substance spill response planning and preparedness. ACPs must be reviewed and updated on an annual basis.

Annual review and update scope. At a minimum this must address the following:

(l) Validation of critical points of contact information;

(2) Incorporation of lessons learned from exercises or incidents and corrective measures taken;

(3) Validation of Geographic Response Strategies as needed;

(4) Validation of worst case discharge scenarios; and

(5) Identification of any gaps and associated mitigation strategies.

Annual ACP Publication. Upon completion of the annual review and update, the FOSC shall complete the following no later than 01 June of each year:

(1) Document changes via Record of Change page. This running record shall be maintained in the ACP. Additionally, this document shall include an annual FOSC signature for validation and record keeping purposes. An example template will be posted and maintained on the MER CG Portal website.

(2) Ensure ACP revision year and change (YYYY.X) is correct. The revision year is the year in which the ACP was reviewed by the Coast Guard National Review Panel and version number is the change since the national review. For example, if an ACP was reviewed by the National Review Panel in 2019, the annual update for 2019 should be reflected as Revision 2019.1. Subsequent annual updates would be reflected as 2019.2, 2019.3, and 2019.4. Another national review will be required every fifth year resulting in a new revision date (i.e., 2024.0);

(3) Each FOSC shall prepare an annual ACP update promulgation memorandum to be incorporated into the ACP. Commandant (CG-MER), Area, District and National Strike Force Coordination Center (NSFCC) shall be copied.

(4) Post the most recent ACP, with record of changes and FOSC annual promulgation memorandum on the unit Homeport website.

Coast Guard National Review Panel (CGNRP) and 5-year ACP Revision.

To maintain national consistency and a unified response posture, a Coast Guard National Review Panel (CGNRP) will convene on a yearly basis to review selected ACPs. All ACPs shall be reviewed by the CGNRP at least once every five years. FOSC preparation and level of effort for a five-year review is expected to be similar to what is required for the annual FOSC review and update process described in Section 4. The overall objectives of the CGNRP are to address national consistency on a macro level as well as ensure Districts are utilizing a standard ACP approval process. The scope of the CGNRP review is to conduct a strategic overview of submitted ACPs within the context of national consistency, trends and emergent issues. This CGNRP review will complement the more comprehensive review completed at the District level.

9500 List of Agreements

MOA between Dept of Labor (OSHA) and The United States Coast Guard Signed 14 February 1980

This MOU between the U.S. Coast Guard and the OSHA sets forth basic guidelines for cooperation between the two agencies in establishing health standards to protect worker health while eliminating possible inter-agency conflicts and duplication of effort.

MOU between Environmental Protection Agency and The United States Coast Guard Signed 4 January 1982

This MOU between the U.S. Coast Guard and the Environmental Protection Agency is a Letter of Agreement to provide pre-consultation and concurrence for the authorization of limited use of dispersants and other chemicals on oil spills by pre-designation USCG On-Scene Coordinators.

MOU between Environmental Protection Agency and the United States Coast Guard Signed 6 September 1979

This MOU between the U.S. Coast Guard and the Environmental Protection Agency states the agreement between the two services that the responsibility for the mitigation of damage to the public health and welfare caused by the discharge of hazardous substances shall be shared.

MOU between Environmental Protection Agency, United States Coast Guard, and National Institute for Occupational Safety And Health Administration Signed 18 December 1980

This MOU between the U.S. Coast Guard, the Environmental Protection Agency and the National Institute for Occupational Safety and Health Administration provides guidance for the protection of workers who investigate and clean up hazardous waste sites and respond to hazardous substance emergencies.

MOU between Department of the Interior and Department of Transportation Signed 16 August 1971

This MOU provides for the efficient use of resources under the National Oil and Hazardous Substances Pollution Contingency Plan, the Secretaries of the Department of the Interior and Transportation agree to share responsibilities in reference to Hazardous Substance Release Response.

MOU between Environmental Protection Agency and United States Coast Guard Signed 01 January 82

The U.S. Coast Guard and the Environmental Protection Agency agree that a mechanism is required to fund USCG costs incurred during emergency response to releases, or the threats of releases of hazardous substances or pollutants or contaminants. This Memorandum of Understanding establishes the accounting, contracting, and fund management control policies and procedures for USCG response actions.

MOA between U.S. Fish and Wildlife Service and United States Coast Guard Signed 24 July 1979

The purpose of this agreement is to specify the conditions and procedures under which the U.S. Fish and Wildlife Service will provide the U.S. Coast Guard Federal On-Scene Coordinators with appropriate technical expertise as well as services in support of the Federal Government's efforts to control and clean up oil and hazardous chemical discharges.

MOU for United States Coast Guard Auxiliary in support of the Marine Environmental Protection Program Signed 23 May 1995

Through mutual involvement and commitment, a Coast Guard objective has been set to mobilize the Coast Guard Auxiliary in a dynamic "Team Coast Guard" approach, which actively engages Auxiliarists as "Full Partners" in aggressively promoting marine environmental protection and effectively reducing pollution in our nation's waterway.

MOU Between United States Coast Guard and Environmental Protection Agency Signed 09 October 1981

The MOU states the agreed upon functions for responses to releases from vessels and facilities. Functions related to immediate removal action concerning releases or threats of releases at facilities other than active or inactive "hazardous waste management facilities".

MOU Between United States Geological Survey (DOI), Department of Transportation and the US Coast Guard Signed 18 December 1980

The MOU is to promote the safety of activities and facilities associated with the exploration, development, and production of mineral resources to avoid duplication of effort.

MOA Between United States Navy and the US Coast Guard Signed 15 September 1980

The MOA specifies the conditions and procedures under which the USCG and USN can request other agency equipment and resources and how each agency will provide requested support.

Inter-Agency MOA 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 Signed July 2001

This MOA provides a general framework for cooperation and participation among the Parties in the exercise of the oil spill planning and response responsibilities.

MOU Between Department of Health and Human Services and Department of Homeland Security Signed 05 October 2005

This MOU establishes specific cooperation framework to enhance preparedness the introduction, transmission, and spread of serious communicable diseases.

MOU Between United States Coast Guard and Environmental Protection Agency and the Corporation for National and Community Service (CNCS) Signed 03 March 2011

This MOU describes CNCS as a wholly-owned US government corporation and executive federal agency of the US. CNCS provides support to national, state and local voluntary organizations and public agencies that lead response, relief, and recovery efforts when an incident occurs.

Local MOUs/MOAs

MOU Between U.S. Coast Guard and U.S. Environmental Protection Agency, Region V Regarding Agency Participation on Area Committees to Execute the National Contingency Plan Signed 23 June 1999

The purpose of this Agreement is to execute the National Contingency Plan more effectively and to set forth terms by which USCG and Federal Region V will provide personnel, information, technical assistance and funding to Area Committees and appropriate subcommittees established by the seven Coastal Area Contingency Plans for coastal zones located within the geographic boundaries of Federal Region V.

MOA Between U.S. Environmental Protection Agency, Region 5 and the U.S. Coast Guard Sector Detroit, MI Regarding Response Boundaries For Oil and Hazardous Substances Pollution Incidents and Federal On Scene Coordinator Responsibilities.

The purpose of this document is to delineate the Region 5 Inland and Coastal Zone geographical boundaries establishing responsibility for the pre-designation of On-Scene Coordinators (OSCs) for pollution response pursuant to the National Oil and Hazardous Substances Contingency Plan (NCP), Title 40, Code of Federal Regulations, Part 300.120 (40 CFR § 300.120).

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9600 CONVERSIONS (see also: Convert-me.com)

CONVERSIONS AND EQUIVALENTS

AREA s=statute, n=nautical		
Multiply	by	to derive
meters²	10.76	feet²
feet²	0.0929	meters²
kilometers²	0.386	s. miles²
s. miles²	2.59	kilometers²
s. miles²	0.7548	n. miles²
n. miles²	1.325	s. miles²
kilometers²	0.2916	n. miles²
n. miles²	3.43	kilometers²

TEMPERATURE	
Calculate	To derive
5/9(ºF-32º)	ºC
9/5ºC+32º	ºF

VOLUME		
Multiply	by	to derive
barrels	42	gallons
barrels	5.615	feet³
barrels	158.9	liters
barrels	0.1589	meters³
feet³	7.481	gallons
gallons	3.785	liters

WEIGHT		
Multiply	by	to derive
kilograms	2.205	pounds
metric tons	0.984	long tons
metric tons	1,000	kilograms
metric tons	2,205	pounds
long tons	1,016	kilograms
long tons	2,240	pounds
short tons	907.2	kilograms
short tons	2,000	pounds

DENSITY ESTIMATIONS

	Barrels/Long Ton	
	Range	Average
Crude Oils	6.7 - 8.1	7.4
Aviation Gasolines	8.3 - 9.2	8.8
Motor Gasolines	8.2 - 9.1	8.7
Kerosenes	7.7 - 8.3	8.0
Gas Oils	7.2 - 7.9	7.6
Diesel Oils	7.0 - 7.9	7.5
Lubricating Oils	6.8 - 7.6	7.2
Fuel Oils	6.6 - 7.0	6.8
Asphaltic Bitumens	5.9 - 6.5	6.2

Notes:
- 1 Long Ton equals 2,240 pounds
- As a general approximation, use 7 barrels (300 U.S. gallons) per metric ton of oil.
- 6.4 barrels/long ton is neutrally buoyant in fresh water.
- 6.21-6.25 barrels/long ton range is generally neutrally buoyant in open ocean.

- Specific Gravity of 1 or an API of 10 equals the density of fresh water.
- Specific Gravity < 1 or an API > 10 indicates product is lighter than fresh water.
- API Gravity = (141.5/Specific Gravity) - 131.5

Weight of Fresh Water: 8.3 pounds/gallon
Weight of Sea Water: 8.5 pounds/gallon

Note: Exact weight depends upon temperature and salinity.

OIL THICKNESS ESTIMATIONS

Standard Terminology	Approx. Oil Thickness microns		Approx. Volume of Oil US gallons per square mile	
	Low	High	Low	High
Sheen (S)	0.04	0.3	27	205
Rainbow (R)	0.3	5	205	3421
Metallic (M)	5	50	3421	34210
Transitional Dark (or True) (T)	50	200	34210	136840
Dark (or True) (D)	>200		>136840.495	
Emulsified (E)	Thickness range is very similar to dark oil			

For calculating volume: (Length) x (width) x (% distribution) x (% of standard term) x (thickness value)
For calculating total volume, add together volumes for each standard term

OIL WEATHERING PROCESS CONVERSION

Weathering Process	Conversion/ Information	Time Scale
Evaporation	Evaporation at 59ºF: Gasoline:100% | Diesel:80% Lt crude:40% | Heavy crude:20% | Bunker C:5-10%	2-5 days
Emulsification	ncreases pollutant volume by 2-4 times. Slows other processes.	Rapidly w/wave action; onset can be delayed.
Dispersion	Moves oil from surface to water column.	<5 days
Dissolution	Most water-soluble oil components are toxic.	<5 days
Biodegredation	Rate depends on oil type & amount, temperature, nutrients, & oxygen. Consult NOAA.	Weeks - Months
Tarball formation	Tarballs are hard to detect, so slick only appears to go away.	Days - Weeks

COMMONLY-USED EQUATIONS

CIRCLE
Area = 3.14 x radius²
Circumference = 3.14 x diameter

SPHERE/TANK
Area = 4 x 3.14 x radius²
Volume = 1.33 x 3.14 x radius³

CYLINDER/PIPE/TANK
Volume = 3.14 x radius² x length

RECTANGLE/SQUARE
Area = length x width

CUBE/BLOCK/TANK
Volume = length x width x height

9700 RESPONSE REFERENCE APPENDICES

9710 – AMS/TERRORISM
9720 – CANUSLAK
9730 – Fish & Wildlife Disinfection Plan
9740 – Geographic Response Strategies

Refer to 9700 Appendix on HOMEPORT

INDEX

USERS SURVEY

Comments and recommendations regarding this plan can be submitted by completing the User Survey or by sending an e-mail to the Sector Detroit ACP Planner, Mr. Michael Cuneo
michael.p.cuneo2@uscg.mil