

**SECTOR LAKE MICHIGAN – AREA CONTINGENCY PLAN
Green Bay Quadrant**

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9000 APPENDICES

9100 EMERGENCY NOTIFICATION

9110 Emergency Notification List

9110.1 Local Agencies - WI

9110.2 State Agencies - WI

9110.3 Federal Agencies - WI

9120 Initial Awareness & Assessments

9130 Initial Actions

Any person in charge of a vessel or facility shall report discharges of oil or releases of hazardous substance to the NRC. If direct reporting to the NRC is not practicable, reports may be made to cognizant USCG or EPA.

Regulations governing this are found in 40 CFR Sections 300.125, 300.300, & 300.405 which require that such notifications be made directly to the NRC, which will relay the report to the cognizant USCG or EPA OSC. The OSC's staff must be prepared to receive reports and react accordingly. The more complete the initial information the better, but further notifications should not be held up pending investigation.

The numbers below are provided to help facilitate this process but are not all inclusive. See Section 9200-“Personnel and Services Directory” for resources available for the OSC's to utilize during a response.

National Response Center (NRC) (24 hours) 800-424-8802

Local Emergencies, call 911

EMERGENCY NOTIFICATION LIST

9110.1 LOCAL AGENCIES - WI

Brown County Emergency Management	920.448.4270
Oconto County Emergency Management	920.834.6811
Manitowoc County Emergency Management	920.683.4207
Kewaunee County Emergency Management	920.487.2940
Outagamie County Emergency Management	920.832.5148
Shawano County Emergency Management	715.526.6774
Calumet County Emergency Management	920.849.1473
Door County Emergency Management	920.746.7101

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9110.2 STATE AGENCIES - WI

WI Division of Emergency Management / DNR (State Duty Officer) 24-Hour	800.943.0003
WI DNR – Milwaukee County (24 hr pager) (day pager)	414.990.9491 414.990.9497
WI DNR – Racine County	262-884.2300
WI DNR – Sheboygan County	920.892.8756
WI Emergency Management / NE Region	715.845.9517

9110.3 FEDERAL AGENCIES

Sector Operations Center - Ph / Fax	414.747.7182 / 7883
Prevention Duty Officer / Senior PDO	414.397.4427 / 4428
D9 Operations Center	800.321.4400
Phone & Fax (local #'s)	216.902.6117 / 6121
DAD SAFE	800.323.7233
USCG Station Milwaukee 1-41 ft. UTB, 2-25 ft. Safe Boat	414.747.7170
USCG Station Kenosha 1-41 ft. UTB, 1-25 ft. Safe Boat	262.657.4620
USCG Station Sheboygan 1-41 ft. UTB, 1-23 ft. Safe Boat	920.452.0346
USCG Station Two Rivers 1-41 ft. UTB, 1-21ft. Safe Boat	920.793.1304
Auxiliary – District 9	216.902.6343
AIRSTA Traverse City, MI (OPCEN)	231.922.8300
National Strike Force Coordination Center	252.331.6000
Atlantic Strike Team / Fax	609.724.0008 / 0232 888.581.5152 / pager
US EPA - Region V - Chicago (24 hours)	312.353.2318
NOAA SSC	617.223.8016 206.526.6317
FBI	414.276.4684
Nuclear Regulatory Commission - Region III	800.522.3025
Veolia (OSRO) (see 9200 for additional OSRO listings)	800.688.4005 262.236.8130
<u>National Pollution Fund Center (NPFC)</u> Regional Manager-Team 4-D9 area (24 hour duty officer) PIN-2073906 - Pager #	202.493.6732 800.759.7243
<u>DOI-US Fish & Wildlife Service</u> Great Lakes-Big Rivers Region 3 Madison Office	612.713.5320 608.221.1206

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NOTE:

The following guidance is provided as an overview for handling incidents. For detailed handling of specific incidents (i.e.: discharge of oil, collisions etc.) see the applicable Quick Response Cards (QRC's) which are located in the Z drive: SLM Prevention Dept Common Folder

9120 INITIAL AWARENESS & ASSESSMENTS

It is important for the response team to gather as much information as possible to obtain an accurate description of the incident. At a minimum, the team will perform the following actions:

- 1) Assess personnel safety / site characterization
- 2) Determine personnel safety equipment needed based on potential & existing exposure
- 3) Assess fire / explosion hazard
- 4) Determine threat to public health & the environment
- 5) Start initial response strategy
- 6) Identify source, insure it is secured or isolated, if not secured or isolated, assess attempts for isolating or securing the source
- 7) Define nature of the incident & determine the following:
 - a) Responsible party
 - b) Environmental impact
 - c) Status of spill
 - d) Movement of spilled product
 - e) Environmental resources / vulnerable area at risk
 - f) On-scene weather & expected affects on spill
- 8) Evaluate severity of incident and the need for additional resources.
(Response contractors or Resource Agencies):
 - a) Initial assessment of incident severity
 - b) Estimate duration of spill response efforts
 - c) Issue Letter of Federal Interest (NOFI)
 - d) Issue Letter of Designation of Source (if applicable)
 - e) Issue Directive / Administrative Order (if applicable)
 - f) Issue Letter of Federal Assumption (if applicable)
 - g) Public Affairs Officer to draft press release
- 9) Initiate Response Strategies

Additionally, the response team will gather information required to recommend countermeasures to minimize or mitigate adverse impacts of the spill. The information should be detailed, consistent and systematic.

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9130 INITIAL ACTIONS

When the FOSC receives a report of a spill, actions normally should be taken in the following sequence.

- 1) Investigate the report to determine the information as stated in the above Checklist - 9110.1.
- 2) FOSC takes action to protect safety of life and health.
- 3) The FOSC determines if the responsible party is taking responsibility.
- 4) Secure the source.
- 5) Contain the source.
- 6) Officially classify the size (Major, Medium or Minor) and type (substantial threat to public health or welfare, Maximum, Worst or Most probable) discharge and determine the course of action to be followed to ensure effective and immediate removal, mitigation, or prevention of discharge.
 - a) When the reported discharged is an actual or potential major discharge, the FOSC shall immediately notify the RRT and the NRT and
 - b) When the investigation shows than an actual or potential medium discharge exists, the FOSC shall recommend activation of the RRT, if appropriate.
- 7) Make appropriate notifications utilizing section 9200 and appropriate QRC's.
- 8) Protect sensitive areas.
- 9) Recover product.

Note: * Inland Spills:

- i. Major (>10k gallons)
- ii. Medium (1k-10k gallons)
- iii. Minor (<1k gallons)

9200 PERSONNEL AND SERVICES DIRECTORY

9205 FEDERAL RESOURCES / AGENCIES

9205.1 US Army Mike Boats

Table 1 – US Army Mike Boats Specifics

9210 STATE RESOURCES / AGENCIES

9210.1 State Resource Trustees

9215 BOA/OSRO COMMERCIAL CONTRACTORS/RESPONSE RESOURCES

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**SECTOR LAKE MICHIGAN – AREA CONTINGENCY PLAN
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- 9220 LOCAL RESOURCES / AGENCIES**

- 9225 LOCAL VESSEL / FACILITY RESOURCES**
 - 9225.1 Port Authority / Harbor Masters
 - 9225.2 Vessel Resources / Barge-Tug Operators
 - 9225.3 Charter Vessels
 - 9225.4 Passenger Vessels
 - 9225.5 Marine Surveyors
 - 9225.6 Ship Repairs
 - 9225.7 Salvage Companies / Divers
 - 9225.8 Fueling Facilities (mobile-154)
 - 9225.9 Marine Pilots
 - 9225.10 Seaway Authorities
 - 9225.11 Ship Agents
 - 9225.12 Facility/Terminal Operators
 - 9225.13 Bridges
 - 9225.14 Wisconsin Rail Roads

- 9230 AIRCRAFT RESOURCES**
 - 9230.1 Airports / Heliports
 - 9230.2 Aircraft Charters / Lease

- 9235 HAZMAT / LAB RESOURCES**
 - 9235.1 Hazmat Teams
 - 9235.2 Laboratories
 - 9235.3 Hazmat Transporters / Trucking Companies.

- 9240 EMERGENCY MEDICAL SERVICES (EMS)**
 - 9240.1 Hospitals (by County)
 - 9240.2 Poison Control Center

- 9245 MISC. PERSONNEL SERVICES**
 - 9245.1 Rental Vehicles
 - 9245.2 Lodging
 - 9245.3 Portable Restrooms

- 9250 MISC. ORGANIZATIONS**
 - 9250.1 Volunteer Organizations
 - 9250.2 Local Environmental Interest Groups
 - 9250.3 Licensed Wildlife Response Groups
 - 9250.4 Weather Information
 - 9250.5 Great Lakes Information Network

- 9255 MEDIA RESOURCES**
 - 9255.1 News Services / Papers
 - 9255.2 Radio Stations
 - 9255.3 Television Stations

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- 9260 PUBLIC WORKS / WATER INTAKE FACILITIES**
 9260.1 Public Works
 9260.2 Nuclear Power Plants
 9260.3 Community Water Intake Facilities
 9260.4 Misc. Commercial Water Intakes
- 9265 STATE OF WI-DEPT. OF EMERGENCY GOV'T (EOC)**
 9265.1 Command Posts / Emergency Ops Center (EOC)
 Table 2 – EOC Resources
- 9270 MOBILE COMMAND POSTS**
 9270.1 Mobile Command Post Resources
 9270.2 Communications Frequencies
- 9275 OIL CONTAINMENT BOOM LOCATIONS (BY COUNTY)**

NOTE: For additional information see the **“Western Lake Michigan -WI Port Profile”** located online in the Z Drive: Click on **“SLM Prevention Dept Common”** folder, then click on **“Western Lake Michigan [Wisconsin] Port Profile”** folder.

9205 FEDERAL RESOURCES / AGENCIES

[Refer to Section 9100 for Emergency Notification Lists](#)

USCGC Mobile Bay (Phone or via Radio)	920.743.2646
D9 Marine Safety Division	216.902.6054
D9 Public Affairs	216.902.6020
COMDT Public Affairs (contact through NRC)	800.424.8802
CG Command Center	202.267.2100
CCGD9 DRAT VOSS- w/ 5000' of 42: Open Sea Boom & 4-Flatbed trailers Located at: Detroit City Airport	216.902.6054
D9 (OBR) Bridges	216.902.6084
D9 ATON	216.902.6065
FEMA (24 Hour)	202.646.2400
FEMA / Fax	312.408.5500 / 5551 (f)
US Customs Service	414.486.7790 414.788.5843 (24 hr)
Army Corps of Engineers (USACE), Kewaunee, WI	920.388.3720
Army Corps of Engineers (USACE), Waukesha, WI	262.547.6986
Army Diving Detachment, Ft. Eustis, VA (# / Fax)	804.878.5780 / 2175
SUPSALV	703.607.7527 (24 Hour)
Salvage Operations Division	703.607.2758

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9205.1 US Army Mike Boats

In the event of a major catastrophic oil spill, the U.S. Army Reserve has “Mike Boats” which can be used to transport equipment and assist during response efforts upon request. Contact the U.S. Army Reserve Center - 414.769.3606.

TABLE 1 – US ARMY MIKE BOAT SPECIFICS

Speed	9 knots loaded
Cruising Speed	324 Nautical Miles
Engines	Twin, V-12 Detroit Diesel
Horsepower	300 BHP at 1800 RMP (Each Engine)
Starting	Two, hydraulic (3000 PSI)
Fuel Consumption	24.16 gallons per hour
Propellers	Two Manganese bronze, 3 blade, 34 in diameter, 24 pitch
Type of Drive	Belt, main engine
Alternators	Two, AC rectified to DC, 70 amps, 24 volts
Hull Construction	Steel
Overall Length	73 ft 6 in
Depth	6 ft (Molded Amidships)
Displacement	58.8 lb. long tons (light), 116.07 ;long tons (loaded)
Draft	4 ft (loaded mean)
Fuel Capacity	870 gallons (95% full)
Cargo Space	42 ft 9 in (length), 14 ft 6 in (width)

9210 STATE RESOURCES / AGENCIES

[Refer to Section 9100](#) for Emergency Notifications Lists

9210.1 State Resource Trustees

Great Lakes Inter-Tribal Council Lac du Flambeau, WI	715.588.3324
Menominee Indian Tribe of Wisconsin Keshena, WI	715.799.5100
Oneida Executive Committee Oneida, WI	414.869.1260
DOI-Bureau of Land Management	414.297.4400
Land and Water Resource Bureau	608.224.4621
U of W Sea Grant Institute	414.227.3291
WI Cooperative Fishery Research Unit	715.346.2178
Wisconsin Department of Justice / Criminal Investigations	414.227.2100
Wisconsin Historical Society	608.264.6400 / 6493

9215 BOA / OSRO COMMERCIAL CONTRACTORS & RESPONSE RESOURCES

** See [SLM Contractor & Response Resources Guide](#) located in the Prevention Office. This manual includes the following as pertains to Sectors AOR: Listing of OSRO’s w/ BOA’s; OSRO’s w/o BOA’s; Other Contractors & Response Resources; Diving Company Resources plus OSRO / NPFC educational material.

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Local Milwaukee Area Resources listed here

Veolia (OSRO), Germantown, WI 800.688.4005 / 262.236.8130	See <i>Resources Guide</i> for complete listing of <u>Personnel & Equipment Lists</u>
AAA Environmental Ind., Franklin, WI 414.761.9421 / 9542 (fax)	See <i>Resources Guide</i> for complete listing of <u>Personnel & Equipment Lists</u>
CHEMTREC (for Chemical Info Only)	800.424.9300

Also there is a complete listing of OSROs by COTP zone or company name which can be obtained on the Coast Guard Marine Safety and Environmental Protection's website at: <http://www.uscg.mil/hq/g-m/nmc/response/index.htm#OSRO>

9220 LOCAL RESOURCES / AGENCIES

Refer to Section 9100 for Emergency Notifications Lists

Legislative Hotline (state-wide)	800.362.9472
Mayor's Office (Green Bay) – Main Number	920.448.3005
Brown County Board of Supervisors	920.448.4015

9225 LOCAL VESSEL / FACILITY RESOURCES

9225.1 Port Authorities / Harbor Masters

Two Rivers	920.793.5539
Manitowoc	920.686.6910
Green Bay	920.492.4950
Sturgeon Bay	920.746.2914

9225.2 Vessel Resources / Barge-Tug Operators

Milwaukee City Bridges	414.286.3450
Andrie Incorporated	616.728.2226
Edward E. Gillen Co.	414.769.3120
Great Lakes Towing	800.321.3663 414.726.0906 216.621.4854
K & K Marine Services	414.383.2040
Selvick Marine Towing Co.	920.743.6016

9225.3 Charter Vessels

WI Counsel of Sports Fishing Organizations	414.466.4898
Great Lakes Sports Fisherman	
--Milwaukee	920.468.7099
--West Bend	262.644.8481
Foxy Lady, Green Bay, WI	920.432.3699
Reel Action Sport Fishing, Green Bay, WI	920.360.2136
RV Charters, Algoma, WI	920.487.5158

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9225.4 Passenger Vessels

Edelweiss-Milwaukee	414.272.3625
Pier Wisconsin	414.276.7700
Milwaukee Yacht Club	414.271.4455
Washington Island Ferry	920.847.2546
Fin and Feathers Showboat	920.582.4305
Foxy Lady	920.468.8993

9225.5 Marine Surveyors / Chemists

American Bureau of Shipping—	
--Chicago, IL	630.986.9607
--Sturgeon Bay, WI	920.743.9271
Inland Surveyors, Inc., Milwaukee, WI	414.276.4727 / 5304 (fax)
Marine Service Bureau, Inc., Franklin, WI	414.529.4443
Waterways Transportation Services, Inc.	708.983.7466
Gerald Bernardo (Marine Chemist), Naperville, IL	

9225.6 Ship Repairs

Midwest Maritime Corp., Milwaukee, WI	414.588.7784
Johnson Controls, Inc., Milwaukee, WI	800.950.7539 (24 hr.)

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9225.7 Salvage Companies / Divers**

Recovery Dive Service, Milwaukee, WI	414.282.7377
Cell Phone #	414.403.8900
Advanced Diving Int., “Underwater Inspection Services”, Kenosha, WI – Brad Sellers	800.418.5113 262.925.8914

** **Divers:** See “Contractor and Response Resource Guide” Prevention Dept.

9225.8 Fueling Facilities (mobile-154)

Jacobus Petroleum Products, Inc.	414.744.4976
Klemm Tank Lines	920.434.6343
Halron Transport	920.437.0466
Kaul Oil Co.	414.461.3100

9225.9 Marine Pilots

Western Great Lakes Pilots Association (GLPA) – Business / Dispatch	715.392.5204 / 392.5200
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9225.10 Seaway Authorities

St. Lawrence Seaway Development Corporation	315.764.3211
Head Office – Washington, DC	202.366.0091
St. Lawrence Seaway Commissioner	905.641.1932

9225.11 Ship Agents

C & M Shipping Company	708.687.7970 / 1280 (fax)
Central Marine Logistics – Emergency #	630.832.0389
Phone / Fax	630.530.1838 / 520.8696
Benchmark Marine	773.221.7400 / 9648 (fax)
Marine Service Bureau, Milwaukee, WI	414.529.4443
Fedmar International	773.933.3660

9225.12 Facility / Terminal Operators

Cargill Inc., Salt Division	414.482.2323
Federal Marine Terminals, Inc.	414.769.2900
Jacobus Petroleum Products (fixed - 154, asphalt)	414.744.4976
Construction Resources Management (fixed - 154, asphalt)	414.357.8380
Milwaukee Bulk Terminals	414.769.1901
LaFarge Corp.	414.486.9323
Nidera Grain	414.482.1900
North American Salt Co.	414.482.3434
St. Mary’s Cement-Badger Cement	414.486.7660

9225.13 Bridges

Milwaukee City Bridges // Bridge Openings	414.286.3450 / 286.2575
I-794 Bridges	608.963.2057
Canadian Pacific RR Bridges-Yard Master	414.389.3772
Union Pacific RR over Milwaukee & KK Rivers	414.267.4216
Bank One Skywalk Bridge	414.443.0700

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9225.14 Wisconsin Railroads

Amtrak	800.331.0008
Burlington Northern	800.832.5452
Canadian Pacific Rail System	800.766.4357
Wisconsin Southern	414.438.8837
Wisconsin Central	715.345.2461

9230 AIRCRAFT RESOURCES

9230.1 Airports / Heliports

Austin Straubel Airport, Green Bay, WI	920.498.0873
J Douglas Bake Memorial Airport, Oconto, WI	920.834.7727
Manitowoc County Airport, Manitowoc, WI	920.683.4594
Outagamie County Airport, Appleton, WI	262.631.5620
Clintonville Municipal Airport, Clintonville, WI	715.823.7685
Door County Cherryland Airport, Sturgeon Bay, WI	920.743.3636
Wittman Regional Airport, Oshkosh, WI	920.727.2880
General Mitchell International Airport, Milwaukee, WI	414.747.5300

9230.2 Aircraft Charters / Lease

Air Ambulance, Milwaukee, WI	800.666.2264
Action Air Ambulance	800.468.6282
Adams Air Ambulance	800.843.8418
Aero Optics Inc., East Troy, WI	262.642.3115
Midwest Helicopters Airways Heavy Lift Capabilities	800.323.7609
AirFac – Waukegan (Open from Memorial Day to Labor Day)	847.599.2487 / 2489
Frontline Aviation, Green Bay, WI	920.498.7466
Tag Aviation, Appleton, WI	920.730.5575
Maxair, Appleton, WI	920.738.3020
Lakeshore Aviation, Manitowoc, WI	920.682.0043
Orion Flight, Sturgeon Bay, WI	920.743.6952
Pacc Air, Neenah, WI	920.836.9990

9235 HAZMAT / LAB RESOURCES

9235.1 Hazmat Teams

Manitowoc (Level A)	920.683.4521
Milwaukee, WI	414.286.3606
Racine, WI	262.605.5001
Kenosha, WI	262.657.6133
Quarantine Stations / Public Health Services / CDC's	773.894.2900 (Chicago)
Green Bay Fire Department Hazmat	920.448.3292

9235.2 Laboratories

US Coast Guard Marine Safety Labs, Groton, CT	860.441.2793
APL Environmental Labs, Milwaukee, WI	414.355.5800
Sommor-Frey Labs, Milwaukee, WI	414.475.6700

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9235.3 Hazmat Transporters & Trucking Companies

Veolia	800.688.4005 / 262.236.8130
Heritage Environmental Services	630.739.1151
Mercer Transportation	800.372.5080
Miller Transfer and Rigging Inc.	800.669.5088

9240 EMERGENCY MEDICAL SERVICES

9240.1 Hospitals (by County)

<u>Brown County</u> – Aurora Baycare	920) 288-8000
Bellin Hospital	920) 433-3500
St. Marys	(920) 498-4200
St. Vincents	(920) 448-7187
<u>Manitowoc County</u> – Appleton Medical Center	(920) 731-4101
Two Rivers Hospital	920.794.5000
<u>Outagamie County</u> – St. Mary’s Hospital	262.243.7300
St. Elizabeth	(920) 738-2000
Children’s Hospital of Wisconsin	(920) 969-7900
<u>Door County</u> – Door County Memorial	(920) 743-5566
Sheboygan Memorial Hospital	920.457.5033
<u>Milwaukee County</u> – St. Michael Hospital	414.527.8000
St. Joseph Regional Medical Center	414.447.2000

9240.2 Poison Control Center

Milwaukee Poison Control	414.266.2222
National Poison Center Hotline	800.222.1222

9245 MISC. PERSONNEL RESOURCES

9245.1 Rental Vehicles

Alamo	800.327.9633 920.498.4886
Avis	800.331.1212 920.496.3840
Budget	800.527.0700 920.499.1000
Enterprise	800.325.8007 920.497.2200
Hertz	800.654.3131 920.4976490
National	800.227.7368 920.498.4884
Thrifty	920.491.9824
Van Boxtel Truck and Van Rental	920.498.7733

9245.2 Lodging

Best Western	877.574.2464
Baymont	920.494.7887
Comfort Inn	920.499.7449
Days Inn	800.325.2525 920.498.8088
Exel Inn	800.356.8013 920.499.3599

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Holiday Inn	800.465.4329 920.437.8085
Howard Johnson	800.654.2000 920.499.5121
Ramada Inn	800.272.6232 920.499.0631
Regency	920.432.4555
Super 8	800.800.8000 920.494.2042

9245.3 Portable Restrooms

Arnold's Environmental	262.675.2497
Port-A-John	262.253.1400
Port-O-Let (a service of Waste Management)	800.640.5571 / 262.251.4000

9250 MISC. ORGANIZATIONS

9250.1 Volunteer Organizations

Wisconsin Humane Society	414.961.0310
Voice Mail / Menu	414.961.8782
Internal Revenue	920.433.3808
The Wildlife Center Tri St. Bird Rescue & Research Inc., Wilmington, DE	302.737.9543
Heide Stout	302.368.9336
American Red Cross (Milwaukee area)	414.342.8680
Disaster Victims (Waukesha)	262.542.6672

9250.2 Local Environmental Interest Groups

Citizens for a Better Environment-Milwaukee	414.271.7280
UW Extension Office-Courthouse	920.743.5511
Ellwood H. May Environmental Park Association of Sheboygan	920.459.3906
River Bend Nature Center-Racine, WI	262.639.0930
Save the West Twin Center-Racine, WI	920.794.8103
Schlitz Audubon Center-Milwaukee, WI	414.352.2880
Wildlife Society - Wisconsin Chapter	715.682.6619
WI Park & Recreation Assoc., Greendale, WI	414.351.7566
WI Society of Ornithology Inc	608.274.8380

9250.3 Licensed Wildlife Response Groups [for 'oiled' wildlife]

Ecological Research & Development Group, Milton, DE	302.684.3373
International Bird Rescue Research Center, Berkeley, CA	510.841.9086
International Wildlife Research, Galveston, TX	409.740.4527
Avian Rehabilitation Unit, University of MN	612.624.4969
National Audubon Society, St. Paul, MN	651.225.1830
Tri-State Bird Rescue & Research, Wilmington, DE	302.737.7241 800.710.0696 (24 hour)

Note: Detailed wildlife handling protocol and procedures can be found and printed from links at the internet web site:

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

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9250.4 Weather Information

Sullivan	414.297.3243
Weather Channel Online	http://www.weather.com/
NOAA	617.223.8016 http://www.noaa.gov/

9250.5 Great Lakes Information Network

Maintains links containing information on Boat ramps, non-navigable dams, manager’s areas, potential spill sources (including pipelines and fixed oil storage tanks), tribal lands and interests, and surface water intakes.	http://www.great-lakes.net/gis/
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9255 MEDIA RESOURCES (Major ones: See yellow pages for additional services)

9255.1 News Services / Papers

Associated Press	414.225.3580
Milwaukee Journal Sentinel	414.224.2000
Community Newspapers (Newsroom)	262.938.5000

9255.2 Radio Stations / Broadcasting Companies

Clear Channel Broadcasting	414.545.8900 414.944.5484 (Fax)
Metro Networks Inc.	414.276.7100
Milwaukee Area Radio Stations	262.691.3707
Milwaukee Radio Alliance LLC	414.771.1021

(Note: The above cover the majority of radio stations.)

9255.3 Television Stations

Channel 4 WTMJ (NBC)	414.332.9611
Channel 6 WITI (FOX)	414.799.3666 / 355.6666
Channel 10 WMVS (PBS)	414.271.1036
Channel 36 WMVT (PBS)	
Channel 18 WVTM (WB)	414.442.7050
Channel 24 WCGV (UPN)	
Channel 58 WDJT (CBS)	414.607.8140 / 777.5800
Channel 12 WISN (ABC)	414.937.3331

9260 PUBLIC WORKS / WATER INTAKE FACILITIES

9260.1 Public Works

<u>We-Energies – Company Power Plants:</u>	
Pleasant Prairie Plant - Pleasant Prairie, WI	262.947.5350
Oak Creek Plant - Oak Creek, WI	414.571.3335
Valley Plant - Milwaukee, WI	414.221.3504
Milwaukee County Plant – Wauwatosa, WI	414.221.5112
Kenosha Public Works	262.653.4050
Kewaunee-Sewage	920.388.5012
Manitowoc-Water Dept.	920.683.4633
Milwaukee	414.482.2040
United Water (24 Hour)	414.282.7200
Racine	262.636.9121
Sheboygan	920.459.3366

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9260.2 Nuclear Power Plants

Kewaunee Nuclear Power Plant	920.388.2560
Emergency Number	920.388.2561
Point Beach Nuclear Power Plant-Two Rivers	920.755.2321

9260.3 Community Water Intake Facilities

<u>Kenosha</u> —2 intakes 4200 and 4500 ft. offshore from Kenosha Harbor outlet in an E direction	262.653.4330
<u>Racine</u> —3 intakes 4200, 5200 and 5900 ft. offshore from N Pier and English St. in a NE direction	262.636.9185
<u>South Milwaukee</u> —1 intake 2500 ft. offshore from foot of Marshall Ave. in an E direction	414.768.8070
<u>Cudahy</u> —2 intakes, 3600 and 5200 ft. offshore and northeast of East Pulaski Ave.	414.769.2260
<u>Oak Creek</u> —1 intake 2500 ft. offshore from S 5 th Ave. in a NE direction	414.768.7060
<u>Milwaukee</u> —2 intakes 6565 and 7600 ft. offshore from Texas Ave. just S of Southshore Park in a SE direction	414.286.2890 / 2880 414.286.3710 (24 hour)
<u>North Shore</u> —1 intake 4100 ft. offshore from Lake Dr. in a NE direction	414.963.0160
<u>Port Washington</u> —2 intakes 2100 and 3450 ft. offshore from Lake St. in a NE direction	262.284.2172
<u>Sheboygan</u> —1 intake 2000 ft. offshore from N 1 st and Park Ave. in an E direction	920.459.3811
<u>Manitowoc</u> —1 intake 9200 ft. offshore from 7 th and Madison Ave. in an E direction	920.683.4633
<u>Two Rivers</u> —1 intake 2000 ft. offshore from 12 th St. and Washington St. in a NE direction	920.793.5555

9260.4 Misc. Commercial Water Intakes

<u>Milwaukee</u> —Patrick Cudahy Inc. 1 intake located 1000 ft. offshore due E of Bamard Ave. E direction	414.744.2000
<u>Manitowoc</u> —Busch Agriculture Resources Inc. 1 intake located 100 ft. offshore from S bank of Manitowoc River, E of 10 th St. Bridge	920.682.8291

**** NOTE:** See “Western Lake Michigan-WI Port Profile”(in ‘Z’ drive: SLM Prev Dept Common folder then click on WLM-WI Port Profile folder) for additional information, pictures etc.

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9265 WISCONSIN-DEPARTMENT OF EMERGENCY GOVERNMENT (EOC DESCRIPTION)

Government Emergency Center

(800)-943-0003

The newest vehicle in the Division of Emergency Government's fleet is a fully equipped – “Mobile Command Center.”

Dimensions: The unit includes a 1992 Ford F350 automatic, six passenger, 1-ton pickup truck. The truck is specially equipped to haul the 40' fifth wheel trailer, which has had its interior divided into two work areas, storage and restroom facilities. The total length of the two units is 52' with an 11'6" height needed for clearance.

Layout: The air-conditioned Mobile Command Center comes with a fully equipped radio and communications room, conference room area for incident commanders-, television and VCR, limited food preparation area, bathroom, heat and hot water. It operates on 110-volt current from a generator or it can be hooked up to house current.

Staffing: When the Mobile Command Center goes on the road, a driver and crew chief will accompany it from the Division of Emergency Government. They will be specially trained to transport, set up and take down the unit and see that it is kept in running order during its use.

Purpose: The Mobile Command Center will be made available to the Division of Emergency Government, law enforcement agencies and other government entities free of charge for the following:

Disasters

Law enforcement or police emergencies

Major hazardous materials spills

Nuclear power plant incidents or exercises

To seek authorization for use of the Mobile Command Center, you can contact your county emergency government director, the Division of Emergency Government Regional Directors, or the DEG Deputy of Emergency Police Services, who will help with the application process.

Division of Emergency Government (DEG)

Government Emergency Center

(800)-943-0003

9265.1 Command Posts / Emergency Operations Centers (EOC)

Emergency Operation Centers will normally be set up at County Emergency Government Command Post established throughout Wisconsin. See **Table 2**, for a list, by county, of agencies in the Sector Milwaukee Area Response zone that have Emergency Operation Centers. During incidents, Coastal county EOC's in close proximity to the incident will be utilized. See Appendix 9110 for a list, by county, of the primary point of contacts to coordinate the use of EOC or Mobile Command Post resources.

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TABLE 2 - EMERGENCY OPERATIONS CENTER (EOC) RESOURCES

Owner	# of Persons	# of phones	Location of EOC	Radio Equipment
Civil Air Patrol	25- 30	1	Civil Air Patrol 5001 N. 91 st St. Milwaukee, WI 53225	1-VHF-FM radio w/primary voice repeater channel, antennas for 2 nd VHF—FM, Aeronautical and HF (4/7 MHz) already installed, additional HF, VHF, Aeronautical and packet equipment available during emergencies.
Kenosha Co	50-60	22	Kenosha County Public Safety Bldg. 1000 55 th St Kenosha, WI 53140.	(1)- 28 channel radio base and 911 center upstairs.
Kewaunee Co.	40-50	30	Kewaunee County Safety Building 620 Juneau St. Kewaunee, WI 54216	Base/ Remote stations for Public Safety, Hospitals/EMS Fire/Rescue, Highway, Emergency Government plus amateur radio- 2 meter, HF, Packet, Portable repeater.
Manitowoc Co.	18-30	24	Sherriff Dept. 1025 S. 9 th St. Manitowoc, WI 54220	Sheriff's Repeater (154.890), County Emergency Gov't (155.025) WISPERN Rx only, QCI & QCII paging format encoder. (2) Facsimiles available in EOC.
Milwaukee Co.	50-60	24	Milwaukee County Safety Building 821 W. State St. Milwaukee, WI 53233	Milwaukee County Sheriff Dept, Firecom, NAWAS A.R.E.S., Highway Dept., WISPERN,
Ozaukee Co.	50	7	Sheriff's Dept. 1201 S. Spring St. Port Washington, WI 53074	800 MHZ Trunking system programmable radios for 138-160 MHz amateur radio bands- low band through 440 MHz bands
Racine Co.	100	14	Racine Police Dept. 730 Center St. Racine, WI 53403	Have several base transmitters and amateur radios.
Sheboygan Co.	40	9	Sheriff's Dept. 615 N. 6 th St. Sheboygan, WI 53081	EOC is located in the Co. Sheriff's Dept Sheboygan as such it has those radio communication abilities of the agency. Base transmit frequency of 155.685.
USCG- Sector Lake Michigan	20	25	Navy & Marine Corp Res. Ctr. 2401 S. Lincoln Mem. Dr. Milwaukee, WI 53207	VHF- FM (portable, 4), VHF-FM MX350 (portable, 3), VHF-MCX100 (1), all are 30 to 300 MHz.

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9270 MOBILE COMMAND POSTS

Most incidents will require on site command posts. See **Table 2** for a list, by county, of agencies in the Sector Milwaukee Area Response zone that have mobile command posts. A state of the art command post is also available through the State Department of Emergency Government. It has fax capability and a programmable communications package for all county emergency governments, fire departments and police departments.

9270.1 Mobile Command Post Resources

Owner	# of persons	Phones?	Radio Equipment
Civil Air Patrol	6 (West Bend)	yes	HF, VHF and Aeronautical radios capable on all frequencies.
Civil Air Patrol	4 (Shawano)		Multi-channel radio
Kenosha Co.	10	yes	None provided
Kewaunee Co.	10-12	yes	All Frequencies used within the county plus Coast Guard, State Emergency Government and the surrounding county public safety.
Manitowoc Co.	8-10	yes	None provided
Milwaukee Co.	7-10	yes	All municipal fire and police dispatch centers within Milwaukee Co., marine Aircraft, Milwaukee Co. Sheriff's Dept. adjoining Co. Sheriff's Depts, hospital Net, DNR, Highway Dept.
Racine Co.	10	yes	Mobile Radio
USCG- Milwaukee	4	yes	HF- 55B, Convertercom/LGMX 300, VHF Marine radio (channels 16,21,22,23,81) VHF Marine/Civil Air Patrol/CGAUX (143.28) MCX100 (1) all are 30-300MHZ.

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9270.2 Communications Frequencies

STANDARD WORKING MARINE BAND, VHF-FM FREQUENCIES ARE LISTED BELOW:

Channel 6 (156.3 MHz)	International on scene Search and Rescue (SAR) and ship to ship frequency
Channel 9 (156.450 MHz)	Port operational use
Channel 12 (156.6 MHz)	Port operations, ship to shore and ship to ship frequency
Channel 13 (156.65 MHz)	Ship bridge-to-bridge navigation frequency
Channel 16 (156.800 MHz)	International distress and calling frequency. The United States Coast Guard monitors this frequency 24 hours a day
Channel 21A (157.050 MHz)	Intra Coast Guard working frequencies and are not authorized for civilian use
Channel 22A (157.100 MHz)	This is Coast Guard and non Coast Guard vessels working frequency
Channel 23A (157.150 MHz)	Intra Coast Guard working frequency and is not authorized for civilian use
Channel 81A (157.075 MHz)	U.S./ Canadian mobile units joint command control surveillance for marine pollution incidents. Primary CG Sector Lake Michigan working frequency; secondary CG Auxiliary working frequency
Channel 83A (157.175 MHz)	Coast Guard Command and Control
Coast Guard Sector offices broadcast marine information on (2670) kHz USB-V and Channel 22A (157.100 MHz) VHF-FM when required	

9275 OIL CONTAINMENT BOOM LOCATIONS (BY COUNTY) **

County	Amount	Location	Contact Number
Crawford	550 ft.	224 N. Beaumont Road Prairie du Chien, WI 53821	608.326.0266
Kenosha	550 ft.	Kenosha Fire Dept. #4 4810 60 th St. Kenosha, WI 53140	262.653.4100 262.653.4414 262.657.6133
Manitowoc Two Rivers	500 ft. 300 ft.	Manitowoc Fire Dept. 911 Franklin St. Manitowoc, WI 54220	920.683.4521
Milwaukee	450 ft.	General Mitchell Airport 5300 S. Howell Ave. Milwaukee, WI 53207	414.747.4548
Racine	550 ft.	Racine Fire Dept. 810 8 th St. Racine, WI 53403	262.635.7900

**** Note:** See Prevention Dept. for USCG Sector Lake Michigan “Response Trailer Guide” for all CG spill resources inventories / locations through-out the Sector.

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9300 DRAFT INCIDENT ACTION PLAN

9310 PURPOSE OF AN INCIDENT ACTION PLAN

9310.1 Guidelines for written versus verbal IAP

9320 GENERAL TASKS IN THE PREPARATION OF AN IAP

9320.1 Incident Commander

9320.2 Operations Section Chief

9320.3 Planning Section Chief

9320.4 Logistics Section Chief

9320.5 Finance/Administration Section Chief

9330 COMPONENTS OF AN INCIDENT ACTION PLAN

9330.1 IAP Cover Sheet

9330.2 Incident Briefing (ICS 201)

9330.3 Statement of Objectives (ICS 202)

9330.4 Organization Assignment List (ICS 203)

9330.5 Assignment List (ICS 204)

9330.6 Radio Frequency/Communications Plan (ICS 205)

9330.7 Medical Plan (ICS 206)

9330.8 Air Operations Summary (ICS 220)

9330.9 Demobilization Plan

9330.10 Traffic Plan

9330.11 Site Safety and Health Plan

9340 WASTE DISPOSAL

9340.1 Disposal Concerns

9340.2 Potential Disposal Methods

9340.2.1 Recovered Liquid Waste

9340.2.2 Contaminated Sorbents and Debris

9340.2.3 Contaminated Soils

9340.3 Waste Disposal Site Selection

9340.4 Waste Characterization

9340.5 RCRA Regulated Waste

9340.6 Non-RCRA Regulated Wastes

9340.7 Used Oil Recyclers

9340.8 Waste-to-Energy Incinerators

9340.9 Soil Thermal Treatment Facilities (STFF's)

9350 COMMUNICATIONS

9350.1 Communications Team

9350.2 Radio Communication Procedures

9350.3 Radio Frequencies

9350.4 USCG Headquarters Teleconference Procedures

9350.5 Portable Telephones, Telefax & Computer Systems

9350.6 Staging Areas

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9310 PURPOSE OF AN INCIDENT ACTION PLAN

The Incident Action Plan (IAP) is a plan that, when developed, contains objectives reflecting the overall strategy to be used for the incident. It will also contain specific information on the tactical actions and supporting information needed for a particular operational period. It is important that all incidents have some form of an IAP. The plan is developed around a specified duration of time and it will state the objectives to be achieved during that time frame, describe the strategies involved, and the tactics, resources, and support required to achieve the objectives.

The IAP may be in an oral or written format. Small incidents with only a few personnel assigned may have a very simple plan, which may not be written. As incidents become larger or require more than one agency to get involved with the incident, the plans will be in a written format. IAPs will vary in content and form depending on the size and scope of the incident. The ICS will provide for the use of a systematic planning process and will provide the appropriate forms and formats to be used for developing the IAP.

9310.1 GUIDELINES FOR WRITTEN VERSUS VERBAL IAP

The general guidelines for use of a written versus verbal action plan is when:

- Two or more jurisdictions are involved.
- A number of organizational elements have been activated.
- The incident continues into another planning or operational period.
- It is required by agency policy.

For multi-agency incidents being run under a Unified Command (UC), the IAPs should always be written. This will provide all of the agencies involved with a clear set of objectives, actions, and assignments. It will also provide the organizational structure and communications plan required to manage the incident effectively under the UC.

9320 GENERAL TASKS IN THE PREPARATION OF AN IAP

Every incident must have an oral or written action plan. The purpose of the plan is to provide all incident supervisory personnel with direction for future actions. Action plans which include the measurable tactical operations to be achieved are always prepared around a timeframe called an operational period. To understand the general tasks that are associated with the IAP, look at the various positions that fall under an IAP. These include:

- IC (Incident Commander)
- Operations
- Planning
- Logistics
- Finance/Administration

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9320.1 INCIDENT COMMANDER

The incident commander position is an extremely complex position and requires personnel with extensive experience and the ability to think holistically (nonlinearly), (i.e., the "big picture"). The IC must have the ability to effectively communicate with the public during crisis/non-crisis situations and bring a cohesive and effective local response to handle an incident in a high-risk environment. The primary responsibility of the IC is to review, approve and sign the IAP.

9320.2 OPERATIONS SECTION CHIEF

The operations section chief's job is to coordinate all of the operations directly applicable to the primary mission. The operations section chief will:

- Provide required information for inclusion into the IAP.
- Communicate incident status changes to the IC/UC and other sections.
- Direct the preparation of unit operational plans.
- Make expedient changes to the IAP as necessary.

9320.3 PLANNING SECTION CHIEF

The planning section chief within the ICS must have a good operational background and experience with the type of incident to which they are responding. Since this is a key position within the response organization, assignments will be based on experience level versus rank. Past experience as a situation unit leader and/or resource unit leader is highly desirable for this position. The planning section chief will:

- Facilitate general staff's IAP input.
- Ensure assignments and expectations are clear.
- Provide completed IAP to IC/UC for review/approval.
- Distribute completed IAP.

9320.4 LOGISTICS SECTION CHIEF

The logistics section chief (LSC) will need to possess a good financial and procurement knowledge, since this section is responsible for all of the service and support aspects of the incident. The LSC will:

- Provide logistics information for IAP.
- Verify resources ordered.

9320.5 FINANCE/ADMINISTRATION SECTION CHIEF

The finance/administration section chief (FSC) is responsible for all finance and cost analysis aspects of the incident. The FSC must possess good financial and procurement knowledge. The finance/administration section chief will also verify the financial and administrative requirements for the IAP. Specific accomplishments include:

- Staffed finance/administration section.
- Incremental and cost summaries.
- Contracts for supplies and services.

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9330 COMPONENTS OF AN INCIDENT ACTION PLAN

Depending upon the type of incident or how the incident is evolving, the command duty officer or a search and rescue (SAR) coordinator within the district command center may initiate the IAP. Based upon who is initiating the plan, it may not appear in a proper ICS format. Ideally, it is recommended that immediately after the incident management team (IMT) commander assumes command of the incident, an initial IAP (using either the ICS form 201 or a modified version of it) be completed so that all of the initial actions that are required can be noted and archived for future reference.

Action plans should be prepared for specific operational time periods. An operational period can be of various lengths and most are not longer than 24 hours. It is important to remember that the IAP being developed during a given operational period is for actions to be taken in the upcoming operational period. All incident supervisory personnel must be familiar with the current as well as the next operational period's IAP. This can be accomplished through briefings and/or the distribution of a written plan prior to the start of the next operational period.

There are several ICS forms that provide the essential parts within an IAP.

Blank ICS Forms may be found in 9300 Appendix 3.

9330.1 IAP Cover Sheet

The IAP cover sheet is an optional form and acts as a cover sheet for the completed IAP. There are two versions to the cover sheet. Either version can be used. One version will include a number of check boxes for the forms that are included in the IAP. The other version will have a large blank area for user comments or, if needed, a place where graphic images may be placed.

9330.2 Incident Briefing (ICS 201)

The incident briefing form (ICS 201) provides the UC (and the Command and General Staffs assuming command of the incident) with basic information regarding the response situation and the resources allocated to the incident. It is also a permanent record of the initial incident response. This briefing form is prepared under the direction of the initial IC for presentation to the permanent (or next) IC or to the UC. These forms can be used for managing the response during the initial period until the beginning of the first operational period for which an IAP is prepared. (Additionally, the information from the ICS form 201 can be used as the starting point for other ICS forms or documents.)

The ICS form 201 is comprised of 4 pages. They include:

- Page 1 (Map/Sketch) may transition immediately to the situation map.
- Page 2 (Summary of Current Actions) may be used to continue tracking the response actions and as the initial input to the ICS form 215 and the ICS form 232.
- Page 3 (Current Organization) may transition immediately to the organization list (ICS form 203) and/or organization chart (ICS form 207).

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- Page 4 (Resources Summary) may be used to continue tracking resources assigned to the incident and as input to individual T-Cards (ICS form 219) or other resource tracking system.

9330.3 Statement of Objectives (ICS 202)

The statement of objectives form (ICS Form 202) describes the basic incident strategy, the controlling objectives, the safety considerations for the operational period, and the weather and tide information for the upcoming operational period.

Following their planning meeting, the planning section will complete the preparation of ICS form 202. The form will then be distributed to all of the supervisory personnel at the section branch, division/group, and unit levels. All completed original forms will also be given to the documentation unit, so they may be archived.

9330.4 Organization Assignment List (ICS 203)

The organization assignment list (ICS form 203) provides ICS personnel with information on the units that are currently activated and the names of the personnel that are staffing each position/unit. It is used to complete the incident organization chart (ICS form 207), which is posted on the incident command post display. The actual organization will be event-specific. Not all positions need to be filled within the organization. The size of the organization is dependent on the magnitude of the incident and can be expanded or contracted as needed. The resources unit prepares and maintains this list under the direction of the planning section chief. The organization assignment list will be duplicated and attached to the incident objectives form (ICS form 202) and given to all recipients of the IAP. All completed original forms MUST be given to the documentation unit for archival purposes.

9330.5 Assignment List (ICS 204)

The assignment list (ICS form 204) submits assignments at the level of divisions and groups. The assignment list attachment (ICS form 204a) will show additional specific assignment information, if needed. If there is a need for an ICS form 204a, it will be determined by the planning and operations section chiefs during the operational planning worksheet (ICS form 215) development.

The primary purpose of the assignment list(s) is to inform the division and group supervisors of all of the incident assignments during the operational period. Once the unified command and general staff agree upon the assignments, the assignment information will be given to the appropriate divisions and groups. The assignment list is normally prepared by the resources unit using the information from the incident objectives (ICS form 202), operational planning worksheet (ICS form 215) and from the operations section chief. The planning section chief must approve the assignment list. When approved, it is included as part of the IAP. Specific instructions for individual task forces/strike teams may be entered on an ICS form 204a (if needed) for the dissemination to the field, but it may not be included in the IAP. The assignment list will be duplicated

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and attached to the incident objectives and given to all recipients of the IAP. In some cases, assignments may be communicated via radio/telephone/fax. All completed original forms MUST be given to the documentation unit for archival purposes.

9330.6 Radio Frequency/Communications Plan (ICS 205)

The ICS 205 form is used to provide information on all radio frequency assignments (most of the frequencies are within the marine band of the VHF-FM spectrum) and other means of communication (i.e. land-line telephone, cell phone, fax, e-mail, etc.) down to the division/group level for each operational period.

The ICS 205a – communications list – will be used to list the methods of contact for personnel that are assigned to the incident. This will include their radio frequencies, phone numbers, pager numbers, etc.

The incident radio communications plan is a summary of information that is obtained from the radio requirements worksheet (ICS form 216) and the radio frequency assignment worksheet (ICS form 217). Information from the radio communications plan on the frequency assignments is normally noted on the appropriate assignment list found within ICS form 204.

The incident radio communications plan will be prepared by the communications unit leader and given to the planning section chief. The instructions on the preparation of this form will be found in ICS publication 223-5, communications unit position manual. The incident radio communications plan will be duplicated and given to all recipients of the incident objectives form, which will include the incident communications center. The information from the plan will be placed on assignment lists and all completed original forms MUST be given to the documentation unit for archival purposes.

Implementation of this plan will be a slow process. No party involved in the response should expect communications to be established immediately. All aspects of this plan can be expected to be in place within the first two days. One of the primary problems encountered by responders at a spill is establishing communications between themselves. One major cause of this problem is incompatible radios and radio frequencies. This problem must be overcome and direct action and accountability for the communications function taken at a spill. To accomplish this, communications on scene will be established and directed by a Communications Team operating out of a Communications Center. The establishment of a Communications Team should be outlined in the Communications Plan. Further information on a Communications Team and other communication procedures may be found in part 9350 ‘Communications’, of this section.

9330.7 Medical Plan (ICS 206)

The purpose of the medical plan is to provide information on incident medical aid stations, transportation services, hospitals, and medical emergency procedures. The plan will be prepared by the medical unit leader and reviewed by the safety officer. The medical plan may be attached to the incident objectives (ICS form 202) or the

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information can be noted on the assignment list (ICS form 204). All completed original forms **MUST** be given to the documentation unit for archival purposes.

9330.8 Air Operations Summary (ICS 220)

The air operations summary (ICS Form 220) will provide the air operations branch with the number, type, location, and specific assignments of aircraft involved in the incident. The operations section chief or the air operations branch director will complete the summary during each planning meeting. General air resource assignment information is obtained from the operational planning worksheet (ICS form 215). The air and fixed-wing support groups will provide specific designators of the air resources that are assigned to the incident. Once the summary is completed by air operations personnel (except for item 11 - aircraft assigned), the form will be given to the air support group supervisor, who will complete the form by indicating the designators of the helicopters and fixed-wing aircraft assigned missions during the specified operational period. This information is provided to air operations personnel who, in turn, will give the information to the resources unit. All completed original forms **MUST** be given to the documentation unit for archival purposes.

9330.9 Demobilization Plan

When the incident is in its final stages, the logistics section chief (LSC) develops a demobilization plan to ensure an orderly and fiscally responsible departure from the incident. Specifically, the LSC will need to consider demobilization early enough during the incident so that an adequate demobilization plan is in place prior to the actual need to release resources.

This will include the coordination of the various sections that are working the incident to identify excess resources by

- Name and type
- Quantity
- Time/date available for release

The LSC reviews the list(s) of resources from various divisions/sections that are proposed for the demobilization on a daily basis to ensure accuracy and timely release from the incident. The LSC also assists in the development and approval of the incident demobilization plan, which includes:

- Coordination of unit/section input
- Incorporation of assisting agencies' input
- Briefing of staff on responsibilities

A sample Demobilization Plan can be found in 9300 Appendix 2.

9330.10 Traffic Plan

The traffic plan will be developed as needed and will be dictated by the geographical limitations found around the incident. The LSC or the person who is designated by the LSC develops a set of basic rules on the traffic flow at the site. The traffic plan should indicate:

- A flow pattern for traffic at the site
- Identified drop-off areas for material and personnel

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- Speed limits within the site
- Identified positions within the site, such as the command post, eating facilities, etc
- A set of general rules that will provide personnel with clearly defined requirements for the smooth flow of traffic

9330.11 Site Safety and Health Plan

Coast Guard employees, other government employees, contract personnel involved in oil spill response activities, and wildlife rehabilitation workers must comply with all applicable worker health and safety laws and regulations. The primary federal regulations are the Occupational Safety and Health Administration (OSHA) standards for hazardous waste operations and emergency response found in 29 CFR 1910.120. This rule regulates the safety and health of employees involved in cleanup operations at uncontrolled hazardous waste sites during cleaning operations and in certain hazardous waste treatment, storage, and disposal operations conducted under the Resource Conservation and Recovery Act of 1976 (RCRA). The regulations also apply to both emergency response and post-emergency cleanup of hazardous substance spills. The definition of hazardous substance used in these regulations is much broader than CERCLA, encompassing all CERCLA hazardous substances, RCRA hazardous waste, and all DOT hazardous material listed in 49 CFR Part 172. Thus, most oils and oil spill responses are covered by these regulations. The rules cover employee protection during initial site characterization and analysis, monitoring activities, material handling activities, training, and emergency response. The Safety Officer assigned to the incident maintains awareness of active and developing situations, ensures the preparation and implementation of the Site Safety Plan, and includes safety messages in each Incident Action Plan.

See 9300 Appendix 1, for ICS Compatible Site Safety and Health Plan.

9340 WASTE DISPOSAL

For incidents with large amounts of waste, a written disposal plan should be developed. The plan should include the details of the disposal options available and how waste will be handled, stored and disposed of. Ideally, local disposal should be given priority to minimize cost and logistic concerns. The disposal plan should also include locations for temporary storage sites available.

9340.1 Disposal Concerns

In dealing with oil spills, one of the main problems encountered is what to do with the waste materials once the cleanup has begun. When dealing with the method of disposal there are three main areas of concern, ecology, logistics and finance. What further effects are going to occur due to relocation of the waste material? (Ideally, the goal is to dispose of the material without any further hazard generate or further impacts to the environment, including air, surface water, ground water, and soils. How can waste be safely moved from the site to the disposal and /or treatment area? What is the availability of the machinery needed for removal? What is the capacity of the disposal and/or treatment

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facility? How much is it going to cost to dispose of the waste? What are the possibilities of recycling the wastes into a useful product to help offset the disposal cost?

Waste material generally fall into one of the following categories:

- * **Recovered liquids (oil/water mixtures)**
- * **Contaminated absorbents and debris**
- * **Contaminated soils/sand**

Liquid waste is probably the easiest form of waste to deal with because it is easily handled, moved or sometimes can be processed into a useful product. Absorbents are the most widely used products for oil spill cleanup. Organic absorbents, mainly made of straw, are biodegradable. Many new absorbents are synthetic and their biodegradability is greatly reduced. The best absorbents would be one that could be reused, much like a sponge, leaving only liquid waste which is easily disposed of, thereby reducing cleanup costs and the amount of solid waste generated. Contaminated soils from beaches must be disposed of in accordance with Wisconsin regulations.

9340.2 Potential Disposal Methods

9340.2.1 Recovered Liquid Waste

Disposal in accordance with 40 CFR 262.20-23 for RCRA wastes.

- a. Recycling (recovery in settling tanks, used oil recyclers)
- b. High temperature incineration
- c. Evaporation of light ends
- d. Oxidation
- e. Biodegradation
- f. In-Situ Burn (where permitted)
- g. Use as fuel

9340.2.2 Contaminated Sorbents and Debris

Disposal in accordance with 40 CFR 262.20-23 for RCRA wastes.

- a. Incineration at waste-to-energy facilities
- b. Soil thermal treatment facilities (special conditions apply)
- c. Class I permitted municipal waste landfill

9340.2.3 Contaminated Soils

Disposal in accordance with 40 CFR 262.20-26 for RCRA wastes.

- a. Soil thermal treatment facilities
- b. Incineration at waste-to-energy facilities

9340.3 Waste Disposal Site Selection

Wisconsin's Department of Natural Resources (WI DNR) may be contacted to help determine the eligibility of facilities to use general permits for soil thermal treatment and

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used oil recycling. WI DNR will also issue permits for land filling, air pollutant emissions, hazardous waste treatment, storage, and disposal, and for the registration and/or certification of used oil transporters, collection facilities and recyclers. The WI DNR can be contacted regarding state regulations for the handling, storage, and testing of petroleum contaminated soil, solid waste, and hazardous waste. Oil spill wastes may be disposed of at permitted facilities (federal, state and local) authorized by the EPA and WI DNR. During federalized spills, it is the responsibility of the FOSC to ensure that waste resulting from a spill is handled properly.

9340.4 Waste Characterization

The first step in determining which method(s) of disposal will be utilized is to characterize the waste and determine if it is subject to the requirements of the Resource Conservation and Recovery Act (RCRA), 40 C.F.R. The spiller's knowledge of the material and/or laboratory analysis, and the intended use of the recovered material must be used to determine if the material meets the criteria for hazardous waste set forth in 40 C.F.R 261.

9340.5 RCRA Regulated Waste

If the material meets the criteria for RCRA regulated wastes, it can only be disposed of at an approved hazardous waste treatment/disposal facility. If the spill is not a hazardous waste listed in 40 C.F.R 261 Subpart D, but exhibits a characteristic of hazardous waste per 40 C.F.R 261 Subpart C, it is possible to treat the waste on site to render it non-hazardous prior to off site disposal. The generator shall treat hazardous waste in tanks or containers only, provide a waste analysis plan to document treatment, and ensure compliance with 40 C.F.R 262.34 requirements while accumulating and treating the waste. This kind of treatment would include stabilization of soils with cement, neutralization and other simple forms of non-thermal treatment. Evaporation of organics and dilution are not permissible.

9340.6 Non-RCRA Regulated Wastes

Several options exist for disposal, treatment or recycling of wastes and recovered products that are not subject to RCRA requirements. Following is a brief summary of each option and recommended procedures.

9340.7 Used Oil Recyclers

Used oil recyclers can process recovered oil and oil/water mixtures into reusable products. Used oil transporters must be certified. Used oil recycle facilities must be registered and approved to use the general permit for used oil recycling.

9340.8 Waste-to-Energy Incinerators

Waste-to-Energy (WTE) Incinerators produce energy from the incineration of municipal solid wastes. Depending on the nature of the material to be disposed of, WTE facilities may be a viable option for disposal of oil debris and/or soils. WTE facilities must have an air permit and a power plant site certification.

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9340.9 Soil Thermal Treatment Facilities (STFF's)

Soil Thermal Treatment Facilities (STFFS's) use heat to remove petroleum contaminants from soil, resulting in clean soil for various uses. STFF's are an option for petroleum contaminated provided that the soils are not classified as a hazardous waste as defined in 40 C FR 261. STFF's must have permit and be approved to use the general permit for soil thermal treatment.

9340.10 Land Filling

Land filling of soil and debris which is non-hazardous and non-saturated in a lined Class I landfill in an acceptable disposal option. Landfills must be permitted. Decisions regarding acceptance of wastes are at the discretion of the landfill operator. Laboratory analysis of waste may be required prior to acceptance. In some cases, treatment of petroleum contaminated soil may include land farming. This process involves spreading the soil in a thin layer over an impermeable liner or surface. The contaminant reduction is caused by a combination of volatilization, biodegradation, and photo degradation.

9350 COMMUNICATIONS

9350.1 Communications Team

The objectives/tasks of the Communications Team are:

- 1) Enhance interagency communications between field responders on scene as well as between the field responders and the Unified Command Post.
- 2) Provide hand held radios to Coast Guard, DNR, EPA, county LEPCs, the Responsible Party, the commercial contractor, fire department, the Unified Command Center and other responders as necessary.
- 3) Provide technical support and coordinate and assist with other communications functions, such as facsimile and telephone installation, for the Unified Command Post and then within the Communications Center. Use this section to initially record and make any updates necessary for providing a list of frequencies, phone, cellular and facsimile numbers to the Unified Command Post and field responders.
- 4) Maintain a list of standard operating frequencies of the responding agencies such as the WI DNR, county LEPCs, fire department, police department and Coast Guard.
- 5) Organize talk groups, which will consist of certain agencies assigned to a specific channel on the hand held radios so as to provide communications with any other agency on scene, overcoming the obstacle of incompatible radios and frequencies.
- 6) Assign newly arriving responding agencies to a talk group or create new talk groups as needed.

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- 7) Designate a secondary means of communication using cellular phones.
- 8) Grant permission for an agency to talk outside their talk group.
- 9) Enforce brevity in radio transmission.
- 10) Organize communications and provide listings of all applicable frequencies and numbers used. In addition to ICS form 205, a version of the following form may be used to organize communications.

TELEPHONES

Agency	Phone #	Fax #
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		
17.		

CELLULAR PHONES

Agency	Phone #
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	

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COMMUNICATIONS CENTER

Radio Frequency	Phone #	Fax #
1.		
2.		
3.		
4.		

9350.2 Radio Communication Procedures

Below are the standard radio procedures to be used:

- Review operations procedures prior to using the radio.
- Wait for a clear channel before transmitting.
- Microphone should be 1-2 inches from mouth and at a 45-degree angle.
- Do not shout, or talk too softly.
- Speak slowly, clearly, and avoid rushing.
- Use tactical call signs when ever possible (e.g., EOC, Command Post, etc.)
- Establish contact as follows:
 “Called station call sign”, this is “Your Call Sign”, Over
- Send all messages using clear test (NO CODES!).
- Always use easily understood words.
- Use a 24-Hour clock when referencing time.
- If you expect a response, end transmission with OVER.
- If you expect no response, end transmission with OUT.
- Always yield channel for emergency or more urgent traffic.
- Stay on the assigned channel during communications, however if both/all communication parties agree changing radio channels may be done.
- Keep antenna vertical and fully erect.
- Keep People away while you are transmitting.
 (BACKGROUND NOISE CAN GARBLE TRANSMISSION).
- Protect portable radio from the elements if the radio is not “all-weather”

9350.3 Radio Frequencies

The FCC assigns Coast Guard radio frequencies. Frequencies currently used are in the marine band. USCG Sector and Air Stations use their own frequencies when prosecuting cases and may pass information via one of several different radio channels as designated or by land-line or cellular telephone. Common marine band channels which would be used include 16, 21A, 22A, 23A, 81A, and 83A.

Marine Band Channel 16 operates at 156.800 MHz and is the international hailing and distress frequency. In a pollution case, 16 may be used by USCG Sector Lake Michigan. To alert mariners to urgent COTP information broadcasts are normally on 22A. (NOTE: FCC regulations prohibit the use of Channel 16 by land mobile stations and non-SAR land fixed stations.)

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Marine Band Channels 21A and 23A operate at 157.050 MHz and 157.150 MHz and are USCG operational channels. During a pollution case, information would be exchanged and these channels can be relayed to Sector Lake Michigan.

Marine Band Channel 22A operates at 157.100 MHz and is the primary USCG public liaison channel. Urgent marine broadcasts are announced on channel 16 and are broadcast on 22A. During a pollution case, 22A may be used by USCG Stations to inform mariners of hazardous conditions or restrictions on the use of waterways.

Marine Band Channel 81A operates at 157.075 MHz and is a primary pollution response operating frequency. 81A is also the national marine pollution response coordination channel. 81A should be a primary means of radio communication between Sector Lake Michigan, field teams, and contractor teams in pollution cases.

Marine Band Channel 83A operates at 157.175 MHz and is the USCG Auxiliary primary operating channel. COTP Lake Michigan may preempt the use of this channel in emergencies. 83A is used as an overflow channel for 81A during pollution case prosecution.

Use of Coast Guard frequencies and radios during pollution response is governed by FCC and USCG regulations, and by Sector Lake Michigan direction. Cleanup contractors are authorized to use CG frequencies to communicate with Sector Lake Michigan and other USCG units. Commercial contractors should choose another marine band or land based frequency that's available for public use, for their internal communications.

9350.4 USCG Headquarters Teleconference Procedures

The telephone equipment presently installed in the Coast Guard Headquarters Command Center enables Command Center watch standers to establish a variety of teleconferences. This service is available to authorized personnel during situations in which teleconferencing would enhance Coast Guard operations or Federal response capabilities, including planning. The system provides conferencing capabilities to or from any location accessible by phone. Each conference bridge, of which there are two, is capable of establishing a single conference of up to 60 participants, or up to 8 separate conferences with a total of 60 lines involved. The connections may be made via FTS and/or commercial lines.

Authorized Use:

Teleconference service is available to Coast Guard Headquarters field personnel through Headquarters Command Center or the National Response Center, and to NRT or RRT representatives, and representatives of those Federal On-Scene Coordinators designated under the authority of the National Contingency Plan, through the National Response Center.

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Conference Type:

There are three methods of establishing a teleconference on the Conference Bridge:

Operator Manual Dial:

A Coast Guard Headquarters Command Center watch stander must originate the connection to each conferee. As contact is made, conferees are placed on hold until all participants have been reached. When all participants are on the Conference Bridge, the watch stander will begin the conference. The watch stander may add new members at any time during the conference. Since this conference method superimposes the burden of conference administration on the already limited resources of the Command Center, it should be used only when other conference methods are inappropriate.

Meet Me:

Each conferee is given a pre-designated phone number that will ring directly into the Conference Bridge. The participants are responsible for dialing into the bridge at the pre-scheduled time of the conference. The Command Center Watch Stander will answer the calls as they arrive and place them into the correct conference. Fast conference buildup is an advantage offered by this method of teleconferencing. It has the added advantage of relieving the watch stander from having to dial all participants individually. This method also gives participants the option of entering the conference on an "as interested" basis.

Auto-Hook:

(Requires no Command Center Watch Stander involvement during the conference). The watch stander places a portion of the bridge into the "Auto-Hook" mode for a pre-designated period of time and assigns each participant a phone number. The conferees are then able to dial into the bridge at any time agreed upon by the participants. As participants dial in, the bridge auto-answers and the caller is placed into a conference with others who have called. Participants may enter and leave the conference as often as necessary. To ensure that only authorized callers enter the conference, a security code may be issued which would be keyed in when the bridge answers. If the Command Center watch stander is needed, any conference participant may dial "0" activating a signal for the watch stander to enter the conference.

Recording:

Any teleconference in which a watch stander is present will be recorded. Recording in the Auto-Hook mode requires watch stander assistance, which can be gained by dialing "0" once any portion of the conference has been established. Speakerphones should not be used by conferees during the conference, since their use results in serious degradation of sound quality for all participants.

Procedure to Request a Conference:

Routine request for a teleconference must be made to the respective Command Center Duty Officer at the numbers listed below a minimum of one (01) day in advance of the conference date. Emergency conferences may be requested at any time.

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USCG HQ Command Center: (202) 267-2100
NRC: (202) 267-2173; (800) 424-8802

The USCG Headquarters Duty Officer will service conference requests concerning Coast Guard operations, law enforcement, public relations, and congressional and international affairs. The National Response Center will service teleconference requests concerning environmental issues, marine inspections, port safety, and other subjects. The party making the request should determine which Duty Officer to call.

The Duty Officer will determine availability of the service and make recommendations regarding the type of conference to be made. The "Auto-Hook" teleconference is generally recommended since it minimizes the administrative burden at the Command Center watch personnel. If the "Operator Manual Dial" is utilized, the person requesting the conference must provide a list of parties to be called along with their phone numbers. Final determination of conference type and availability rests with Commandant (G-TGC). Regardless of the teleconference method proposed, the party requesting the service must identify a single point of contact for conference coordination. Since availability of teleconferencing equipment is subject to change the point of contact for the requesting office or unit should contact the Command Center to confirm teleconference arrangements early in the day for which the conference is requested.

9350.5 Portable Telephones, Telefax, Computer Communication Systems

At mostly all times, USCG personnel will also have cellular or even satellite telephone capabilities. Most other involved agencies and personnel will also have use of cellular phones as well. The contact numbers should be identified, recorded and distributed to all applicable response parties to ensure continuity of operations.

Facsimile (FAX) transmission by phone line is an excellent way to exchange complex information quickly and accurately, particularly between response agencies, technical experts, other Coast Guard units, and shipping companies. Most agencies have a dedicated fax line and machine. Any fax numbers to be used should be identified, recorded and distributed to all applicable response parties to ensure continuity of operations.

Coast Guard Standard Workstation (SWIII) allows communications with other similarly equipped computers via e-mail to exchange text, data, photos and graphics.

E-Mail is the mainstay of the present SWIII communication system. It allows direct connection to all other units and most personnel in the Coast Guard.

9350.6 Staging Areas

Depending on the location of the incident, staging areas can be designated in a variety of locations. Coordination with State and Local agencies is crucial and should be addressed with appropriate members of the Unified Command as soon as resources dictate the need for staging areas. Staging areas may be identified and noted on ICS form 201 in the map/sketch or situational map sections and/or in the traffic plan.

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9400 AREA PLANNING DOCUMENTATION

9410 DISCHARGE AND RELEASE HISTORY

9410.1 Historical Spill Considerations

9410.2 Waterfront Facilities

9410.3 Railways

9410.4 Highways

9410.5 Pipelines

9420 RISK ASSESSMENT

9430 PLANNING ASSUMPTIONS – BACKGROUND INFORMATION

9430.1 Planning Assumptions

9430.2 Area Background Information

9440 PLANNING SCENARIOS

9440.1 Average Most Probable Discharge

9440.2 Maximum Most Probable Discharge

9440.3 Worst Case Discharge

9410 DISCHARGE AND RELEASE HISTORY

9410.1 Historical Spill Considerations

Historical research can identify the areas in which spills have been most likely to occur. This information has been used to target and pre-site equipment. The majority of spills have been in the 100 gallon or less category, with a few being in the category of greater than 1000 gallons. Historical spill information is based on estimated percentage values of the areas which spills generally have occurred within the Sector Lake Michigan-Milwaukee zone.

Milwaukee Area: Estimated 70% of all spills occur within this area.

Racine & Kenosha Areas: Estimated 20% of all spills occur within this area.

Port Washington, Sheboygan, Manitowoc & Two Rivers Areas: Estimated 10% of all spills occur within these areas.

9410.2 Waterfront Facilities

There are two petroleum facilities located in the Port of Milwaukee which are used to transfer asphalt [primarily] & a few other petroleum products for local use. These are listed below along with the phone number and total tanks capacity:

*Construction Resource Management / 414.643.9516 / 4,536,000 gallons

*Jacobus Petroleum Products, Inc. / 414.476.0701 / 5,376,000 gallons

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9410.3 Railways

There have been no spills into the navigable waterway in the COTP Sector Lake Michigan-Milwaukee area from a railway accident.

9410.4 Highways

There have been two significant spills into the navigable waterway from the highway in the COTP Sector Lake Michigan-Milwaukee area in the past years. Below are the specific details on those spills:

**Marquette Interchange / 27 Nov 1992 / Tank Truck / Gasoline / 8,500 Gal.

**South Chase Ave. Bridge / 17 Sep 1992 / Tank Truck / Diesel #2/6,200 Gal.

9410.5 Pipelines

The Milwaukee area has one major pipeline, West Shore Pipeline that:

- Originates in Lemont, IL,
- Has main reception and pumping stations in Romeoville, IL; Blue Island, IL; Hammond, IN; and Milwaukee, WI,
- Has 13 other pumping stations along the pipeline,
- Distributes various types of refined petroleum products,
- Is an underground pipeline that travels from northern Illinois, North, paralleling Lake Michigan to Green Bay, WI where it crosses the Fox River and terminates at several local tank farms,
- No history of spills into the navigable waterway from the pipeline,
- Probability of spills is very small due to:
 - Safety shutdown procedures of the company
 - Distance of pipeline from Lake Michigan (10 miles inland)
 - Pipeline crosses very few large rivers or creeks that lead into Lake Michigan
 - One spur that services “General Mitchell Airport” for jet fuel
 - Spur to Jones Island in Milwaukee has been “Out-of-Service” for the past 10 years

West Shore Pipeline Company
3400 S. Badger Road
Arlington Heights, IL 60005
Phone: 847.439.0270

Waterway: Fox River
Pipe Diameter: 10 inches
MAWP : 1400 psi

9420 RISK ASSESSMENT

Scenario development should be based on the objectives, and consider vulnerabilities, hazards or weaknesses to the organization, and what probability there is of each occurrence. The depth and quantity of this information could vary depending on the situation the designers wish to create, and the objectives that were developed previously. These considerations will also have an impact on the type of exercise to be conducted: a tabletop, functional or full-scale exercise. And, of course, the style and extent of the scenario developed will depend on the type of a tabletop exercise as it would be for a full-scale exercise. At a minimum, the scenario should contain:

- Date and time of the incident;
- Weather conditions at the time of the incident;
- Tidal and current conditions at the time of the incident;

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- Primary cause of the incident;
- Source or sources of the spill;
- Any other pertinent consequences resulting from the incident.

9430 PLANNING ASSUMPTIONS – BACKGROUND INFORMATION

9430.1 Planning Assumptions

Area Contingency Plans shall be reviewed and updated annually by the Area Committee. Plans shall be reviewed to ensure all information is current, and in particular, the following areas shall be looked at:

- *Emergency notification list;
- *Response equipment information (type and amount available);
- *Sensitive areas;
- *Hazard/risk assessment of the area;
- *Response strategies (changes based on new technology, new equipment, etc);
- *Dispersant approval.

Any changes to the plan must be noted on the record of changes page.

The FOSC shall periodically test this ACP by conducting drills of response and removal capability, to assess the effectiveness of such plans and relevant tank vessel and facility response plans. These drills may include participation by Federal, State, local agencies, owners and operators of vessels and facilities in the area, and private industry. The NSFCC will act as a clearinghouse for these exercises, participating in the development, execution, and evaluation to the fullest extent practicable, with the cognizant program managers of the USCG and EPA. The NSFCC may, in conjunction with the cognizant program managers of the USCG and EPA, impose unannounced area or multi-area exercises.

9430.2 Area Background Information

**Port of Milwaukee is the center of marine transportation related activity in the Eastern Wisconsin area. Cargoes handled are: salt, grain, asphalt, cement, construction aggregates, coal, farm equipment, and general cargo.

Note: Due to winter ice, the shipping season is limited to April through December.

**The transport of oil and hazardous substances through the Milwaukee area is moderate but rarely are these two items transported by vessel. The majority of petroleum products are transported via an underground pipeline owned by West Shore Pipeline Company based in Lemont, IL.

Milwaukee is second only to Chicago as a major transportation center along the western shores of Lake Michigan, where the handling and transportation of petroleum products and hazardous materials poses a threat to a densely populated area. However, asphalt is the **only petroleum product shipped regularly into the Port of Milwaukee.

**The number of rail lines and highways crossing area waterways increases the likelihood of a pollution incident, which would require a Federal, State, and local response.

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9440 PLANNING SCENARIOS

The Area Committee must plan for the following categories of spill scenarios:

- a. Average Most Probable Discharge
- b. Maximum Most Probable Discharge
- c. Worst Case Discharge

9440.1 Average Most Probable Discharge

This scenario is based on the size of the average spill in the Sector Lake Michigan-Milwaukee area, which is approximately 100 gallons or less. This amount is based on the total amount of product discharged from all sources.

9440.2 Maximum Most Probable Discharge

This scenario is based on historical data and takes into account such factors as past recorded spills (from facilities and all forms of vehicle transportation), traffic flow through area, hazard & risk assessment & seasonal considerations, etc.

Vessel: The “most probable” scenario probably would involve a freighter being involved in a collision, allision or grounding, discharging the contents of its fuel tanks into the near shore waters of the Milwaukee Bay. The expected amount discharged would be approximately 6,000 – 10,000 gallons of No. 6 Fuel Oil.

Non-Vessel: The “most probable” scenario probably would involve a tank truck accident (overturned) on one of the many bridges spanning the two main rivers which flow into Milwaukee Bay. The expected amount discharged would be approximately 6,000 – 9,000 gallons depending on size of tanks involved. The product would likely be lighter end petroleum product such as gasoline, kerosene, or diesel fuel. The impacts can vary widely depending on time of year and location.

9440.3 Worst Case Discharge

Due to a limited amount of hazardous cargoes being transported / stored within Sector Lake Michigan-Milwaukee zone, a worst case discharge (ie: in the million of gallons) is highly unlikely to occur.

The “worst case” scenario probably would involve the grounding of a tank barge carrying approximately 670,000 gallons of heavy oil, or lighter oil products, onto the Milwaukee breakwater (break wall) during a northeast winter storm. This scenario was chosen because of vessel traffic flow patterns during the late winter season. The primary supply of oil products to the Upper Peninsula of Michigan from Chicago is by tank barge. These barges pass through the Sector Lake Michigan-Milwaukee zone. Several times each winter the barges will slip into Milwaukee Harbor to sit out a winter storm.

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**SECTOR LAKE MICHIGAN – AREA CONTINGENCY PLAN
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9500 LIST OF AGREEMENTS

9505	MOU between EPA and the USCG, signed 17 August 1979.	45
9510	MOU between EPA and the USCG, signed 3 October 1979.	45
9515	MOU between USCG and the EPA, signed 1 January 1982.	45
9520	MOU between USCG and the EPA, signed 4 January 1982.	45
9525	MOU between USCG and the EPA, signed May/June 1999.	45
9530	Inter Agency Agreement (IAA) between US Navy and the USCG, signed 15 September 1980.	45
9535	MOU between the EPA, USCG and OSHA, signed 18 December 1980.	46
9540	MOU between the Departments of Interior and Transportation, signed 16 August 1971.	46
9545	MOU between the U.S. Fish & Wildlife Service and the USCG, signed 24 July 1979.	46
9550	MOU for the USCG Auxiliary in Support of the Marine Environmental Protection Program, signed 23 May 1995.	46
9555	MOU between the Director of Military Support (DOMS) and the USCG, signed 12 August 1996.	46

MOU: Memorandum of Understanding

IAA: Inter Agency Agreement

See MSM Vol. X (CIM 16000.15) for additional listings.

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**SECTOR LAKE MICHIGAN – AREA CONTINGENCY PLAN
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9505 MOU between EPA and the USCG, signed 17 August 1979.

MOU on Assessment of Civil Penalties for Discharges of Oil and Designated Hazardous Substances.

9510 MOU between EPA and the USCG, signed 3 October 1979.

MOU concerning the Mitigation of Damage to the Public Health or Welfare Caused by a Discharge of a Hazardous Substance under Section 311 of the Clean Water Act (33 USC 1321).

9515 MOU between USCG and the EPA, signed 1 January 1982.

Agreement 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 MOU establishes the accounting, contracting, and fund management control policies and procedures for USCG response actions.

9520 MOU between USCG and the EPA, signed 4 January 1982.

This 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-designated USCG On-Scene Coordinators. For further information on Dispersants use and other Chemical Countermeasures, refer to Section 9700 of this Area Contingency Plan.

9525 MOU between USCG and the EPA, signed May/June 1999.

MOU regarding agency participation on area committees to execute the National Contingency Plan. For response purposes (OSC), the USCG D9 & EPA Region 5 have developed the One-County In strategy for the Great Lakes.

9530 Inter Agency Agreement (IAA) between US Navy and the USCG, signed 15 September 1980.

IAA for cooperation in Spill Clean-up Operations and Salvage Operations. *Note: The NCP set guidelines for cooperative assistance between federal agencies, referencing 40 C.F.R. 300.170 and 40 C.F.R. 175 (4)(ii), which states during preparedness planning or in an actual response, various agencies may be called upon in their respective area of expertise.*

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9535 MOU between the EPA, USCG and OSHA, signed 18 December 1980.

This MOU provides guidance for the protection of workers who investigate and clean up hazardous waste sites and respond to hazardous substance emergencies.

9540 MOU between the Departments of Interior and Transportation, signed 16 August 1971.

MOU concerning respective responsibilities under the National Oil and Hazardous substances Pollution Contingency Plan (NCP).

9545 MOU between the US Fish & Wildlife Service and the USCG, signed 24 July 1979.

The purpose of this agreement is to specify the conditions and procedures under which the USF&WS will provide the USCG FOSC 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 spills.

9550 MOU for the USCG 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.

9555 MOU between the Director of Military Support (DOMS) and the USCG, signed 12 August 1996.

This MOU specifies the procedures by which the USCG can request the U.S. Air Force Reserve to provide aircraft, equipment and personnel for the application of oil dispersants during oil spill cleanup and removal operations and establish interagency cost reimbursement.

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9600 CONVERSIONS: TABLE OF MEASURES

LENGTH

1 in = 2.54 cm (centimeters) 1 cm = 0.3937 in (inch)

1 ft = 0.3048 m (meter) 1 m = 3.2808 ft (feet)

1 yd = 0.9144 m (meter) 1 m = 1.0936 yds (yards)

1 mi = 1.6093 km (kilometers) 1 km = 0.6214 mi (mile)

AREA

1 sq in = 6.452 cm² (sq centimeter) 1 cm² = 0.155 sq in (square inch)

1 sq ft = 0.0929 m² (sq meter) 1 m² = 10.7639 sq ft (square feet)

1 sq yard = 0.8361 m² (sq meter) 1m² = 1.1960 sq yds (square yards)

1 ac = 0.4057 ha (hectare) 1 ha = 2.4710 ac (acres)

1 sq mi = 2.5900 km² (sq kilometers) 1 km² = 0.3861 sq mi (square miles)

LIQUID CAPACITY

1 fl oz = 29.574 mL (milliliters) 1 mL = 0.03381 fl oz (fluid ounce)

1 qt = 0.9463 L (liter) 1 L = 1.0567 qt (quart)

1 gal = 3.7853 L (liters) 1 L = 0.2642 gal (gallon)

DRY CAPACITY

1 qt = 1.1012 L (liters) 1 L = 0.9081 qt (quart)

1 bu = 35.238 L (liters) 1 L = 0.028378 bu (bushel)

VOLUME

1 cu in = 16.387 cm³ (cubic centimeters) 1 cm³ = 0.061 cu in (cubic inch)

1 cu ft = 0.0283 m³ (cubic meter) 1 m³ = 35.3145 cu ft (cubic feet)

1 cu yd = 0.7646 m³ (cubic meter) 1 m³ = 1.3079 cu yd (cubic yards)

WEIGHT

1 gr = 0.0648 g (gram) 1 g = 15.4324 gr (grain)

1 oz avdp = 28.3495 g (grams) 1 g = 0.0353 oz avdp (ounce avoirdupois)

1 lb avdp = 0.4536 kg (kilograms) 1 kg = 2.2046 lb (pound avoirdupois)

1 short ton = 0.9072 metric ton 1 metric ton = 1.1023 short ton

TEMPERATURE

*F = (*C x 1.8) + 32 (Centigrade) *C = (F* - 32) / 1.8 (Fahrenheit)

You may also obtain conversion information online at:

<http://www.srh.noaa.gov/wgrfc/convert.html>

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CONVERSIONS AND EQUIVALENTS

AREA- (s=statute, n=nautical)		
Multiply	by	to derive
meters ²	10.76	feet ²
feet ²	0.0929	meters ²
kilometers ²	0.386	s. miles ²
s. miles ²	2.59	kilometers ²
s. miles ²	0.7548	n. miles ²
n. miles ²	1.325	s. miles ²
kilometers ²	0.2916	n. miles ²
n. miles ²	3.430	kilometers ²

TEMPERATURE-	
Calculate	To derive
5/9(°F-32°)	°C
9/5°C+32°	°F

VOLUME		
multiply	by	to derive
barrels	42	gallons
barrels	5.615	feet ³
barrels	158.9	liters
barrels	0.1589	meters ³
feet ³	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	2240	pounds
short tons	907.2	kilograms
short tons	2,000	pounds

DENSITY ESTIMATIONS-

	Barrels/Long Ton		Notes:
	Range	Average	
Crude Oils	6.7 - 8.1	7.4	<ul style="list-style-type: none"> 1 Long Ton equals 2,200 lbs. As a general approximation, use 7 bbl. (300 U.S. gallons) per metric ton of oil. 6.4 barrels/long ton is neutrally buoyant in fresh water. Open ocean neutral buoyancy values are generally in the 6.21-6.25 barrels/long ton range.
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	

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: pounds/gallon 8.3

Note: Exact weight depends on temperature and salinity.

Weight of Sea Water: pounds/gallon 8.5

OIL THICKNESS ESTIMATIONS-

Standard Term	Approx. Film Thickness		Approx. Quantity of Oil in Film	
	Inches	Mm		
Barely Visible	0.0000015	0.00004	25 gals/mile ²	44 liters/km ²
Silvery	0.000003	0.00008	50 gals/mile ²	88 liters/km ²
Slight Color	0.000006	0.00015	100 gals/mile ²	176 liters/km ²
Bright Color	0.000012	0.0003	200 gals/mile ²	351 liters/km ²
Dull	0.00004	0.001	666 gals/mile ²	1,168 liters/km ²
Dark	0.00008	0.002	1,332 gals/mile ²	2,237 liters/km ²

Thickness of light oils: 0.0010 inches to 0.00010 inches.

Thickness of heavy oils: 0.10 inches to 0.010 inches.

COMMONLY-USED EQUATIONS-

Circle: Area = 3.14 x radius ² Circumference = 3.14 x diameter	Cylinder/Pipe/Tank Volume = 3.14 x radius ² x length
Sphere/Tank Area = 4 x 3.14 x radius ² Volume = 1.33 x 3.14 x radius ³	Rectangle/Square Area = length x width Cube/Block/Tank Volume = length x width x height

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9700 LIST OF RESPONSE REFERENCES

- 9710 Relevant Statutes / Regulations / Authorities List 50**
 9710.1 Federal Statutes
 9710.2 Federal Regulations
 9710.3 Federal Publications
 9710.4 Guidance Documents
- 9720 Relevant Instructions / Guidelines / Standard Procedures**
 9720.1 Protection of Historic Properties
 9720.2 Endangered Species Protection
 9720.3 Essential Fish Habitat (EFH)
 9720.4 Vessel Salvage and Lightering
- 9730 Geographic Response Plans**
 9730.1 Environmental Sensitivity Index (ESI)
 WLM- 1: Kenosha County, WI
 WLM- 2, 3: Racine County, WI
 WLM- 4, 5, 6: Milwaukee County, WI
 WLM- 7, 8: Ozaukee County, WI
 WLM- 9, 10, 11: Sheboygan County, WI
 WLM- 12, 13, 14, 15: Manitowoc County, WI
 WLM- 15, 16: Kewaunee County, WI
- 9740 Technical References List**
 9740.1 NCP Product List
 9740.2 CG Incident Management Handbook (NEW FOG)
 9740.3 ICS Form Database
 9740.4 Catalogue of Crude Oil & Oil Product Properties
 9740.5 CHRIS Manual
 9740.6 Freshwater Spills Information Clearinghouse
 9740.7 Agency for Toxic Support and Disease (ATSDR)
 9740.8 Response Resource Inventory (RRI)

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List of Response References

9710 Relevant Statutes / Regulations / Authorities List

9710.1 Federal Statutes

33 USC 1321, Section 311 (Federal Water Pollution Control Act (FWPCA))

**The FWPCA was amended in 1977 & became known as the Clean Water Act (CWA)

33 USC 2701 et. Seq. Oil Pollution Act of 1990 (OPA 90) amended the CWA

Executive Order 12777, 22 Oct 1991, 59 FR 54757 delegated functions for COTP zones as described in 33 CFR Part 3

42 USC 9601 et. Seq. Comprehensive Environmental Response Compensation and Liability Act of 1980 (CERCLA)

9710.2 Federal Regulations

15 CFR 990 (NOAA NRDA Rule)

29 CFR 1910.120 (OSHA - HAZWOPER)

33 CFR 1 – 125 (USCG – Navigation & Navigable Waters)

33 CFR 126 – 199 (USCG – Navigation & Navigable Waters)

40 CFR 300 (National Contingency Plan - NCP)

43 CFR 11 (DOI NRDA Rule)

9710.3 Federal Publications

CIM 16000.6, USCG Marine Safety Manual, Vol. I

CIM 16000.10, USCG Marine Safety Manual, Vol. V

CIM 16000.11, USCG Marine Safety Manual, Vol. VI

CIM 16000.14, USCG Marine Safety Manual, Vol. IX

CIM 16000.15, USCG Marine Safety Manual, Vol. X

CI 16465.1, “Spills of National Significance Response Management System” (SONS), 15 Jul 1997

CI 1600.27, “Alignment with the National Incident Management System and National Response Plan,” 30 Jun 2005

CI 16471, “Area Contingency Plan Development,” 22 Feb 2005

9710.4 Guidance Documents

NPFC User Reference Guide <http://www.uscg.mil/npfc/>

USCG Incident Management Handbook (IMH) (NEW FOG) for ICS (*see 9740.2*)

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SECTOR LAKE MICHIGAN – AREA CONTINGENCY PLAN

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9720 Relevant Instructions / Guidelines / Standard Procedures

9720.1 Protection of Historic Properties

The *Programmatic Agreement* on Protection of Historic Properties during Emergency Response under the National Oil and Hazardous Substances Pollution Contingency Plan (PA), which was signed by the Coast Guard, among others, requires consideration of historic properties in planning for and conduct of emergency response under the NCP. (See Section 1680)

<http://www.achp.gov/NCP-PA.html>

9720.2 Endangered Species Protection

The MOU Regarding Oil Spill Planning and Response Activities under the NCP and the Endangered Species Act (MOA), which was signed by the USCG, among others, aligns the consultation requirements with the pollution response responsibilities outlined in the NCP.

<http://www.fws.gov/endangered/>

9720.3 Essential Fish Habitat Protection During Emergency Spill Response Operations for Oil Discharges and Hazardous Substance Releases

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

<http://www.nmfs.noaa.gov/habitat/habitatprotection/essentialfishhabitat9.htm>

9720.4 Vessel Salvage and Lightering

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

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

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9730 GEOGRAPHIC RESPONSE PLANS

For the purpose of this plan, Sector Lake Michigan’s Area of Responsibility (AOR) is divided into four quadrants:

- *Green Bay (Annex A)
- *Milwaukee (Annex B)
- *Southern Tip of Lake Michigan (Annex C)
- *Grand Haven (Annex D)

See section 1200 for a detailed description of Sector Lake Michigan boundaries and descriptions of the four quadrants AOR stated above.

The following describes the sensitive areas to be considered when responding to any spill. Refer to the “Sensitivity of Coastal Environments and Wildlife to Spilled Oil” - Western Lake Michigan (WLM). This information can be found at CG Sector Lake Michigan- Prevention office, Milwaukee, WI.

This “Coastal Atlas” contains an *Environmental Sensitivity Index (ESI)* along with geographical areas (indicated below) which corresponds to a color coded chart in the ESI delineating booming strategies for shoreline habitats according to their ranking, sensitive biological resources and human use features.

9730.1 Environmental Sensitivity Index (ESI)

WLM-7, 8: Ozaukee County, WI

Washington Harbor – Sauk Creek flows into the harbor. Creek and harbor are stocked. Power plant discharges into the harbor at the mouth of Sauk Creek. Harbor has very rough water. Couple of collection points within the harbor – check during a spill. Boom creek first with 100’ boom, and inlets to marina with two boom segments, one 500’ segment and one 100’ segment.

Sucker Creek to Harrington Beach (located at northern most point on map) – Beach terrace. Harrington Beach has good lake access and swimming beach.

Responder considerations all along the north shore of Map 8. Gain access to beach only through established paths and gain permission for private access points.

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WLM-9, 10, 11: Sheboygan County, WI

Pigeon River – Major stocking. River occasionally closed. Private accesses to mouth. Boom with 50’ at mouth.

Deland Park – Fish stocking. Pompom boom on beach (determine length).

Seven Mile Creek – Webco private property. Protected air space and unexploded ordinances on property. Do not gain access without permission and escort.

Fischer Creek - #1 Priority Boom Site. Overflight necessary to determine boom length and placement. Rolfe Johnson Milwaukee Public Museum on site.

Shoreline is beach terrace north of Harrington.

Small Wetland – Located south of Rt. 144. Check water level before booming.

Bahr Creek – No stocking. Check water level before booming.

Small Wetland – Located near top of page. Check water level before booming.

Entire area requires overflight.

Kohler Andrae State Park – Listed on map as Terry Andrae State Park. Dunes, beaches, nature preserve at north end of large sand beach. Cleanup and responder considerations.

Black River – Low lying at mouth, extensive wetlands. No stocking. Boom mouth with 100’.

Sheboygan River and Harbor – Major stocking. Boom at mouth and Marina entrance with 400’ and 200’.

WLM-12, 13, 14, 15: Manitowoc County, WI

Calvin Creek – Overflight necessary.

Silver Creek – Overflight necessary.

Manitowoc River – Harbor and river stocked. Boom at mouth (500’) and marina entrance (200’). PCB contaminated sediment hot spots – disturb sediments as little as possible.

Little Manitowoc River – Stocked. Boom at road with 50’.

Two Rivers – boom each river twice once at each river’s bridge and once where main stem converges’ with each river (1,200’ total).

Molash Creek – Significant dunes – responder considerations – stay off dunes and stick to established paths. Nearby is Point Beach State Forest. Boom mouth of creek – determine length of boom necessary. **High cleanup priority.**

Point Beach Nuclear Power Plant-Two Rivers (920.755.2321) – Check with power plant management to discuss MOU regarding intakes and operations.

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Two Creeks Buried State Forest – Responder considerations.

Potential nesting ground for Piping Plover from early May through early June.

Hika Bay – Boom at the bridge with 100' of boom.

Point Creek – May be stocked. Overflight to determine boom placement and length.

WLM-15, 16: Kewaunee County, WI

Kewaunee Nuclear Power Plant (920.388.2560/1) – 4 miles from Point Beach Power Plant. Check with power plant management to discuss MOU regarding intakes and operations.

9740 TECHNICAL REFERENCES LIST

9740.1 NCP Product List

EPA maintains a schedule of dispersants and other chemical or bioremediation products that may be authorized for use on oil discharges in accordance with procedures set forth in 33 C.F.R. Part 300.910. This schedule, called the NCP Product Schedule, may be obtained from the Emergency Response Division (5202-G), U.S. Environmental Protection Agency, 401 M Street, SW., Washington, DC 20460. The telephone number is (202) 260-2342.

See section 1640-1660 or website:

http://www.epa.gov/oilspill/ncp/ncp_index.htm

9740.2 CG Incident Management Handbook (NEW FOG)

The Incident Management Handbook is intended to be a guidance document in forming a response management system for various response related incidents. This system is adopted from the NIMMS Incident Command System which is the predominant public domain response management system in use nationwide. This system is consistent with the NCP. IMH 2000 may be found at:

<http://www.uscg.mil/hq/g-m/nmc/response/fog.pdf>

9740.3 ICS Form Database

The NOAA database provides up to date ICS forms for oil spills. This is an interactive database that allows for data entry. The web site can be found at:

<http://response.restoration.noaa.gov/oil/laid/ICS/intro.html>

To obtain information on in-situ burning or fire boom suppliers, contact U.S. Coast Guard, Gulf Guard Strike Team at (205) 639-6601.

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9740.4 Catalogue of Crude Oil & Oil Product Properties

The Catalogue is available online at:

http://www.etcentre.org/cgi-win/oilproppill_e.exe?Path=\Website\river

9740.5 CHRIS Manual

The CHRIS Manual is available on line at:

<http://www.chrismanual.com>

9740.6	<p>Freshwater Spills Information Clearinghouse</p> <p>The Freshwater Spills Information Clearinghouse (FSIC) is a tool for planners and responders to access plans, maps, technical and scientific literature, outreach aids, and applicable laws and regulations. The FSIC can be accessed online at: http://www.freshwaterspills.net/</p>
9740.7	<p>Agency for Toxic Support and Disease (ATSDR)</p> <p>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. ATSDR also develops, maintains, and informs the public concerning the effects of toxic substances, maintains a list of restricted or closed areas due to contamination, conducts research examining the relationship between exposure and illness, and conducts health assessments at contaminated sites. The ATSDR also assists the EPA in identifying most hazardous substances at CERCLA sites, develops guidelines for toxicological profiles of hazardous substances, and develops educational materials related to the health effects of toxic substances. ATSDR resources are an important tool for the OSC to use in assessing the possible effects of an environmental emergency on the public's health.</p> <p>** Additional information can be obtained by contacting ATSDR at 1-888-42-ATSDR or 1-888-422-8737 or visit their website at: http://www.atsdr.cdc.gov/atsdrhome.html.</p>
9740.8	<p>Response Resource Inventory (RRI)</p> <p>Response Resource Inventory (RRI) system is an information system that provides a comprehensive list of equipment, companies, organizations, and personnel that are available to clean up oil and other hazardous material in the water. **The RRI Bulletin Board is a public access system. There are no logon restrictions enforced.</p> <p>This system is available 24 hours a day, 7 days a week. To access the system dial (919) 331-6039. Further information can also be gained by contacting NSFCC at (919) 331-6000, ext. 3036.</p> <p>http://www.uscg.mil/hq/nsfweb/nsfcc/ops/Logistics%20Inventory/RRIB/rri.html</p>

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9800 RESERVED

9900 RESERVED FOR AREA/DISTRICT

ANNEX A: ACRONYMS / GLOSSARY

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