U.S. Department of Transportation
United States Coast Guard

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First Coast Guard District

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16471

DEC 23 1997

From: Commander, First Coast Guard District
To: Commanding Officer, Marine Safety Office Providence

Subj: APPROVAL OF CHANGE 4 TO RHODE ISLAND AND SOUTHEASTERN MASSACHUSETTS AREA CONTINGENCY PLAN

Ref: (a) Establishment of Area Committees and Development of Area Contingency Plans, COMDTNOTE 16471 of 30 Sep 92

1. Subject plan, as modified by Change 4, has been reviewed by my staff and determined to be in substantial compliance with reference (a).

2. Continued improvement and revision of the Area Contingency Plans help to ensure that we are always prepared to effectively respond to oil and hazardous substance spills in the coastal zone. I thank the Area Committee for the effort that went into Change 4, and I encourage the Area Committee to continue improving and refining the Area Contingency Plan over the next revision cycle.

3. The Rhode Island and Southeastern Massachusetts Area Contingency Plan, as modified by Change 4, is hereby approved.

R. M. LARRABEE

REPORT DOCUMENTATION PAGE

Form Approved
OMB No. 0704-0188

1. AGENCY USE ONLY (Leave Blank)	2. REPORT DATE	3. REPORT TYPE AND DATES COVERED
	23 Dec 97	

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CHANGE 4 TO RHODE ISLAND AND SE MASSACHUSETTS AREA CONTINGENCY PLAN

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6. AUTHOR(S)
CAPTAIN OF THE PORT, PROVIDENCE, RI
RI AND SE MA AREA COMMITTEE

7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES)
RI AND SE MA AREA COMMITTEE
% USCG MARINE SAFETY OFFICE
20 RISHO AVE.
E. PROVIDENCE, RI 02914-1208

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AVAILABLE TO THE PUBLIC;NOT TO BE REPRODUCED FOR RESALE; OTHERWISE, NO RESTRICTIONS ON REPRODUCTION

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N/A

13. ABSTRACT *(Maximum 200 words)*

Change 4 updates the Area Contingency Plan, which describes the strategy for a coordinated Federal, State, and Local response to a discharge of oil or a release of a hazardous substance from a vessel, offshore facility, or onshore facility operating within the boundaries of the area of responsibility for Captain of the Port, Providence.

14. SUBJECT TERMS Area Committee (AC), Area Contingency Plan (ACP), Captain of the Port (COTP), Oil Pollution Act of 1990 (OPA 90), Federal Water Pollution Control Act (FWPCA), Clean Water Act(CWA)

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U.S. Department of Transportation
United States Coast Guard

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16471
10 Dec 97

From: Commanding Officer, Marine Safety Office Providence
To: Commander, First Coast Guard District (mor)

Subj: CHANGE 4 TO RHODE ISLAND AND S.E. MASSACHUSETTS AREA CONTINGENCY PLAN

Ref: (a) Your ltr 16471 dtd 8 Sep 97

1. In accordance with reference (a), I propose the following page replacements and additions. Subparagraphs a. through s. correspond to enclosures 1 through 19, respectively.

a.	Remove Table of Contents (TOC)	PAGES 1-4	Original
	Insert Table of Contents	PAGES 1-5	Change 4
b.	Remove ANN.A.APP.V.TAB.H	PAGES 1-9	Change 3
	Insert ANN.A.APP.V.TAB.H	PAGES 1-9	Change 4
c.	Remove ANN.B.APP.II	PAGES 3-9	Change 3
	Insert ANN.B.APP.II	PAGES 3-9	Change 4
d.	Remove ANN.E.APP.II TAB B	PAGES 1-3	Original
	Insert ANN.E.APP.II	PAGES 1-3	Change 4
e.	Remove ANN.E.APP.IV	PAGES 1-8	Original
	Insert ANN.F.APP.IV	PAGES 1-8	Change 4
f.	Remove ANN.E.APP.V	PAGES 1-2	Original
	Insert ANN.E.APP.V	PAGES 1-2	Change 4
g.	Remove ANN.F.APP.I.TAB.A	PAGES 1-10	Change 3
	Insert ANN.F.APP.I.TAB.A	PAGES 1-10	Change 4
h.	Remove ANN.F.APP.II	PAGES 1-3	Original
	Insert ANN.F.APP.II	PAGES 1-3	Change 4
i.	Remove ANN.F.APP.III.TAB.A	PAGES 1-2	Original
	Insert ANN.F.APP.III.TAB.A	PAGES 1-3	Change 4
j.	Remove ANN.F.APP.III.TAB.I	PAGES 1-2	Change 3
	Insert ANN.F.APP.III.TAB.I	PAGES 1-2	Change 4
k.	Remove ANN.F.APP.III.TAB.M	PAGES 1-2	Original
	Insert ANN.F.APP.III.TAB.M	PAGES 1-2	Change 4
l.	Remove ANN.F.APP.III.TAB.N	PAGES 1-2	Original
	Insert ANN.F.APP.III.TAB.N	PAGES 1-2	Change 4

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Subj: CHANGE 4 TO RHODE ISLAND AND SE MASSACHUSETTS ACP

m.	Remove ANN.F.APP.III.TAB.R	PAGES 1-6	Original
	Insert ANN.F.APP.III.TAB.R	PAGES 1-4	Change 4
n.	Remove ANN.F.APP.III.TAB.S	PAGES 1-2	Change 2
	Insert ANN.F.APP.III.TAB.S	PAGES 1-2	Change 4
o.	Insert ANN.F.APP.V	PAGES 1-4	Change 4
p.	Remove ANN.G	PAGES 1-17	Original
	Insert ANN.G	PAGES 1-42	Change 4
q.	Remove ANN.K	IN ITS ENTIRETY	Original
	Insert ANN.K		Change 4
r.	Insert ANN.M	PAGES 1-17	Change 4
s.	Insert ANN.N	PAGES 1-12	Change 4

PETER A. POPKO

Encl: (1) Table of Contents - PAGES 1-5 Change 4
(2) ANN.A.APP.V.TAB.H - PAGES 1-9 Change 4
(3) ANN.B.APP.II - PAGES 3-9 Change 4
(4) ANN.E.APP.II - PAGES 1-3 Change 4
(5) ANN.E.APP.IV - PAGES 1-8 Change 4
(6) ANN.E.APP.V - PAGES 1-2 Change 4
(7) ANN.F.APP.I.TAB.A - PAGES 1-10 Change 4
(8) ANN.F.APP.II - PAGES 1-3 Change 4
(9) ANN.F.APP.III.TAB.A - PAGES 1-13 Change 4
(10) ANN.F.APP.III.TAB.I - PAGES 1-2 Change 4
(11) ANN.F.APP.III.TAB.M - PAGES 1-2 Change 4
(12) ANN.F.APP.III.TAB.N - PAGES 1-2 Change 4
(13) ANN.F.APP.III.TAB.R - PAGES 3-9 Change 4
(14) ANN.F.APP.III.TAB.S - PAGES 1-2 Change 4
(15) ANN.F.APP.V - PAGES 1-4 Change 4
(16) ANN.G - PAGES 1-42 Change 4
(17) ANN.K Change 4
(18) ANN.M Change 4
(19) ANN.N Change 4

TABLE OF CONTENTS

AREA CONTINGENCY PLAN

Distribution

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TAB H - ROLE OF THE FEDERAL ON-SCENE COORDINATOR

I. FOR STANDARD RESPONSE STRUCTURE

The Federal On-Scene Coordinator is the predesignated federal official responsible for ensuring immediate and effective response to a discharge or threatened discharge of oil or a hazardous substance. The U.S. Coast Guard designates FOSCs for the U.S. coastal zones, while the U.S. EPA designates FOSCs for the U.S. inland zones.

The first federal official affiliated with a NRT member agency to arrive at the scene of a discharge should coordinate activities under the NCP and is authorized to initiate, in consultation with the FOSC, any necessary actions normally carried out by the FOSC until the arrival of the predesignated FOSC. This official may initiate federal fund-financed actions only as authorized by the FOSC.

The FOSC shall, to the extent practicable, and as soon as possible after the incident occurs, collect pertinent facts about the discharge, such as its source and cause; the identification of responsible parties; the nature, amount, and location of discharged materials; the trajectory of discharged materials; whether the discharge is a worst case discharge; the pathways to human and environmental exposure; the potential impact on human health, welfare, safety and the environment; whether the discharge poses a substantial threat to the public health or welfare; the potential impact on natural resources and property which may be affected; priorities for protected human health and welfare and the environment; and appropriate resource documentation.

The FOSC's efforts shall be coordinated with other appropriate federal, state, local, and private response agencies. A FOSC may designate capable individuals from federal, state or local agencies to act as their on-scene representative. State and local governments, however, are not authorized to take actions under Subpart D of the NCP that involve expenditures of the Oil Spill Liability Trust Fund unless an appropriate contract or cooperative agreement has been established.

The FOSC should consult with the RRT, when necessary, in carrying out the requirements of the NCP and keep the RRT informed of activities under the NCP. The FOSC is responsible for addressing worker health and safety concerns at a response scene.

In those instances where a possible public health emergency exists, the FOSC should notify the Health and Human Services (HHS) representative to the RRT. Throughout response actions, the FOSC may call upon the HHS representative for assistance in determining public health threats and call upon the Occupational Safety and Health Administration (OSHA) and HHS for advice on worker health and safety problems.

The FOSC shall ensure that the trustees for natural resources are promptly notified of discharges. The FOSC shall coordinate all response activities with the affected natural resource trustees and shall consult with the affected trustees on the appropriate removal action to be taken. Where the FOSC becomes aware that a discharge may affect any endangered or threatened species, or their habitat, the FOSC shall consult with the appropriate Natural Resource Trustee.

The FOSC shall submit pollution reports to the RRT and other appropriate agencies as significant developments occur during response actions, through communications networks or procedures agreed to by the RRT and covered in the RCP.

FOSCs should ensure that all appropriate public and private interests are kept informed and that their concerns are considered throughout a response, to the extent practicable.

Where appropriate, the FOSC shall establish a Unified Command consisting of the FOSC, the State Incident Commander and the Responsible Party Incident Manager. The FOSC is responsible for assigning individuals from within the response community (federal, state, local or private), as necessary, to fill the designated positions in an Incident Command System (ICS). Positions and responsibilities of assigned personnel will be as described in the "Oil Spill Field Operations Guide (FOG)" (June, 1996) and the Coast Guard Watch Quarter and Station Bill (WSQB) contained in Annex B, Appendix II.

a. Deviations from the FOG, as written, will be as follows:

(1) COMMAND STAFF:

* The Information Officer will also direct the Unified Command's Joint Information Center.

* The Liaison Officer will serve also as Chief of the Command Staff and in that capacity act as an organizational consultant to monitor the efficient implementation of ICS and keep the Incident Commander apprised regarding the need for changes to the response organizational structure.

The command staff will also include:

* Investigation Specialist is responsible for the coordinated management of all matters relating to the multiple investigations surrounding the event: CG, NTSB, Criminal, etc.

(a) Review common responsibilities (page 3-f).

(b) Assess situation from law enforcement perspective.

(c) Establish investigative priorities.

(d) Develop plan for collection and preservation of evidence.

(e) Ensure investigations do not interfere with or adversely affect cleanups.

(f) Keep the FOSC informed on progress of investigation.

b. Provisional members of the command staff include: The Scientific Support Coordinator (SSC) and the Legal Specialist, who, while assigned primarily to the Planning Section as members of the general staff, will have direct access to the FOSC, depending on need.

(2) GENERAL STAFF:

Planning.

* The SSC will work under the Situation Unit Leader and will direct and confer with field observers, the Trajectory Analysis Specialist, the Geographic Info Specialist, the Resources at Risk Specialist, the Alternate Response Technology (ART) Specialist, as well as federal and state trustees. The SSC and those members listed above will together constitute the Scientific Support Team (or Scientific and Environmental Services Team). The team will be involved in issues related to fate, effects, shoreline protection and cleanup, and related information management. The duties of most of these team members will be as spelled out in the FOG. Specific areas of focus for the team members will be:

(a) FATE -- Trajectory Analysis, Air Dispersion Analysis, Chemical Analysis, Weather Support, and Tides & Currents;

(b) EFFECTS -- Resources at Risk, Seafood Tainting, Biological Monitoring, Human Health, Wildlife Impacts, and Scientific Outreach;

(c) SHORELINE PROTECTION/CLEANUP -- Protection Strategies, Cleanup Strategies, Shoreline Assessment, and ART Evaluation; and

(d) INFORMATION MANAGEMENT -- Base/Overflight Maps, Specialized Mapping, Presentation Material, and Computer Support.

The SSC will be responsible for ensuring the team's input is incorporated into the Incident Action Plan developed for each operational period. The specific deliverable he/she will own and oversee the development of is the Resources at Risk Summary (ICS Form OS-232), which, again, should be prepared, or updated, for each operational period.

Additionally, to ensure these "planning" activities are coordinated with, and do not duplicate work being done by other

members of the Incident Command general staff, the SSC will confer directly with: in Operations, the Recovery and Protection Branch Director, the Protection Group Supervisor, the On Water Recovery Supervisor, the Wildlife Branch Director, and the Wildlife Recovery Group Supervisor; and in Logistics, the Communications Unit Leader.

c. The FOSC and the Unified Command are authorized to adapt the FOG and ICS structure as necessary to ensure the response organization established during the cleanup actually fits with and is tailored to incident-specific needs.

FEDERAL DESIGNATION:

The Coast Guard is responsible for pre-designating a FOSC for the coastal zone to coordinate and direct Federal response. The EPA has the same responsibilities for the inland zone. The Commanding Officer of MSO Providence, as one of his primary duties, is designated in writing as the Federal OSC for the coastal zone inside the geographical boundaries of MSO Providence. The first federal official on-scene shall assume coordination activities under this Plan until the designated FOSC arrives. The absence of the FOSC from the scene does not preclude him from exercising his delegated authority through the senior official present.

The duties of the FOSC are:

1) Collect pertinent facts about the discharge or release, such as its source and cause; the existence, of potential responsible parties; the nature, amount, and location of the material; the probable direction, and velocity of movement of the material; pathways of human exposure; potential impact on human health, welfare, or safety; the potential impact on natural resources and property which might be effected; priorities for protecting human health, welfare, and the environment; documentation of the costs of control, cleanup, and the mitigation of the incident; and other appropriate documentation of the specific emergency.

2) Direct response operations

3) Coordinate the efforts under his direction with those of the state, local government, private organizations and other federal agencies.

4) Keep CCGD1 (m) Chief and the RRT informed of activities periodically, through telephone communication, POLREPS, or RRT meetings, as appropriate, of the operations being conducted.

5) Advise the appropriate state agency (as designated by each state) promptly of reported discharges and releases.

6) Evaluate incoming information and advise FEMA of potential major disaster situations. In the event of a major disaster or emergency, under the Disaster Relief Act of 1974 (Public Law 93-288), the FOSC will coordinate any response activities with the Federal Coordinating Officer designated by the President. In addition, the FOSC will notify FEMA of situations potentially requiring temporary evacuation, and permanent relocation.

7) In those incidents where a possible public health threat exists, the FOSC will notify the Department of Health and Human Services representative to the Regional Response Team. Throughout response operations, the FOSC will maintain contact with DHHS and will call upon that agency for assistance in determining public health threats.

8) The FOSC is responsible for addressing worker health and safety issues at the scene of the incident, for the actual cleanup. The FOSC will call upon the assistance of the Department of Labor, and Occupational Health and Safety Administration, representative for advice on worker health and safety issues which may arise from information provided by DHHS.

9) Advise the trustee of potentially effected natural resources promptly of all discharges which may affect the air, land, water, or groundwater, of facilities managed for the preservation of natural resources, as well as those areas which serve as migratory, feeding or breeding areas.

10) Discharges and releases, which occur, in areas under federal or state jurisdiction are the responsibility of that federal or state agency to remove. If, however, the FOSC determines that the responsible agency is not taking prompt, effective action to remove the material, he may conduct appropriate response activities. With respect to discharges or releases from facilities and vessels of the Department of Defense, the FOSC is provided by that agency.

11) The FOSC, in accordance with his agency directives, is responsible for implementing a community relations plan which will be coordinated with the state and local governments.

12) The FOSC will submit POLREPS to CCGD1 (m), the Command Center, the RRT, and the National Response Team periodically, throughout the incident.

II. SPILL OF NATIONAL SIGNIFICANCE (SONS)

a. General A SONS is a rare, catastrophic spill which greatly exceeds the response capabilities at the local and regional levels. When responding to an incident of this type, the Coast Guard will continue to use the ICS as its response management

structure, with the addition of a strategic management and support function called the ICS Incident Area Command. The ICS Incident Area Command structure can be used in any incident of regional or national significance, or in any case where the Federal On-Scene Coordinator (FOSC), First District Commander, or Atlantic Area Commander feels it would be appropriate. Although the general concept for a nationally significant response involves an oil spill, the establishment of an ICS Incident Area Command is appropriate anytime there are large incidents affecting multi-jurisdictional areas.

b. SONS Declaration and Incident Area Command Activation The Commandant of the Coast Guard alone is empowered to declare a SONS in the coastal zone, taking into account environmental risks, weather conditions, response capabilities, and the amount, or potential amount, of product spilled. The Coast Guard Atlantic Area Commander or First District Commander may recommend to the Commandant that a SONS be declared. Factors to be considered in declaring a SONS include:

*Multiple FOSC zones, districts, or international borders affected;
*Significant impact or threat to the public health and welfare, wildlife, population, economy and/or property over a broad geographic area;
*Prolonged period of discharge and/or expected cleanup;
*Significant public concern and demand for action by parties associated with the event; and,
*The existence of, or the potential for, a high level of political and media interest.

Once the Commandant declares a SONS, the following actions will occur:

*An Incident Area Commander will be designated.
*Other Departments/Agencies will be notified.
*A unified Area Command will be established.
*Pre-designated LANTAREA Incident Area Command staff personnel will be activated.

c. General Organization The Incident Area Commander will have overall responsibility for strategic management of the spill event. If the response under the authority of the Incident Area Command is multi-jurisdictional, a unified Incident Area Command should be established. This arrangement allows each jurisdiction to have representation in the Incident Area Command. Representatives to the Incident Area Command would typically be at the highest executive levels within a responding organization such as a state governor or direct representative, CEO or President of the affected commercial entity. For the incident(s) under its authority, Incident Area Command has the responsibility to:

*Set the overall incident-related strategic priorities.
*Allocate critical resources based on those priorities.
*Ensure that the incident is properly managed.
*Ensure that incident objectives are met and do not conflict with each other or with agency policy.

When an Incident Area Command (IAC) is established, Incident Commanders (COTPs) will report to the Incident Area Commander. The Incident Area Commander is accountable to the Commandant.

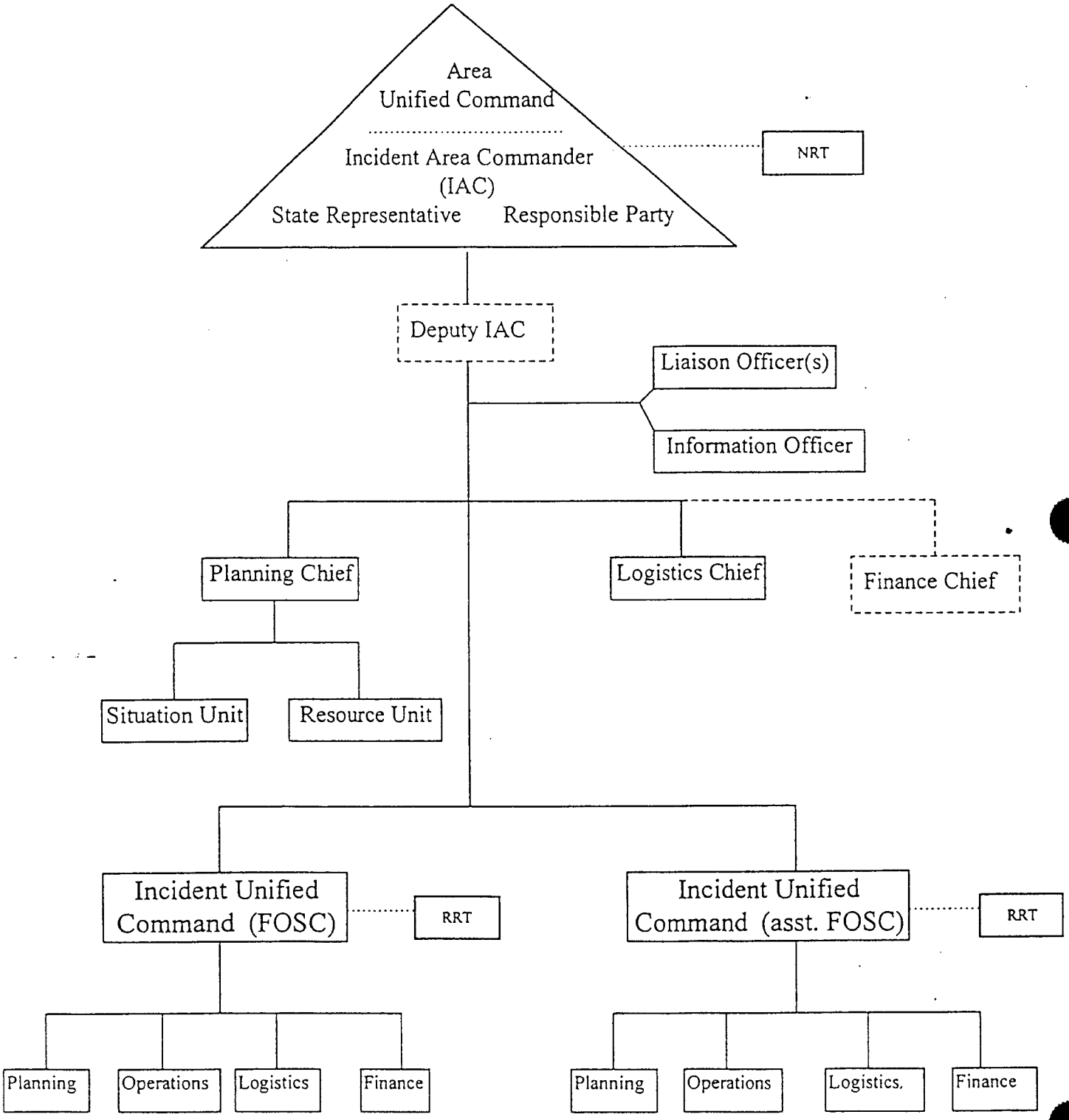
It is important to remember that Incident Area Command does not replace the Incident Command level ICS organization or functions. Incident Commanders under the designated Incident Area Commander are responsible to, and should be considered as part of, the overall Incident Area Command organization. They must be provided adequate and clear delegation of authority, especially relating to who specifically is designated as the FOSC, as per 40 CFR 300.140 (just one person is designated and acts as FOSC). This designation will change as necessary if as the adverse effects of the spill progress.

d. Incident Area Command composition The following is the suggested make up of the Unified Incident Area Command Chief positions:

Incident Area Command Position	Suggested/Recommended Billet
Unified Incident Area Commander	USCG Area Commander
Deputy Incident Area Commander	District(d), LANTArea(Am) (0-6) G-MO(O-6), or CO NSFCC (06)
Liaison Officer	District(m)/RRT Co-Chair(0-6)
Information Office	G-CP (O-6)
Protocol Officer	G-CC (O-5)
Public Affairs Officer	LANT Area (ACP) (O-4)
Planning Section Chief	NSFCC CO/XO (O-6/5)
Situation Unit Leader	NSFCC PREP Team Leader (O-4)
Resource Unit Leader	NSFCC OPS (O-4)
Logistics Section Chief	MLC LANT (O-6)
Finance/Admin Chief	NPFC (O-6)

Figure 1 represents a possible staffing structure for an ICS Area Command.

Suggested Incident Command System Area Command Organization



III. MULTI-AREA OR MULTI-REGIONAL SPILL INTEROPERABILITY TO A LESSER EVENT THAN SONS

Some major spill incidents, not significant enough to meet the SONS criteria, may still be sizeable enough to affect more than one area or more than one region. If a discharge or release moves, or there is a substantial threat of its moving from the area covered by one ACP or RCP into a second area or region covered by another, the response will be carried out in accordance with the NCP, 40 CFR 300.140. That is, only one FOSC will have authority to direct the response. In determining which FOSC will direct the response, prime consideration shall be given to the area vulnerable to the greatest threat. Under ordinary conditions, the two involved FOSC's will confer with First District (m)/RRT Co-chair, and one another, and resolve the issue amicably, with First District (m)/RRT Co-chair "designating" the one FOSC for the incident. If there is doubt and the need arises to involve affected trustees and stakeholders, the matter will be referred and resolved by the RRT at large; or, if two regions are involved, by the NRT.

In order to ensure that the FOSC designated to respond to the incident takes into account the planning and response needs of the lesser impacted area/region, the following guidance applies:

a) The occurrence of a significant discharge/release in the contiguous waters of interest between two FOSC's will be promptly responded to and initially assessed by the FOSC in whose jurisdiction the spill occurs. The responding FOSC, in assessing the potential impact of the incident, will determine, to the extent practical, the area vulnerable to the greatest threat and the potential for the trans-zone migration of pollutants.

b) For those incidents where trans-zone impacts are probable, the responding FOSC will promptly notify First District (m)/RRT Co-chair, who will designate a single FOSC, as indicated above. First District (m)/RRT Co-chair will also ensure appropriate notifications are made, especially to representatives from those states whose waters may be adversely impacted by that discharge/release, so as to activate all affected area and regional plans for locations threatened to be adversely affected by the spill. First District (m)/RRT Co-chair will make appropriate notifications to the RRT.

c) Coast Guard COTP's in adjoining areas will be directed to assist the designated FOSC by making initial notifications to states, trustees, and other stakeholders in their zones whose waters/resources have the potential of being adversely impacted by the discharge/release.

d) After initial notifications, the designated FOSC will more thoroughly assess the actual threat from the discharge/release and, in the meantime, will also respond or intervene, to the extent practical, to prevent the spread of the pollutant into the contiguous waters of adjoining COTP's zones. After determining the degree of impact likely, the designated FOSC will convey to adjoining COTP's and states, the level of response expected from them based on the criteria described in paragraph (e) below.

e) The designated FOSC, to ensure adjoining COTP's and threatened states are afforded every opportunity to efficiently and effectively communicate their planning and response priorities in mounting a proper response to the incident, will invite representatives from affected parties outside his/her zone to join his/her staff at the unified command post according to the following tiered structure:

(1) If "potentially affected," adjoining COTP's and threatened states will send liaison officers who will report directly to the designated FOSC's Liaison Officer.

(2) If "imminent threat" exists (projected impact to occur within 24 hours, based either on scientific data/trajectory or actual observation), adjoining COTP's and threatened states will send a full complement of staff members who will be assumed directly into all germane ICS functional cells, both at the command and general staff level. States will also send a State On-Scene Coordinator (SOSC) rep who will become part of the Unified Command.

f) To facilitate information flow and sufficient communication to adjoining COTP's, states and trustees with interest in spills due to potential adverse impacts that may result from the incident, the First District (m)/RRT Co-chair will convey the designated FOSC's daily information reports about the discharge/release to them, as well as to RRT members, using fax, NOAA e-mail, or any other means available and acceptable to the parties involved, including telephonic conference calls.

g) As a fail-safe method for adjoining COTP's, threatened states or trustees who believe the communication from the spill site is less than adequate, each party is to refer its complaint directly to the First District (m)/RRT co-chair for resolution.

RI & SE MASSACHUSETTS AREA COMMITTEE WATCH QUARTER AND STATION BILL

OIL SPILL RESPONSE UNIFIED COMMAND SYSTEM

ORGANIZATION ELEMENT	JOB TITLE	STATION	SOURCE TITLE	NAME
UNIFIED COMMAND	FEDERAL ON-SCENE COORDINATOR		Commanding Officer	
	DEP. FED. ON-SCENE COORDINATOR		Executive Officer or CG AST	
	STATE ON-SCENE COORDINATOR		RI DEM / MA DEP	
	STATE ON-SCENE COORDINATOR		RI DEM / MA DEP	
	RESPONSIBLE PARTY			
	RESPONSIBLE PARTY			
COMMAND STAFF	INFORMATION OFFICER		D1 Public Affairs/PIAT/State PA	
	INFORMATION OFFICER		D1 Public Affairs/PIAT/State PA	
	SAFETY OFFICER		MLCA(ISC BOST) SEHO / RP	
	SAFETY OFFICER		MLCA(kse) / RP	
	LIAISON OFFICER		Atlantic Strike Team CO/XO	
	LIAISON OFFICER		Officer, O-5 / O-6	
	LEGAL SPECIALIST	Plan	D1, Unit Legal Officer	
	LEGAL SPECIALIST	Plan	D1, Lawyer	
	INVESTIGATION SPECIALIST		MSO PROV Chief, Enf & An	
	INVESTIGATION SPECIALIST		MSO PROV Asst Chief, Enf & An	
	NOAA	Plan	NOAA Scientific Support Coord	
	NOAA	Plan	NOAA SSC Asst.	
	NRDA REPRESENTATIVE		NOAA / RI DEM / MA D	
	NRDA REPRESENTATIVE		NOAA / RI DEM / MA DEP	

ORGANIZATION ELEMENT	JOB TITLE	STATION	SOURCE TITLE	NAME
OPERATIONS SECTION	OPERATIONS SECTION CHIEF	•	MSFO Sup / State / RP	
	OPERATIONS SECTION CHIEF		MSFO Sup(non-AOR)/AST/State/RP	
	STAGING AREA MANAGER		MSO Petty Officer/RP/Contr.	
	STAGING AREA MANAGER		MSO Petty Officer/RP/Contr.	
	AIR OPERATIONS BRANCH DIRECTOR		AirSta Cape Cod Air Ops Offcr.	
	AIR OPERATIONS BRANCH DIRECTOR		AirSta Cape Cod Asst. Ops	
	AIR TACTICAL GROUP SUPERVISOR		Officer	
	AIR TACTICAL GROUP SUPERVISOR		Officer	
	HELICOPTER COORDINATOR		Officer / State Air Nat Guard	
	HELICOPTER COORDINATOR		Officer / State Air Nat Guard	
	FIXED WING COORDINATOR		Officer	
	FIXED WING COORDINATOR		Officer	
	AIR SUPPORT GROUP SUPERVISOR		Officer	
	AIR SUPPORT GROUP SUPERVISOR		Officer	
	HELIBASE MANAGER		Officer / State Airport Coord	
	HELIBASE MANAGER		Officer / State Airport Coord	
	RECOVERY & PROTECTION BRANCH DIR.		MSO MSTC / RI DEM / MA DEP/ RP	
	RECOVERY & PROTECTION BRANCH DIR.		AST / RI DEM / MA DEP/ RP	
	PROTECTION GROUP SUPERVISOR		RI DEM/MA DEP / Contractor/RP	
	PROTECTION GROUP SUPERVISOR		RI DEM/MA DEP / Contractor/RP	
	ON WATER RECOVERY GROUP SUPERVISOR		CG AST / Contractor / RP	
	ON WATER RECOVERY GROUP SUPERVISOR		CG AST / Contractor / RP	
	SHORESIDE RECOVERY GRP SUPERVISOR		RI DEM/MA DEP / Contactor/RP	
	SHORESIDE RECOVERY GRP SUPERVISOR		RI DEM/MA DEP / Contractor/RP	

ORGANIZATION ELEMENT	JOB TITLE	STATION	SOURCE TITLE	NAME
OPERATIONS SECTION	DISPOSAL GROUP SUPERVISOR	•	RI DEM / MA DEP	
	DISPOSAL GROUP SUPERVISOR		RI DEM / MA DEP	
	DECON GROUP SUPERVISOR		MSO PROV BMC / RP / Contractor	
	DECON GROUP SUPERVISOR		MSO PROV PO(FOSCR, PI)/RP/Cont	
	EMERGENCY RESPONSE BRANCH DIRECTOR		MSO ASST PREV(O3/INSP/Ops/SAR)	
	EMERGENCY RESPONSE BRANCH DIRECTOR		Officer (O3/INSP/Ops/SAR)	
	SEARCH AND RESCUE GROUP SUPERVISOR		Group WH Ops (O-3/4 Ops/SAR)	
	SEARCH AND RESCUE GROUP SUPERVISOR		Group WH O/CPO(O-3/E7 Ops/SAR)	
	SALVAGE GROUP SUPERVISOR		USN SUPSALV / USCG Mar Saf Ctr	
	SALVAGE GROUP SUPERVISOR		USN SUPSALV / USCG Mar Saf Ctr	
	FIRE SUPPRESSION GROUP SUPERVISOR		MSO PROV Insp(RES FF)/Fire Dpt	
	FIRE SUPPRESSION GROUP SUPERVISOR		MSO PROV Insp(RES FF)/Fire Dpt	
	HAZARDOUS MATERIAL GRP SUPERVISOR		CG AST CPO / RI DEM / MA DEP	
	HAZARDOUS MATERIAL GRP SUPERVISOR		CG AST CPO / RI DEM / MA DEP	
	MEDICAL GROUP (EMS) SUPERVISOR		RI/MA EMA	
	MEDICAL GROUP (EMS) SUPERVISOR		RI/MA EMA	
	LAW ENFORCEMENT GROUP SUPERVISOR		RI/MA STATE POLICE	
	LAW ENFORCEMENT GROUP SUPERVISOR		RI/MA STATE POLICE	
	WILDLIFE BRANCH DIRECTOR		US F&WL / RI DEM / MA DEP	
	WILDLIFE BRANCH DIRECTOR		US F&WL / RI DEM / MA DEP	
	WILDLIFE RECOVERY GRP SUPERVISOR		US F&WL / RI DEM / MA DEP	
	WILDLIFE RECOVERY GRP SUPERVISOR		US F&WL / RI DEM / MA DEP	
	WILDLIFE REHABILITATION CENTER		US F&WL / RI DEM / MA DEP	
	WILDLIFE REHABILITATION CENTER		US F&WL / RI DEM / MA DEP	

ORGANIZATION ELEMENT	JOB TITLE	STATION	SOURCE TITLE	NAME
PLANNING SECTION	PLANNING SECTION CHIEF		MSO PROV Response/RI DEM/MA DEP	
	PLANNING SECTION CHIEF		D1 DRAT Env Spec/RI DEM/MA DEP	
	SITUATION UNIT LEADER		MSO PROV, Response Ast (O3/Res)	
	SITUATION UNIT LEADER		MSO PROV (Active/Reserve)	
	DISPLAY PROCESSOR		TBD (MSO Reserve / AUX / YN)	
	DISPLAY PROCESSOR		TBD (MSO Reserve / AUX / YN)	
	FIELD OBSERVER		TBD (MSO Petty Officer-PI/OSCR)	
	FIELD OBSERVER		TBD (MSO Petty Officer-PI/OSCR)	
	SCIENTIFIC SUPPORT TEAM		NOAA, SSC	Steve Lehmann
	SCIENTIFIC SUPPORT TEAM		NOAA, SSC	
	GEOGRAPHIC INFO SYS SPECIALIST		NOAA	
	GEOGRAPHIC INFO SYS SPECIALIST		NOAA	
	TRAJECTORY ANALYSIS SPECIALIST		NOAA	
	TRAJECTORY ANALYSIS SPECIALIST		NOAA	
	RESOURCES AT RISK (RAR) TECH. SPCL		NOAA / FED & RI/MA F&WL	
	RESOURCES AT RISK (RAR) TECH. SPCL		NOAA / FED & RI/MA F&WL	
	ALTERNATIVE RESPONSE TECH. SPCL.		NOAA	
	ALTERNATIVE RESPONSE TECH. SPCL.		NOAA	
	DISPOSAL(WASTE MGMT) SPECIALIST		RI DEM / MA DEP	
	DISPOSAL(WASTE MGMT) SPECIALIST		RI DEM / MA DEP	

ORGANIZATION ELEMENT	JOB TITLE	STATION	SOURCE TITLE	NAME
PLANNING SECTION	*RESOURCE UNIT LEADER*		MSO PROV QM1 / RP / Contractor	
	RESOURCE UNIT LEADER		MSO ADMIN PO/AST/RP/Contractor	
	CHECK-IN RECORDER		PO E5-6(MEP)/MA DEP/RI DEM	
	CHECK-IN RECORDER		PO E5-6(MEP)/MA DEP/RI DEM	
	VOLUNTEER COORDINATOR		RI DEM / MA DEP / SAVE THE BAY	
	VOLUNTEER COORDINATOR		RI DEM / MA DEP / SAVE THE BAY	
	LEGAL SPECIALIST		D1 UNIT LEGAL OFFICER	
	LEGAL SPECIALIST		D1 LEGAL OFFICER	
	DOCUMENTATION UNIT LEADER		MSO PROV RESERVE / AUX	
	DOCUMENTATION UNIT LEADER		MSO PROV RESERVE / AUX	
	DEMOBILIZATION UNIT LEADER		D1 DRAT Equip. Sp./AST/RP/Cont	
	DEMOBILIZATION UNIT LEADER		MSO PROV DAPI/RP/Contractor	
LOGISTICS SECTION	LOGISTICS SECTION CHIEF		CG ISC Boston- RI/MA EMA - RP	
	LOGISTICS SECTION CHIEF		CG ISC Boston- RI/MA EMA - RP	
	SERVICE BRANCH DIRECTOR		RI/MA EMA or RP	
	SERVICE BRANCH DIRECTOR		RI/MA EMA or RP	
	COMMUNICATIONS UNIT LEADER		ESU Boston(O/TC)/State EMA/RP	
	COMMUNICATIONS UNIT LEADER		MSO PROV TC2 / State EMA / RP	
	MEDICAL UNIT LEADER		RI/MA EMS or RP	
	MEDICAL UNIT LEADER		RI/MA EMS or RP	
	FOOD UNIT LEADER		RI/MA EMA or RP (Red Cross)	
	FOOD UNIT LEADER		RI/MA EMA or RP (Red Cross)	

ORGANIZATION ELEMENT	JOB TITLE	STATION	SOURCE TITLE	NAME
LOGISTICS SECTION	*SUPPORT BRANCH DIRECTOR*		MSO Admin Chief/ISC Boston/ RP	
	SUPPORT BRANCH DIRECTOR		CWO (F&S)/CPO(YN/SK) / RP	
	SUPPLY UNIT LEADER		CPO/PO (E-8/E-6 SK) / RP	
	SUPPLY UNIT LEADER		CPO/PO (E-8/E-6 SK) / RP	
	ORDERING MANAGER		CPO/PO (E-8/E-6 SK) / RP	
	ORDERING MANAGER		CPO/PO (E-8/E-6 SK) / RP	
	RECEIVING & DISTRIBUTION MGR		CPO/PO (E-8/E-6 SK) / RP	
	RECEIVING & DISTRIBUTION MGR		CPO/PO (E-8/E-6 SK) / RP	
	FACILITIES UNIT LEADER		Officer/CPO (O-2/E-7 Eng)/State	
	FACILITIES UNIT LEADER		Officer/CPO (O-2/E-7 Eng)/State	
	SECURITY MANAGER		State Police / Contractor / RP	
	SECURITY MANAGER		State Police / Contractor / RP	
	GROUND SUPPORT UNIT LEADER		Contractor / RP	
	GROUND SUPPORT UNIT LEADER		Contractor / RP	
	VESSEL SUPPORT UNIT LEADER		Contractor / RP	
	VESSEL SUPPORT UNIT LEADER		Contractor / RP	

FINANCE SECTION	**FINANCE SECTION CHIEF**		NSFCC CWO/CPO (F&S/SK) / State	
	FINANCE SECTION CHIEF		NSFCC CWO/CPO (F&S/SK) / State	
	TIME UNIT LEADER		CPO/PO(E5-7 MEP/FOSCR) /State	
	TIME UNIT LEADER		CPO/PO(E5-7 MEP/FOSCR) /State	
	PERSONNEL TIME RECORDER		CPO/PO (E-7-E-5 MST/MEP/FOSCR)	
	PERSONNEL TIME RECORDER		CPO/PO (E-7-E-5 MST/MEP/FOSCR)	
	PROCUREMENT UNIT LEADER		MSO PROV SK2 / RP	
	PROCUREMENT UNIT LEADER		CWO/PO (CWO/E-6 F&S/SK) / RP	
	COMPENSATION/CLAIMS UNIT LEADER		NPFC, Case Manager / RP	
	COMPENSATION/CLAIMS UNIT LEADER		NPFC, Asst. Case Manager / RP	
	COST UNIT LEADER		CWO/PO (CWO/E-6 F&S/SK/FOSCR)	
	COST UNIT LEADER		CWO/PO (CWO/E-6 F&S/SK/FOSCR)	

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APPENDIX II AREA COMMITTEE ORGANIZATION

TAB A Area Committee Members

AGENCY/COMPANY	TITLE
U.S. COAST GUARD	CAPTAIN OF THE PORT
RHODE ISLAND DEM	EMERGENCY RESPONSE COORDINATOR
RHODE ISLAND EMA	COORDINATOR
MASSACHUSETTS DEP	ENVIRONMENTAL ENGINEER
MASSACHUSETTS EMA	AREA II COORDINATOR
NOAA	SCIENTIFIC SUPPORT COORDINATOR
CLEAN HARBORS	SITE SPECIALIST
COASTAL ZONE MANAGEMENT	BOSTON OFFICE
COASTAL ZONE MANAGEMENT	CAPE COD & SOUTHEAST REGION COORDINATOR
FED. EMERGENCY MGMT AGENCY	TECH/HAZARD MATERIALS SPECIALIST
JAMESTOWN MARINE SERVICES	OPERATIONS CONSULTANT
U.S. NAVY NETC NEWPORT	ENVIRONMENTAL OFFICER
MARINE SPILL RESPONSE CORP	ENVIRONMENTAL ADVISOR
RI COASTAL RESOURCE MGMT COUNCIL	MARINE RESOURCE SPECIALIST
U.S. FISH AND WILDLIFE SERVICE	SENIOR BIOLOGIST

TAB B Subcommittee Titles and Members

SENSITIVE AREAS SUBCOMMITTEE

NOAA	SCIENTIFIC SUPPORT COORDINATOR
RHODE ISLAND DEM	EMERGENCY RESPONSE COORDINATOR
FED. EMERGENCY MGMT AGENCY	TECH/HAZARD MATERIALS SPECIALIST
RI COASTAL RESOURCE MGMT COUNCIL	COORDINATOR
MASSACHUSETTS COASTAL ZONE MGMT	SOUTHEAST REGIONAL COORDINATOR
MASSACHUSETTS COASTAL ZONE MGMT	CAPE COD REGIONAL COORDINATOR
MASSACHUSETTS DEP	ENVIRONMENTAL ENGINEER
FED. EMERGENCY MGMT AGENCY	TECH/HAZARD MATERIALS SPECIALIST
U.S. COAST GUARD	MSO PROVIDENCE, D1(DRAT)

OPERATIONS SUBCOMMITTEE

U.S. COAST GUARD	CAPTAIN OF THE PORT, D1(DRAT)
MASSACHUSETTS DEP	ENVIRONMENTAL ENGINEER
MASSACHUSETTS EMA	SOUTHEAST REGIONAL MEMBER
RHODE ISLAND DEM	EMERGENCY RESPONSE COORDINATOR
RHODE ISLAND EMA	STATE REPRESENTATIVE
CLEAN HARBORS	SITE SPECIALIST
FED. EMERGENCY MGMT AGENCY	TECH/HAZARD MATERIALS SPECIALIST
MARINE SPILL RESPONSE CORP	ENVIRONMENTAL ADVISOR
U.S. NAVY NETC NEWPORT	ENVIRONMENTAL OFFICER

MARINE FIREFIGHTING/HAZARDOUS MATERIALS

RHODE ISLAND EMA (CHAIR)	STATE REPRESENTATIVE
U.S. COAST GUARD	CAPTAIN OF THE PORT
MASSACHUSETTS DEP	ENVIRONMENTAL ENGINEER
MASSACHUSETTS FIRE MARSHAL	HAZMAT RESPONSE OFFICE
MASSACHUSETTS FIRE MARSHAL	STATE FIRE ACADEMY
RHODE ISLAND DEM	EMERGENCY RESPONSE COORDINATOR
RHODE ISLAND FIRE MARSHAL	STATE FIRE MARSHAL
U.S. NAVY NETC NEWPORT	FIREFIGHTING SCHOOL REP
WEEKS-JAMESTOWN, INC.	

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APPENDIX IV STRATEGIES

PURPOSE AND OBJECTIVES:

1) This annex details protection, cleanup, and restoration techniques applicable to this subregion.

2) The objectives are:

(A) To describe the various protection, clean up, and restoration techniques applicable to this subregion.

(B) To provide responding personnel with guidance and information on appropriate and efficient procedures which may be employed to minimize potential or actual damages which may result from oil or chemical spills.

(C) To detail prohibitions and/or limitations on the use of the various techniques available.

(D) To establish criteria and guidelines for restoration of damaged shoreline and disposal of waste oil and contaminated material.

(E) To ensure that, as feasible, protection of state• and federal historic properties and cultural sites are considered during cleanup and removal operations.

3) The provisions of the annex are in addition to those in the CHRIS Response Methods Handbook, (C-446-A) and applicable federal and regional directives and plans.

PROTECTION:

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

impact, as in the case of a wildlife habitat or recreational beaches.

2) Types of Shoreline Protection: The goals of shoreline protection fall into two basic categories: (1) Preventing the oil from reaching shore. (2) Limiting the affected areas and minimizing further damage of oil which has already reached shore. Since many spills occur at or near the shoreline, the importance of the second category cannot be overlooked. Generally speaking, the types of protection vary according to the circumstances, but in many cases, one or more types may be used in concert to achieve a combination of both overall goals. The specific types of shoreline protection available include:

(A) Containment Devices: The most common containment device is the floating boom. Boom is an effective means of controlling the spread of oil on the waterways. Different types of environmental conditions dictate that boom be placed in certain configurations to best utilize their containment potential. Generally, in areas where the river flow exceeds two knots, containment by boom is not possible under normal use as the oil will be forced under the barrier by the water current. In such cases, oil booms should be deployed so as to divert the oil to a calm area where removal may be accomplished. The types of boom deployment techniques commonly used are outlined in the following descriptions.

(i) Oil may be controlled along shoreline adjacent to the point of discharge by tying one end of the boom to the shore and towing the loose end around the periphery of the slick by boat. Sorbent can then be applied to a small slick, and the oil soaked sorbent removed along the shoreline with hand tools. For larger spills, oil may be herded by towing the boom toward shore and collecting it with a skimming operation.

(ii) In a fast flowing stream (flow rate greater than 2 knots) the boom must be deployed so as to divert the oil into a calm area for removal. If the stream is narrow, the boom may be tied to one bank and stretched across the stream. The boom should be deployed with an angle approximately 20 degrees to the direction of flow.

(iii) In a wide, fast-flowing river, where the boom will not reach across the river, again, a diversion configuration must be employed to guide the oil to a calm area where removal is possible. The boom is tied to the shoreline at one end and attached to a mooring line at the other end to maintain the proper configuration to herd the oil.

(iv) On an open lake with a slick located offshore, the boom is anchored at one end, and towed around the slick to completely encircle the oil. The oil can then be removed by skimming at this location, or towed to shore.

3) Construction and Use of Expedient Boom: The most important consideration in oil spill containment is to react as quickly and efficiently as possible to first stop the spill, and then contain any oil which spilled. Many locations in Rhode Island do not have patented boom readily available for sale or rent. The following describes a simple design of a boom which may be erected with materials readily available in the field.

(A) Construction: Secure an appropriate number of bales of hay with steel wire. It may prove advantageous to cover the bales with polyethylene so as to preclude the possibility of oil seeping between the bales, and consequently passing downstream. Polyethylene would also act as an impermeable barrier to prevent saturation of the hay, necessitating periodic replacement.

(B) Other barriers may also prove useful under certain conditions. Nets and log booms can be used to contain or collect contaminated debris from the water. Large amounts of debris can seriously damage some spill booms, and at best, hamper their efficiency. When dealing with debris, a multiple barrier capable of collecting the debris backed up by a spill boom may be the best way to handle the problem.

4) Construction and Use of a Filter Fence: Filter fences can be used to control the spread of oil on a small stream or drainage ditch. This type of containment is most useful since it utilizes materials which are available in many areas of Rhode Island at relatively minimal cost. The filter fence can be rapidly constructed with wire fencing (chicken wire or chain link) and steel fence posts forming the back-up for the straw. The posts should be placed 8-10 feet apart, depending on stream conditions, current flow, etc. Wire fencing is then tied to the posts and anchored adequately at each bank. The straw is then broken out of bales, and spread across the full width of the structure and for a distance upstream of 10 to 15 feet. The depth of the straw should be a minimum of 6 inches. Other types of sorbent materials may be substituted or used in conjunction with the straw. In most stream conditions the filter fences should be placed in a series leaving adequate working space between the fences. At the end of the emergency, all materials added to the stream must be removed and disposed of in an approved fashion.

5) Containment of Oil on a Sewage Treatment Plant: In most sewage treatment plants oil may severely damage the treatment of the normal sewage load, either by clogging the system or killing the bacteria used in the treatment process. Once the oil has passed through an air injection process, the oil becomes emulsified and most difficult to remove. The best containment is performed in the primary stage of treatment such as a grease trap or a primary settling tank where the flow is less than two feet per second. Most types of containment methods have been proven to be ineffective where the current is greater than two feet per second.

6) Controlling Oil in Storm Drains: In many cases of inland oil spills the oil enters the water via a catch basin system. Since this is the case, precautions should be taken to control the oil before it enters the catch basin system, or if it is in the catch basin, to control it within the system. The easiest and most economical means to attain this result are discussed in the following section.

7) Construction of Containment Measures: Dirt or other similar type material can be placed around the catch basin to form a dike or barrier to protect the drain from the flow of oil. When the oil has entered the system a fill or dirt dam can be constructed at the out-fall pipe to close off the system and stop the flow of oil from the system. In both cases mentioned above the highway department may be very useful in obtaining fill to accomplish these control measures.

8) Oil trapped under ice is a difficult under taking. The oil will still float on top of the water and flow with the currents. Hopefully, an area downstream may be found which is free of ice where one of the above mentioned containment methods may be utilized. If not, a method similar to the following must be utilized to control the clean up of oil. Control of oil on an ice-covered lake is most difficult since there is little chance that there will be an ice-free area available for containment. First, this condition requires that the extent of oil contamination be determined by ice borings's. To contain the oil, an open water ditch should be constructed around the periphery of the spill by sawing and removing blocks of ice from the lake. A wooden boom is constructed by utilizing 8' x 4' marine plywood nailed to wooden railroad ties. This plywood boom is then lowered into the open water, propped in place and allowed to freeze overnight. The oil can then be heated and the ice melted inside the boom, thus allowing conventional skimming operations to proceed. Periodically, test borings should be made to determine if the oil is escaping through the boom.

9) Pneumatic barriers, which utilize a screen of air bubbles, are of limited value primarily because lack of mobility and the advance preparations necessary make them unsuitable for a rapid response situation. Their use is limited to calm waters and relatively thin layers of floating material.

10) The use of dispersants and other chemical countermeasures in areas that have not been pre-approved for their use may be an option on incident-specific cases. Chemical countermeasures are discussed in greater detail in Annex G of this plan.

11) Dikes, Ditches & Dams: Circumstances may prevent the use of chemical countermeasures, and it may become necessary to initiate protection measures on the shoreline itself. In such cases, the construction of DIKES, DITCHES, or DAMS may become the

last line of defense. The problems associated with this type of protection usually stems from the uncertainty of knowing exactly where the oil will come ashore and lack of sufficient time to complete construction before the oil arrives. Dikes are most useful when constructed on the upper part of the beach using wet sand and/or gravel pushed up from the intertidal zone. Dikes can be helpful in protecting backwater and low-lying areas adjacent to the beach from an oncoming oil slick, and may be the only available means of protection if unusually high tides are expected. Ditches may be employed to collect oil when normal tides are expected, or in concert with dikes. Such a system will hopefully find the oil restrained against the dike at high tide and trapped in the ditch for easy removal as the water recedes. Another similar tool which may also be effective, but is more complicated and unpredictable to manage, is the mechanical closing of natural or man-made inlets with a dike or dam. The goal in this case is to prevent the oil-carrying water from entering the protected area at all. A protection program of this nature involves more planning and engineering skill but may be the only way to protect valuable economic or habitat areas that cannot effectively be closed off by spill booms.

SHORELINE CLEANUP

When protection fails or is not possible, it becomes necessary to determine whether or not clean up is required, and if necessary, to what extent it is feasible.

1) Factors in Cleanup Decisions:

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

(B) Before launching an all-out cleanup effort it is essential to examine the feasibility and potential impacts of the project. Logistical problems, access, expense, and effectiveness must all be taken into account. Additionally, the on-scene coordinator must be satisfied that the proposed operation will not cause more damage than the oil would. If a decision is made to proceed with a cleanup program, initial efforts are best directed toward those areas where the impact will be greater, such as environmentally sensitive areas or where the spill quantity is greatest. The state historic preservation officers, listed in Annex F, Appendix II, Tab I should also be consulted to determine if any historic or culturally significant sites have been impacted and assist in the determination of the best cleanup method.

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

(A) Manual Removal: Use of people and hand tools is usually the most desirable cleanup method, although it is frequently not the most practical. Manual removal is best suited for small amounts of oil and conditions where machinery access is difficult or may prove damaging. Caution must be exercised even with manual removal, however, to prevent damage to some of the more fragile marine environments, such as marshland.

(B) Mechanical Removal: Under the best of circumstances it may be possible to remove the oil directly from the water's surface with the use of vacuum devices and skimmers. However, when oil is already on the beach, machinery may be

needed to skim the oil from the surface along with a thin layer of sand or sediment. This method should only be employed for relatively large quantities of oil, it should remove as little sediment as possible and it must be accomplished before the oil can be buried by sediment movement, but after the danger of recontamination is past. When beach removal is necessary, a combination of elevating scraper and motorized grader or front-end loader is generally considered most effective. This type of clean up, however, complicates restoration efforts.

(C) Mixing: The use of a bulldozer is generally unacceptable for use in beach removal. However, when lighter oils are the pollutant, and when removal of the product is not the goal or is not feasible, mixing can be accomplished by using heavy machinery to push contaminated sediments down into the inter-tidal zone. Wave action will then act to clean and abrade these sediments. Mixing offers an increased surface area to encourage natural dispersion. This method has the added advantage of not removing beach materials and natural conditions will restore the beach to its former configuration. A coastal geologist and a representative from the town's conservation commission should be consulted prior to any mechanical removal or mixing of contaminated sands on a beach. Special considerations need to be given to destabilization of the beach profile which may result from bulldozing.

(D) Chemicals: Except in the case of imminent fire or explosion hazards, current standards generally prohibit the use of chemicals or detergents for cleanup. Some chemical products for this purpose are more toxic than oil, and their use may only eliminate the visual problem while compounding the environmental impact. Chemical use is particularly undesirable in prime marine life habitat and in areas where a slow water exchange rate prevents adequate mixing and dilution of the chemical and the dispersed oil.

(E) Sorbents: Protective measures employed which involve sorbents will necessarily overlap into clean up. Sorbent materials have a wide range of uses and applications. This versatility, coupled with a neutral environmental impact, make sorbent use particularly desirable in many pollution cases. The selective nature of sorbents is also an advantage when dealing with smaller quantities of pollutant which might escape other methods of cleanup.

As a rule, synthetic products are more effective than natural sorbents, and pads or rolls are more effective than loose-fiber or granular sorbents. As previously noted, care must be taken to ensure that all sorbents used can be properly retrieved.

(F) Power Scrub Cleaning: While having limited applications, this method is occassionally useful, and includes such techniques as hydraulic cleaning, steam cleaning and even

sandblasting. All of these techniques are similar in that they will tend to "recycle" the pollution by removing it from the object being treated and depositing it somewhere else. For this reason, power scrub techniques must include a plan for recapture of the freed pollutant; for example, spill booms, ditches, or sorbents may all be used in combination with these techniques. Each of these methods have their own specific problems. Hydraulic cleaning, in particular, may present an erosion problem, especially if used on unresistant sandstone or conglomerate cliffs.

Low pressure water streams can reduce erosion and hazard to marine life, but efficiency will also be reduced; experimentation may produce a satisfactory compromise. Steam cleaning is extremely dangerous to all types of marine life. For this reason steam use is limited to man-made surfaces or other biologically sterile environments. Sandblasting presents problems similar to the other power scrub techniques, with the added worry involving impact and compatibility of the abrasive component being used.

(G) Burning: Burning has not proven itself to be a very useful technique, primarily because of ignition problems and, coincidently, unmanageable residues resulting from incomplete combustion. Burning may be attempted if conditions seem favorable and the use of wicking agents may make the technique more feasible. In marsh areas, elimination of oil-soaked vegetation may be disposed of by this method in winter or fall when growth is inactive. It is important that root structure not be damaged. Marsh burning can be particularly effective if oil-soaked grass tips protrude through a protective layer of ice and the growth is dense enough to transmit combustion.

(H) Cutting: Weed cutters or hand cutting may be employed to remove contaminated vegetation under conditions where burning is not permissible or feasible. Extreme care must be exercised to prevent damage to the root structure or removal of excessive upper growth that would hamper the photosynthetic processes of individual plants.

APPENDIX V SENSITIVE AREAS

LOCAL GEOGRAPHY

The geography of this region may be characterized by the absence of any regularity, ranging from sand dunes and long yellow beaches of Southeastern Massachusetts to a mixture of grassy salt marshes, sand beaches, and rocky terrain of Rhode Island. In general, the coastline is irregular and deeply indented with large amounts of surface runoff. The large amount of coastline increases the surveillance and removal of pollution control, yet may often minimize or concentrate spills. General notes on various shoreline topographies are provided.

Salt Marshes: Salt marshes and other coastal wetlands periodically inundated by tidal waters are highly sensitive to contamination by oil. Although most marshes are sheltered and totally inundated only during extremely high tides, oils entering feeder streams or tidal creeks can do serious damage to marshes, peat substrate, and benthic organisms. The contribution which salt marshes make as nursery grounds for juvenile fish and shellfish and as wildlife habitat is widely recognized. Once a salt marsh has been infiltrated by oil, cleanup is always difficult, frequently impossible, and can often do more damage than the oil. Marshes, however, are often the easiest system to protect, either by booming off the entrance channel(s) or simply by temporarily filling them with sand until the danger has passed. Access to the entrance channel(s) is frequently complicated due to the remoteness of many marshes.

Harbors: To serve an effective role as a harbor, there must be some protection from the weather. Harbors are, therefore, semi-exposed or sheltered areas where wave energy is diminished. Subtidal sediments tend to be soft muds, and oil that reaches the sea floor will persist. The ecological value of harbors varies greatly, depending on size, and whether they form part of any estuary which serves as a breeding ground nursery. Many harbors are polluted by recreational and/or commercial use, and the effects of an oil spill may be difficult to assess. Some harbors support active fisheries.

Coastal Pond/Barrier Beach System: Coastal lagoons are another feature needing specific contingency planning. Many of the coastal lagoons are important for recreational and commercial fishing, and appear to be important to offshore fish populations. Others are valuable waterfowl habitats and among the important scenic resources of the area.

Coastal ponds are separated from the open ocean by a barrier breach. The variation in the size and configuration of the breachways leading to the ocean into the pond, require that distinct protection alternatives are developed for each one. Permanent or periodic breachways provide varying degrees of tidal

flushing. The permanently stabilized breachways are particularly difficult to protect, due to the swift currents that are generally present. If oil cannot be kept out of these channels, containment may have to take place in less turbulent areas inside the pond. Channels which breach only occasionally can often be blocked using on-site sand or cobble.

While the barrier beaches fronting the ponds are extremely vulnerable to an oil spill, and are valuable recreational resources, the beaches naturally cleanse themselves over a period of several months. Little, if any, permanent damage appears to take place. They are, therefore, considered to be less sensitive to oil contamination. However barrier beaches are often important nesting and feeding habitats for many endangered shore/sea birds or insects. During those seasons, these beaches should be considered as extremely sensitive areas which will require extra protection in the event of a spill.

Other Coves, Embayments and Estuaries: There are many small coves and estuaries within the area which could be severely impacted by oil. They contain wetlands and tidal flats valuable for fishery resources. Entrances are frequently wide, necessitating substantial containment and cleanup operations. Priority attention has been given to areas having the highest natural qualities, under the assumption that oil impacts would be more severe in relatively clean systems, than in those already containing elevated levels of petroleum-based hydrocarbons.

Rocky Shorelines, Tidal Pools and Intertidal Flats:

Rocky shorelines, cliffs and outcrops along the coast appear to suffer the least harmful impact from oil contamination. They also cleanse themselves quite rapidly. While several of these coastal environments have been identified, site specific plans have not been developed for their lower sensitivity.

Tidal pools and intertidal flats support diverse biological communities and should be given attention by cleanup personnel. However, they are difficult to identify and, in most cases, the location of intertidal flats change frequently. Local knowledge can be a valuable aid to response personnel in identifying and protecting these areas.

HISTORIC PRESERVATION SITES

Areas of current or potential historical significance should also be worked into the protection strategies for an area. These sites are a part of our national and cultural heritage and their protection is of the highest priority. Both State Historic Preservation Officers (SHPO) maintain a listing of potential historic and culturaly significant sites. The SHPO should be contacted for input in the event of a significant release where shoreline impact is expected.

ANNEX F SUMMARY OF AREA RESOURCES

APPENDIX I EQUIPMENT

TAB A - COAST GUARD EQUIPMENT LIST

1. USCG MARINE SAFETY OFFICE PROVIDENCE

A. 11 pollution response trailers

2. The following is a listing of locations within the MSO Providence Area of Responsibility that are outfitted with pre-positioned pollution response trailers, (see inventory list for contents of trailers).

A. COGARD STA CASTLE HILL
Newport RI
(401) 846-3676

B. COGARD STA POINT JUDITH
Point Judith RI
(401) 789-0444

C. BLOCK ISLAND RI
Block Island Police Station
(401) 466-3220

D. COGARD STA PROVINCETOWN
Provincetown MA
(508) 487-0077

E. COGARD STA CHATHAM
Chatham MA
(508) 945-3830

F. FAIRHAVEN FIRE DEPT
CHIEF CROWLEY
(508) 994-1428

G. MARTHA'S VINEYARD FIRE DEPT
Martha's Vineyard MA
(508) 888-0020

H. COGARD STA BRANT POINT
Nantucket Island MA
(508) 228-0398

I. COGARD STA Cape Cod Canal
Sandwich MA
(508) 888-0020

J. MASS MARITIME ACADEMY
Buzzards Bay MA
POC: USCG MSFO Cape Cod
(508) 968-6556

K. USCG MSFO New Bedford
New Bedford MA
(508) 999-0072

L. ONSET FIRE DEPT
RAY GOODWIN
508-295-2122

M. HYANNIS FIRE DEPT
DISPATCHER
508-775-1300

N. FALMOUTH FIRE DEPT
DISPATCHER
508-548-2323

3. Pollution Response Trailer Inventory List

A. Pollution Response Trailer (13'1" X 6' X 7'8")	9
B. Pollution Response Trailer (7' X 16' X 6')	2
C. Spare Tire	1
D. Jackstand	1
E. Sorbent boom (bales/40' each)	5/200'
F. Sorbent pads (bales)	5
G. Boom, mooring systems - 15 lb. anchor, 150' line	2
H. Sample bottle kits (18 bottles/kit)	2
I. Bantam Boom, 4" skirt	400'
J. Bantam boom connectors	2
K. Boom mooring instructions	1
L. Anchors	

4. USCG GROUP WOODS HOLE

The Coast Guard Group at Woods Hole, Massachusetts can provide vessel support to assist Marine Safety Office Providence personnel in conducting pollution investigations or evaluating the severity of an oil spill. Vessels are requested by the OSC through the operations officer at Group Woods Hole. The CO/OINC of the vessel/station involved is then notified.

GROUP WOODS HOLE, MA

Communications Center	(508) 457-3214
Operations Center (Staff Duty Officer)	(508) 457-3210
Operations Officer	(508) 457-3224
Fax Machine (Unsecure)	(508) 457-3397
Search & Rescue Emergency	(508) 457-3210
Search & Rescue Supervisor	(508) 457-3211

VESSEL:	HOMEPORT:	CLASS:	PHONE:
USCGC SANIBEL	WOODS HOLE	110 WPB	(508) 457-3280
USCGC MONOMOY	WOODS HOLE	110 WPB	(508) 457-3283
USCGC PT TURNER	NEWPORT RI	82 WPB	(401) 846-2745

A. USCG STATION BRANT PT, MA

(508) 228-0398
FAX (508) 228-6019

41 ft.	UTB
44 ft.	MLB
22 ft.	UTL
13 ft.	RHIB

B. USCG STATION CAPE COD CANAL, MA

(508) 888-0020
FAX (508) 888-0030

41 ft.	UTB
44 ft.	UTB
21 ft.	RHIB

C. USCG STATION CASTLE HILL, RI

(401) 846-3675/6
FAX (401) 846-3675**

41 ft.	UTB
41 ft.	UTB
44 ft.	MLB
22 ft.	UTL
21 ft.	RHIB

** Fax line is automatically switched over from phone line.

D. USCG STATION CHATHAM, MA

(508) 945-3830
FAX (508) 945-4182

44 ft.	MLB
28 ft.	RHIB
28 ft.	RHIB
36 ft.	RHIB

E. USCG STATION MENEMSHA, MA

(508) 645-2661
Call above # for fax line

41 ft.	UTB
44 ft.	MLB
21 ft.	RHIB

F. USCG STATION PT JUDITH, RI

(401) 789-0444
FAX (401) 792-4957

41 ft.	UTB
44 ft.	MLB
21 ft.	RHIB
21 ft.	RHIB
22 ft.	UTL

G. USCG STATION PROVINCETOWN, MA (508) 487-0077
FAX (508) 487-3048

41 ft. UTB
47 ft. MLB
22 ft. RHIB

H. USCG STATION WOODS HOLE, MA (508) 457-3277
FAX (508) 457-3397

41 ft. UTB
41 ft. UTB
22 ft. RHIB
44 ft. MLB

I. AIDS TO NAVIGATION TEAM WOODS HOLE, MA (508) 457-3326
Fax received via Group

55 ft. ANB
45 ft. BU-D
21 ft. TANB

J. AIDS TO NAVIGATION TEAM BRISTOL, RI (401) 253-9585
(Call first) FAX (508) 253-9588

49 ft. BUSLR
21 ft. TANB
17 ft. UTL

5. USCG AIR STATION CAPE COD

The Coast Guard Air Station at Cape Cod can provide overflights to assist Marine Safety Office Providence personnel in conducting pollution investigations or evaluating the severity of an oil spill. When an overflight is requested, a teletype message (official request) is sent to District (osr) and (cct), with an info copy to (m) and Air Station Cape Cod. The message should indicate the purpose of the overflight and key information on the incident to be investigated.

HU-25 Falcon Jets (5)

HH-60 Jayhawk Helicopters (4)

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

Airborne Remote Identification Systems (AIREYE) installed on HU-25 Falcon Aircraft includes:

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

B. IR/UV (Infrared/Ultraviolet Line Scanner), can serve two purposes;

1) scan the area directly beneath the A/C missed by the SLAR.

2) targets detected by the slar can be overflown and imaged by the IR/UV scanner.

C.The air station also has access to the following video equipment which can be used to document a spill in conditions of limited light.

1) One video camera with night vision lense.

2) One helicopter equipped with a mounted infrared video camera.

3) One night vision video camera (portable) that can be used in conjunction with AIREYE overflight.

To determine the availability of the above resources, call the following numbers:

Operations Duty Officer	Phone:	(508) 968-6360/61
After hours/weekends		(508) 968-6410/12
	Fax:	(508) 968-6365

6. SUPERVISOR OF SALVAGE, NAVAL SEA SYSTEMS

Operations & Ocean Engineering Division		(703) 607-2758
NAVSEA duty officer	after hrs	(703) 602-7527

The U.S. Navy has equipment and trained personnel staged around the world to provide support in the event of a marine casualty. The following services are available under the Naval Sea Systems Command.

a. Salvage, Towing, and Ocean Engineering
b. Diving Services/Underwater Ship Husbandry
c. Search and Recovery
d. Oil/Hazmat Spill Response

The following available contracts can be obtained from the Naval Sea Systems Command.

SALVAGE: Contracts for salvage, towing, engineering support and salvage related services are available for routine and emergency use.

DIVING SERVICES:

a. salvage support
b. underwater wet and dry habitat welding
c. nondestructive testing
d. underwater inspection, maintenance, and repair
e. underwater TV and photographic coverage
f. waterborne cleaning of ship's hulls using power equipment

SEARCH: Government equipment operated by the search contractor includes pinger locator system and a search and survey system with side scan sonar, real time TV, and navigation subsystems to track and plot the vehicle to depths of 20,000 feet of seawater (FSW).

RECOVERY:

a. Remotely operated vehicle DEEP DRONE: works to 8000 FSW, equipped with two manipulators, three TV cameras, 35 mm film camera, CTFM sonar, and acoustic navigation system.

b. Remotely operated vehicle CIRV III: works to 20,000 FSW, equipped with subsystems similar to DEEP DRONE.

OIL SPILL RESPONSE INVENTORY: A large inventory of spill response equipment is available from the East and West coast response centers. Inventory items are listed below:

Locations: Williamsburg, VA = VA Stockton, CA = CA
Pearl Harbor, HI = HI Bahrain = B
Japan = J

EQUIPMENT	VA	CA	HI	B	J
SKIMMER VESSEL SYSTEM	11	11	2	-	-
SKIMMER SYSTEM (SORB BEL VOSS)	1	1	-	-	
SKIMMING SYSTEM(SCREW PUMP VOSS)	2	2	-	-	-
SKIMMER, SORB ROPE MOP, 36"	2	1	-	-	-
BOOM VANS (42" X 1980' BOOM)	5	6	1	-	-
BOOM MOORING SYSTEM	37	34	4	-	-
BOOM HANDLING BOAT (24' 260 HP, DIESEL)	12	6	2	-	-
BOOM TENDING BOATS (19'& 23')	2	2	1	-	-
BOOM TENDING BOATS (18' RIGID)	44	1	-	-	
136K OIL STORAGE BLADDER	7	4	-	-	-
26K OIL STORAGE BLADDER	3	3	2	-	-
6" SUBMERSIBLE PUMP SYSTEM	8	6	4	2	1
FLOATING HOSE (6" X 100')	65	-	-	-	-
HOT TAP SYSTEM	2	2	1	-	-
BOARDING KIT	1	1	1	-	-
FENDER SYSTEM (8'X12' FOAM)	7	4	-	-	-
FENDER SYSTEM (14'X60' LP AIR)	8	-	-	-	-
FENDER SYSTEM (10'X50' LP AIR)	24	-	-	-	-
COMMAND TRAILER, 40'	1	1	-	-	-
COMMAND VAN, 20'	2	2	1	-	-
SHOP VANS	1	2	1	-	-
RIGGING VANS	2	2	1	-	-
PERSONNEL BUNK VANS	2	-	-	-	-
BEACH TRANSFER SYSTEM (4WD)	1	-	-	-	-
COMMS SYSTEM (SAT PHONE, LAND)	2	-	-	-	-
COMMS SYSTEM (SAT PHONE, SHIP)	1	-	-	-	-
OIL/H20 SEPARATOR, 100GPM	2	1	-	-	-
CLEANING SYSTEM	1	1	1	-	-

7. NAVAL EDUCATION TRAINING CENTER (NETC) NEWPORT, RI

A. The Navy can also provide equipment and support during a response through the Environmental Protection Branch at NETC Newport. The equipment is stored on the NETC base and can be accessed via the contacts below:

Environmental Protection Branch
Public Works Department
One Simonpietri Drive
NETC Newport, RI 02841-1711

Environmental Officer, William Monaco	(401) 841-6376
After hours contact via Quarter Deck	(401) 841-3456

SPILL RESPONSE EQUIPMENT TRAVEL TIME

CITY	*EQUIPMENT (LAND OR WATER)*	*OTHER EQUIPMENT*
PROVIDENCE	2 HRS	1 HR
NEW BEDFORD	2 HRS	1 HR
CAPE COD	5 HRS	3 HRS
MARTHA'S VINEYARD	3 HRS	2 HRS
PAWTUCKET	5 HRS	3 HRS
BLOCK ISLAND	3 HRS	2 HRS

(1) Total time to the cities would be the time listed above plus response time listed on the spill equipment inventory
(2) Oil raft transportation time over land would be an additional four hours to the time listed above
(3) Times listed to Islands are travel times to ferry departure point plus response time listed on the spill equipment inventory

EQUIPMENT (LAND)

EQUIPMENT	*RESPONSE TIME (HRS)*
(1) AERIAL LADDER TRUCK, 100 FT	0
(6) DUMP TRUCK, 15 TON	1
(1) FOAM TRUCK, 1,000 GPM	0
(1) FRONT END LOADER, 2½ YD MOVE EARTH	1

EQUIPMENT (LAND) cont.

EQUIPMENT	*RESPONSE TIME (HRS)*
(1) MOBILE COMMAND POST	0
(1) OFF-ROAD FORKLIFT, 4,000 LBS LOADING	1
(4) PUMPER 1,000 GPM	0
(1) TWIN AGENT UNIT (CRASH RESCUE VEHICLE)	0

EQUIPMENT (WATER)

(3) BOSTON WHALERS	.5
(1) PLATFORM BOAT	.5
(1) 3500 FT OF MK-24 BOOM	
(1) 1000 FT 24" SKIRTED BOOM	

HANDLING EQUIPMENT

(15) 30 GAL & SMALLER OPEN HEAD DRUM	.5
(15) 55 GAL CLOSED HEAD DRUMS	.5
(25) 55 GAL CLOSED HEAD PLASTIC DRUMS	.5
(15) 55 GAL OPEN HEAD DRUMS	.5
(12) 85 GAL OVERPACK LINED STEEL DRUM	.5
(25FT) CHEMICAL SAMPLING HOSE	0
(2) DRUM TRUCK NON-SPARKLING	.5
(1) DRUM WRENCH	0
(1) HAND HELD PLASTIC PORTABLE PUMP	0
(2) HAND HELD SAMPLE REMOVAL PUMP	0
(50FT) HOSE CHEMICAL SAMPLING	0
(1) NON-SPARK TOOL KIT	0
(1) PORTABLE ELECTRIC PUMP	0
(25FT) RUBBER CHEMICAL TRANSFER HOSE	0

MONITORING EQUIPMENT

(1) ALNOR VELOMETER (AIR MOVEMENT)	0
(1) BACHARACH (MERCURY)	0
(1) DRAGER TUBES	0
(1) JEROME (MERCURY)	0
(1) MINI RAM (AEROSOL MONITOR)	0
(1) MIRAN 1BX (IR SPEC)	0
(1) MSA COMB GAS/O^2 METER	0
(3) MSA-361 (H2S O2 LEL)	0
(1) NARDA (NON IONIZING RADIATION)	0
(1) PH TESTER	0
(1) QUEST SLM (SOUND LEVEL READING)	0
(1) WET GLOBE TESTER	0
(1) WIBGET (HEAT STRESS MONITOR)	0

EQUIPMENT	*RESPONSE TIME (HRS)*
PERSONAL PROTECTION EQUIPMENT	
(50) BOOTS (DISPOSABLE PLASTIC)	.5
(10) CHEMICAL GOGGLES	.5
(50) GLOVES (DISPOSABLE RUBBER)	.5
(50) GLOVES (DISPOSABLE VINYL)	.5
(10) TYVEK (DISPOSABLE)	.5
SAFETY EQUIPMENT	
(1 ROLL) BARRICADE TAPE	0
(500 FT) BARRICADE TAPE	0
(2) PORTABLE SAFETY EYE WASH	0
(12) SAFETY CONES	0
SPILL CONTAINMENT/CLEAN-UP	
(394) ABSORBENT PADS	0
(4 CASES) ABSORBENT PADS	.5
(67) ABSORBENT PILLOWS	0
(40) ABSORBENT PILLOWS	.5
(25 BUND) ABSORBENT SAUSAGE	.5
(257) ABSORBENT SOCKS	0
(2 CASES) ABSORBENT SOCKS	0
(5 GAL) ANSUL SPILL (SOLVENTS	0
(5 GAL) ANSUL SPILL (ACIDS)	0
(5 GAL) ANSUL SPILL (CAUSTICS)	0
(6) BIOFLUID SPILL KITS	0
(4 CASES) DOUBLE WEIGHT MATS	0
(2) HAZMAT DIKE	0
(2) MERCURY SPILL KIT	.5
(4) LIQUID ACID NEUTRALIZING KIT	.5
(12) MOPS	0
(3,000 FT) OIL BOOM	.5
(1,000 FT) OIL BOOM	0
(2) PATCH PUTTY	0
(1 CASE) PILLOWS (NON-AGGRESSIVE)	0
(2) REUSABLE BELLY PATCH	0
(23 BAGS) SPEEDY DRY	0
(25 BAGS) SPEEDY DRY	.5
(2) SQUEEGIES	0

APPENDIX II LOGISTICS

EQUIPMENT

A. STAGING AREAS- Many areas such as municipal ball fields, shopping area parking lots, industrial parks, state and local parks etc...can be used as staging areas. These staging areas should be as close as possible to the impact site. The needs for appropriate staging areas are as follows:

-parking for at least 2 tractor trailers
-space for 15 or more vehicles
-room for dumpster type receptacles
-adequate lighting for night time operations
-night time security
-access roads that can accommodate heavy vehicles

B. AIRCRAFT LANDING SITES- Throughout the MSO Providence zone are numerous landing sites for fixed wing and rotary wing aircraft. The basic need for fixed wing aircraft is a runway at least 3,500 feet long to accommodate a C-130 cargo aircraft. These airfields are:

Westerly State Airport, **Quonset Point State Airport**, T.F. Green Airport in Rhode Island, New Bedford Airport, **Otis Air National Guard Base**, and Barnstable Airport in Massachusetts.

The fields listed in **bold** have the necessary equipment to properly offload a C-130 aircraft. Additional information on airfield capabilities can be found in Annex F, Appendix III, Tab N.

Helicopter landing sites are also numerous and are the responsibility of the air operations officer from USCG Air Station Cape Cod assigned to the response.

C. FUELING FACILITIES- Diesel fuel and gasoline when not available at an appropriate marina will be contracted from an approved mobile transfer facility. All applicable pollution prevention and safety measures as indicated in 33 CFR will be adhered to by the facility.

D. MAINTENANCE FACILITIES- There are several vessel maintenance facilities available: American Ship in Newport, RI, Blount Marine, Warren, RI, Promet, Providence, RI, Gladding & Hearn, Sommerset, MA, and USCG Group Woods Hole for small boats.

E. PORTABLE RESTROOMS- Portable restrooms will be contracted out to appropriate companies such as: BFI Services Group 1-800-234-6545 or Sani-Kan 1-800-866-5266. Additional sources can be found in Annex F, Appendix III, Tab Y.

F. BOAT RAMPS- The following requirements exist for boat ramps: proper fendering at the dock, at least 6' of water at the dock, paved ramp at least 10 feet wide, adequate lighting for night operations and adequate parking for towing vehicles.

A list of boat ramps by city may be found in Annex F Appendix II Tab A.

PERSONNEL

A. LODGING- Lodging will be contracted out at local motels by the finance/contracting officer, or arranged at local colleges, and military bases. In this area, that is very dependent on the tourist trade; this will be difficult in the months of May through September. During these months the reliance will be on the cooperation of colleges and universities such as Salve Regina in Newport, University of Rhode Island in Kingston, RI, Roger Williams in Bristol, RI, University of Massachusetts in Dartmouth, MA and Massachusetts Maritime Academy in Bourne, MA. Additionally, US Navy NETC Newport and Otis Air National Guard may be of assistance in boarding response personnel.

B. TRANSPORTATION- Vehicles will be contracted out from rental agencies. They may also be requested from Massachusetts and Rhode Island National Guard units and the General Services Administration.

C. FOOD- The state's emergency management agencies can arrange for food for response personnel. In both Massachusetts and Rhode Island food will normally be provided by the local Red Cross. This will be augmented by mobile kitchens set up by the respective National Guard units. Lastly, mobile canteen/catering vehicles or dining halls at colleges/universities will be contracted.

D. CLOTHING AND SAFETY EQUIPMENT- These supplies will be available through local suppliers such as Dulgarians (401) 331-1994, Tierney (401) 421-8160, or G.T. Safety Products 1-800-566-7310.

COMMUNICATIONS

Communications availability are listed in Annex F, Appendix II, Tab B. Reliance upon USCG First District's Information Rescources Management and Communications Management Staff, as well as the Electronic Support Unit in Boston, is critical to the success of any response. Their expertise and availability of equipment is the key ingredient in communication coordination. Additionally, reliance upon the respective state emergency management agency and other military services will be vital to augment the USCG communications personnel. Ultimately, the responsible party will be expected to deliver the necessary equipment that is compatible with response and enforcement agency gear, such is available through Marine Spill Response Corporation.

COMMAND CENTERS

There are two command center sites readily available for use; Massachusetts Maritime College in Bourne, MA and The Armed Forces Reserve Center at the foot of Narragansett Street in Cranston. Both are strategically located and can accommodate the necessary physical needs.

Minimum physical needs are:

Rooms- main command post, conference room, press room (joint information center), communications room.
Rest rooms, male and female with showers if possible.
20 phone lines
4 Facsimile machines
VHF base station
Message traffic capability
Black or wipe boards
Heat/air conditioning
Locker/storage area
Refreshment/meal availability
2 Copy machines

STORAGE/DISPOSAL

Temporary storage and disposal regulations for Massachusetts may be found in Annex E, Appendix VI. Currently there are no regulations in place in Rhode Island for this subject. However, debris collection points may be established in coordination with the RI Department of Environmental Management. For guidance, please contact the Oil Spill Coordinator for RI DEM.

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APPENDIX III PERSONNEL AND INFORMATION RESOURCES

TAB A - COAST GUARD MSO PERSONNEL

1. Marine Safety Office Providence is organized into a system of 4 functional staff components at the main office and 2 field offices which support the main office's activities in their Areas of Responsiblity. The departments and field office personnel are organized as follows:

A. Captain of the Port/Officer in Charge of Marine Inspections - Captain

B. Alternate Captain of the Port and Officer in Charge of Marine Inspections - Commander

C. Administration Department:

Chief Admin - GS-7
Storekeeper - E-5
Yeoman (2) - E-5
(1) - E-4

D. Response Department:

Chief Response - LCDR
(1) - LT
(1) - E-7
(2) - E-5
(2) - E-4

E. Prevention:

Chief Prevention - LCDR
(1) - LT
(3) - CWO4
(2) - E-6
(1) - E-5
(1) - E-4

F. Enforcement & Analysis Department (E & A):

Chief E & A - LT
(1) - LT
(1) - CWO4
(1) - E6

G. First District Drug And Alcohol Inspector

Inspector - LT

H. Marine Safety Field Office New Bedford:
918 South Rodney French Blvd.
New Bedford, MA 02744
Phone: (508) 999-0072
after hrs (401) 435-2300
Fax: (508) 999-6493

Supervisor - LT
(1) CWO4
(1) E-6
(1) E-5
(1) E-3
(1) GS-11

I. Marine Safety Field Office Cape Cod
USCGAS, Bldg 3434
OTISANGB, MA 02542-5024
Phone: (508) 968-6556/8
after hrs (401) 435-2300
Fax: (508) 968-6550

Supervisor - LT
(1) CWO4
(1) E-7
(1) E-5
(2) E-4

2. The field offices are separated along geographic lines as defined below:

Main Office Zone:

Western Boundary:
Rhode Island State Line

Eastern Boundary:
See Western Boundary for MSFO New Bedford

MSFO New Bedford Zone:

Western Boundary (Main Office/MSFO New Bedford):

From the north COTP Providence Boundary south along the eastern town lines of Mansfield, Norton, Rehoboth, and Swansea, MA then along the eastern bank of the Lee's River. From the mouth of the Lee's River, continue south to Common Fence Point, Portsmouth, RI, then due east to Tiverton, RI continuing south along the eastern bank of the Sakonnet River.

MSFO New Bedford Zone (continued):

Eastern Boundary (MSFO New Bedford/MSFO Cape Cod):

From the north COTP Providence boundary south along the eastern town lines of Halifax, Middleboro, Rochester and Marion, MA.

MSFO Cape Cod Zone

Eastern Boundary: (MSFO Cape Cod/Ocean):

Extends to the eastern most COTP Providence Boundary. It also includes Nantucket, Martha's Vineyard and the Elizabeth Islands.

Western Boundary: (MSFO New Bedford/Cape Cod)

See Eastern Boundary of MSFO New Bedford

3. MSO Providence is supported by reserve contingent which is billeted for the following personnel:

Deputy Executive Officer - CDR

(1)	LCDR		
(3)	LT		
(1)	LTJG		
(2)	BMCS		
(1)	PSC		
(3)	PS1		
(1)	YN1		
(1)	SK2	(5)	PS2
(2)	MK2	(2)	BM2
(6)	PS3		

4. MSO Providence is supported by several Auxiliary Flotillas within their area of responsibility. Auxiliary personnel and equipment availability and roles during spill response will be determined by the active duty and Auxiliary liaison officers at the MSO.

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TAB I STATE ENVIRONMENTAL AGENCIES

RHODE ISLAND

Department of Environmental Management

Commissioner		(401) 277-2771
	FAX:	(401) 277-6802
Office of Compliance and Inspection (oil)		(401) 277-1360 (D)
		(401) 277-8070 (N)
Office of Air Resources		(401) 277-2808
Office of Waste Management		(401) 277-2797
	FAX:	(401) 277-2017
Office of Management Services		(401) 277-6825
	FAX:	(401) 277-3869
Boating Safety (registrations)		(401) 277-6647 (D)
		(401) 884-6350 (N)
Licenses		(401) 277-3576
Coastal Resources Program		(401) 277-3429
	FAX:	(401) 454-7650
Office of Criminal Investigation		(401) 277-6768
	FAX:	(401) 274-7337
Office of Law Enforcement		(401) 277-2284
	FAX:	(401) 277-6823
Office of Program Development		(401) 277-3434
	FAX:	(401) 277-2591
Office of Recreational Services		(401) 277-2632
Office of Water Resources		(401) 277-2234 (D)
	FAX:	(401) 521-4230
Fish and Wildlife Program		(401) 789-3094
	FAX:	(401) 783-4460

Wastewater Control Management Commission
Narragansett Bay Water Quality District Commission
57 Eddy St.
Providence, RI 02903
(401) 277-6680

Coastal Resource Management Council (401) 277-2476
Executive Director, Grover Fugate

Emergency Management Agency

Director, Major General Regenald Centracchio	(401) 946-9996	(24 Hrs)
FAX:	(401) 944-1891	
	(401) 944-1891	

Rhode Island Historical Preservation and Heritage Commission

State Historic Preservation Officer, Edward F. Sanderson		
	(401) 222-2678	
Contact when areas of historical significance are encountered or may be impacted. FAX:	(401) 222-2968	
	(401) 421-6239	(Home)

MASSACHUSETTS

Coastal Zone Management

(Margaret M. Brady, Dir.)		(617) 727-9530
South Coastal Region (David Janik)		(508) 946-8990
	FAX	(508) 947-6557
Cape & Islands Region (Truman Henson)		(508) 362-1760
	FAX	(508) 362-1698
South Shore Coordinator (Bob Fulte)		(617) 657-4692
	FAX	(617) 727-4821

Cape Cod Commission (regional regulatory role)

(Armand Carbonal)	via Andrea Adams	(508) 362-3828

Department of Environmental Protection (Southeast region)

Director (Paul A. Taurasi)		(508) 946-2712
Bureau of Waste Site Cleanup		(508) 946-2750
Emergency Response/Release Notification Sec.		(508) 946-2850
	FAX:	(508) 947-6557
Other (nights & weekends)		(617) 292-5500
Water Division		(617) 727-9530
Division of Solid Waste Management		(508) 946-2828
Division of Marine Fisheries		(617) 727-3198
	FAX:	(617) 727 2754
Southeast Regional Office		(508) 888-1155
Department of Fisheries, Wildlife & Environmental Law Enforcement		(617) 727-3151
MA Natural Heritage and Endangered Species Program		(617) 727-9194

Emergency Management Agency

(A. David Rodman, Director)	24 Hrs	(508) 820-2000
	FAX:	(508) 820-2030

Massachusetts Historical Commission

State Historic Preservation Officer		(617) 727-8470
Contact when areas of historical significance are encountered or may be impacted.	Fax	(617) 727-5128

TAB M ENVIRONMENTAL INTEREST GROUPS

The following organizations are concerned with environmental issues relative to various waterways within this zone. They may have resources or expertise which may be accessed during a pollution response.

1. The Coalition for Buzzards Bay
   P.O. Box 268
   Buzzards Bay, MA 02532
   (508) 759-1440
   (508) 759-1444 FAX

2. Save the Bay
   434 Smith Street
   Providence, RI 02908-3732
   (401) 272-3540
   (401) 273-7153

3. Bourne Conservation Trust
   c/o Steve and Sally Ballentine
   P.O. Box 203
   Cataumet, MA 02534
   (508) 563-5196

4. Lloyd Center for Environmental Studies
   Mark Mello, Executive Director
   P.O. Box 7037
   S. Dartmouth, MA 02748
   (508) 990-0505
   (508) 993-7868

5. Westport River Watershed Alliance
   Gay Gillespie, Executive Director
   P.O. Box 3427
   Westport, MA 02790
   (508) 636-3016
   (508) 636-8884 after hours

6. Onset Protective League
   Gerry Pearle, Pres.
   P.O. Box 272
   Onset, MA 02558
   (508) 295-7402

7. Association for the Preservation of Cape Cod
   Susan Nickerson, President
   P.O. Box 636
   Orleans, MA 02653
   (508) 255-4142
   (508) 255-8780 FAX

8. Mattapoisett Land Trust
   Randy Kuntz, President
   P.O. Box 31
   Mattapoisett, MA 02739
   (508) 758-2966

9. Regional Trustees of Reservations
   P.O. Box 2106
   Vineyard Haven, MA 02568
   (508) 693-7662

10. Nantucket Land Council
    Linda Holland, Executive Director
    P.O. Box 502
    Nantucket, MA 02554
    (508) 228-2818

11. Taunton River Watershed Alliance
    Jamie Kinney, Executive Director
    (508) 697-5700 (work)
    (508) 362-1510 (home)

12. Westport Fishermen's Group
    Jack Reynolds, President
    (508) 636-5002

13. Compact of Cape Cod Conservation Trusts
    (508) 833-9131

TAB N: AIRPORTS AND AIRCRAFT RENTAL

A. Airports

Airports serve as vital links in the transport of equipment and personnel needed to support a large-scale pollution response. It is necessary to identify the location and capability of airstrips and airports in the area to facilitate planning of equipment staging and deployment. The attached chart identifies airports in New England and their respective capacities.

B. Aircraft Rentals

Newport Helicopters, Inc. Newport State Airport Middletown, RI	(401) 846-8877
Corporate Air Charter, Inc. Hangar One Green Airport Warwick, RI	(401) 732-0782
Ocean Wings, Inc. Macy Lane Nantucket, MA	(508) 228-3350
Eastern Air Charter Norwood Airport Norwood, MA	1-800-370-8680

C. Aerial Applications

The following list identifies potential aircraft for use in applying dispersants during a response.

American Helicopter, Inc. P.O. Box 443 Bellingham, MA 02018	Bob Dumes (508) 473-5588
Joe Brigham, Inc. 720 Clough Mill Road Pembroke, NH 03275	Joe Brigham/Ray Newcomb (603) 225-3134 (508) 866-7883
DeCran Ag Supplies, Inc. 461 Mary's Pond Road Rochester, MA 02770	Paul Alexander (508) 295-2731 (800) 882-3779

Firefly, Inc. 318 Tremont Street P.O. Box 726 South Carver, MA 02356	Eugene Ray (508) 886-8113
J.B. Helicopters P.O. Box 38 Thorndike, MA 01079	John Boulette (800) 342-0353
Northeast Helicopter Service P.O. Box 13 Halifax, MA 02338	Dave Jensen (617) 293-3711
Ryan Rotors 246 South Meadow Road, Box 14 Plymouth Municipal Airport Plymouth, MA 02360	John Ryan (508) 746-3111

TAB R VOLUNTEER ORGANIZATIONS

References: (a) 40 CFR 300, National Contingency Plan

1. SITUATION

a. General. Procedures that allow for the use of volunteers in such areas as beach surveillance, logistical support, bird and wildlife treatment and scientific investigations are required by reference (a). Normally, volunteers should not be used for physical removal of pollutants. If the pollutant is toxic, or if in the judgement of the FOSC other dangerous conditions exist, volunteers shall not be permitted at on-scene operations.

It is probable that most cleanup activities following an oil spill will take place primarily in the public domain (e.g., public water and beaches). Most medium and major oil spills may result in large numbers of volunteers who wish to assist with the cleanup activities. Oil spill contractors and private companies have no authority to direct the activities of private individuals who enter the public domain to help in cleanup operations. Normally oil spill contractors cannot order volunteers off the scene on their own authority. With regard to practicality, it often requires a considerable number of trained personnel to organize, direct, and supervise large groups of volunteers. If adequate supervision is not provided, the volunteers could do more harm than good. Finally, serious problems could arise as to compensation, feeding, sheltering, and health care of volunteers.

b. Coordination of Volunteer Organizations. The FOSC has ultimate discretion in allowing use of volunteers at the spill scene. Under normal circumstances, no volunteers will be used for the physical removal of pollutants. Responsibility for, direction, and supervision of all volunteers will be assumed by a federal agency or state or local agency representatives on the Regional Response Team. Normally, the RRT member will work through the responsible person designated by each volunteer organization such as their President, Committee Person or Project Manager. For the State of Rhode Island and the Narragansett Bay Watershed, Save the Bay, Inc. will serve as the primary volunteer recruitment and management agency under the direction of the Director of the Rhode Island Department of Environmental Mangement. Save the Bay, Inc. may also provide assistance in volunteer coordination efforts in Southeastern Massachusetts. Although the safety of all persons involved in the response effort ultimately must remain with the FOSC, the primary task of the responsible person designated by the volunteer organization must be the safety of all volunteers involved.

c. Coordination of Non-Affiliated Individuals. Persons not affiliated with specific organizations that have volunteered their services will be assigned to other volunteer organizations wherever possible. Normally, individual volunteers will not be permitted into the on-scene operations without supervision in

order to ensure safety of all persons involved in the response effort.

d. Bird and Wildlife Treatment by Volunteers. The Scientific Support Coordinator serves as the liaison with bird and wildlife cleaning organizations. Volunteers desiring to aid in the treatment of birds and other wildlife will be permitted to do so at the discretion of the FOSC; however, such volunteers will be under the direct supervision of the Department of the Interior, U.S. Fish and Wildlife Service Representative. The USFWS Rep will coordinate with the FOSC, RRT, state, and local agencies in this effort and provide adequate training for volunteers.

e. Scientific Investigations by Volunteers. Organizations of individuals desiring to conduct scientific investigations into the effects of a discharged pollutant will be permitted to do so at the discretion of the FOSC. Such volunteers, however, will be under the direct supervision of the U.S. EPA and Department of Commerce, National Oceanic and Atmospheric Administration representatives to the RRT. EPA and NOAA shall coordinate such activities with the FOSC, RRT and state and local agencies. Overall responsibility for this coordination will rest with the Scientific Support Coordinator.

f. Beach Surveillance and Logistics Support by Volunteers. Two valuable uses of volunteers are beach surveillance and logistics support. Volunteers desiring to assist in these efforts will be permitted to do so at the discretion of the FOSC.

2. ORGANIZATIONS

The following organizations are environmentally oriented groups with members who may be available for assistance during a response and/or damage assessment. In addition to organizations listed in this section, organizations listed under the Wildlife Rehabilitation section, Annex F, Appendix III, Tab V, should be consulted if expertise in that area is needed.

RHODE ISLAND

American Red Cross 105 Gano St. P.O. Box 2496 Providence, RI 02906	State Emergency Coordinator Mike Cardarelli (401) 831-7700 (W) (401) 941-7112 (H)
Salvation Army 386 Broad St. Providence, RI 02906	Major Dietrich (401) 421-0956
American Radio Relay League (ARRL) P.O. Box 4001 Providence, RI 02940	Section Manager Rick Fairweather (401) 725-7595

MASSACHUSETTS

The following groups are members of the MASSVOAD (Volunteer Organizations Active in Disasters)

Southern New England Conference P.O. Box 1169 South Lancaster, MA 01561-1169	Bernadette Figueredo (978) 365-4551
Baptist Convention of NE 70A Fiske Hill Rd. Sturbridge, MA 01566	Bill Meyers,VOAD Pres. (508) 347-9707
ARRL P.O. Box 3773 Natick, MA 01760-0030	Bob Sallow (H)(508) 650-9440
Baptist Convention of NE P.O. Box 688 Northboro, MA 01532-0688	Ignatius Meimaris (W) (617) 449-9000 (H) (508) 393-6013
Boston Food Bank 99 Atkinson St. Boston, MA 02119	Catherine Di'Mato (617) 427-5200
Catholic Charities 10 Hammond St. Worcester, MA 01610	Robert Cronin (508) 798-0191 (508) 852-7168
MEMA 12 I Administration Rd. Bridgewater, MA 02324	Douglas Forbes Jr. (508) 697-3600/3111 (508) 584-0778
Worcester Red Cross 434 Mendon St. Northbridge, MA 01534	(508) 756-5711
CRWRC 16 Henry St. Whitinsville, MA 01588	Aurthur Jackson (508) 234-2981 William Lafleur (508) 234-7755
FEMA 4th Floor, J.W. McCormack Bldg Boston, MA 02108	Ed Thomas, Chief (617) 223-9500 (508) 883-4199
MA Council Of Churches 14 Beacon St. Boston, MA 02108	Diane Kessler (617) 635-3040
MEMA 400 Worcester Rd. Framingham, MA 01701	Jerry Meister (508) 820-2000

Medical Cadet Corps P.O. Box 1656 South Lancaster, MA 01561	Frankie Vazquez (508) 368-7021
Red Cross 48 Broad St. Westfield, MA 01085	Richard Rubin (413) 562-9684
Salvation Army 407 Shawmut Ave. Boston, MA 02118	Frank Carlson (617) 536-7469
St. Vincent de Paul 49 Rutland St. New Bedford, MA 02745	Robert Robello (508) 995-7051
United Methodist Church 566 Commonwealth Ave. Boston, MA 02215	(508) 487-4925
Merrimack Valley Red Cross 177 Ward Hill Ave. Ward Hill, MA 01838	Richard Polley (508) 683-2465
Metrowest Red Cross 120 Congress St. Framingham, MA 01702	Mark Ranslem (508) 875-5275
Dept. Of Mental Health 25 Stanford St. Boston, MA 02114	Mary Margret Moore (617) 727-5500 ext. 415
Worcester Red Cross 61 Harvard St. Worcester, MA 01609	Eileen O'Brien (508) 756-5711
Boston Red Cross 285 Columbus Ave. Boston, MA 02116	1-800-564-1234 (617) 375-0700

TAB S NATURAL RESOURCE TRUSTEES

The following individuals have been designated Natural Resource Trustees by their respective states/agencies. They should be notified if any resources for which they serve as trustee are impacted or threatened during a pollution incident.

AGENCY/STATE	TRUSTEE
NOAA REGION I Notify if: a. more than 10000 gal. b. continuing release, potential major c. potentially great ecological impact	CDR Gerald E. Wheaton c/o Commandant (G-MOR) 2100 Second St SW, Room 2100 Washington DC 20593 (202) 267-1321 work (202) 267-4497 fax (301) 924-2387 home (800) 759-7243 pager (PIN 5798805)
alternate	Dr. Jean Snider, Ph.D. c/o Commandant (G-MOR) 2100 Second St SW, Room 2100 Washington DC 20593 (202) 267-0605 work (202) 267-4497 fax (301) 854-2084 home (800) 759-7243 pager (PIN 5798802)
RHODE ISLAND	Andrew H. McLeod RI Dept. of Environmental Management 11 Hayes Street Providence, RI 02908 (401) 277-2771 work (401) 277-6802 fax
MASSACHUSETTS	Trudy Coxe Executive Office of Environmental Affairs Secretary of Environmental Affairs 100 Cambridge Street, 20th floor Boston, MA 02202 (617) 727-9800 Ext. 200 contact: Melonie Murray Brown Chief Council to the Secretary (617) 727-9800 Ext. 225 (617) 367-8910 after hours

DEPARTMENT OF THE INTERIOR

Notify if: a. greater than 1000 gal.	Andrew L. Raddant Regional Environmental Officer Office of Environmental Policy and Compliance 408 Atlantic Avenue, Room 142 Boston, MA 02110-3334 (617) 223-8565 office (617) 223-8569 fax (508) 655-6102 home (800) 398-0147 pager
alternate	Timothy Fanin U. S. Fish and Wildlife Service 300 Westgate Center Drive Handley, MA 01035 (413) 253-8646 office (413) 253-8482 fax (413) 665-0075 home

APPENDIX V: PERSONNEL MOBILIZATION PLAN

1. PURPOSE. The goals of this personnel mobilization plan are to:

a. Enable the sustainability of the Unified Command/Incident Command System (UC/ICS) for the duration of any major pollution response operation;

b. Reconcile projected worst case personnel needs (See WQSB in ANNEX B, Appendix II) with actual needs based on incident-specific ICS cell organization, as detailed by the UC/ICS Resources Unit in completed ICS Forms 203, 204, and 207; and

c. Ensure the efficient ramp-up and demobilization of personnel in supporting the response operation.

2. RESPONSIBILITIES.

The responsibilities of component Coast Guard organizations are as follows:

a. The First District Command Center is the one-stop shopping center for all UC/ICS governmental personnel needs. The command center will coordinate activation of the D1 District Response Group, assist in personnel requests directed to Coast Guard units outside the limits of the First District chain of command (ISC Boston, ESU Boston, NSFCC, other districts, MLC Atlantic, etc.) and to other governmental agencies (RRT), and will establish a Crisis Action Center (CAC), consisting of the D1 DRAT Chief and (mor) officer, either of whom will be available to the UC/ICS on a 24 hour basis, for D1 VOSS or SORS deployment, access to D1's infrared cameras, RRT support, or mobilization of ICS-trained personnel from other D1 marine safety field units.

b. All First District units will be available to the UC/ICS, as directed by the command center, and assist as necessary in responding to any major pollution incident.

c. ISC Boston will assist in assessing UC/ICS needs on site and in mobilizing appropriate Active Duty, Reserve, and Auxiliary personnel to support the response operation, as per MLC Atlantic Disaster Support Plan 9700-97 and COMDTINST 5400.1.

d. UC/ICS Resources Unit will work with the advance ISC Boston Damage Assessment Team to determine response operation personnel needs and shortfalls and work with the ISC and the command center in satisfying identified needs, assigning the best qualified people at the most reasonable cost with the least impact on mission accomplishment.

3. OPERATIONS.

a. Discussion. During major pollution incidents the FOSC will oversee the UC/ICS to ensure a proper functioning, NIIMS-based Incident Command System is established, as per COMDTINST 16471.1. The response management system and cell organization will be modified appropriately, adjusted to address the relative size and complexity of the spill event. Important variables include the amount and type of oil spilled, whether the cleanup will be conducted both day and night or daytime only, the degree to which the responsible party responds, and the availability of local personnel (leave, TAD, etc.). Primary responsibility for staffing the ICS rests with the responsible party, who should be prepared to activate a Spill Management Team (SMT) capable of running a sustained cleanup operation. The FOSC and appropriate Area Committee members must be ready to step in and run the response operation themselves in those instances where there is a time delay while the responsible party ramps up or when the responsible party is ineffective in rallying sufficient personnel resources to properly manage the cleanup. These contingencies can create personnel shortages which the FOSC may need to overcome quickly in order to manage a response operation effectively. To ease communication between the FOSC and command center, COMDTINST 16471.2 specifies four classifications of spill types, with Type 1 incidents being the most complex. Staffing for Type 3 and 4 incidents will involve primarily local Coast Guard MSO and Group personnel, Area Committee members, and some district or NSF personnel. More complex incidents will involve activation of the Atlantic Strike Team (AST)'s Incident Management Augmentation & Assist Team (IMAAT), to assist the FOSC, not to supersede or preempt the local response management organization.

b. **Initial UC/ICS Personnel Actions.** Assuming a delay of at least 24 hours before the RP's SMT arrives on scene, the FOSC must mobilize as many local port resources as quickly as possible and identify gaps between the local WQSB and the ICS organization developed for the specific incident (ICS Forms 203, 204 and 207 should be filled out and faxed to the First District Command Center). The FOSC should also liase directly with the AST to get an appropriate number of Strike Team members on the move. The D1 DRAT Chief maintains a listing of AST members who are qualified to fill various ICS WQSB billets. With the arrival of ISC Boston's advance team, the UC/ICS Resources Unit should work with ISC and the RP to project personnel needs over the next 24-72 hour period and convey those needs to the First District Command Center. Requests for active duty augmentation should be specific, identifying the number of people required, rate/rank, special skills, experience, knowledge, and expected duration of service. Concurrently, the affected local Coast Guard units should initiate a call-up of their own local reservists and auxiliarists.

Guidelines for Mobilizing Unit Reservists. Members of the Coast Guard Ready Reserve who drill at local units are immediate force multipliers during surge operations, but it is important that lines of authority for their call-up are kept clear. In order to obtain the fastest response of reservists for surge operations, the unit should rely first on its own drilling members and use Inactive Duty Training (IDT), Annual Duty Training (ADT), or Voluntary Unpaid Drills to its own best advantage. In order to meet surge requirements, Reserve members in a drilling status are authorized 48 paid IDT drills and 12 (up to 15) ADT days per year. There is no limit to the number of unpaid drills a reservist may perform in a voluntary capacity. The servicing PERSRU of the unit to which reservists are assigned (unit's RPAL billets) is responsible for processing reservists to support surge operations for IDT and ADT. For paid IDT, drills cannot exceed 48 in a fiscal year, 24 per quarter, 12 per month or 6 per week. ADT can be rescheduled flexibly, with the permission of the affected reservist and the approval of the District Commander. To use ADT, contact the reservist and request the performance of ADT at the desired time and location. Use of reservists beyond these three types of ways, involves coordination between the new D1(opr) Branch and the ISC Boston Force Optimization Branch. Requests for reservists in response to domestic emergencies must be made through the command center, via the First District Operations and Readiness Branch (opr). Requests for reservists to meet the surge demands of a Coast Guard component involves the initiation of the District Commander's authority under 10 USC 12301 (d). This authority authorizes the District Commander to initiate a voluntary recall of up to 10 officers and 100 enlisted reservists for a period not to exceed 30 days for any one domestic emergency. Reserve personnel needs beyond the capability of the component Coast Guard unit to fill on its own need to be transmitted to the PERSRU at ISC Boston, and must identify as a minimum the number of reservists required by rate/rank, special skills, experience, knowledge, and anticipated duration of the surge operation. ISC Boston will solicit volunteers to fulfill the request and then identify reservists to fill the need.

c. **Initial D1(cc) Personnel Actions.** Assuming the local units will need as much help as possible right away, the command center will immediately activate a CAC and, as appropriate, begin to dispatch district personnel to the scene, including: (dpa) rep, (dt) rep, (dl) rep, DRAT equipment and environmental specialists, and an AIRSTA Flight Services Officer to coordinate flight safety. Related logistical needs, which should be anticipated, are the scheduling of a Coast Guard overflight if no commercial alternative is available, a Coast Guard cutter to assist in directing on-water operations, and one or more buoy tenders for the ready deployment of the D1 VOSS or SORS equipment. The command center will also immediately notify the ISC Boston OOD and request the dispatch of: an ISC advance team and the ISC Industrial Hygienist. Personnel support is a critical issue for

the command center CAC. D1(cc) CAC members will work closely with ISC Boston to fill UC/ICS needs; the D1 DRAT Chief will coordinate directly with other First District marine safety field units to identify suitable qualified personnel to assist in the cleanup operation. The D1 DRAT Chief will also liase with other federal, state, and local agencies as necessary to support personnel issues the UC/ICS requests assistance in resolving.

d. **Coordination of Coast Guard Resources Beyond D1 Geographic Limits.** The D1 Command Center will work with ISC Boston to obtain additional resources beyond the D1 DRG as the need arises. The Atlantic Area Commander and MLC Atlantic will be consulted to provide out-of-district personnel during major spill incidents. The points at which out-of-district resources will be requested will be twofold: when specific resources needed on scene are not available in the First District or when the magnitude of the incident is such that the district cannot maintain its ability to keep the response operation adequately sustained. An example of the first situation would be a request to bring AIREYE or dispersant application assets and personnel on scene; whereas, the second would be mobilization of the AST IMAAT, consisting of the following personnel:

Atlantic Area IMAAT Members

Deputy Incident Commander	CDR Gaudiosi, AST CO
Information Officer	CWO Haley, NSFCC PIAT
Liaison Officer	CDR Obernesser, D5 (mor)
Safety Officer	LCDR Davenport, MLC Atlantic
Planning Sect. Chief	LCDR Matthews, AST XO
Ops Sect. Chief	CDR Hartley, GST
Deputy Ops Sect. Chief	LT Hanzalik, GST
Logistics Sect. Chief	LT Wisener, PST
Finance Sect. Chief	CWO Peterson, AST
Documentation Unit Leader	CWO Galapate, PST
Demob/Ground/Vsl Support	CWO Alenitsch, AST
Resource Unit Leader	LT Flynn, AST
Situation Unit Leader	LTJG Cioffi, AST
Time/Cost Unit	YN1 Leahy, AST
Procurement Unit Leader	Ms. Deegan, MLCA
Comms Unit Leader	SCPO Tracy, CAMSLANT
Supply Unit Leader	SKCS Pesante, D5
ICS Technical Spec.	LT Burke, NSFCC

4. DEMOBLIZATION. The UC/ICS Demobilization Unit will monitor and track personnel activity and develop a plan for demobilizing equipment and personnel, determining which resources are in excess and using ICS Form 221 to communicate with the appropriate ICS cell chief or leader, as necessary, so the response organization can shut down in a planned and orderly fashion.

ANNEX G CHEMICAL COUNTERMEASURES - DISPERSANTS, CHEMICAL AGENTS,AND OTHER SPILL MITIGATING SUBSTANCES, DEVICES OR TECHNOLOGY

A. Massachusetts/Rhode Island Dispersant Pre-Authorization Policy: On March 14, 1997 the Regional Response Team approved a dispersant pre-authorization policy for Massachusetts and Rhode Island. This pre-authorization policy is included in Appendix V. In general terms this pre-authorization policy applys only to Corexit 9527 and 9500 and established conditional approval zones and a pre-authorized zone, and also establishes a monitoring protocol. The FOSC's pre-authorized zone is for locations more than 2 nautical miles of mainland or designated islands and having a water depth of greater than 40 feet and outside the Special Consideration Areas of Cape Cod Bay in February through mid-May and Great South Channel from April through June and October through mid-November. Within the conditional approval zone the use of dispersants should go through the concurrance method listed below.

APPENDIX I: AUTHORIZATION TO USE ALTERNATE RESPONSE TECHNOLOGIES

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

B) Burning Agents: The FOSC, with the concurrence of the EPA representative to the RRT and, as appropriate, the concurrence of the RRT representatives from the states with jurisdiction over the navigable waters threatened by the release or discharge, and in consultation with the DOC and DOI natural resource trustees, when practicable, may authorize the use of burning agents on a case-by-case basis.

C) Use of Alternate Response Technologies to Prevent or Substantially Reduce the Hazard to Human Life: The FOSC may authorize the use of any dispersant, surface washing agent, surface collecting agent, other chemical agent, burning agent, bioremediation agent, or miscellaneous oil spill control agent, including products not listed on the NCP Product Schedule, without obtaining the concurrence of the EPA representative to the RRT and, as appropriate, the RRT representatives from the states with jurisdiction over the navigable waters threatened by

the release or discharge, when, in the judgment of the FOSC, the use of the product is necessary to prevent or substantially reduce a hazard to human life. Whenever the FOSC authorizes the use of a product pursuant to this paragraph, the FOSC is to inform the EPA RRT representative and, as appropriate, the RRT representatives from the affected states and, when practicable, the DOC/DOI natural resources trustees of the use of a product, including products not on the Schedule, as soon as possible. Once the threat to human life has subsided, the continued use of a product shall be in accordance with paragraphs (a), (b), and (c) of 40 CFR 300.910. Sinking agents shall not be authorized for application to oil discharges.

D) Applicablity of Pre-authorization Policies: If the RRT representatives from EPA and the states with jurisdiction over the waters of the area to which a pre-authorization plan applies and the DOC and DOI natural resource trustees approve in advance the use of certain products under specified circumstances as described in the pre-authorization plan, the FOSC may authorize the use of the products without obtaining the specific concurrences described in paragraphs (A) and (B) above.

E) In situations described above requiring the concurrence network in case-by-case situations prior to use, contact the following numbers:

U.S. Coast Guard District (m)*
(617) 223-8447
via command center (617) 223-8555 after hours

* same as RRT coordinator number

APPENDIX II: EVALUATION OF THE CONSEQUENCES OF A DISPERSANT APPLICATION DECISION

The decision to use dispersants must be made as soon as possible after a spill occurs before substantial weathering takes place or the oil has spread. Therefore, early in the spill response the FOSC should evaluate the potential use of dispersants. The following is a list of questions that will be discussed and evaluated as part of the decision making process in either the pre-authorized zone using a UCS evaluation and FOSC approval or on a case-by-case basis in the conditional approval zone with concurrence network evaluation. This general list is not all inclusive and may be modified by the parties involved.

(A) Is there an immediate threat to life which can be substantially lessened by the use of dispersants? This safety of life condition preempts the following matrix by the FOSC.

(B) Will application of dispersant remove a significant amount of the slick from surface water?

(C) Can the extent or location of shoreline impacts be altered in a positive manner?

(D) Can the damage to endangered or threatened species, marine mammals, and waterfowl be lessened?

(E) Will the damage to habitats and resources resulting from chemical dispersion be less than those resulting without chemical dispersion?

(F) If recreational, economic and aesthetic considerations are a higher priority than natural resource considerations what is the most effective means of their protection?

APPENDIX III: DISPERSANT USE DECISION CHECKLIST

This check-list is intended to aid the FOSC in reaching a decision on whether the use of dispersants is the best course of action to mitigate an oil spill. It also provides a similar listing of data to all RRT members so that they may be involved, as needed, in the decision to use dispersants:

(A) If after evaluating the general considerations listed in Appendix II above, the FOSC feels the potential for dispersant use exists, s/he should have the staff gather the information necessary to complete the dispersant check-list. S/he also should request a limited RRT activation to have the needed RRT members outlined in Appendix I above review the check-list and provide their input on the possible use of dispersants.

(B) If upon completion of the dispersant check-list the FOSC decides the use of dispersants is the best course of action, the check-list information should be passed to the RRT for information in the pre-authorized zone and for their concurrance in the conditional approval zone.

(C) The following steps should be utilized in deciding if the use of dispersants will be required.

*(i) Spill data - USCG FOSC

a. Circumstances (fire, grounding, collision, etc.)
b. Time/date of incident
c. Location of spill
d. Type of oil product
e. List bulk chemicals carried and their volumes
f. Volume of product released
g. Total potential of release
h. Type of release (instantaneous, continuous, intermittent, etc.)

*(ii) Characteristics of the spilled oil - USCG FOSC

a. Specific gravity
b. Viscosity
c. Pour point
d. Volatility (flash point)
e. Relative toxicity

*(iii) Weather and water conditions/forecasts - SSC

a. Air temperature, wind speed, direction
b. Tide and current information
c. Sea conditions
d. Water temperature and salinity
e. Water depth and depth of the mixed layer

*(iv) Oil trajectory information - SSC/NRC

a. 48-hour surface oil trajectory forecast:
   - surface area of slick
   - expected areas of landfall

b. 48-hour dispersed oil trajectory forecast:
   - oil movement in water column
   - surface oil movement and expected land fall
   - concentration of the dispersant/oil mixture in the water column

(v) Characteristics of available dispersants and USCG FOSC application equipment.

a. Characteristics of the dispersants:
   - name
   - manufacturer
   - when available
   - location(s)
   - amount available
   - type of containers
   - characteristics (toxicity, effectiveness, reactions, applicability to spilled oil, etc)
   - application methods
   - other

b. Type of transportation and dispersing equipment
   - name
   - location
   - time to arrive
   - equipment available
   - other

*(vi) Information about available dispersant and dispersing equipment - USCG/EPA

a. Name of the proposed dispersant on EPA acceptance lists. Please note that only COREXIT 9527 and 9500 have been included in this area's pre-authorization policy.

b. Type (self-mix, concentrate, etc.)
c. Proposed application methods and rates
d. Efficiency under existing conditions (% dispersed and volume dispersed)
e. Location of the area to be treated
f. Surface area of the slick which can be treated in the scheduled time period
g. Estimated time interval between dispersant application and contact with sensitive environment/resources
h. Estimated distance between application of dispersants and sensitive environment/resources

*(vii) Comparison of the effectiveness of conventional cleanup methods vs the use of dispersants - USCG FOSC

a. Containment at the source
b. Shoreline protection strategies
c. Shoreline cleanup strategies
d. Time necessary to execute response

*(viii) Habitats and resources at risk comparison between dispersant treated spill vs untreated spill - SSC

a. Shoreline Habitat type and area of impact

b. Resources:
- endangered/threatened species (state and federally designated)
- critical habitats for the above species
- marine animals (pupping, migration)*
- waterfowl use (nesting, migration)
- shellfish (spawning, release migration, harvest)
- fin-fish (spawning, release migration, harvest)
- commercial use (aquaculture, water intakes, etc.)
- public use areas (parks, marinas, etc.)
- other resources of specific significance

(* Indicates seasonal considerations)

(ix) Economic Considerations

a. Cost of the dispersant operation

b. Cost of conventional containment and protection
   - with dispersant use
   - without dispersant use

c. Cost of shoreline cleanup (cost per barrel x number of barrels reaching shoreline)
   - with dispersant use
   - without dispersant use

APPENDIX IV: CRITERIA FOR MONITORING DISPERSANT USE

Dispersant applications in Region I will be monitored as per the dispersant monitoring protocol adopted and included in the pre-authorization plan listed in Appendix V.

FIRST U.S. COAST GUARD DISTRICT

DISPERSANT RESOURCES

Name of Supplier/ Location	Telephone	Product/Amount Equipment	Time O/S	Notes
Air Response, Inc. Mesa, AZ	602 844 0800 602 246 3336	1 DC-4 airplane equipped with 2,000-gal capacity in-line spray system	8-10 hrs	Must contract plane from Clean Bay, Clean Seas or Clean Sound; non-co-op mbrs may experience contractual delays.
Airborne Support, Inc Houma, LA 70363	504 851 6391	COREXIT 9527 24,000 gals in 2,000 gal DOT containers DC-4 plane w/2,000 gal capacity DC-3 plane w/1,200 gal capacity DC-3 plane w/1,000 gal capacity Twin engine spotter plane Assoc'd loading pumps	12 hrs	Available w/in time frame to mbrs/fed'l agencies; non-mbrs expect contractual delays; DOT containers not practicable for transp. to D1; would use loaded planes for initial pass then load w/dispersants from NE.
Biegert Aviation, Inc Chandler, AZ	520 796 2400	2 ADDS-PACK systems; ancillary pumping equipment	15 hrs	Company has no a/c to deliver systems; time o/s dependent on a/c availability.
Clean Bay Inc. Concord, CA	510 685 2800	COREXIT 9527 10,000 gals in 55-gal drums	20-24 hrs	Available to mbrs and other co-op mbrs thru mutual aid; non-co-op mbrs may experience contractual delays; time o/s dependent on availability of a/c.

Name of Supplier/ Location	Telephone	Product/Amount Equipment	Time O/S	Notes
Clean Caribbean Coop Port Everglades, FL	954 983 9880	COREXIT 9527 5,000 gals in bulk tank; 9570 gals in 55-gal drums COREXIT 9500 15,840 gals in 55-gal drums 1 ADDS-PACK unit 2 VOSS spray systems 2 helo spray buckets	14-16 hrs	Available to CCC mbrs and fed'l agencies; must provide transp. and deployment a/c; time o/s dependent on availability of a/c.
Clean Gulf Assoc's Houston, TX	504 593 6700	COREXIT 9527 12,265 gals in 55-gal drums;COREXIT 9500 17,160 gals in 55-gal drums	14-16 hrs	Available to mbrs and fed'l agencies at this time; plan in place to accommodate non-mbrs; buyer must transport; time o/s dependent on availability of a/c.
Grand Isle, LA		COREXIT 9527 3,465 gals in 55-gal drums	16-18 hrs	
Panama City, FL		COREXIT 9527 2,200 gals in 55-gal drums	14-16 hrs	
Clean Harbors Co-Op Edison, NJ	908 738 3002	COREXIT 9527 1,375 gals in 55-gal drums in trailer 1 workboat spray system 1 220-gal helo bucket	10 hrs	Available to members and non-members but must be replaced "in kind"; time o/s dependent on availa-bility of aircraft.
Clean Seas Carpenteria, CA	805 684 3838	COREXIT 9527 11,000 gals in 55-gal drums 2 90-gal helo buckets	20-24 hrs	Available to mbrs and other co-op mbrs thru mutual aid; non-co-op mbrs may experience contractual delays; time o/s dependent on availability of a/c.

Name of Supplier/ Location	Telephone	Product/Amount Equipment	Time O/S	Notes
Clean Sound Co-Op Edmonds, WA	206 744 0948	COREXIT 9527 6,250 gals in 330-gal containers; pumps, hoses, misc. gear	20-24 hrs	Available to mbrs and other co-op mbrs thru mutual aid; non-co-op mbrs may experience contractual delays; time o/s dependent on availability of a/c.
CISPRI Anchorage, AK	907 776 5129	COREXIT 9527 11,275 gals in 55-gal drums 2 helo buckets	24-30 hrs	Release of resources contingent upon state approval; time o/s dependent on availability of a/c.
Delaware Bay & River Co-Op Slaughter Beach, DE	302 645 7861	COREXIT 9527 1,650 gals in 55-gal drums 1 VOSS spray system 1 TC3 helo bucket	6 hrs	User must transport resources to deployment site; time o/s dependent on availability of a/c; spray system/helo bucket available for lease.
EADC Fort Pierce, FL Monroe, LA	603 778 1813	3 500-gal capacity a/c 1 600-gal capacity a/c 1 800-gal capacity a/c	8 hrs 8 hrs 10 hrs	Experienced dispersant crews aboard all a/c. Requires fast tanks, forklifts, 3" pump; can use small (1500') runways.
MSRC Lyndon, NJ	908 417 0500	COREXIT 9527 24,600 gals in 55-gal drums 4 Rototech 150-gal helo buckets	12 hrs	MSRC will transport drums to a/c loading site; require tank trucks, 3" pump, forklifts. Time o/s dependent on availability of aircraft.

Name of Supplier/ Location	Telephone	Product/Amount Equipment	Time O/S	Notes
Maine Dept. of Env'l Protection Westbrook, ME	207 822 6340 207 287 2651	COREXIT 7664 165 gals in 55-gal drums; COREXIT 9527 220 gals in 55-gal drums 1 VOSS spray system	1-6 hrs	Resources for use in Maine only; available thru Div. of Response Services; time o/s dependent on spill location.
NALCO/Exxon Energy Chemicals LP Sugarland, TX	281 263 7879	COREXIT 9527 200,000 gals in 55-gal drums; COREXIT 9500 (stockpile in flux) stored in 55-gal drums	12 hrs	Additional 200,000 gals available in 2 days; buyer transp from Houston Airport; time o/s dependent on availability of a/c. Also supplies COREXIT 9580 (shoreline cleaner) avialable 2-3 days after ordering.
NRC Miami, FL	516 369 8644	COREXIT 9527 5,000 gals in 55-gal drums	12 hrs	Time o/s depends on availability of a/c.
Oil Spill Response Limited Southampton, UK	44 1703 331 551	COREXIT 9500 100 drums 1 ADDS PACK system 1 L100 airplane	10-14 hrs	Company currently owns Enersperse 1583 which is not on NCP product schedule, has plans to purchase COREXIT 9500.
SEAPRO, Inc. Sitka, AK	907 225 7002	COREXIT 9527 16,445 gals in 55-gal drums, 30 per 20' container	18-20 hrs	Transit arrangements are possible in amts of ~5,000 gals/plane; time o/s dependent on availability of a/c and prior logistical planning.

Name of Supplier/ Location	Telephone	Product/Amount Equipment	Time O/S	Notes
Southern Air Transport Worldwide locations	800 327 6456	13 L100 freighter aircraft 6 of which can be equipped to carry 18 passengers in addition to 40,000 lbs cargo	6-24 hrs	Time o/s depends on location and availability of a/c. Crews are dispersant deployment trained. Requires ADDS-PACK units for dispersant deployment.
USAF Youngstown, OH	330 392 1111	C-130H aircraft	12 hrs	Planes require 5000' runway to land loaded. Require: 3" fitting, tank trailer, pump, jet fuel, spotter plane with crew.
X Products & Services, Inc. Colorado Springs, CO	719 576 8047	SX-100 4,840 gals in 55-gal drums	14 hrs	Time o/s depends on availability of a/c.

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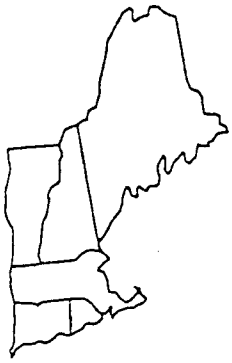

REGIONAL RESPONSE TEAM
NEW ENGLAND - FEDERAL REGION I

U.S. Coast Guard

U.S. Environmental Protection Agency

Department of Agriculture

Department of Commerce

Department of Defense

Department of Energy

Department of Health and Human Services

Department of the Interior

Department of Justice

Department of Labor

Department of State

Department of Transportation

Federal Emergency Management Agency

General Services Administration

Nuclear Regulatory Commission

States of:
Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

Date: March 14, 1997

To: RRT I Members

Please find attached the final Dispersant Pre-Authorization Policy for Massachusetts and Rhode Island. Also included are the approval letters from the Region I Concurrence Network.

This policy has been many years in the making and we are pleased to announce that it has been approved. I commend the members of the Area Committee and the Regional Response Team who worked very hard to develop this agreement.

If you have any questions or comments regarding this document, please contact Scott Lundgren at (617) 223-8434.

Sincerely yours,

A P. Flanty for

E.J. Williams III
Captain, U.S. Coast Guard
Region I Co-Chair

Report Oil & Chemical Spills Toll Free: (800) 424-8802

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MASSACHUSETTS/RHODE ISLAND
DISPERSANT PRE-AUTHORIZATION POLICY

PURPOSE

Sec. 1, This policy addresses the pre-authorization of the use of chemical dispersants for the purpose of responding to oil spills in the coastal waters of the Commonwealth of Massachusetts, the State of Rhode Island, and the United States, as a means of reducing the overall impact of such spills on coastal habitats and marine fauna.

SCOPE

Sec. 2, This policy covers the marine waters off the coasts of the Commonwealth of Massachusetts and the State of Rhode Island, extending seaward of the high water line to the outermost extent of the Exclusive Economic Zone.

ZONES

Sec. 3, The waters addressed in this policy, as defined above, will be delineated into two zones.

Conditional Approval Zone

(a) The use of any chemical agent in response to an oil spill in the coastal waters of the Commonwealth of Massachusetts and the State of Rhode Island within two nautical miles of the mainland or of designated islands (designation is addressed in Sec. 3, Special

Consideration Areas) or has a mean low water depth of less than forty (40) feet will require approval under the methods and restrictions set forth in the latest National Oil and Hazardous Substances Pollution Contingency Plan (40 CFR Part 300, Subpart J), unless otherwise pre-authorized.

Pre-Authorized Zone

(b) The use of chemical dispersants as listed in the most recent version of the National Oil and Hazardous Substances Pollution Contingency Plan Product Schedule in response to an oil spill in the coastal waters of the Commonwealth of Massachusetts, and/or the State of Rhode Island, and/or the waters subject to the authority of the U.S. Coast Guard Captains of the Port, Boston, Massachusetts and Providence, Rhode Island, which are seaward of two nautical miles of the mainland or of designated islands and have a mean low water depth of greater than forty (40) feet is pre-authorized under the supervision of the Pre-designated Federal On-Scene Coordinator with restrictions set forth below.

Special Consideration Areas

(1) Special Consideration Areas (SCA's) may be designated and described in writing by the Natural Resources Trustee (or his/her designated representative) for the Commonwealth of Massachusetts, the State of Rhode Island, the National Oceanic and Atmospheric Administration, or the Department of the

Interior; or the manager of the Stellwagen Bank National Marine Sanctuary.

(2) Special Consideration Areas will consist of restrictions imposed on the use of chemical dispersants for a specific geographic area to be described in this policy (Annex A). These restrictions may range from outright prohibition to a requirement for consultation prior to deployment of the chemicals. They may be spatial, seasonal or species-specific in nature. Each Special Consideration Area submitted by the above mentioned individuals shall describe the specific restrictions to be applied on the use of chemical dispersants, including, as applicable, primary and alternate point-of-contact telephone numbers.

(3) Changes to any aspect of the Special Consideration Areas will be submitted, in writing, to the Chairperson of the appropriate Area Committee and will take effect thirty (30) days following receipt by the Chairperson. Upon receipt, the Chairperson shall forward copies of these changes, as soon as practical, to the membership of that Area Committee and to the Co-Chairpersons of the Region One Regional Response Team.

POLICY REVIEW

Sec. 4, This plan, along with the Special Consideration Areas in Annex A will be reviewed by the affected Area Committees annually at the first meeting of the full Area Committee following January 1.

DETERMINATION OF EFFECTIVENESS

Sec. 5 (a) The Pre-Designated Federal On-Scene Coordinator (FOSC) with authority over the oil spill in question will determine the effectiveness of the dispersant during the time of application. This effectiveness test will be conducted visually and qualitatively by the use of qualified and trained oil spill observers. Qualified observers will be individuals with oil observation experience from the FOSC's staff, the USCG National Strike Force, the NOAA Scientific Support Team or those identified by the FOSC at the time of the response. These individuals will conduct overflights to determine if the oil is being effectively dispersed. If it is determined by the FOSC, based on the report of the observers mentioned above, that the chemical dispersant is having minimal effect, application of that chemical dispersant will cease.

(b) If an authorized chemical dispersant application has been halted and conditions change which contribute positively to the effectiveness of re-application (for example, if a new release event occurs or weather conditions change), the FOSC, following consultation with his or her scientific support team, may attempt a

new application of the chemical dispersant. This new application will be subject to the same effectiveness monitoring as described above.

DISPERSANT MONITORING PROTOCOL

Sec. 6 (a), As agreed upon by the Region One Regional Response Team, the FOSC will follow the Dispersant Monitoring Protocol, as outlined in Annex B. An inability to implement this plan in a timely manner will not revoke the FOSC's pre-authorization to apply chemical dispersants. However, the FOSC should make every attempt to implement this plan as soon as practical.

(b) As soon as practical, a post-application biological monitoring plan will be developed as a section of Annex B and will be implemented routinely following the use of dispersants. An inability to implement this plan in a timely manner will not revoke the FOSC pre-authorization to apply chemical dispersants. However, the FOSC should make every attempt to implement this plan as soon as practical.

NOTIFICATION

Sec. 7 (a) If a decision has been made by the FOSC to use chemical dispersants under the provisions of this policy, the FOSC, as soon as practical, will notify the Region One Concurrence Network, as set forth in the most recent version of the Federal Region One Oil & Hazardous Substances Pollution Emergency Contingency Plan, of that decision.

(b) If chemical dispersants are used as described in this policy or for the protection of human life, the FOSC will hold a post incident debriefing within forty-five (45) days after dispersant application to gather information concerning the effectiveness of the chemical agent used and to determine whether any changes to this agreement are necessary. This debriefing should include, but is not limited to, the Region One Concurrence Network, the Scientific Support Coordinator, and the State On-Scene Coordinator (SOSC), or their representatives. The results of the debrief will be included in the FOSC report.

Annex A

Special Consideration Areas

for MA/RI Dispersant Pre-authorization Policy

Summary: (see original letters for details)

Area/Situation:	Additional Condition:	Submitted by:
Dispersant types other than Corexit 9527 or 9500	Not pre-authorized (Other stockpiled dispersants must receive specific Section 7 approval from USF&WS and NMFS before they may be pre-authorized).	NMFS Section 7 conducted on 9527 and 9500, F&WS Section 7 conducted only on "Corexit formulations"
All pre-approval areas	Implementation of the 6-point Dispersant Monitoring Protocol, USF&WS Region 5 Bioassay protocol, and physiochemical data collection (temp, salinity, conductivity, pH) at each sampling location. (AST with EPA ERT may be able to provide such monitoring)	USF&WS Service Section 7 (see 8/22/96 memo) was conducted on an internal F&WS pre-approval policy (see 5/18/96 memo) that requires the mentioned conditions.
Areas where baleen whales are present and feeding	Suspend dispersant application	NMFS (See 8/2/96 Section 7 letter)
Jeffreys Ledge between 5/1—9/30	Consultation with NMFS	NMFS (See 8/2/96 Section 7 letter)
Stellwagen Bank between 5/1—11/15	Consultation with NMFS and SBNMS Manager	NMFS. (See 8/2/96 Section 7 letter)
Great South Channel between 5/1—6/30 and 10/1—11/15	Consultation with NMFS	NMFS (See 8/2/96 Section 7 letter)
Cape Cod Bay between 2/1—5/15	Consultation with NMFS	NMFS (See 8/2/96 Section 7 letter)

Massachusetts/Rhode Island Dispersant Pre-Authorization Policy

Special Consideration Areas for Dispersant Approval

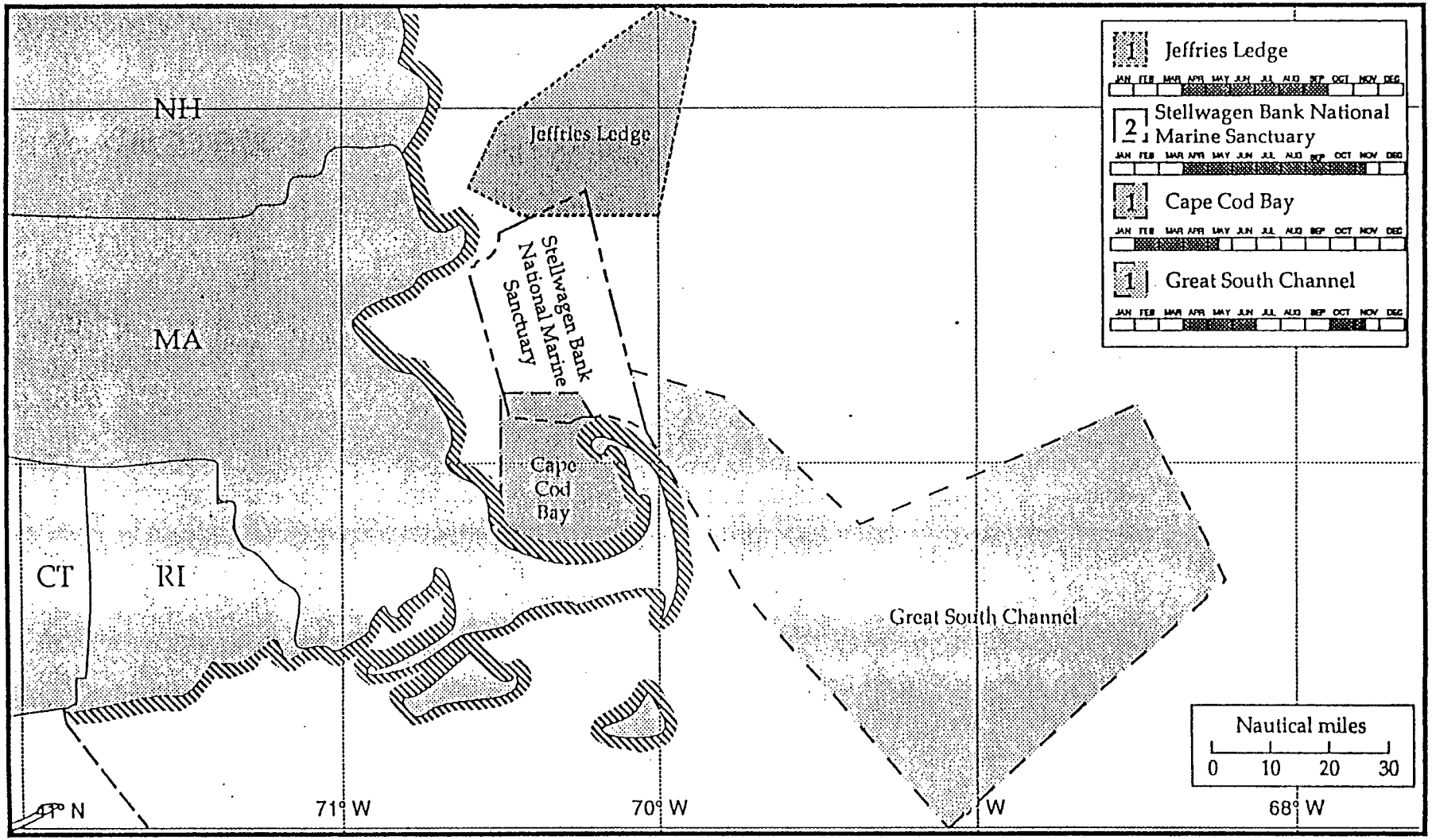
prepared by NOAA/Hazardous Materials Response & Assessment Division
Scientific Support Coordination Branch

USE ONLY AS A GENERAL REFERENCE

2 Mile Boundary: Requires Concurrence Network

Special Consideration Area Restrictions

1. Concurrence with NOAA Trustee & NMFS
2. Concurrence with Stellwagen Bank NMS



RAH

Annex B

Dispersant Monitoring Protocol

* To Be Developed *

(Interim protocol attached)

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DISPERSANT MONITORING PROTOCOL
REGIONAL RESPONSE TEAM III
(This protocol accepted by RRT I on 12/8/1993 as
the minimal interim dispersant monitoring protocol)

OBJECTIVES:

The Regional Response Team (RRT) has developed this protocol to monitor the deployment of chemical dispersant during oil spill response actions in marine and estuarine waters. The monitoring protocol is designed to assess movement of dispersed oil from the water surface into the water column and bottom sediments, and to provide data for analysis of potential biological effects.

Adoption of this protocol does not constitute a decision to use dispersant. Such decisions are the result of separate RRT agreements (pre-approval) or incident specific discussions.

This protocol eliminates the need to develop incident specific monitoring requirements during an ongoing spill and in addition to satisfying the stated objectives, is intended to expedite chemical dispersant response actions.

BACKGROUND:

The RRT has developed the following monitoring protocol to enable rapid response to oil spills. Eliminating the need to develop incident specific monitoring requirements and providing the On Scene Coordinators (OSC's) with the information necessary to plan for dispersant use should expedite responses.

OSC's must always be prepared to respond to an oil spill with all available equipment, personnel and technology to reduce the impact from accidents. The Oil Pollution Act of 1990 provides for the formation of Area Committees that shall, under the direction of the federal On Scene Coordinator, enhance State and local oil contingency planning by developing appropriate procedures for use of dispersants. Dispersant technology has been recognized as a potential method of reducing the impact to the shoreline environment from accidental oil spills. In order to effectively utilize this technology, a protocol must be in place before a spill to identify the requirements for monitoring the dispersant application.

This dispersant monitoring protocol will:

1. Provide scientific background information regarding the spill, dispersant utilization and effects. This will provide natural resource trustees with information crucial to their impact trade-off decisions. The data gained will assist with subsequent damage assessment responsibilities.

2. Provide the OSC with the requirements of a monitoring pr ogram so that advance planning and coordination may occur. The

data will also assist officials with support regarding post incident challenges.

3. Establish an education program for future learning regar ding dispersant application. This will assist in reviewing dispersants as a permanent response tool.

The RRT established the requirement to monitor all dispersant applications. The requirement is not to delay the effective application of the product but will enhance the scientific and educational values for the future. This protocol is presently established to gain knowledge in dispersant usage and will require review and updating as better information and data are gathered. As most oils must be dispersed within an approximate 48 hour period, rapid response is a necessity. Rapid response can not be insured unless a monitoring protocol is in place which accurately assesses movement of dispersed oil and potential biological effects. This monitoring protocol does not establish limits by which dispersant are applied or not applied, but identifies samples to be collected for laboratory scientific analysis.

The monitoring protocol established here will be impacted by incident specific variables. Spill size, spill dimensions, weather, direction of trajectory and depth of water all provide variables to the planned monitoring. Incident specific directions will be required from the OSC, in consultation with state and federal agencies, regarding monitoring. The plan should be initiated promptly whenever the OSC authorizes the use of dispersants on an oil spill. Implementation of the plan shall not interfere with the spill cleanup. Should unforeseen circumstances make it not possible to implement this monitoring plan in whole or in part during or subsequent to authorized dispersant application, the OSC shall advise the incident specific RRT as soon as possible.

Equipment required for monitoring:

The following equipment will be necessary to conduct the monitoring protocol. The equipment listed will only provide one monitoring platform. In the instance of larger spills where extensive monitoring is required, the OSC may need to consider additional platforms. It is not envisioned in this program that each and every dispersant application pass is individually monitored. For planning purposes, it takes 1.5 hours to perform the six point sampling protocol. Collection of sediment grab samples and benthic invertebrate samples will take additional time but are not time sensitive.

a. Aircraft for air surveillance of the dispersant application and for initial guidance and direction of vessels conducting the monitoring program. There are no specifics on the type of aircraft. Rotary or fixed wing aircraft are suitable for the job. The aircraft used must be able to communicate with

vessels in the area. Portable radios are often sufficient to meet this requirement.

b. A boat large enough to conduct required sampling. Large vessels with on board scientific equipment may be employed however are not required. Immediate analysis of the water samples is not a requirement. Boats approximately 23' in length, radar and electronic navigation system equipped, provide sufficient capacity. Any work from boats should take into account the existing and predicted weather conditions and location when determining a suitable platform. Often times offshore spills have several large vessels attending much smaller vessels conducting actual work. Vessels are likely to require aircraft to lead them to the dispersant application site.

c. A flourometer with the appropriate filter and capability to take samples at 1, 3 and 10 meters depth. The supply line should be fitted with a valve at the unit so that immediate water samples can be drawn with positive fluorescent readings.

d. Water sample bottles, one liter, teflon lined screw caps and amber in color. A minimum of 120 bottles should be readily available.

e. Ice chest with ice for keeping samples cool during transit to laboratory.

f. 35mm camera with film

g. Video camera with one cassette

h. Radios for various monitoring platforms. One radio per platform should be sufficient.

i. Drift buoy for estimating the dispersed oil plume movement. This buoy should be equipped to allow tracking by the monitoring vessel with a radar reflector. The six point monitoring protocol requires sampling in relative positions to the deployed buoy. Should long term sampling of the same plume be desired a radio beacon buoy will be required.

j. Supply of Hydrochloric acid (HCL) for sample preservation.

k. Safety equipment should be carefully reviewed. Initial oil spills will possibly contain levels of benzene, however by the time the dispersant program and this monitoring program are in place exposure should not be a problem. Consultation with appropriate safety personnel should solve this problem. All sampling should be done wearing PFD work vests, neoprene or latex gloves, steel toed shoes and eye protection. Monitors using aircraft and vessels should conform to established safety procedures of the craft. Due to the cooler climates and cold water in the northeast corridor, mustang suits or dry suits may be appropriate. In the case of products which contain higher amounts of Benzene, initial air monitoring may be required.

l. A 20 liter sample container for the collection of clean sea water at location number 1.

This monitoring program is designed to require a minimum of scientific personnel offshore and to conduct the analysis in a shoreside laboratory. Personnel going offshore should be able to navigate accurately, utilize the flourometer correctly and take proper water and sediment samples. Scientific personnel will be

required Nearshore and Inland Zones when conducting benthic invertebrate sampling. Other sampling may be desired for scientific purposes, but are not part of the required monitoring program.

ESTABLISHMENT OF DISPERSANT MONITORING ZONES:

The monitoring program is divided into three geographic zones including Offshore, Nearshore and Inland. The Offshore Zone is considered all waters 3 nautical miles and greater from the shoreline. This is essentially all waters beyond the state water dividing line. The Nearshore Zone is considered all waters from three miles to the shoreline essentially the same as is presently considered state waters. The Inland Zone is all waters within the headlands including bays, estuaries, rivers and harbors.

DISPERSANT MONITORING TECHNIQUES

Visual observation (either aerial or by vessel) of the dispersant application shall be conducted during dispersant use. This observation will determine if the application is on target, whether initial dispersing is occurring and identify any shortfalls. The visual observation should be immediately after application. Most often the use of aircraft is the most practical due to height of eye. Vessels used for this purpose would have to provide a considerable height to allow appropriate observation. Timing of the aircraft is important to insure sufficient airtime is available for both the observation and direction of boats for the monitoring program. Use of both still and video cameras is necessary to document the application and its results. Video film should be immediately taken back to the OSC and other officials for review. The OSC may use the film as a basis for further decisions regarding dispersant application. The OSC shall assign one of his staff and a federal representative in offshore areas and a state representative in nearshore and inland areas at a minimum for observation. Each individual should be trained or posses experience in aerial observation of spilled oil. Very limited space will be available in aircraft and documentation using the video will allow others in the command center to observe the application.

Field expedient tube testing may supplement or augment the immediate visual observation to determine the dispersibility of the oil. Using the test protocol established in enclosure (1), OSC's may approve use. The tube test will use a sample of the spilled oil and the dispersant to be applied.

This procedure establishes a 6 point sample collection protocol. The 6 point program will be utilized right after dispersant application and continue as deemed necessary by the OSC. Enclosure (2) shows the layout to be used in collecting samples using the 6 point collection pattern. At each monitor point data will be gathered at 1 meter, 3 meter and at 10 meter

depths. Additionally, a 20 liter clean water sample will be taken at position number 1 for analysis purposes. Information to be gathered includes a position, fluorometer reading and water samples at maximum meter deflection. Water samples are collected for further scientific analysis. Flourometers must be properly calibrated using the manufacturers instructions. Water samples should be collected in the one liter bottles and kept cool using the ice chest until analysis is completed. Flexibility in implementing this protocol will be required due to the restricted ability and safety of on scene personnel. In certain areas freezing of the water may occur and protection of the sample jars may be necessary.

Flourometers will be utilized to observe and measure emulsified and dissolved oil in the water column. It will provide a baseline using surrounding water as the normal background. Flourometers and ancillary equipment should be designed and calibrated for working with oils.

Sediment grab samples, when required, will be taken and placed in 1 liter clean sample jars. The samples will be kept cool until analysis can take place. Enclosure 3 outlines the procedures for sediment sampling.

Benthic invertebrate sampling, when required, will be conducted with personnel suitably qualified and using sample containers that are clean and oil free. All means necessary to eliminate contamination by other than spilled oil must be taken. Enclosure 4 outlines the procedures for benthic sampling.

NOTE: Caution should be utilized in gathering sediment and benthic invertebrate samples to avoid cross contamination with oil in the water. Sediment or benthic invertebrate samples will normally be taken after floating and dispersed oil passes the collection point. Oil from the spill impacting sediments and invertebrates will remain for extended periods and rapid collection is not necessary. It is expected that this sampling will be conducted within weeks of the actual dispersant application.

REQUIRED MONITORING:

OFFSHORE:

(1) Visual monitoring initially and after every load of dispersant taken offshore.
(2) Video tape of the initial results of application
(3) Flourometer readings and water sampling using the 6 point protocol. Continued monitoring or the extent of monitoring will be determined by the spill size and the amount of dispersant to be applied.

Quantitative monitoring offshore is less than nearshore or inland due to the greater water depth, larger mixing zone and generally fewer sensitive resources in the area of impact.

NEARSHORE:

(1) Visual monitoring initially and after every application.

(2) Video tape and stills for the initial results of application.

(3) Flourometer readings and water sampling using the 6 point protocol. Continued monitoring or the extent of monitoring will be determined by the spill size, amount of dispersant to be applied, location of the spill and trajectory of the spill. The OSC should develop these in consultation with federal and state representatives. Continued monitoring at 6 hour intervals would allow sufficient information gathering to perform the required analysis. Due to the possibility of encountering shallow water impacting the 3 and 10 meter water samples, the program should continue by taking water column samples at maximum water depth.

(4) Sediment grab samples should be taken in non oiled and oiled or potentially oiled water areas for comparative analysis. The only samples required are those to give a representative indication of sediment impact from the dispersed oil. Beach sampling of oiled beaches is not part of this program. When flourometer readings are high in near bottom waters, sediment sampling is not necessary due to known impact.

(5) Benthic invertebrate sampling should occur in non oiled and oiled or potentially oiled water areas for comparative analysis. The only samples required are those to give a representative indication of benthic invertebrate contamination from the dispersed oil.

INLAND:

(1) Visual monitoring continually during application and until the expected trajectory reaches the shoreline.

(2) Video tape and stills of the oil being dispersed and results of the initial dispersal.

(3) Flourometer readings and water sampling using the 6 point protocol. Continued monitoring or the extent of monitoring will be determined by the spill size, amount of dispersant to be applied, resources at risk, location of the spill and trajectory of the spill. The OSC should develop these in consultation with federal, state and local representatives specifically for the area to be governed. Continued monitoring at 4 hour intervals or until the dispersed oil trajectory reaches the shore would allow sufficient information gathering to perform the required analysis. Due to the possibility of encountering shallow water impacting the 3 and 10 meter water samples, the program should continue by taking samples at maximum water depth.

(4) Sediment grab samples should be taken in non oiled and oiled or potentially oiled water areas for comparative analysis. The only samples required are those to give a representative indication of sediment impact from the dispersed oil. Beach sampling of oiled beaches is not part of this program.

(5) Benthic invertebrate sampling should occur in non oiled and oiled or potentially oiled water areas for comparative

analysis. The only samples required are those to give a representative indication of benthic invertebrate contamination from the dispersed oil.

SAMPLE CUSTODY

All samples collected will be handled in accordance with U. S. Coast Guard, Marine Safety Laboratories, Oil Spill Sample Handling and Transmittal Guide, second edition, dated 15 Nov 1988, enclosure 5. This will allow for proper handling, storage, chain of custody and marking of sample containers.

LABORATORY ANALYSIS

Laboratory analysis procedures for water samples should follow EPA Method 418.1 (Spectrophotometric, Infared), PETROLEUM HYDROCARBONS, TOTAL RECOVERABLE, Storet No. 45501, enclosure 6. Laboratory analysis procedures for sediment and benthic invertabrate samples should follow EPA Method 9071, OIL AND GREASE EXTRACTION METHOD FOR SLUDGE SAMPLES, enclosure 7. These procedures should be utilized unless otherwise stipulated or requested by the OSC.

FUNDING

Funding dispersant application and monitoring should remain with the responsible party. This monitoring program is provided to OSC's and Area Committees for their use in reviewing the adequacy of facility or vessel response plans and for potentially responsible parties in determining the needs should dispersant application be determined feasible. These plans should indicate funding source for application and monitoring. In the absence of a responsible party, the OSC needs to be prepared to take action necessary and may plan on using this protocol.

REPORTS

Reports are required during the dispersant application and monitoring program. The OSC's command center should be the focal point for reporting. Close coordination is necessary to insure all activities and constituents are kept abreast of activities and the decisions required. The OSC's representative on scene at the application site should provide immediate verbal feedback regarding the application and results. The observer should maintain a logbook and document each action taken by the dispersant contractor and the monitoring platform. The OSC observer aboard the monitoring platform should provide operations normal reports hourly and provide updates regarding monitoring status. The OSC Command Center should maintain all reports regarding the monitoring program and its results. A copy of all data should be forwarded to the OSC, with copies to other agencies, within 24 hours. Problems or difficulties should be immediately reported to the command center. Long term monitoring programs should develop a reporting procedure suitable for the specific incident.

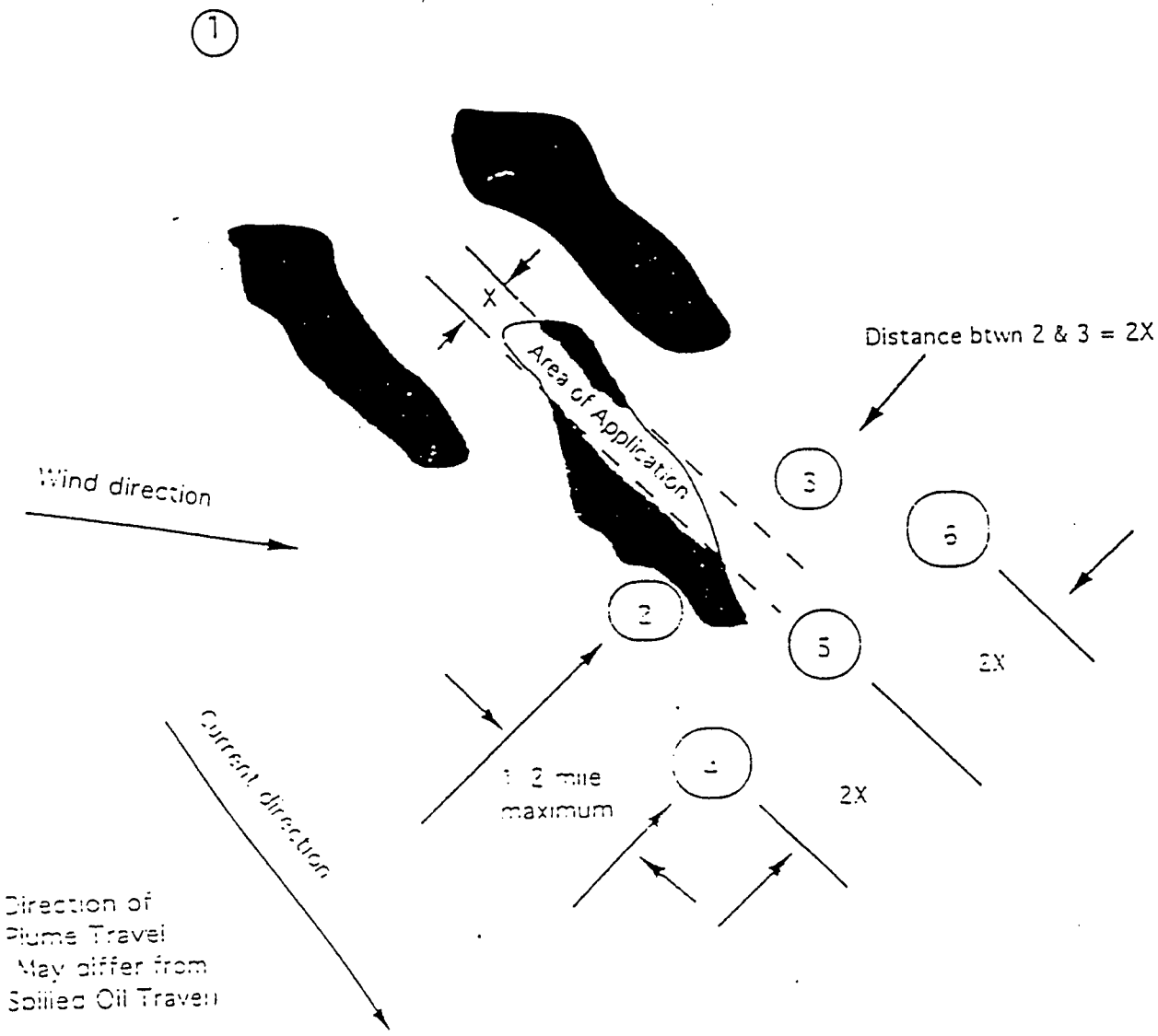
A written report is required regarding dispersant application within 45 days of the application. Copies of the draft report should be provided to the OSC prior to issuance of the final report. Using all the information gathered during the program, the report should review the information and develop specifics regarding dispersant application, it's impact and a cost benefit analysis. Responsible parties should be prepared to compile the report for submission to the OSC, with copies to other agencies and the National Response Team. All technical data and analysis information should be included with the report.

PROGRAM REVIEW

This plan should be reviewed based on exercises and actual field applications of dispersants. Suggested revisions should be prepared by or submitted to the Regional Response Team Three, Chemical Countermeasures Subcommittee for future incorporation into the plan.

Enclosures
(1) FIELD DISPERSANT EFFECTIVENESS TEST
(2) SIX POINT DISPERSANT WATER MONITORING PROTOCOL
(3) EPA SEDIMENT SAMPLING PROCEDURE NUMBER 2016
(4) EPA BENTHIC SAMPLING PROCEDURE NUMBER 2032
(5) OIL SPILL HANDLING AND TRANSMITTAL GUIDE, USCG
(6) PETROLEUM HYDROCARBONS, TOTAL RECOVERABLE, Method 418.1 (Spectrophotometric, Infared)
(7) OIL AND GREASE EXTRACTION METHOD FOR SLUDGE SAMPLES, Method 9071, dated September 1988

SIX POINT DISPERSANT MONITORING PROTOCOL



Sample 1 is uncontaminated control
Sample 2-6 are representative samples of oil in the water column

On scene sea and weather conditions may require the use of drogue to follow plume direction of travel.

REGIONAL RESPONSE TEAM III
24 FEBRUARY, 1994

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Concurrence Network Letters of Approval
Massachusetts and Rhode Island Dispersant Pre-Approval Policy

Agency	Approval of MA/RI Policy (dated Aug 14, 1995)
EPA	August 28, 1996
Massachusetts	December 8, 1995
Rhode Island	November 13, 1996
Interior	January 24, 1997
USF&WS Section 7	August 22, 1996[1]
NOAA	November 14, 1995
NMFS Section 7	August 2, 1996

[1] NMFS and USF&WS Section 7 letters contain Special Consideration Areas, restrictions to specific chemicals (those commonly available in quantity), and certain monitoring requirements. These conditions are summarized in the Annex A, the Special Consideration Areas table, and are listed in detail in the respective Section 7 documents, available upon request from the First Coast Guard District or the Coast Guard Marine Safety Office in Boston or Providence.

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION I
JOHN F. KENNEDY FEDERAL BUILDING
BOSTON, MASSACHUSETTS 02203-0001

August 28, 1996

Capt. Eric J. Williams
U.S. Coast Guard, First District
408 Atlantic Avenue
Boston, MA 02210-3350

Dear Captain Williams:

EPA has reviewed the most recent draft of the proposed Dispersant Pre-Authorization Policy for Massachusetts/ Rhode Island developed by the Marine Safety Office - Boston and Marine Safety Office - Providence Area Planning Committees dated July 18, 1995. This draft takes into consideration the two provisions mentioned in the initial concurrence to the policy. Therefore, I am concurring with this Dispersant Pre-Authorization Policy with implementation of the monitoring protocol.

Even with pre- authorization plans in place, the RRT concurrence agencies should be notified immediately should there be a significant or potentially significant oil spill or any incident where the uses of dispersant(s) is contemplated.

I would like to recommend that the dispersant monitoring protocol be tested at the regional level to determine its appropriateness and revised if needed. If you have any question or comments, please contact Dennisses Valdés at (617) 573-5715.

Sincerely,

Donald F. Berger, Chief
Emergency Planning and Response Branch
Office of Site Remediation and Restoration
RRT I - Co-Chair

The Commonwealth of Massachusetts
Executive Office of Environmental Affairs
100 Cambridge Street, Boston, 02202

WILLIAM F. WELD
GOVERNOR
ARGEO PAUL CELLUCCI
LIEUTENANT GOVERNOR
TRUDY COXE
SECRETARY

Tel: (617) 727-9800
Fax: (617) 727-2754

December 8, 1995

Commander (m)
First Coast Guard District
408 Atlantic Ave.
Boston, MA 02110-3350

Dear Captain Williams:

This letter constitutes my approval of the Dispersant Pre-Authorization Policy dated August 14, 1995 presented by the Regional Response Team for acceptance by the Commonwealth of Massachusetts. At my direction, Massachusetts Coastal Zone Management reviewed the policy to ascertain its consistency with state policies. That review has been completed with a favorable finding.

Your staff, the members of the Area Committee and the Regional Response Team who worked long and hard to develop the policy are to be commended. It represents a major step forward in the region's emergency response capability. The policy makes a valuable tool available to responders while setting acceptable limits to insure its responsible use. I truly hope we never have to use it!

I look forward to our staffs working cooperatively to develop a meaningful Monitoring Protocol as quickly as possible to complement the Dispersant Pre-authorization Policy in the unfortunate event it becomes necessary to resort to its use.

Cordially,

Trudy Coxe

cc Capt. D. McGuire, USCG, FOSC, MSO Boston
Capt. B. Turlo, USCG, FOSC, MSO Providence
Peg Brady, Director, MCZM
Mr. Robert Donovan, MA DEP
Mr. David Struhs, Commissioner, DEP
Mr. Edward Conley, EPA Co-Chair, RRT
Dr. Ken Finkelstein, NOAA Trustee, RRT
Mr. Andrew Raddant, DOI Trustee, RRT

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Environmental Management
OFFICE OF THE COMMISSIONER
235 Promenade Street, 4th Floor
Providence, R.I. 02908

13 November 1996

Capt. Eric J. Williams
First Coast Guard District
408 Atlantic Ave.
Boston, MA 02210-3350

Dear Captain Williams:

I am by this letter approving the updated Dispersant Pre-authorization Policy. I would like to thank your staff and the members of the Area Committee and the Regional Response Team who worked so hard to craft this agreement. As you know the original policy was implemented during the North Cape Spill but not put into action because of the nature of the spill. However the fact that all of the groundwork had been laid in advance meant that we had that tool available if it had been necessary. It is nice to see that all of our planning has a positive payout.

Sincerely,

Timothy R. E. Keeney
Commissioner

cc Capt. Turlo USCG
J. Fester
D. Borden
S. Morin

encl. 1

U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Admin.
National Ocean Service
Office of Ocean Resource Conservation and Assessment
Hazardous Materials Response and Assessment Division
c/o EPA Waste Management Division (HEE-6)
J.F. Kennedy Federal Building
Boston, MA 02203
14 November 1995

Captain Eric Williams
U.S. Coast Guard 1st District Office
408 Atlantic Avenue
Boston, MA 02110-3350

Dear Captain Williams:

I am in receipt of the revised Massachusetts/Rhode Island Dispersant Preauthorization Policy dated 16 August 1995. The additions/deletions provided in this version improve the document when compared with the 9 February 1995 draft. As the DOC/NOAA representative with concurrence responsibilities for decisions regarding dispersant use, I approve the policy. This policy is the result of the hard work of those individuals representing the Area Committees of MSO Boston and MSO Providence. I look forward to further developing the protective Special Consideration Areas.

Sincerely,

Kenneth Finkelstein, Ph.D.

cc: Mr. Edward Conley (EPA)
Mr. Stephen Lehmann (NOAA - SSC)
Mr. Scott Lundgren (USCG)

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
408 Atlantic Avenue - Room 142
Boston, Massachusetts 02210-3334

January 24, 1997

Captain Eric Williams, Chief
Marine Safety Division
U.S. Coast Guard
First Coast Guard District
408 Atlantic Avenue
Boston, MA 02210-3350

Dear Captain Williams:

The Department has reviewed and approves of, with the following conditions, the final Preauthorization Plan for dispersant use prepared by the Massachusetts and Rhode Island Area Committee.

First, I recommend that the Wampanoag Tribe of Gay Head (Aquinnah) be invited by the Area Committee to participate in Area Committee activities, and, in the event of an oil spill having the potential to impact Martha's Vineyard and the trust resources of the Wampanoag Tribe, that the Tribe be included in the incident specific Unified Command. As you may be aware, the Wampanoag Tribe of Gay Head (Aquinnah) owns lands in trust, such as the Cliffs of Gay Head and a herring run, which the Tribe may wish to have identified in the Area Plan as a sensitive area. The Tribe may also wish to be included in any concurrence network for decisions regarding "2 mile boundary" area. Please contact Matthew Vanderhoop at the following address for more information: Matthew Vanderhoop, Director of Natural Resources, Wampanoag Tribe of Gay Head (Aquinnah), 20 Black Brook Road, Gay Head (Aquinnah), MA 02535. Mr. Vanderhoop can also be reached at (508) 645-9265, ext. 33.

Please call me if I can be of further assistance (617/223-8565).

Sincerely,

Andrew L. Raddant
Regional Environmental Officer

Attachment

cc: Matthew Vanderhoop, Wampanoag Tribe of Gay Head (Aquinnah)
Jim Harriman, BIA/EAO
Tim Fannin, FWS/R5
Charles Hebert, FWS/RI
David Price, NPS/NESSO

ANNEX K APPLICABLE MEMORANDUMS OF UNDERSTANDING/AGREEMENT

TAB A - MOU Between U.S. Coast Guard and the Environmental Protection Agency -- Signed 4 January 1982

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

TAB C - Interagency Agreement Between the U.S. Fish and Wildlife Service and the U.S. Coast Guard for Participation in Pollution Incidents -- Signed 24 July 1979

TAB D - Instrument of Redelegation of Sections 2(d), 2(f), 2(g), 3(a), and 4(b) of Executive Order 12316 of August 14, 1981 from the U.S. Coast Guard to the Environmental Protection Agency on Response Actions.

TAB E - OTHER APPLICABLE MOUs FOUND IN VOLUME X OF THE MARINE SAFETY MANUAL

1. - Understanding Between the Defense Civil Preparedness Agency and USCG Concerning Liaison During Any Type of Disaster. --Signed 06 September 1974

2. - MOU Between the EPA and USCG Concerning the Mitigating 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 U.S.C. 1321). --Signed 06 September 1979

3. - MOU Between the EPA and USCG on Assessment of Civil Penalties for Discharges of Oil and Designated Hazardous Substances. -- Signed 15 August 1979

4. - MOU Among the NIOSH, OSHA, USCG, and EPA Concerning Guidance for Worker Protection During Hazardous Waste Site Investigations and Clean-Up and Hazardous Substance Emergencies. -- Signed 18 December 1980

5. - IAA Between the USN and USCG for Cooperation in Oil Spill Clean-Up Operations and Salvage Operations. --Signed 13 August 1980

6. - MOU Between the EPA, USCG and GSA pertaining to logistical and telecomunications support under the NCP -- Signed 9 April 1996

7. - MOA Between the Director of Miltary Support and the USCG for Aerial Application of Dispersants During Oil Spill Cleanup and Recovery Operations--- Signed 12 August 1996

TAB F - LIST OF APPLICABLE STATE MEMORANDUMS OF AGREEMENT

No memorandums of agreement currently exist between either the State of Massachusetts or Rhode Island with the U.S. Coast Guard. Neither are there plans to develop such agreements in the future.

TAB G - LIST OF APPLICABLE LOCAL MEMORANDUMS OF AGREEMENT

No memorandums of agreement currently exist between local entities and the U.S. Coast Guard. Neither are there plans to develop such agreements in the future.

MEMORANDUM OF UNDERSTANDING

Between

THE UNITED STATES COAST GUARD

and

THE ENVIRONMENTAL PROTECTION AGENCY

• • •

A Mechanism for Funding Vendor Costs Incurred by the U.S. Coast Guard During Emergency Response to Releases or Threats of Releases of Hazardous Substances

PURPOSE:

The U.S. Coast Guard (USCG) and the Environmental Protection Agency (EPA) agree that a mechanism is required to fund USCG costs incurred during emergency response to releases, or the threats of releases of hazardous substances or pollutants or contaminants. This Memorandum of Understanding establishes the accounting, contracting, and fund management control policies and procedures for USCG response actions.

AUTHORITY:

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) (94 Stat. 2796; 42 USC 9615) authorizes the President to respond to releases or threats of releases into the environment of hazardous substances, or pollutants or contaminants which may present an imminent and substantial danger to the public health or welfare. The Executive Order 12316 delegates certain authority and responsibility for response to the Administrator of the EPA and to the Secretary of Transportation. The USCG and the EPA are entering into this agreement in order to carry out their joint responsibilities under CERCLA and the Executive Order.

SCOPE:

The USCG and the EPA agree that vendor costs are costs incurred by the USCG in response to a specific incident of a release, or threat of a release, of hazardous substances.

The vendor costs are only those costs which qualify as allowable uses of the Hazardous Substance Response Trust Fund when the USCG undertakes response activities pursuant to CERCLA, Executive Order 12316, and the National Oil and Hazardous Substances Contingency Plan. Examples of vendor costs include, but are not limited to, the following:

- o contractor and consulting costs;
- o lease or rental of equipment; and
- o supplies, materials, and equipment (including transportation costs) procured for the specific response activity and expended during a response.

Vendor costs do not include USCG out-of-pocket expenses which are:

- o travel and per diem for military and civilian personnel, and overtime costs for civilian personnel;
- o fuel for vessels, aircraft, or vehicles used in support of a response activity; and
- o replacement or repair costs for non-expendable equipment.

Funding for out-of-pocket expenses and other non-vendor costs will be the subject of a separate agreement between the EPA and the USCG.

The Coast Guard will advise all of its District Commanders, predesignated On-Scene Coordinators (OSC), and Regional Response Team members of the terms of this Memorandum. The USCG will provide to EPA a current listing of District personnel who will serve as appropriate contacts for EPA on matters relating to contracting and accounting for response activity.

CONTRACTING AND ACCOUNTING:

The USCG and the EPA agree that the EPA will perform all accounting for vendor costs.

The USCG and the EPA agree that the contracting system used by the USCG for responses to oil and hazardous substance discharges under the authority of Section 311 of the Clean Water Act, shall be used for USCG responses to all releases or threats of releases of hazardous substances or pollutants or contaminants as defined in CERCLA.

Any contracts for immediate removal actions in response to releases or threats of releases of hazardous substances or pollutants or contaminants entered into by the Coast

Guard, where the USCG OSC is acting in the capacity of first responding Federal official, pursuant to the National Contingency Plan, shall remain in effect only during the period that the USCG is the OSC.

Any contract for immediate removal actions in response to releases, or threats of releases, of hazardous substances or pollutants or contaminants, entered into by the Coast Guard pursuant to the authority delegated under Executive Order 12316, and retained by the USCG in Section (c) of the Instrument of Redelegation, executed 2 October 1981 by the Secretary of Transportation and consented to on 9 October 1981 by the Administrator of the Environmental Protection Agency, shall remain in effect only during the period that the USCG is acting under this authority.

The USCG and the EPA agree on the following procedures for coordinating the EPA accounting system and the USCG contracting system.

1. Obtain account number

   For each incident where CERCLA funds are obligated, the USCG OSC must obtain a ten-digit account number from EPA Headquarters which identifies a specific site/spill incident. The number is obtained by calling:

   Chief, Response Operations Branch
   Emergency Response Division
   Office of Emergency and Remedial Response
   Environmental Protection Agency
   401 M Street, S.W.
   Washington, DC 20460
   (202) 245-3057

   The USCG OSC will provide an estimate of the response costs concomitant with the request for an account number.

   The ten-digit account number will not be issued unless CERCLA funds are available for the response action.

2. Accounting codes

   Specific accounting information is required by the EPA Financial Management System in order to process response contracts. There are five categories of accounting and control numbers which must be entered on each contract and financial document. They are:

- Appropriation Number: This number is permanently assigned to the trust fund.

68-20X8145

- Account Number: The ten-digit account number obtained for each incident from EPA Headquarters (see #1). The R and SS portions will vary to identify each separate release incident.

FTPA72RESS

Where: R = EPA Region where the release occurred
SS = Site/spill identification number

- Document Control Number: The OSC will develop a set of document control numbers for a specific release incident in the following format:

RSSXXX

Where: R = EPA Region where the release occurred
SS = Site/spill identification number
XXX = Contract document number

Each contract entered into relative to each release must have a unique document control number issued in ascending numerical sequence beginning with XXX = 001 for the first contract issued for that release. The R and SS portions are obtained from the Account Number.

For Example: RSS001 for 1st contract and its modifications
RSS002 for 2nd contract and its modifications

- Object Class: This number is permanently assigned.

2535

- Amount of Contract in Dollars

$_____

3. Transmit Contract to EPA

In order for EPA to process payments for response contracts, a legible certified true copy of the contract and modifications to the contract must be submitted

by certified mail within 72 hours of award by a USCG District Contracting Officer to the EPA paying office:

Financial Management Officer
Accounting Operations Office (MD-32)
Environmental Protection Agency
Research Triangle Park
Durham, NC 27711

The USCG will assure that the USCG contract number and the EPA accounting codes (appropriation number, account number, document control number, object class, and dollar amount) are clearly and legibly presented on the contract document. The USCG will assure that the EPA accounting codes and USCG contract number are made known to the contractor. The original contract will be retained by the USCG.

4. Process Contractor Invoices

4.1 Contractor Responsibilities:

The contractor will:

- o Send the original invoice to the EPA paying office. The address for the paying office is:

  Financial Management Officer
  Accounting Operations Office (MD-32)
  Environmental Protection Agency
  Research Triangle Park
  Durham, NC 27711

- o Submit a duplicate copy of the invoice to the USCG OSC.
- o Assure that the USCG contract number and the EPA accounting codes (appropriation number, account number, document control number, object class, and dollar amount) are clearly and legibly presented on the invoice and its copy. Contractors submitting invoices for work performed under a contract are to number each invoice sequentially beginning with one (1) and make a notation on the last invoice under the contract with the phrase "FINAL INVOICE."

4.2 USCG OSC Responsibilities:

- o The USCG OSC must certify each correct and proper invoice. A correct and proper invoice is one in which the services performed are acceptable and are consistent with the services billed and the accounting data properly transcribed.

The certification statement to be used by OSC's of both agencies for all CERCLA cases.

"I, _____, certify to the best of my
(OSC NAME)
knowledge and belief that the services have been performed and are accepted, and that applicable Pollution Incident Reporting System (PIRS) and EPA Spill Prevention Control and Countermeasure (SPCC) information has been correctly and completely submitted."

_____
(OSC's Signature)

_____
(date)

- The OSC will forward by certified mail the accepted and certified invoice, within 72 hours of receipt of the invoice from the contractor, to the EPA paying office (address shown above).

- The USCG OSC shall not certify invoices which include discrepancies between services performed and services billed. In the event that there are discrepancies in the invoices, the USCG representative shall, immediately upon receipt of the invoice, take appropriate action to notify the contractor and to resolve the discrepancies.

  Within 72 hours of receipt of an invoice containing unresolved discrepancies, the OSC shall forward the invoice by certified mail to the EPA paying office (address shown above). The invoice will be endorsed with the following statement:

  "This invoice contains unresolved discrepancies. DO NOT PAY THIS INVOICE UNTIL YOU RECEIVE WRITTEN NOTIFICATION THAT THE DISCREPANCIES HAVE BEEN RESOLVED AND THE INVOICE IS REISSUED."

  _____
  (OSC signature)

  _____
  (date)

4.3 EPA Responsibilities:

- o The EPA has the responsibility to process contract invoices and to make contract payments in a timely manner. Contract payments are normally made within 30 days after invoice receipt.
- o Payment will be contingent on the EPA paying office receipt of the original invoice from the contractor and the USCG OSC's certified copy of the invoice.
- o The paying office will withhold payment for contractor services if the OSC has not certified the invoice. Payments will be made when the discrepancies are resolved and the invoice is reissued and received at the paying office.
- o The paying office will not pay any response costs in excess of the dollar amount of the contract. In the event that a contractor's service exceeds the dollar amount of the contract, the EPA paying office will inform the USCG District Representative who will take appropriate action.

FINANCIAL MANAGEMENT:

The USCG and EPA agree that the USCG may obligate up to $50,000 per release without prior approval from EPA. Approval to obligate amounts in excess of the $50,000 ceiling must be obtained from:

Chief, Response Operations Branch
Emergency Response Division
Office of Emergency and Remedial Response
Environmental Protection Agency
401 M Street, S. W.
Washington, DC 20460
(202) 245-3057

The USCG will modify, as necessary, any existing contracts to reflect each ceiling increase. Certified copies of the contract modification must be submitted to the EPA paying office.

The USCG and EPA recognize that CERCLA requires that response actions cease when $1 million is obligated or 6 months have elapsed from the date of initial response, except as authorized under Section 104(c)(1), thereof.

REPORTING REQUIREMENTS: POLREPS

The USCG and the EPA agree that the EPA, acting in the capacity as manager of the Hazardous Substance Response Trust Fund, requires up-to-date information on CERCLA response actions and the related obligations of CERCLA funds for these actions. Pollution Reports (POLREPS) are submitted by USCG OSC's to USCG District Commanders. POLREPS provide factual operational data relating to a release and a current accounting of project costs. The USCG OSC will submit a duplicate copy of all POLREP's to the Director, Emergency Response Division, EPA, (TWX # 710-8229269) for the purpose of communicating CERCLA response and fund obligation data to EPA. The initial POLREP will be sent within 24 hours of initiating a response action, if information is available. Once the initial report is completed, progress POLREPS should be sent on a routine basis.

PERIOD OF AGREEMENT:

This Memorandum shall continue in effect until modified or amended by the assent of both parties or terminated by either party upon a thirty (30) days advance written notice to the other party.

Nothing in this agreement is intended to diminish or otherwise affect the statutory authority of the agencies involved.

This Memorandum will become effective at noon on the date of the last signature below.

W. E. Caldwell

W. E. CALDWELL
Rear Admiral U.S. Coast Guard
Chief, Office of Marine
Environment and Systems

12/10/81

DATE

Christopher J. Capper

CHRISTOPHER J. CAPPER
Acting Assistant Administrator
Office of Solid Waste and
Emergency Response

1/4/82

DATE

*U.S. GOVERNMENT PRINTING OFFICE: 1990--518-122/20947

DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20590

MEMORANDUM OF UNDERSTANDING BETWEEN THE DEPARTMENTS OF THE INTERIOR AND TRANSPORTATION CONCERNING RESPECTIVE RESPONSIBILITIES UNDER THE NATIONAL OIL AND HAZARDOUS SUBSTANCES POLLUTION CONTINGENCY PLAN.

In order to assure the most efficient use of resources under the National Oil and Hazardous Substances Pollution Contingency Plan, the Secretaries of the Departments of the Interior and Transportation agree that the following provisions shall be observed by the agencies of the two Departments in the exercise of their authority and the discharge of their responsibilities under the Contingency Plan.

1. The U.S. Geological Survey has the expertise and capability for coordination and direction in respect to measures to abate the source of pollution when the source is an oil, gas, or sulfur well.

2. The U.S. Coast Guard has the expertise and capability for coordination and direction in respect to measures to contain and remove pollutants.

3. With respect to spills originating from operations conducted under the Outer Continental Shelf Lands Act of 1953, the U.S. Coast Guard shall furnish or provide for the On-Scene Coordinator (OSC) with authority and responsibilities as provided by the National Contingency Plan subject to the following qualifications:

a. The authorized representative of the U.S. Geological Survey on the scene shall have the exclusive authority with respect to coordination and direction of measures to abate the source of pollution.

b. The authorized representative of the U.S. Geological Survey on the scene shall make the determination, which shall be binding upon the On-Scene Coordinator, that pollution control activities within a 500 meter radius of the source of pollution should be suspended to facilitate measures to abate the source of pollution.

c. The authorized representative of the U.S. Geological Survey on the scene shall make the determinations necessary under Section 250.43 of Title 30 of the Code of Federal Regulations, which shall be binding upon the On-Scene Coordinator.

d. In regard to those matters arising under Section 1334 et seq. of Title 43 of the U.S. Code and the regulations and Outer Continental Shelf Orders issued thereunder, the On-Scene Coordinator shall communicate with the lessee through the authorized representative of the U.S. Geological Survey on scene.

e. The On-Scene Coordinator and the authorized representative of the U.S. Geological Survey on scene shall maintain close liaison in all matters.

4. With respect to spills originating from operations conducted under the Submerged Lands Act of 1953 or in internal waters of the United States, the U.S. Geological Survey, upon request of the U.S. Coast Guard, will furnish expertise, guidance, and such other assistance as may be appropriate in respect to measures to abate the source of pollution when the source is an oil, gas, or sulfur well.

5. This Memorandum of Understanding shall be reviewed annually and shall continue in force until it shall be amended or terminated by mutual agreement.

Done this Sixteenth day of August, 1971, at the City of Washington, D.C..

FOR THE DEPARTMENT OF THE INTERIOR

UNDER SECRETARY OF INTERIOR /s/ William T. Pecora

FOR THE DEPARTMENT OF TRANSPORTATION

UNDER SECRETARY OF TRANSPORTATION /s/ James M. Beggs

INTERAGENCY AGREEMENT BETWEEN THE U.S. FISH AND WILDLIFE SERVICE AND THE U.S. COAST GUARD FOR PARTICIPATION IN POLLUTION INCIDENTS

I. PURPOSE: The purpose of this Interagency Agreement (IAA) is to specify the conditions and procedures under which the U.S. Fish and Wildlife Service will provide U.S. Coast Guard Federal On-Scene Coordinators with appropriate technical expertise as well as services in support of the Federal Government's efforts to control and clean up oil and hazardous chemical discharges. This IAA is implemented to enhance cooperation, efficiency and effectiveness of response activities.

II. SERVICES TO BE PROVIDED: Under the terms of this agreement:

A. The Fish and Wildlife Service will provide or furnish Coast Guard with technical expertise with respect to populations and habitats of fish and wildlife, including migratory birds, marine mammals and endangered and threatened plants and animals; specialized bird-hazing and cleanup equipment; and personnel to coordinate efforts to mitigate the threat to and rehabilitate birds affected by discharges of oil and hazardous chemicals, as a force integrated into the predesignated On-Scene Coordinator's (OSC's) local response team.

B. The Fish and Wildlife Service also will provide storage at its facilities for Coast Guard spill response equipment under the predesignated OSC's jurisdiction to the extent practicable to allow for prestaging of response equipment near vulnerable environmentally sensitive areas.

C. The Coast Guard will provide storage at their facilities for Fish and Wildlife Service response equipment to the extent practicable to allow for prestaging of Fish and Wildlife Service response equipment.

D. Responsibility for maintaining equipment prestaged at the other party's facility rests solely with the agency owning the equipment. Host agencies will, however, assist in making arrangements to transport equipment stored at their facilities when requested by the other agency. The cost of transporting equipment will be borne by the owner agency, unless agreed to otherwise.

III. SOURCES OF AND PROCEDURES FOR OBTAINING U.S. FISH AND WILDLIFE SERVICE SUPPORT

A. Fish and Wildlife Service personnel and equipment will be furnished as indicated in appropriate OSC local response plans and regional contingency plans. These plans shall specify the Fish and Wildlife Service personnel who are available to function on each OSC's local response team.

B. Procedures for obtaining Fish and Wildlife Service support shall be specified in appropriate predesignated OSC's local response and regional contingency plans.

IV. U.S. COAST GUARD RESPONSIBILITIES

A. The Coast Guard will advise all of its District Commanders, predesignated OSCs, and Regional Response Team (RRT) members of the terms of this Agreement.

B. The Coast Guard is designated as administrator of the pollution revolving fund established by the Federal Water Pollution Control Act of 1972 (P.L. 92-500), as amended. As such, the Coast Guard is responsible for reimbursing Federal agencies that provide support to Federal OSCs.

C. In the event that Fish and Wildlife Service involvement is desired by the Coast Guard during an incident not covered by the Federal Water Pollution Control Act, or Outer Continental Shelf Lands Act, the Coast Guard shall advise the Fish and Wildlife Service the extent to which reimbursement can be expected when the request for assistance is made.

D. Commandant (G-WEP) shall coordinate agreements for prestaging equipment at National Strike Force locations.

E. Coast Guard RRT representatives shall coordinate agreements for prestaging equipment at Coast Guard and Fish and Wildlife Service facilities within the RRT's geographical area of responsibility.

V. U.S. FISH AND WILDLIFE SERVICE RESPONSIBILITIES

A. It is understood that subsequent to formalizing this IAA, the Fish and Wildlife Service will advise its Regional Offices and Pollution Response Coordinators of the terms of this Agreement, their respective duties and responsibilities, methods of accounting, and reimbursement or payment for Fish and Wildlife Service efforts during pollution incidents covered by this Agreement.

B. The Fish and Wildlife Service National Pollution Response Coordinator shall coordinate agreements for prestaging response equipment at National Strike Force locations.

C. The Fish and Wildlife Service RRT representatives shall coordinate agreements for prestaging response equipment at facilities within the RRTs geographical area of responsibility.

VI. REIMBURSEMENT PROCEDURES AND POLICIES

A. The Federal OSC is responsible for insuring that proper cost documentation records are maintained.

B. Federal agencies providing advice and assistance are responsible for providing OSCs with supporting documentation for cost accounting.

C. Agencies providing assistance in support of a Federal cleanup operation as requested by an OSC are entitled to reimbursement for the following items:

1. Travel, per diem, and overtime costs for personnel.

2. Rental costs, as approved by the parent agency, for non-expendable equipment provided.

3. Replacement costs for expendable materials provided and utilized.

4. Replacement or repair costs for nonexpendable equipment which is damaged while under the administrative control of the OSC. For purposes of this Agreement items are under the OSC's administrative control from the time they are delivered for his/her use, whether the delivery is made at the scene of the incident or to an agent of the OSC at another location, until the time when the item is returned to the custody of the agency providing the equipment or its duly appointed agent.

5. Transportation costs incurred in delivering items to and from the scene.

6. Incremental operating and contract costs incurred in providing assistance to OSCs.

D. Normal salary costs of Government employees in positions that are not normally intended to provide services in support of response operations are reimbursable.

E. The fiscal agent for the Coast Guard will be the Comptroller of the cognizant Coast Guard District.

Approved: _____ JUN - 6 1979
Associate Director, U.S. Fish and Wildlife Service — Date

Approved: W.E. Caldwell 24 JUL 1979
Chief, Office of Marine Environment Systems, U.S. Coast Guard — Date

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INSTRUMENT OF REDELEGATION

In accordance with Section 8(f) of Executive Order 12316 of August 14, 1981, the Secretary of the Department in which the Coast Guard is operating hereby redelegates to the Administrator, Environmental Protection Agency, subject to the Administrator's consent, all functions specified in Sections 2(d), 2(f), 2(g), 3(a), and 4(b) of that Executive Order with the exception of the following:

a. Functions related to responses to releases or threats of releases from vessels;

b. Functions related to immediate removal action concerning releases or threats of releases at facilities other than active or inactive "hazardous waste management facilities" (as defined in 40 CFR 122.3); and

c. Functions related to immediate removal action concerning releases or threats of releases at active or inactive "hazardous waste management facilities" when the Coast Guard On-Scene Coordinator determines that such action must be taken pending the arrival on scene of an Environmental Protection Agency On-Scene Coordinator. Unless otherwise agreed upon by EPA and Coast Guard, this authority will not be exercised unless the EPA OSC is scheduled to arrive on scene within 48 hours of notification of the release or threat.

For purposes of this instrument: the term "immediate removal action" includes any removal action which, in the view of the Coast Guard On-Scene Coordinator, must be taken immediately to prevent or mitigate immediate and significant

harm to human life or health, to the environment, or to real or personal off-site property. Situations in which such action may be taken include, but are not limited to, fire, explosions, and other sudden releases; human, animal, or food chain exposure to acutely toxic substances; and the contamination of a drinking water supply.

All functions described in this instrument, whether redelegated or retained, include the authority to contract for, obligate monies for, and otherwise arrange for and coordinate the responses included within such functions.

Andrew L. Lewis, Jr. 10/2/81

Andrew L. Lewis, Jr. Date

Secretary of Transportation

I hereby consent to the redelegation
as set forth in this instrument

Anne M. Gorsuch 10/9/81

Anne M. Gorsuch Date

Administrator

UNDERSTANDING
BETWEEN
THE DEFENSE CIVIL PREPAREDNESS AGENCY
AND
THE UNITED STATES COAST GUARD

I. PURPOSE

The purpose of this memorandum is to identify and fix by agreement the responsibilities, functions, and working relationships of the United States Coast Guard (USCG) and the Defense Civil Preparedness Agency (DCPA), to provide warnings to merchant shipping in or close to the territorial waters of the United States and to maintain close liaison and coordination during any type of disaster, including nuclear attack, in accordance with existing laws and directives.

II. GENERAL

Pursuant to Section 201 (c) of the Federal Civil Defense Act of 1950, as amended (Public Law 920, 81st Congress), Executive Order 10952, July 20, 1961, and DoD Directive 5105.43, July 14, 1972, all functions and authority transferred to the President by Reorganization Plan No. 1 of 1958, including the authority to make appropriate provision for necessary civil defense communications and dissemination of warnings of enemy attacks to the civilian population, and to provide planning guidance and assistance to State and local governments in natural disaster preparedness, are delegated to the Director of Defense Civil Preparedness Agency.

In accordance with Sections 2, 89 and 91, Title 14, U.S.C., and Executive Order 10173, as amended, promulgated pursuant to Public Law 679, 81st Congress, Second Session, amending the Espionage Act of June 15, 1917, (50 U.S.C. 191), The United States Coast Guard is the federal agency responsible for the safety of life and property on the high seas and on waters subject to the jurisdiction of the United States.

The successful accomplishment of both missions requires a close working relationship between the DCPA and the USCG.

III. RESPONSIBILITIES OF THE UNITED STATES COAST GUARD

A. Monitor NAWAS 24 hours per day at the Rescue Coordination Centers where NAWAS is installed, and acknowledge all tests of the system.

B. Designate the Coast Guard Radio Stations to which the Rescue Coordination Centers will forward DCPA warnings of enemy attack and radiological fallout for broadcast to merchant vessels in or close to the territorial waters of the United States, provided that:

1. None of the information disseminated is inimical to the national security, and

2. Such broadcasts do not conflict with high priority Coast Guard communications.

C. Recognize the responsibilities and capabilities of State and local Civil Preparedness Agencies and, where appropriate, establish and maintain close liaison and coordination in planning for and operations during a major disaster emergency.

IV. RESPONSIBILITIES OF THE DEFENSE CIVIL PREPAREDNESS AGENCY

A. In coordination with, and without cost to the United States Coast Guard, provide equipment, communications services and facilities required to receive information of enemy attack, radiological fallout, and natural and other disasters from DCPA at the Rescue Coordination Centers mentioned in Paragraph III of this memorandum.

B. Advise the Commandant, United States Coast Guard of the operational capabilities and limitations of the National Warning System and of the current policies and operational procedures of the system.

C. Supply the selected Rescue Coordination Centers with edited information on enemy attack, radiological fallout, or natural and other disasters and request that the information be broadcast.

D. Encourage, through on-site assistance technique and other means, recognition by State and local Civil Preparedness agencies of the responsibilities and capabilities of the Coast Guard and how they could interface with the agencies in planning for and operation during a disaster.

V. REVIEW AND REVISION

This memorandum will be reviewed and revised from time to time as may be required and desirable.

APPROVED:

DEFENSE CIVIL PREPAREDNESS AGENCY

By: _____
Director of DCPA

Date _____

THE UNITED STATES COAST GUARD

By: _____
Chief, Office of Operations

Date 6 SEP 1974

Memorandum of Understanding Between the Environmental Protection Agency and the United States Coast Guard Concerning the Mitigating 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)

The U.S. Coast Guard (USCG) and the Environmental Protection Agency (EPA) agree that the responsibility for the mitigation of damage to the public health and welfare caused by the discharge of hazardous substances shall be shared by the USCG and EPA. This Memorandum establishes policy concerning the responsibilities of the EPA and USCG regarding mitigation actions.

SECTION I

GENERAL

Section 311(b)(6)(C) of the Clean Water Act, as amended, authorizes the Administrator of EPA to act to mitigate the damage caused by the discharge of hazardous substances. The cost of mitigation shall be deemed a removal cost incurred under Section 311(c) of the Clean Water Act.

Through Executive Order 11735 (or as amended), the authority of the President pursuant to Section 311(j)(1)(A), relating to the establishment of methods and procedures for the removal of discharged oil and hazardous substances, is delegated to both EPA and USCG.

The waters and areas for which each agency has responsibility are defined in the National Oil and Hazardous Substances Pollution Contingency Plan (40 CFR Part 1510, Section 1510.36(b)).

According to the National Contingency Plan, EPA is responsible for inland waters and the USCG is responsible for coastal waters and the waters, ports and harbors of the Great Lakes. These geographical areas are further defined in applicable Regional Contingency Plans.

SECTION II

COORDINATION

In accordance with the predesignated geographical areas of responsibility, EPA and the USCG agree to undertake appropriate mitigation actions of discharges of hazardous substances within each agency's defined area of responsibility.

The cost of such mitigation actions shall be considered a cost of removal incurred under subsection (c) of the Clean Water Act and shall be reimbursable through the 311(k) revolving fund.

Mitigation efforts include, but are not limited: activities such as containment measures; measures required to warn and protect the public of acute danger; activities necessary to provide and monitor the quality of temporary drinking water sources; monitoring for spread of the pollutant; biomonitoring to determine the extent of the contamination; physical measures to identify and contain substances contaminated by the discharge; providing navigational cautions while response to the problem is underway; efforts to raise sunken vessels which are the source of the discharge; implementation of emergency treatment facilities; and any efforts necessary to locate the source of the discharge and identify properties of the pollutants discharged. The long term solution to many spills may be the construction of major capital structures, including advanced treatment systems or extension dikes. While such major construction may well mitigate the danger to public health or welfare, they are not appropriate mitigation actions under Section 311(b)(6)(C).

Thomas C. Jorling
Assistant Administrator for
Water and Waste Management
United States Environmental
Protection Agency

SEP 6 1979
Date

W.E. Caldwell, Rear Admiral
Chief, Office of Marine
Environment and Systems
United States Coast Guard

3 OCT 1979
Date

MEMORANDUM OF UNDERSTANDING BETWEEN THE ENVIRONMENTAL PROTECTION AGENCY AND U.S. COAST GUARD ON ASSESSMENT OF CIVIL PENALTIES FOR DISCHARGES OF OIL AND DESIGNATED HAZARDOUS SUBSTANCES

(August 15, 1979; Published at 44 FR 50785, August 29, 1979, and 44 FR 50916, August 30, 1979)

The United States Environmental Protection Agency (EPA) and the United States Coast Guard (USCG) have determined that it is necessary to establish procedures pursuant to which decisions may be made:

(1) Whether a discharge of a designated hazardous substance is excluded from the application of the civil penalty procedures prescribed by section 311(b)(6) of the Clean Water Act (CWA); and

(2) Whether action will be taken under paragraph (A) or under paragraph (B) of section 311(b)(6) CWA to impose a penalty for the discharge of a designated hazardous substance not so excluded.

The EPA and the USCG agree that decisions as to whether a discharge of a designated hazardous substance is excluded from the application of section 311(b)(6) CWA will be made initially by the EPA in cases evidencing particular potential violation gravity, *i.e.*, meeting criteria set out in section III of this memorandum. In all other cases the decision will be made initially by the agency providing the On Scene Coordinator to the discharge incident. When a decision is made that a discharge is excluded, penalty action under section 311(b)(6) CWA will be withheld.

The EPA and the USCG agree that decisions as to whether action will be initiated to impose civil penalties under paragraph (B) of section 311(b)(6) CWA, will be made by the EPA. Cases involving USCG responses, which evidence particular potential violation gravity, *i.e.*, meeting criteria set out in section III of this memorandum, will be transmitted to the EPA for its consideration. In all cases where EPA determines that it is appropriate to initiate civil penalty action under paragraph (B) of section 311(b)(6) CWA, the USCG will withhold the initiation of civil penalty action under paragraph (A) of section 311(b)(6) CWA.

This memorandum establishes policies, procedures, and guidelines concerning the responsibilities of the EPA and the USCG in carrying out the foregoing agreement.

The respective responsibilities of each agency specified in this memorandum may be delegated to their respective subordinates consistent with established procedures.

The EPA and the USCG will review the implementation of this memorandum at least one year from the effective date of 40 CFR Part 117 or sooner if agreed to by both agencies, and will make any changes to the policy, procedures, and guidelines set forth herein which are agreed to by both agencies.

Section 1: General

The amendment of November 2, 1978 to section 311 CWA (Public Law 95-576) excluded certain discharges of hazardous substances from the application of section 311(b)(6) CWA. The discharges so excluded are: (a) discharges in compliance with a section 402 CWA permit, (b) discharges resulting from circumstances identified and reviewed and made a part of the public record with respect to a permit issued or modified under section 402 CWA, and subject to a condition in such permit, and (c) continuous or anticipated intermittent discharges from a point source, identified in a permit or permit application under section 402 CWA, which are caused by events occurring within the scope of relevant operating or treatment systems.

In addition, this amendment created two methods for penalizing discharges of hazardous substances. The first, which already existed as section 311(b)(6) CWA prior to the amendment, authorizes the USCG to assess a civil penalty not to exceed $5,000 for the discharge of oil or a designated hazardous substance (section 311(b)(6)(A)). The second method, created by the new amendment, provides that the EPA, through the Department of Justice, may initiate a civil action in Federal district court for penalties not to exceed $50,000 per spill of hazardous substance, unless such discharge is the result of willful negligence or willful misconduct, in which case the penalty shall not exceed $250,000 (section 311(b)(6)(B)).

The legislative history accompanying the amendment makes clear that Congress intended to create a dual option system for penalizing discharges of hazardous substances under section 311(b)(6) CWA. A discharger of a designated hazardous substance can be penalized under paragraph (A) or paragraph (B), but not both. The EPA and the USCG agree that paragraph (B)

does not apply to oil discharges. The USCG will continue to assess oil discharge penalties administratively under paragraph (A).

Section II: Coordination

When a spill of a designated hazardous substance occurs, the On Scene Coordinator (OSC) will prepare a factual report of the incident. At the minimum, the report will address those criteria set forth in section III, of this memorandum.

The OSC will submit this report within 60 days of the spill incident. The OSC will submit the report to the District Commander when he is a USCG OSC, and to the Regional Administrator, when he is an EPA OSC.

When the District Commander reviews the USCG OSC's report and determines that one or more of the criteria set forth in section III, below is applicable to that case, the entire record of that case will be referred to the EPA Regional Administrator for review. In addition the District Commander will refer the entire record of:

(a) Any other case involving a designated hazardous substance from a point source subject to a section 402 permit or permit application, which, prior to or after the commencement of penalty action, the USCG determines is excluded from the application of section 311(b)(6) CWA; and

(b) Any other case which, the District Commander considers appropriate for possible application of section 311(b)(6)(B) CWA.

When the Regional Administrator receives a case, either from an EPA OSC or upon referral from the District Commander, he will determine:

(a) Whether the case is excluded from the application of section 311(b)(6) CWA, and, if not,

(b) Whether a civil penalty action under section 311(b)(6)(B) CWA will be initiated.

The Regional Administrator will make these determinations within 90 days of his receipt of referral documents and will notify the District Commander promptly of the determinations in cases which have been referred. If the Regional Administrator determines that an action under section 311(b)(6)(B) CWA will be initiated, the case will be prepared in the EPA Regional Office and forwarded to the Department of Justice (DOJ) in accordance with established EPA case referral procedures.

If the Regional Administrator determines that the discharge is not excluded from the application of section 311(b)(6) CWA and that paragraph (B) action is inappropriate, or if EPA Headquarters declines to refer a Regional case, EPA will return the case to the USCG for appropriate action under paragraph (A).

Upon request, each Agency will make available to the other any or all cases, files, and records, including OSC reports and official determinations, regarding decisions concerning exclusions or the imposition of section 311(b)(6)(A) or (B) penalties. Where there is disagreement as to the disposition of a particular case, the District Commander and the Regional Administrator will consult to resolve the matter. If necessary, the matter will be submitted to the respective Agency Headquarters for final resolution.

Section III; Criteria

The USCG and the EPA agree that if one or more of the following criteria exists, the District Commander will refer the case to the Regional Administrator in accordance with section II of this memorandum:

a. Any indication of misconduct or lack of reasonable care on the part of the owner, operator, or person in charge with respect to the discharge or with respect to the failure on the part of the owner, operator, or person in charge to adhere to the guidance of the OSC regarding clean-up or any policies, procedures, guidelines, or regulations applicable to clean-up;

b. Any discharge incident other than a threat for which payments are made or to be made from the section 311(k) fund pursuant to 33 CFR 153.407, except where no discharger has been identified;

c. Any indication of prior violations by the discharger of any provision of the CWA, or violations of provisions of the CWA other than section 311(b)(6) CWA occurring at the time of the discharge, such as violations of a section 402 permit;

d. Any discharge incident (other than a threat) as defined in 40 CFR 1510.5 (1) which requires activation (by full or limited assembly, or by telephone) of the Regional Response Team as required by 40 CFR 1510.34(d), as amended; and

e. Any discharge involving human injury or evacuation, damage to plant or animal life, or contamination of water supply or underground aquifers.

Other referrals to the EPA may be made on a discretionary basis.

Dated: August 15, 1979.

Marvin B. Durning,

Assistant Administrator for Enforcement, United States Environmental Protection Agency.

Dated: August 17, 1979.

R. H. Scarborough,

Acting Commandant, United States Coast Guard.

Memorandum of Understanding

Among

the National Institute for Occupational Safety and Health,

the Occupational Safety and Health Administration,

the United States Coast Guard

and the United States Environmental Protection Agency

* * *

Guidance for Worker Protection During

Hazardous Waste Site Investigations and Clean up

and

Hazardous Substance Emergencies

1. Purpose:

The purpose of this Memorandum of Understanding (MOU), is to provide guidance for the protection of workers who investigate and clean up hazardous waste sites and respond to hazardous substance emergencies.

2. Authority:

The National Institute for Occupational Safety and Health (NIOSH) and the Occupational Safety and Health Administration (OSHA) are entering into this understanding pursuant to the Occupational Safety and Health Act of 1970, sections 20 (a) and 7 (c) (1) (29 USC 651, et. seq.) respectively, including Executive Order #12196; the United States Coast Guard (USCG) is entering into this understanding pursuant to the authority of the Clean Water Act (33 USC 1251 et. seq.) the United States Environmental Protection Agency (USEPA) is entering into this understanding pursuant to the authority of the Clean Water Act (33 USC 1251 et. seq.) and the Resource Conservation and Recovery Act Amendments of 1980 (42 USC 7001). In addition, NIOSH, OSHA, USCG, and the USEPA are entering into this understanding in order to carry out their joint responsibilities under the "Comprehensive Environmental Response, Compensation, and liability Act of 1980" (P.L. 96-510).

Nothing in this agreement is intended to diminish or otherwise affect the statutory authority of the agencies involved.

This Memorandum will become effective on the date of the last signature below.

Anthony Robbins

Anthony Robbins, M.D.
Director
National Institute for Occupational
Safety and Health

DEC 18 1980
Date

Eula Bingham

Eula Bingham
Assistant Secretary of Labor
Occupational Safety and Health
Administration

DEC 18 1980
Date

W.E. Caldwell

W.E. Caldwell
Rear Admiral, U.S. Coast Guard
Chief, Office of Marine
Environment and Systems

DEC 18 1980
Date

Barbara Blum Acting

Douglas M. Costle
Administrator
United States Environmental Protection Agency

DEC 18 1980
Date

INTERAGENCY AGREEMENT (IAA) BETWEEN THE UNITED STATES NAVY AND THE UNITED STATES COAST GUARD FOR COOPERATION IN OIL SPILL CLEAN-UP OPERATIONS AND SALVAGE OPERATIONS

I. PURPOSE: To specify for U.S. Coast Guard and U.S. Navy application:

A. Conditions and procedures under which the U. S. Coast Guard can request and the U.S. Navy will provide oil spill clean-up and/or salvage equipment and services to support the U.S. Coast Guard in non-Navy oil spills and other operations requiring salvage expertise.

B. Conditions and procedures under which the U.S. Navy can request and the U.S. Coast Guard will provide equipment and services to support the U.S. Navy in salvage operations and in response to oil spills which are caused by facilities or vessels under Navy jurisdiction.

C. Reimbursement procedures and policies.

II. BACKGROUND: The National Oil and Hazardous Substances Pollution Contingency Plan, promulgated under the authority of the Federal Water Pollution Control Act, (FWPCA) (33 USC 1251, et. seq.) confers on the Coast Guard (or the Environmental Protection Agency in designated areas) responsibility for designating Federal On-Scene Coordinators (OSC) to coordinate Federal agency resources in cleaning up any oil or hazardous substance discharged in U.S. navigable waters, the contiguous zone or waters beyond the contiguous zone up to approximately 200 miles. In addition to having the responsibility and expertise to respond promptly in cases of discharges from Navy operated or supervised ships and facilities, the Navy is also the governmental agency posses ing expertise in ship salvage and salvage-related operations. The OSC, may access this expertise for the cleanup and

control of any oil spill. The Coast Guard may also access the Navy's salvage expertise to assist during other operations conducted by the Coast Guard. Alternatively, the Navy may access the Coast Guard's expertise in oil spill control and other assets for salvage operations.

III. RESOURCES: Under the terms of this Agreement, the following resources may be provided:

A. When requested by the U.S. Coast Guard pursuant to Section V herein, the U.S. Navy will furnish to the U.S. Coast Guard the following resources consistent with availability and operational commitments as determined by the Navy:

(1) Salvage equipment and specialized oil spill control and clean-up equipment.

(2) Salvage, diving and oil spill control consultation, evaluation, planning and operational services.

(3) Naval Craft, vessels and aircraft.

B. When requested by the U.S. Navy pursuant to Section VI herein the U.S. Coast Guard will furnish to the U.S. Navy the following resources consistent with availability and operational commitments as determined by the Coast Guard.

(1) Oil spill consultation, evaluations, planning and operational services

(2) Specialized oil spill control and clean-up equipment.

(3) Coast Guard craft, vessels and aircraft.

IV. FEDERAL ORGANIZATION AND RESPONSIBILITIES: U.S. Navy response to U.S. Coast Guard Federal On-Scene Coordinator (OSC) requests for services and

equipment in non-Navy oil spills will be provided in accordance with the National Contingency Plan (Part 1510, Chapter V, Title 40 CFR) and the terms of this IAA.

The Coast Guard OSC will coordinate and direct Federal oil spill control and cleanup efforts in the event of an incident in his area of responsibility. In the event that commercial resources and/or expertise are not available to carry out the required cleanup, the OSC will arrange for the use of Federal and/or State resources. Unless prearrangements have been made, the OSC will seek the assistance of the Regional Response Team in accessing the needed advice and/or resources.

U.S. Navy Salvage operations, conducted in support of other Coast Guard activities, will be coordinated by the Coast Guard On-Scene Commander or Coast Guard Officer-In-Charge of the operation, subject to the operational and technical control of the Navy Salvage Officer.

V. COAST GUARD REQUESTS FOR NAVY ASSISTANCE:

A. When local or regional interagency contingency plans contain adequate provision for identification, deployment of, and reimbursement for locally available Navy pollution control assets, OSC requests for such assets will be made through the Navy or DoD member of the RRT. The Navy (or DoD) member will have prearranged with the Navy Area Coordinator and the cognizant Navy supplier activity commander for authority to commit these resources to the OSC with the utmost expediency. It shall be the responsibility of the OSC to follow up such a request with a confirming message to the supplier activity and Navy Area Coordinator referencing the request and citing pertinent

operational and funding information. Requests forwarded by OSCs shall include the following information:

(1) Circumstances of the spill, e.g., location, quantity and

(2) Extent of assistance required.

B. When adequate local activity assets are not available, or difficulties arise in arranging for their deployment and cannot be resolved on the RRT level, the matter shall be referred to the National Response Team (NRT) for resolution. Requests forwarded by RRTs shall include the information called for in V.A. above.

(1) The Coast Guard NRT representative or National Response Center (NRC) Duty Officer will relay all requests for assistance from the OSC/RRT to the Chief of Naval Operations Navy Department Duty Captain (OP-641/642) for action. (24 hour telephone: 202-695-0231). Such referrals will specify the above mentioned information relating to the conditions and circumstances of the oil spill.

(2) All Coast Guard telephonic requests for assistance referred to in paragraph (1) will be followed promptly by a documenting message from the Coast Guard. This message will reference and detail the initial OSC request and must include accounting data identification for reimbursement to the Navy of the costs identified in Section VIII of this Agreement. The message shall be addressed to CNO, Washington, D.C., Attn: OP-64/45/23/37, to CHNAVMAT, Washington, D.C. Attn: MAT-044; to COMNAVSEASYSCOM, Washington, D.C., Attn: NAVSEA-00C; to COMNAVFACENGCOM Alexandria, VA; to CINCLANTFLT, Norfolk, VA., or CINCPACFLT, Pearl Harbor, HI., (as appropriate); and to Commandant, U.S. Coast Guard and the NRC (as appropriate). The Navy will properly document increases in the projected cost of its assistance and will so inform the OSC by message referencing the Coast Guard's message.

C. If NAVSEASYSCOM assistance is anticipated, OSCs may, prior to formal tasking, directly communicate with NAVSEASYSCOM at 202-697-7403 (normal workday), other times 202-692-7527 for technical matters.

D. In oil spill related cases where it becomes necessary to assist the Coast Guard by mobilizing Navy forces other than Navy pollution control assets, the Coast Guard representative to the NRT or the Coast Guard NRC Duty Officer will relay requests received from the Coast Guard OSC via the RRT to the Navy Department Duty Captain (OP-641/642) outlining the specific circumstances of the request. Each request for such assistance will contain the information set forth in paragraph V.A. of this Agreement.

E. For purposes of this Agreement items are to be considered under the administrative control of the OSC from the time they are delivered for his use, whether such delivery is made at the scene of the incident or to a representative of the OSC at a location other than at the scene, through the time the item is redelivered to the Navy or its representative.

F. All Coast Guard requests for salvage assistance in other Coast Guard operations will be relayed by the appropriate Coast Guard Headquarters authority to the Navy Department Duty Captain. The requests shall include information similiar to that called for in V.A. of this Agreement.

VI. NAVY REQUESTS FOR COAST GUARD ASSISTANCE:

A. Coast Guard resources will be provided, subject to their availability, to assist Naval Activities in responding to pollution discharges caused by facilities or vessels under Navy jurisdiction. Requests for such assistance shall be relayed by the Navy representative to the NRT or to the National Response Center. Reimbursement will be made in accordance with the guidelines established in Section VIII of this Agreement.

B. Coast Guard resources will be provided, subject to their availability, to assist the Navy during salvage operations. Requests for such assistance shall be relayed by the cognizant Navy Commander to the Coast Guard Commander Atlantic Area (Aom) for resources located on the Atlantic and Gulf Coasts, and to Commander Pacific Area (Pom) for resources located on the Pacific Coast. Reimbursement will be made in accordance with the guidelines established in Section VIII of this Agreement

C. For purposes of this Agreement items are to be considered under the administrative control of the Navy from the time they are delivered to the location and/or representative specified by the Navy, through the time the item is redelivered to the Coast Guard or its representative.

VII. LOCAL ARRANGEMENTS FOR ASSISTANCE:

Coast Guard OSC's and local Naval commands, having oil spill cleanup capabilities, are encouraged to enter into agreements for the utilization of those capabilities to respond immediately to discharges of oil occurring within, or in threatening proximity of, the waters of a U.S. Naval base or facility regardless of whether the Navy is responsible for the discharge. Wherever such agreements are reached, the Coast Guard will reimburse the Navy for Navy costs incurred in undertaking such actions as per Section VIII of this Agreement, unless it is subsequently determined that the Navy was responsible for discharge.

VIII. REIMBURSEMENT PROCEDURES AND POLICIES:

A. The Federal On-Scene Coordinator is responsible for insuring that proper cost documentation records are maintained.

B. Navy and Coast Guard activities providing advice and assistance are responsible for providing OSCs with supporting documentation for cost accounting.

C. Navy and Coast Guard activities providing assistance in support of the cleanup operation as requested by an OSC are entitled to reimbursement for the following items:

(1) Travel, per diem, and overtime costs for personnel.

(2) Rental costs, as approved by the parent agency, for nonexpendable equipment provided.

(3) Replacement costs for expendable materials provided and utilized

(4) Replacement or repair costs for nonexpendable equipment which is damaged while under the administrative control of the OSC.

(5) Transportation costs incurred in delivering items to and from the scene.

(6) Incremental operating and contract costs incurred as a result of providing assistance to OSCs.

D. Normal salary costs of government employees in positions that are not normally intended to provide services in support of response operations are reimbursable. Salaries of reserve personnel called on active duty specifically to assist in a Federal response activity are reimbursable.

E. The fiscal agent for the U.S. Coast Guard will be the Comptroller of the cognizant Coast Guard District.

F. The fiscal agent for the U.S. Navy under Section V. A. of this Agreement will be the local activity Commanding Officer, and under V. B. will be the Commander, Naval Sea Systems Command (NAVSEA-01), Washington, D.C. 20362.

G. Subject to the Coast Guard's ultimate collection responsibility for services and operations provided by the Navy under this agreement, NAVSEA-01

or the local activity, depending on the applicability of V.A. or V.B., shall be responsible for making collections from the Coast Guard and shall make appropriate disbursements of transfer of funds within the respective Navy organizations.

H. Paragraphs A through G above apply only to the reimbursement of costs to the Navy in connection with FWPCA response actions. Paragraphs E and F apply to all reimbursements covered by this Agreement. Normal accounting procedures (interagency transfers) apply (1) to reimbursements not related to FWPCA response actions, and (2) to reimbursements to the Coast Guard for the use of their equipment and services in a FWPCA response action conducted by the Navy.

IX. NOTIFICATION: The terms of this Agreement, amplified as necessary to provide detailed guidance and procedures for reimbursement, will be promulgated to components of the Coast Guard and the Navy.

Approved: J.P. Stewart — 8-13-80

J. P. STEWART
Chief of Staff

Date

Approved: W. J. Cowhill — 9/15/80

W. J. COWHILL
Vice Admiral, U. S. Navy
Deputy Chief of Naval
Operations (Logistics)

Date

MEMORANDUM OF UNDERSTANDING
between the
ENVIRONMENTAL PROTECTION AGENCY
THE UNITED STATES COAST GUARD
and the
GENERAL SERVICES ADMINISTRATION
pertaining to the
FEDERAL RESPONSE UNDER THE NATIONAL OIL HAZARDOUS SUBSTANCES
POLLUTION CONTINGENCY PLAN (NCP)

I. GENERAL.

This Memorandum of Understanding (MOU) recognizes the general mission of the General Services Administration (GSA) to provide logistical and telecommunications support to the Federal establishment. The MOU specifically delineates the responsibility of GSA to provide assistance to the Environmental Protection Agency (EPA) and the United States Coast Guard (USCG). GSA will also provide assistance to other National Response Team (NRT) agencies supporting the response efforts through the On Scene Coordinator (OSC). It sets forth the procedures to be followed by EPA, the USCG, and GSA when such assistance is required to support those plans. The MOU also recognizes that the agency providing the OSC and/or member agencies of the NRT must reimburse GSA for its OSC activities and the activities of other responding agencies in providing the assistance described below.

II. BACKGROUND.

A. The Federal Response. The Federal response to oil discharges and hazardous substance releases are conducted in accordance with the National Oil and Hazardous Substances Pollution Contingency Plan (NCP). The NCP effectuates the response powers and responsibilities created by the Comprehensive Environment Response, Compensation, and Liability Act, as amended (CERCLA), and the authorities of the Federal Water Pollution Control Act, as amended. Under the NCP, a Federal On-Scene Coordinator (OSC), designated by the EPA or the USCG is responsible for directing the response efforts and coordinating all other efforts at the scene of an oil or hazardous substance release. The USCG provides OSCs for oil and hazardous substance releases into or threatening the coastal zones. EPA provides the OSC for releases into or threatening the inland zone.

B. The National Response Team. The National Response Team (NRT), composed of 15 Federal agencies with major environmental and public health responsibilities for oil and hazardous substance releases, is the primary vehicle for coordinating Federal agency activities under the NCP. EPA chairs the NRT while the USCG serves as vice-chair. The Regional Response Teams (RRTs) are made up of regional representatives from each State within the region and are co-chaired by EPA and USCG. During the response the OSC (from EPA or the USCG) will be from the agency with appropriate jurisdiction. The RRTs serve as planning and preparedness bodies before a response, marshal their respective agency response, and provide coordination and advice to the OSC during response actions.

C. The Joint Response Team. A Joint Response Team (JRT) is composed of the RRT and the response team from another country which each RRT may be responsible to support. GSA will provide the JRT with the same types of logistical support as the NRT. When supporting a JRT operation, GSA's authority is derived from any agreement existing between the U.S. agencies GSA supports and the foreign nation(s) involved. During a JRT operation within the geographical limits of the U.S. or its territories, GSA will support all agencies or foreign countries in accordance with those agreements. If the JRT operates in a foreign country or its water, GSA will provide services to U.S. agencies when the procurements can be executed in the U.S. regardless of the delivery point. However, GSA's ability to lease space and obtain support from foreign telecommunications carriers will depend upon the U.S. agency and foreign country agreement(s).

III. PRINCIPAL EPA/USCG STAFF.

A. National Offices. The principal point of contact in EPA Headquarters for the purpose of this MOU is the Director of Emergency Response Division, Office of Emergency and Remedial Response. The principal point of contact in the USCG Headquarters is Commandant, Office of Response (G-MRO).

B. Regional Offices. The principal points of contact in the field are Regional Response Team (RRT) Co-chairs (EPA/USCG). GSA and EPA regional offices and the appropriate USCG District will apprise each other of the names of principal points of contact.

IV. PRINCIPAL GSA STAFF

A. GSA Emergency Coordinator. The principal point of contact and the coordinating official in GSA Central Office is the GSA Emergency Coordinator.

B. Regional Emergency Coordinator. For a region where a potential or actual emergency has occurred, the GSA Regional Emergency Coordinator (REC) or a designated alternate is the regional point of contact for Regional Response Team (RRT) Co-chair alerts and requests for assistance. Once the emergency response is underway, the OSC will identify the support needed from the GSA REC.

C. Federal Emergency Support Coordinator. Upon an alert or request for assistance from the RRT Co-chair (EPA or USCG), the GSA Regional Administrator or a designated representative shall appoint a Federal Emergency Support Coordinator (FESC). The FESC shall serve as the principal point of contact between GSA and the OSC for the establishment of logistical support priorities, allocation of GSA resources, and coordination of the delivery of all GSA services, equipment, and materials including telecommunications. The FESC, with appropriate GSA support staff as determined by the Field Office will serve until released by the OSC.

D. Telecommunications Representative. When responding under the NCP, the RRT Co-chair may request that GSA designate a Telecommunications Representative to serve on the staff of the OSC. The representative will provide the services listed in par. VI below and will serve in that capacity until such time as the OSC determines that telecommunications requirements have been fulfilled. The representative will normally be located in the field office.

V. EMERGENCY CIRCUMSTANCES.

It is understood by the agencies who would provide the OSC that the implementation of agreements made herein requires prompt action to establish a command post or other field office in order to assist the affected State and local communities in response to an environmental emergency. Timeliness is especially critical when responding to a hazardous substance release/oil spill emergency or when one is imminent.

However, it is also recognized that the "unusual or compelling urgency" circumstance, authorized under 41 U.S.C. 253 c, must be supported by the written justification and approvals described in 6.303 and 6.304 of the Federal Acquisition Regulations (FAR). These justifications may be made and approved after contract award when preparation and approval prior to award would unreasonably delay the acquisition. For these reasons, the provisions of section VII.A. of this MOU will be followed to ensure compliance with all relevant legal requirements. Decisions as to the degree of timeless or urgency required for GSA support will be made by the OSC, with the advice of the FESC. Verbal requests for GSA support will be followed up in writing in a timely manner.

VI. GSA RESPONSIBILITIES.

Upon request or tasking by the OSC, GSA shall provide a full range of timely logistical telecommunications and other support to the Federal response effort in accordance with Federal Acquisition Regulations (FAR), the GSA Acquisition Regulations (GSAR), and relevant public laws so that the command post may be operational no later than 48 hours after acceptance of the space by OSC or a designated representative.

A. Space.

1. After the OSC, in consultation with the GSA representative, has determined specific space requirements, operational facility needs, and a fund citation for the command post and other required support locations, GSA will expeditiously arrange for the use or leasing of such space. In addition to the written justification, the OSC, or a designated representative, will provide the GSA leasing specialist with a completed and signed SF-81, Request for Space, including a funding citation which supports the request and GSA Form 2957, Reimbursable Work Authorization, for any above standard items. The leasing specialist will provide the OSC, or designated representative, with the required forms and assist in their completion. GSA will use all available sources, including State and local governments, to obtain appropriate space so that the command post may be operational no later than 48 hours after acceptance of the space by the OSC or a designated representative.

2. It is understood that space requirements may change during the emergency period. If the OSC determines that an increase or decrease in space for the command post is required, it will provide GSA with 14 days prior notice to acquire the new space. In such cases, if the conditions still exist upon which a justification for the use of other than full and open competition procedures has been made, GSA will expedite the search for the requested new space.

B. Office Furniture and Equipment.

To allow for the timely opening of the command post or other field office locations, the required office furniture and equipment will be provided from sources that will be timely and be cost effective to the Government. Sources used can be excess or surplus inventories of the Federal Government, if available, or by lease or purchase from commercial sources determined by GSA to be in the Government's best interest.

C. Office Supplies.

Office supplies and other expendable items will be provided from either GSA or commercial sources. If from commercial sources, Blanket Purchase Agreements (BPA's) should be used with local vendors unless another method is determined to be more advantageous by the contracting officer. BPAs should be used with local vendors for purchases under $25,000. The OSC or his/her designated representative, will provide the FESC with the names of people authorized to approve orders to BPA vendors, and the FESC will appropriately notify the vendors.

D. Transportation.

Transportation requirements, including motor pool management, necessary for the movement of personnel, equipment, and supplies shall be provided by GSA through Government-owned vehicles, established vehicle leasing contracts, or commercial haulers. Government credit cards for fuel will be furnished with Government-owned vehicles. Accountability for credit cards and expenses incurred from their use will be the responsibility of the agency using them. Upon request GSA will provide all required land, sea, and air transportation services, to move emergency supplies, water, food, medicine, personnel, etc.

This shall include the use of DOD transportation assets where applicable. If Government or contracted transportation assets are not available or cannot be provided in a timely manner, these services will be obtained through local contracts in accordance with procedures outlined in FAR 8-1102 and 8-1103-11.

E. Telecommunications.

GSA will provide requested telecommunications services. This includes: trunk lines and other circuits; facilities layout of telephone, switchboard, and teletype services; equipment maintenance; and consultation and technical assistance regarding the establishment or relocation of ADP services. When activated the GSA Telecommunications Representative will coordinate the use of the communications assets and the fulfillment of communications requirements of all responding agencies in accordance with priorities established by the OSC. Any declaration of a telecommunications emergency will be done by the Lead Agency, after consultation with the OSC and the GSA Telecommunications Representative, in accordance with the National Communications System (NCS) National Security Emergency Preparedness (NSEP) Telecommunications Procedures Manual. Neither the OSC nor the GSA Telecommunications Representative will request implementation of the NSEP Telecommunications Procedures, except in severe emergency circumstances. The GSA Telecommunications Representative is authorized to act as a Designated Agency Representative (DAR) for the purposes of ordering FTS 2000 services.

F. Printing, Graphics and Reproduction Services.

The GSA Regional Emergency Coordinator will make prior standing arrangements with the GSA Regional Printing and Distribution Branch to ensure "rapid turnaround" of printing, photographic reproduction, layouts, blueprints, forms, and other graphics as ordered by the FESC.

G. Advisory Personnel.

GSA will make technical advisors available to the OSC in the areas of acquisition, storage, transportation and other areas as required. Engineering assistance will also be made available for help in damage surveys, appraisals of buildings for demolition or repair, etc.

H. Procurement of Staff Quarters.

It is generally agreed that each Federal agency will remain responsible for the location and assignment of housing for its staff. However, it is understood that GSA may be

tasked by the OSC to procure accommodations directly or to coordinate all or part of the Federal staff housing requirements.

I. Other Services.

GSA shall provide or contract for logistical and other support as requested or tasked by the OSC, which may include, but is not limited to: mobile home acquisition; assistance in the restoration of interrupted public utility service to Federal agencies; the loan of excess Federal personal property and its return to the holding agency after use; donation of Federal surplus personal property for use and ultimate disposition by State government in accordance with current procedures; preliminary damage assessment; cleanup contractor services; specialized technical support; and other support as required.

VII. OSC RESPONSIBILITIES.

A. Notification.

1. Potential Emergency. The OSC will alert the GSA Emergency Coordinator or Regional Emergency Coordinator of conditions which could result in a need for emergency support. The OSC alert shall include a fund citation, the name and address of the organization to receive bills, logistical requirements, and the potential area of the operation to enable GSA to take the appropriate actions to allow for the expeditious opening of the command post as soon as possible after the notification.

2. Emergency Operations. Upon implementation of emergency response operations, the OSC will request the GSA Administrator or Regional Administrator to provide specific logistical support and include a fund citation authorizing GSA to contract on behalf of the OSC for those goods and services requested, up to any funding limit which may be imposed. If the initial request is issued verbally, it shall be confirmed in writing within 48 hours. The written confirmation will include an indication of the degree of urgency and the timeliness required for provision of GSA support. It will also include, if needed, the basis for other than open and full acquisitions to be made by the GSA contracting officer(s) in accordance with Section 2711 of the Competition in Contracting Act and FAR 6.302-6. The OSC after consulting with the FESC will determine the date after which other than full and open acquisition can no longer be justified. All GSA contracts executed on the OSC's behalf will be in accordance with regulation and appropriate laws.

3. Documentation. The OSC will indicate concurrence with any acquisition made by GSA for goods or services. Verbal requests for such acquisitions will be followed by written concurrence within 72 hours. The OSC will also provide GSA with proof of receipt of goods or services ordered by GSA on its behalf. The proof of receipt shall be signed by the OSC or his/her authorized representative.

B. Coordination of GSA Services.

1. To assure full GSA support to the OSC and the entire Federal establishment involved in a specific emergency response effort and avoid duplication of requests for services, equipment, or materials, the OSC will request each supporting agency to appoint a logistics coordinator if appropriate. All specific agency requirements for logistical support will be submitted to the OSC, through its logistical coordinator, then to the GSA FESC.

2. To increase the effectiveness of GSA's response capability, RRT Co-chairs will ensure that GSA headquarters and GSA regional offices, as appropriate, are invited to participate with members of the RRT in planning and operational meetings that involve or impact on the GSA designated areas of responsibility. Such meetings include, but are not limited to, planning meetings, operational meetings, and post-emergency critiques. Copies of reports reflecting on the services of GSA in support of this MOU will be forwarded to the GSA Emergency Coordinator.

3. The agency providing the OSC and GSA headquarters agree to work to resolve outstanding logistical support issues that are referred to the headquarters level. It is expected that the OSC, the FESC, other appropriate regional agency officials, and GSA regional officials will make every attempt to resolve issues at the command post and regional office levels prior to forwarding such issues to headquarters for resolution.

4. The OSC will assume accountability for all furniture, office equipment, and other equipment and materials leased or rented by GSA for response under the NCP. The OSC will assume responsibility for the maintenance and repair of the aforementioned equipment and furniture. The OSC must ensure that a signed receipt is obtained for such furniture and equipment upon return to the vendor.

5. For the purpose of monitoring the authorized expenditures and facilitating timely documentation of procurement support records, the OSC agrees to review periodically with the FESC the order values placed under BPA's.

C. Closing the Commanding Post.

1. At the time the command post is established, the OSC or his/her designated representative will give the FESC an estimate of how long the command post will remain open, and will notify him/her in a timely manner of any change in that estimate. The OSC will provide written notice to the REC at least three workdays before closing the command post. Except as indicated in VII.C.2 below, GSA support to the Federal emergency response will normally cease upon closure of the command post, at which time all further logistical and financial support will be provided to the OSC through its normal operating procedures. Normally, all equipment on loan or lease will be returned at this time. Also, any contracts or service arrangements requiring GSA intervention will be terminated. Any active contractual agreements and/or arrangements for service required by the OSC after the closing of the command post will become the full responsibility of the OSC, or other member agencies of the NRT, unless GSA is specifically requested to provide continuing services. The GSA Federal Supply Service support may continue until completion of utilization and donation actions, if any.

2. If a telecommunications representative was activated to coordinate the initial installation of the telecommunications services, and it is anticipated that some other NRT member agencies may continue field operations after the OSC has officially closed its command post, the telecommunications representative will arrange in advance for continuation of communications support to other agencies once the OSC has determined a close out date. In this situation, the OSC will provide reasonable advance notice to the telecommunications representative before closing the command post. Barring an explicit, written agreement to the contrary, the agency of the OSC or GSA is not responsible for any costs associated with the operation of an office in the area of the emergency after the command post has officially closed.

VIII. ADMINISTRATION.

A. Billing and Reimbursement.

1. Direct Billing. GSA will instruct all vendors providing goods and services pursuant to contracts executed by GSA, how to prepare and forward billing. If the OSC is represented by the USCG, all bills shall be sent to the OSC at the Captain of the Port address unless directed to do otherwise. If the OSC is represented by the EPA, all bills shall be sent to the EPA Finance Center in Cincinnati, OH for review then on to the OSC for action. Bills should be received by the OSC not later than 60 days after the goods or services were delivered and final bills should be marked "FINAL." Any procedures or coordination considered necessary will be agreed upon by GSA and the OSC and applied uniformly to each agency's respective regional or district office to allow GSA to complete any contractual administration required. Once the OSC's parent organization receives the invoice, it should be processed in accordance with the Direct Cite/Revised Reimbursement Methods, dated May 1990, (EPA) or the National Pollution Funds Center cost documentation procedures.

2. GSA Reimbursement. For reimbursable expenses GSA incurs in supporting any activities covered by this MOU, GSA will obtain reimbursement from the OSC through the Department of the Treasury's On-Line Payment and Collections (OPAC) System. GSA will submit OPAC bills via its regular billing cycles for each of its programs (semi-monthly) for purchases of supplies, monthly for telecommunications, motor pool and printing services; and quarterly for items to be billed via a Reimbursable Work Authorization (RWA). Billing will be in compliance with the provisions of 44 CFR, Part 206, Reimbursement of other Federal Agencies, to the extent they are applicable. GSA will also provide copies of the billed RWA or other backup documentation necessary to clarify the OPAC charges. Bills will specify the requests for assistance to which they apply, and the backup documentation will list items by object class and cost element and will indicate (a) amount previously billed, (b) current billing amount, and (c) cumulative amount billed to date.

3. Reporting. The agency providing the OSC agrees to minimize any special reporting requirement for support provided by GSA. Any record keeping and reporting requirements that are over and above those specified in 44 CFR, Part 205, Subpart I, will be concurred upon by GSA and the agency providing the OSC at the headquarters level and applied uniformly to each agency's respective regional offices.

B. Audits.

1. CERCLA, SARA, Section 111(k) requires the Inspector General of each Agency using the Superfund to conduct an annual audit of all transactions by that Agency using the Superfund. GSA cost documentation will be available for audit or verification upon request of the GSA Inspector General (IG). If, based upon an audit by the GSA IG, GSA determines that any direct or indirect costs charged to the Superfund is unallowable, the GSA will immediately notify the EPA and immediately reimburse the Superfund.

2. If EPA or USCG requests an audit above the normal CERCLA and SARA audit requirements, EPA or the USCG, as appropriate, will reimburse GSA for the resultant audit costs.

3. When requested by the OSC's Agency, the GSA IG will test GSA's controls in its billing procedures and will audit selected bills that GSA has submitted to the OSC to determine if they are properly supported. The GSA IG will consult with the OSC's Agency on the limitations of the scope of each review, the selection of controls to be tested, and the bills to be audited. Audit reports will be provided to the OSC's Agency IG for subsequent distribution to appropriate internal agency offices.

IX. COORDINATION AND REVIEW.

To ensure ongoing coordination and implementation of this MOU, the following procedures will be established:

A. The responding member agencies of the Regional Response Team shall meet, as required, after an emergency operation to review the OSC and GSA coordination and cooperation at the regional and/or ~~field~~ levels. They will provide input to the OSC for inclusion to the after action report. Copies of the OSC after action report will be submitted to the GSA Emergency Coordinator for his/her review.

B. The emergency coordinator of the agency providing the OSC or other designed representative and the GSA Emergency Coordinator shall meet as necessary to review agreements described herein and to consider changes and/or additions and review recurring problems identified in OSC after action reports.

(DATE)

for MARTHA N. JOHNSON
ASSOCIATE ADMINISTRATOR
FOR MANAGEMENT SERVICES AND HUMAN RESOURCES
GENERAL SERVICES ADMINISTRATION

APR 2 [illegible]

(DATE)

STEPHEN D. LUFTIG
DIRECTOR
OFFICE OF EMERGENCY AND REMEDIAL RESPONSE
ENVIRONMENTAL PROTECTION AGENCY

APR 2[illegible] 1996

(DATE)

CAPT. RICHARD E. BENNIS
CHIEF, RESPONSE DIVISION
MARINE SAFETY AND ENVIRONMENT DIRECTORATE
UNITED STATES COAST GUARD

MEMORANDUM OF AGREEMENT (MOA)
BETWEEN
THE DIRECTOR OF MILITARY SUPPORT (DOMS)
AND
THE UNITED STATES COAST GUARD
FOR
AERIAL APPLICATION OF DISPERSANTS DURING OIL SPILL CLEANUP AND RECOVERY OPERATIONS

REFERENCES:

(a) National Oil and Hazardous Substance Pollution Contingency Plan (National Contingency Plan), 40 C.F.R. Part 300

(b) Oil Pollution Act of 1990, 33 U.S.C. 2701 et seq.

(c) Clean Water Act (Federal Water Pollution Control Act), 33 U.S.C. 1321 et seq.

(d) DoDD 3025.1 (Military Support to Civil Authority)

(e) DoD 3025.1-M, Manual for Civil Emergencies

(f) DoDD 5030.41, Oil and Hazardous Substances Pollution Prevention and Contingency Program

(g) Air Force Policy Directive (AFPD) 10-8, Air Force Support to Civil Authorities

(h) Air Force Instruction 10-802, Military Support to Civil Authorities

(i) Air Force Instruction 65-503, US Air Force Cost and Planning Factors

(j) Air Force Instruction 65-601, Vol. 1, Budget Guidance and Procedures

(k) Air Force Regulation 177-102, Commercial Transactions at Base Level

I. PURPOSE. The purposes of this MOA are:

A. To specify the procedures by which the United States Coast Guard (hereinafter "Coast Guard") can request and the United States Air Force Reserve (hereinafter "Air Force") will provide aircraft, equipment and personnel for the application of oil dispersants during oil spill cleanup and removal operations; and

B. To establish interagency cost reimbursement policies and procedures for such dispersant application.

II. BACKGROUND.

A. Tasking Authority. The National Contingency Plan (NCP) established the National Response Team (NRT) to coordinate national disaster relief efforts, including oil spill cleanup and recovery operations. Under the authority of the NCP, the Coast Guard, an NRT member, designates On-

Scene Coordinators (OSCs) to coordinate resources for cleaning up discharges of oil into or onto the coastal or tidal waters of the United States, the Contiguous Zone, or designated waters outside the Contiguous Zone. The OSC is further authorized to access other Federal resources necessary for the response effort. The Department of Defense (DoD), also an NRT member, has designated the Director of Military Support as the Action Agent to approve and coordinate DoD support for such disaster relief. Among DoD agencies able to assist in mitigating the environmental and economic impact of oil discharges, the Air Force possesses the expertise and specialized equipment to aerially apply oil dispersants.

B. Funding Authority. The Oil Spill Liability Trust Fund (OSLTF) was established by authority of The Oil Pollution Act of 1990 to provide a source of dedicated funds for the cleanup and removal of oil spills. Authority for administration of the fund was delegated to the Coast Guard National Pollution Funds Center (NPFC) by Executive Order 12777, issued 18 October 1991. The Clean Water Act authorizes the OSC to access the OSLTF to fund the costs of oil spill cleanup and removal operations. The NPFC recovers those costs from the parties responsible for the spill.

III. GENERAL PROVISIONS.

A. Requesting Assistance.

1. The OSC can request Air Force assistance by contacting the DOMS by message or by telephone with the following information:

a. The Federal Project Number (FPN);

b. A description of the incident underlying the request to include the location, time, and quantity of oil discharged and subject to discharge;

c. The number of spray aircraft and crews requested;

d. Recommended employment site(s);

e. The type/designation of the dispersant to be used;

f. The message address and voice/FAX telephone number of the OSC or other officer in charge of the operation; and

g. The maximum funding authorized for Air Force support of the cleanup and recovery operation.

2. The OSC will follow up a telephonic request with a confirming message to DOMS referencing the request. HQ USAF, HQ AFRES, HQ ACC, 10th Air Force and 910th Airlift Wing will be included as information addressees on all messages. Upon approval of the use of DoD assets, DOMS will authorize the Air Force support of the operation and will confirm receipt of the above information. A capability assessment and technical information may be obtained by the OSC prior to formal tasking by direct communication with the 910th Airlift Wing, Youngstown Air Reserve Station, Ohio. Pertinent message addresses and telephone numbers are contained in Attachment 1.

B. Resources.

1. Following approval by the DOMS, the Air Force will provide the following oil pollution response assistance, subject to the availability of assets and personnel and subject to other operational commitments:

a. One or more aerial spray aircraft equipped for oil dispersant operations;

b. A six-member spray-qualified aircrew for each spray aircraft;

c. Five loading technicians/maintenance support personnel for each spray aircraft;

d. A dispersant applications technical advisor;

e. Equipment and supplies required to load dispersant and to contain inadvertent dispersant spills; and

f. Logistics support aircraft, crews and maintenance and logistics support personnel as required.

2. As required to support the deployed Air Force aircraft and crews, the Coast Guard will arrange the following resources and services at the employment site:

a. Ramp space and ramp security;

b. Delivery of dispersant to the employment site in a tank trailer equipped with a 3-inch dry-break fitting;

c. Jet fuel (JP4, JP5, JP8, Jet A);

d. An aircraft and aircrew to track the oil discharge and vector the spray aircraft;

e. Disposal or cleaning of dispersant-contaminated clothing, supplies and containers; and

f. Quarters and transportation for deployed personnel.

C. Operational Control.

1. Operational control of Air Force equipment and personnel shall be transferred to the OSC upon their arrival at the employment site and shall continue until released by the OSC. Written notification to HQ AFRES/DOC should follow verbal release within 24 hours. HQ AFRES/DOC will notify DOMS of mission completion immediately.

2. "Operational control" shall not be construed to confer authority upon the Coast Guard to exercise control over Air Force personnel for administrative or punitive purposes. Neither shall it relieve Air Force personnel from full compliance with all governing Air Force directives.

IV. REIMBURSEMENT.

A. Funding.

1. Funds to cover the costs and expenses of the operation will be obligated by the OSC or by the NPFC on behalf of the OSC at the time of the OSC's initial request for DoD assistance. Not later than 72 hours after the initial request, a Pollution Removal Funding Authorization (PRFA) shall be sent to HQ AFRES/FMAO, 155 2nd St., Robins Air Force Base, GA 31098-1635, with a cover letter from the OSC listing the Federal Project Number, the maximum funding authorized, and the account and document control numbers. Additional funds will be authorized by means of amendments to the PRFA. The cover letter shall specifically state

that funds are to be used consistent with the NCP and the MOA between the Director of Military Support and the United States Coast Guard.

2. Should the Air Force expend or obligate its own funds for mobilization or similar urgent operational requirements before receiving a formal request for assistance, such costs and expenses will be reimbursed from the OSLTF if otherwise qualified under the NCP and paragraph IV.B. of this agreement.

B. Reimbursable Costs. Costs and expenses directly attributable to the assistance provided for the operation are reimbursable under this MOA, including but not limited to the following:

1. Operation of Air Force aircraft (The chargeable rate includes the cost of fuel, depot maintenance, depot level repairs, and consumables for each aircraft as well as the civilian/military pay and per diem expenses of the aircrew, the maintenance/logistics support personnel and the technical advisor);

2. Transportation of equipment, material and personnel by means other than Air Force aircraft as authorized by the OSC;

3. Replacement of lost or expended consumables or material;

4. Repair or replacement of lost or damaged equipment(excluding aircraft where the loss or damage occurs while the aircraft is under the exclusive control of Air Force personnel); and

5. Procurement of specific equipment, consumables and services as authorized by the OSC.

C. Valuation.

1. Operating costs of Air Force aircraft will be charged at the hourly rate for non-DoD users set forth in Table A15-1 of AFI 65-503.

2. Reimbursement for lost or expended material or consumables and for lost or irreparably damaged equipment will be made at the replacement cost.

3. Transportation, repair or other procurement costs will be charged at the valuations on the suppliers' receipts, invoices, contracts, bills of lading or similar documents.

D. Documentation of Expenses. Comptrollers/Financial Managers of responding Air Force organizations will itemize costs and expenses on Standard Form (SF) 1080 in accordance with AFR 177-102 and submit with the specified supporting documentation to the OSC. Operations Group commanders of responding Air Force flying organizations will submit a summary of aircraft flying hours and specified supporting documentation to HQ AFRES/DOTS for verification. AFRES/DOTS will forward the documentation and verification to AFRES/FMAO to prepare a cost statement for submission to the OSC. All documents submitted must reference the FPN issued for the project. The following documentation is required:

1. Flying hours for Air Force aircraft will be documented on AFTO 781 using mission symbols T-40S or T-43S for dispersant-application aircraft, or T-37R for logistics support aircraft.

2. Transportation, repair and other procurement costs will be documented by copies of suppliers' receipts, invoices, contracts, bills of lading or similar documents.

V. IMPLEMENTATION. This MOA shall become fully effective immediately upon execution and shall remain so unless altered, amended or revoked as stated below.

VI. ALTERATION, AMENDMENT, OR REVOCATION.

A. This MOA shall always remain subject to and governed by references (a) through (k) and all statutes, regulations and agency instructions which amend, revoke, supersede or override those references. This MOA is further subject to the continuing needs, capabilities and competing responsibilities of the Coast Guard and the Air Force, and, therefore, may be further altered or amended by their mutual agreement, or may be revoked upon the Coast Guard or the Air Force serving written notification upon the other. Such notification need not state reasons for the revocation and shall become effective 30 days following receipt.

B. Changes to intra-agency procedures or administrative changes that do not affect the substance of the agreement (*i.e.*, addresses and telephone numbers) may be issued unilaterally by any party as authorized by the issuing party's directives.

VII. OFFICES OF PRIMARY RESPONSIBILITY. The Offices of Primary Responsibility (OPRs) for this MOA are as follows:

A. Director of Military Support
Pentagon, BF741
Washington, DC 20310-0400
Phone (703) 697-0218
DSN: 227-0218
Fax: (703) 695-7313
DSN: 225-7313

B. Commandant (G-M)
U. S. Coast Guard
2100 Second St. SW
Washington, DC 20593-0001
Phone: (202) 267-2200
(202) 267-2100 (24 hr.)
Fax: (202) 267-4839

C. Air Force: HQ AFRES/DOOM
Robins Air Force Base GA 31098-1635
Phone: (912) 327-1171
DSN: 497-1171
FAX: (912) 327-0198
DSN: 497-0198

VIII. SIGNATORIES.

A. HQ Air Force Reserve,
Robins AFB, GA

JAMES E. SHERRARD III, Maj Gen, USAF
Vice Commander

6/25/96
DATE

B. United States Coast Guard Headquarters
Marine Safety and Environmental
Protection
Washington, DC

J. C. CARD
REAR ADMIRAL, U. S. COAST GUARD
CHIEF, MARINE SAFETY AND
ENVIRONMENTAL PROTECTION

8/20/96
DATE

C. HQ United States Air Force
Deputy DOMS
Washington, DC

MICHAEL J. McCARTHY, Maj Gen, USAF
Director of Operations
DCS/Plans and Operations

02 JUL 1996
DATE

D. Director of Military Support
Washington, DC

DAVID L. GRANGE
Brigadier General, U. S. Army
Director of Military Support

12 AUG 96
DATE

MEMORANDUM OF AGREEMENT

ATTACHMENT 1

MESSAGE ADDRESSES:

DA WASHINGTON DC//DAMO-ODS//
COMDT COGARD WASHINGTON DC//G-MOR//
HQ USAF WASHINGTON DC//XOO/XOOO/XOOOO/REO//
HQ ACC LANGLEY AFB VA//DO/DOX//
AFNSEP FT MCPHERSON GA//EP//
HQ AFRES ROBINS AFB GA//DO/DOT/DOOM/DOC/FMAO//
10AF BERGSTROM AFB TX//DO//
910AW YOUNGSTOWN ARS OH//OGCC//

TELEPHONE NUMBERS:

Director of Military Support:	COM:	(703) 697-0218
	DSN:	227-0218
	FAX:	(703) 697-3147
	DSN:	227-3147
HQ AF Operations Center Watch Team:	COM:	(703) 695-7220
	DSN:	225-7220
	FAX:	(703) 614-6062
	DSN:	224-6062
HQ AFRES Command Center:	COM:	(912) 327-0680
	DSN:	497-0680
	FAX:	(912) 327-0200
	DSN:	497-0200
Air Force National Security Emergency Preparedness (AFNSEP) Office:	COM:	(404) 752-4342
	DSN:	572-4342
	FAX:	(404) 752-4282
	DSN:	572-4282
HQ ACC/DOX:	COM:	(804) 764-3839
	DSN:	574-5839
	FAX:	(804) 764-6459
	DSN:	574-6459
910th AW Command Post:	COM:	(216) 392-1315
	DSN:	346-1315
	FAX:	(216) 392-1161
	DSN:	346-1161

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ANNEX M -- MARINE FIRE FIGHTING

APPENDIX I: POLICY AND RESPONSIBILITY

1. **Federal Policy**: Although the Coast Guard clearly has an interest in fighting fires involving vessels or waterfront facilities, local authorities are principally responsible for maintaining necessary firefighting capabilities in U.S. ports and harbors. The Coast Guard will render assistance as available. The Coast Guard maintains this traditional "assistance as available" posture without conveying the impression that the Coast Guard is prepared to relieve local fire departments of the primary responsibility for firefighting. Paramount in preparing for vessel or waterfront fires is the need to integrate Coast Guard planning and training efforts with those of other responsible agencies, particularly local fire departments and port authorities. The COTP shall work closely with the municipal fire departments, vessel and facility owners and operators, mutual aid groups and other interested organizations.

2. **Regional and Local Policy**: Whether there is a vessel fire or shoreside fire at a waterfront facility or if there is a fire aboard a vessel that is underway anywhere within the COTP Providence's AOR, primary responsibility for firefighting lies with the municipality in whose jurisdiction the facility/vessel lies. The municipal fire department in whose jurisdiction the fire lies will be the Incident Commander (IC) for the firefighting activities. As IC, he is responsible for the coordination of *all* firefighting activities. Assistance may, and in most cases will, be provided by other municipal fire departments via mutual aid agreements. The state fire marshal's office will address any jurisdictional boundary disputes.

3. **COTP Policy**: The two main Coast Guard entities responsible for response to a maritime fire are Coast Guard Captain of the Port Providence and Coast Guard Group Woods Hole. The Captain of the Port is responsible for providing commercial vessel expertise, knowledge in shipboard firefighting systems, stability, vessel damage control, vessel design and structure and pollution response. Also, the COTP is tasked with contingency planning for marine firefighting. During an incident, the Unified Command System will be activated to coordinate response to the fire (See Annex B). In general terms, the Group is responsible for overseeing the operations of Coast Guard vessels. This includes, but is not limited to, assisting in firefighting activities, conducting search and rescue missions and enforcing safety zones.

a. Captain of the Port. COTP Providence is tasked with the following responsibilities during a vessel or waterfront facility fire in the COTP Providence AOR.

1) Provide technical assistance to the Incident Commander regarding vessel design, structure, and stability.

2) Procure all available data and information on the vessel and its cargo which may be of use to the IC in firefighting and/or salvage operations.

3) Provide coordination for any requested Coast Guard assistance such as vessel traffic control, oil pollution response and hazardous material response.

4) For a shipboard fire, the formal establishment of UCS sections may be needed. These sections are outlined in Annex B to this plan. Based on the circumstances surrounding the incident, the UCS may be established at various locations throughout the COTP zone.

The COTP shall also be responsible for fire prevention on board vessels and waterfront facilities. To meet these goals, the COTP shall:

1) Inspect foreign and U.S. flag vessels in accordance with applicable Coast Guard policy to ensure that vessels making port calls within the Providence AOR meet minimum SOLAS and U.S. regulatory requirements.

2) Inspect all waterfront facilities over which the CG has jurisdiction in order to minimize fire hazards.

3) Collaborate with municipal fire departments regarding the results and recommendations of the above inspections.

Finally, the COTP is tasked with contingency planning. Planning must be a multi-agency, multi-jurisdictional activity. Cooperation among the response agencies during the planning stages is paramount for a successful incident response. Therefore, the COTP shall:

1) Provide a forum for members of the emergency response community and the maritime industry to improve the Port's readiness to respond to an actual or threatened emergency.

2) Identify and clarify agency roles under the Unified Command System.

3) Identify command, control and communications procedures among the local fire departments, state and federal agencies and other concerned response parties.

4) Develop a wide range of information and data - such as anchorage information, pier data, listings of contact points for local salvage companies, naval architects, etc. - to assist Incident Commanders in the decision-making process during an incident.

b. Group Commander. Coast Guard Group Woods Hole is tasked with the following responsibilities during a vessel or waterfront facility fire within the COTP Providence/Group Woods Hole AOR.

1) Provide suitable Coast Guard vessels (as available) to assist the Incident Commander in combatting the fire.

2) Assume the role of On Scene Commander (OSC) for all search and rescue (SAR) operations which may be necessary as the result of the incident.

3) If a Safety/Security Zone is activated by the COTP, provide suitable Coast Guard vessels (as available) to enforce the Safety Zone around the burning vessel or facility.

4) Coordinate the activities of all waterside assets not involved in firefighting such as marine police boats, Coast Guard Auxiliary vessels, etc.

4. Non-Federal Responsibility: There are numerous other agencies, parties and individuals whose assistance and expertise will be invaluable in any major maritime incident. The following is a partial listing of these parties who will likely play an important role in an incident.

- o Vessel owner representative
- o Municipal Police Department
- o Foreign Consulate
- o Tug Operators
- o Marine Chemists
- o Pollution Cleanup Contractors
- o State Fire Marshal's Office
- o Occup. Safety & Health Admin.
- o Vessel Agent
- o Emergency Medical Service
- o Pilots
- o Marine Police
- o Naval Architects
- o Red Cross
- o Army Corps of Engineers
- o State Emerg. Mngmt. Agency

APPENDIX II: RESPONSE ORGANIZATION

1. COTP Providence AOR Fire Response Organization: In accordance with long-standing Coast Guard policy, the senior local fire department officer at the scene of an incident shall serve as Incident Commander and assume overall command of operational response personnel and assets.

While the Coast Guard has an interest in fighting fires involving vessels and waterfront facilities, this interest does not extend to preemption of local responsibility and authority for firefighting. The Coast Guard traditionally renders assistance as available, commensurate with each unit's level of training and the adequacy of equipment.

a. Factors used to develop and implement the Coast Guard's "Assistance as Available" include:

1) Fire threat level
2) Capabilities of local fire departments
3) Jurisdictions involved
4) Availability and capability of Coast Guard equipment including personnel protective equipment, fire fighting equipment, and ship's stability calculations
5) Level of training of Coast Guard personnel

b. Traditional response roles for the Coast Guard include:

1) Restricting access to the affected area and controlling marine traffic by the use of Safety/Security Zones
2) Conducting Search and Rescue (SAR) activities
3) Making notifications to local agencies and others, both internal and external to the Coast Guard, able to assist with vessel issues
4) Coordinating response with local emergency services
5) Coordinating possible oil/hazardous material spill response that may occur as a result of the fire

c. The Unified Command System will be utilized, as with spill response, to coordinate the joint response to the fire by federal, state, and local agencies.

APPENDIX III: MARINE FIRE FIGHTING SCENARIOS

[NOTE: The scenarios are used to illustrate the type of responses planned within the COTP Providence AOR.]

TAB A. Passenger Vessel

SCENARIO: A passenger vessel at anchor in the East Passage of Narragansett Bay, one half mile west of Goat Island, has an engineroom fire. The vessel has approximately 1000 passengers and 700 crew aboard. The fire suppression system is ineffective and the fire quickly spreads to the upper decks.

WX: Spring
Air temp 74 F
Water temp 45 F
Winds SW @ 10 kts
Heavy Fog

Typical initial response actions would include:
o Evaluating the need to evacuate personnel.
o Once the determination is made to evacuate people, getting them off quickly and safely.
o Secure the vessel in a suitable location or at anchorage.
o Set appropriate fire zones to reduce the possibility of the fire spreading and maintain vessel stability.
o Mount an appropriate response to the fire, including the need to dewater the vessel.

Shortfalls:

1. Trained personnel: Except for the Navy fire department at NETC Newport, there are no municipal firefighters who have been trained (IAW NFPA 1405) to fight shipboard fires. Funding to pay for this specialized training is the most difficult problem. The Navy base in Newport operates a firefighting school but it is currently for military personnel only. Massachusetts State Fire Academy does provide some firefighting training, including use of a simulator, to MASS Maritime Academy.

2. No large fireboats exist in the AOR. The only vessels currently equipped with fire monitors are the tugs maintained by the Army Corps of Engineers in the Cape Cod Canal and one maintained by the RI Air National Guard at Quonsett Point.

3. If ship is anchored, response times are delayed and all associated logistics become increasingly complicated.

4. Communications: Multiple radio frequencies may be difficult for Incident Commander to effectively direct all assets on scene. Also, language barriers may exist between the ship's crew and firefighters.

5. Vessel fire plans are not maintained by responding fire departments. Vessel plans will need to be retrieved from the scene.

TAB B. Tug and Barge in Cape Cod Canal

SCENARIO: A tug is pushing a fully loaded tankbarge through Cape Cod Canal. The barge is carrying 100,000 barrels of gasoline. The tug loses power and the barge allides with the Bourne Bridge pier. The barge ruptures three tanks and is impaled on the bridge pier. Gasoline fumes spread across the canal and ignite. The barge cannot be removed from the bridge and burns out of control.

WX: Summer
Air temp 90 F
Water temp 68 F
Winds SW @ 15 kts
Unlimited visibility

Typical initial response actions would include:
o Recommend to Army Corps of Engineers that canal be secured until fire is extinguished. Consider setting up safety zones on both sides of the canal to restrict access.
o Have State Police secure the bridge traffic until the fire is out and a structural integrity survey is completed.
o Issue MSIB on situation. Request Group issue Broadcast Notice to Mariners advising mariners that the canal is closed and soliciting for assistance.
o Consider booming priority protection areas to stop the spreading and pocketing of gasoline.
o Assist Bourne Fire Chief, the likely Incident Commander, in obtaining additional foam to mount an effective response.
o Involve barge owner. Have them arrange an effective response including determining equipment needed to remove the barge from the canal.
o Involve federal, state and local safety and public health officials to determine public health threats, need to evacuate personnel and appropriate safety precautions for responders.

Shortfalls:

1. Similar shortfalls as those noted in the previous scenario. However, additional foam might be needed to put out the tank barge fire if a large amount of product is discharged/engulfed.

2. Additionally, participants realized the added complication posed by potential traffic rerouting and emergency vehicle access as one of two accesses to Cape Cod would be closed pending a structural evaluation.

APPENDIX IV: MARINE FIRE FIGHTING RESOURCES

COTP ZONE: MSO PROVIDENCE

1. Port/Harbor Area: Narragansett Bay

Resource	Capabilities	Quan.	Owner/POC	Location	Em. Phone	Comments
Pumper	1,250 GPM	3	Bristol FD	Bristol RI	401-253-6611	
Pumper	1,000 GPM	2	Bristol FD	Bristol RI	401-253-6611	
Pumper	1,500 GPM	3	Cranston FD	Cranston RI	401-461-5000	
Pumper	1,250 GPM	5	Cranston FD	Cranston RI	401-461-5000	2 in reserve
Pumper	1,250 GPM	3	E. Prov. FD	E. Providence RI	401-431-1111	
Pumper	1,000 GPM	2	E. Prov. FD	E. Providence RI	401-431-1111	
Pumper	1,500 GPM	5	Fall River FD	Fall River MA	9-1-1	
Pumper	1,250 GPM	3	Fall River FD	Fall River MA	9-1-1	
Pumper	1,500 GPM	1	Green St. Airp.	Warwick RI	401-737-4000	420 gal AFFF
Pumper	1,500 GPM	1	Green St. Airp.	Warwick RI	401-737-4000	180 gal AFFF
Pumper	1,250 GPM	1	Harrisville FD	Burrillville RI	401-568-5110	Turret 400 GPM
Pumper	1,500 GPM	1	Jamestown FD	Jamestown RI	9-1-1	
Pumper	1,250 GPM	2	Jamestown FD	Jamestown RI	9-1-1	
Pumper	750 GPM	1	L.Compton FD	Little Compton RI	401-635-2325	
Pumper	600 GPM	1	L. Compton FD	Little Compton RI	401-635-2325	
Pumper	1,250 GPM	1	Middletown FD	Middletown RI	401-847-3636	
Pumper	1,000 GPM	3	Middletown FD	Middletown RI	401-847-3636	
Pumper	1,250 GPM	1	Narragansett FD	Narragansett RI	9-1-1	
Pumper	1,000 GPM	2	Narragansett FD	Narragansett RI	9-1-1	
Pumper	1,250 GPM	4	N.E.T.C. FD	Newport Navy	401-841-3333	
Pumper	1,000 GPM	2	N.E.T.C FD	Newport Navy	401-841-3333	
Pumper	1,250 GPM	3	Newport FD	Newport RI	401-846-2211	
Pumper	1,000 GPM	3	Newport FD	Newport RI	401-846-2211	
Pumper	1,250 GPM	2	N. Attleboro FD	N. Attleboro MA	508-699-0140	Turret 500 GPM
Pumper	1,250 GPM	4	N. Kingstown FD	N. Kingstown RI	401-294-3344	
Pumper	1,250 GPM	1	N. Providence RI	N. Providence RI	401-233-1423	
Pumper	1,250 GPM	1	Pawtucket FD	Pawtucket RI	401-725-1422	Turret 500 GPM
Pumper	1,500 GPM	1	Portsmouth FD	Portsmouth RI	401-683-1155	
Pumper	1,000 GPM	1	Portsmouth FD	Portsmouth RI	401-683-1155	
Pumper	1,250 GPM	14	Providence FD	Providence RI	401-274-3344	
Pumper	1,000 GPM	3	Providence FD	Providence RI	401-274-3344	Reserve
Pumper	1,000 GPM	1	Prud. Is. FD	Prudence Is. RI	401-683-1155	
Pumper	750 GPM	1	Prud. Is. FD	Prudence Is. RI	401-683-1155	
Pumper	2,000 GPM	1	RIANG	Quonset Pt. RI	401-886-1300	
Pumper	950 GPM	1	RIANG	Quonset Pt. RI	401-886-1300	
Pumper	1,500 GPM	8	Warwick FD	Warwick RI	401-737-4211	

Resource	Capabilities	Quan.	Owner/POC	Location	Em. Phone	Comments
Pumper	1,000 GPM	3	Warwick FD	Warwick RI	401-737-4211	
Pumper	1,250 GPM	1	Woonsocket FD	Woonsocket RI	401-766-1234	Turret 500 GPM
Fire Boats	200 GPM	1	Cranston FD	Cranston RI	401-461-5000	
Fire Boats	250 GPM	2	E. Prov. FD	E. Providence RI	401-435-7600	
Fire Boats	300 GPM	1	Jamestown FD	Jamestown RI	401-423-1313	
Fire Boats	500 GPM	1	Providence FD	Providence RI	401-274-3344	23'Winninghoff
Fire Boats	385 GPM	1	Warwick FD	Warwick RI	401-737-4211	25' Boat
Tug Boats	250 GPM	1	Prov Steamboat	Providence RI	401-331-1930	Gaspee 1,800hp
Tug Boats	250 GPM	1	Providence Steamboat Co.	Providence RI	401-331-1930	Roger Williams 2,400 hp
Tug Boats	250 GPM	1	Providence Steamboat Co.	Providence RI	401-331-1930	Reliance 3,000 hp
Tug Boats	250 GPM	1	Providence Steamboat Co.	Providence RI	401-331-1930	Resolute 3,000 hp
Portable Pumps	200 GPM	3	Cranston FD	Cranston RI	401-461-5000	
Portable Pumps	250 GPM	4	E. Prov. FD	E. Providence RI	401-435-7600	
Portable Pumps	275 GPM	5	Fall River FD	Fall River MA	9-1-1	
Portable Pumps	380 GPM	4	Jamestown FD	Jamestown RI	401-423-1313	
Portable Pumps	85 GPM	2	L. Compton FD	Little Compton RI	401-635-2325	
Portable Pumps	250 GPM	2	L. Compton FD	Little Compton RI	401-635-2325	
Portable Pumps	250 GPM	2	Middletown FD	Middletown RI	401-847-3636	
Portable Pumps	150 GPM	5	Narragansett FD	Narragansett RI	9-1-1	
Portable Pumps	300 GPM	6	N.E.T.C. FD	Newport Navy	401-841-3333	
Portable Pumps on H.M.Boat	300 GPM	2	Newport FD	Newport RI	401-846-2211	600 GPM Pump
Portable Pumps	300 GPM	4	N. Kingstown FD	N. Kingstown RI	401-294-3344	
Portable Pumps	250 GPM	2	Portsmouth FD	Portsmouth RI	401-683-1155	
Portable Pumps	350 GPM	8	Providence FD	Providence RI	401-274-3344	
Portable Pumps	1,000 GPM	1	Prud. Is. FD	Prudence Is. RI	401-683-1155	
Portable Pumps	300 GPM	2	Prud. Is. FD	Prudence Is. RI	401-683-1155	
Portable Pumps	385 GPM	4	Warwick FD	Warwick RI	401-737-4211	
Portable Manifolds	4" Stortz/NST	6	Cranston FD	Cranston RI	401-461-5000	
Portable Manifolds	NST	10	Providence FD	Providence RI	401-274-3344	
Portable Manifolds	4" Stortz/NST	9	Warwick FD	Warwick RI	401-737-4211	
Ferry/Passenger Auto	1300 ea 4 trucks ea 30 cars ea	2	Interstate Nav. Block Is. Ferry	Galilee RI	401-783-4613	

Resource	Capabilities	Quan.	Owner/POC	Location	Em. Phone	Comments
Ferry/Passenger	400 ea	2	Interstate Nav.	Galilee RI	401-783-4613	
Auto	1 truck ea		Block Is. Ferry			
	14 cars ea					
Ferry/Passenger	848	1	Interstate Nav.	Galilee RI	401-783-4613	
			Block Is. Ferry			
Constr. Plat.(Barge)	Varies	Var.	Weeks-Jamestown	Jamestown RI	800-448-4850	
Constr. Plat.(Crane)	Varies	Var.	Weeks-Jamestown	Jamestown RI	800-448-4850	
Foam (AFFF)	130 gal		Bristol FD	Bristol RI	401-253-6611	
Foam (AFFF)	300 gal		Cranston FD	Cranston RI	401-461-5000	38-5 gal
Foam (AFFF)	1,000 gal		E. Prov. FD	E. Providence RI	401-435-7600	Task Force #3*
Foam (AFFF)	175 gal		Fall River FD	Fall River MA	9-1-1	
Foam (AFFF)	900 gal		Green St. Airp.	Warwick RI	401-737-4000	Task Force #3*
Foam (AFFF)	50 gal		Harrisville FD	Burrillville RI	401-568-5110	Task Force #1*
Foam (AFFF)	250 gal		Jamestown FD	Jamestown RI	401-423-1313	
Foam (AFFF)	190 gal		Middletown FD	Middletown RI	401-847-3636	
Foam (AFFF)	50 gal		Narragansett FD	Narragansett RI	9-1-1	
Foam (AFFF)	3,070 gal		N.E.T.C. FD	Newport Navy	401-841-3333	
Foam (AFFF)	45 gal		Newport FD	Newport RI	401-846-2211	
Foam (AFFF)	130 gal		N. Attleboro FD	N. Attleboro MA	508-699-0140	Task Force #2
Foam (AFFF)	50 gal		N. Providence FD	N. Providence RI	401-233-1423	Task Force #2
Foam (AFFF)	45 gal		N. Kingstown FD	N. Kingstown RI	401-294-3344	
Foam (AFFF)	60 gal		Pawtucket FD	Pawtucket RI	401-725-1422	Task Force #2
Foam (AFFF)	50 gal		Portsmouth FD	Portsmouth RI	401-683-1155	
Foam (AFFF)	1,225 gal		Providence FD	Providence RI	401-274-3344	Task Force #3
Foam (AFFF)	50 gal		Prud. Is. FD	Prudence Is. RI	401-683-1155	
Foam (AFFF)	3,000 gal		RIANG	Quonset Pt. RI	401-886-1300	16-55 gal
Foam (AFFF)	200 gal		Saylesville FD	Lincoln RI	401-728-2960	Task Force #2
Foam (AFFF)	500 gal		Warwick FD	Warwick RI	401-737-4211	
Foam (AFFF)	390 gal		Woonsocket FD	Woonsocket RI	401-766-1234	Task Force #1
Foam (Protein)	20 gal		L. Compton FD	Little Compton RI	401-635-2325	
Foam (Protein)	180 gal		Newport FD	Newport RI	401-846-2211	
Foam (Protein)	20 gal		Portsmouth FD	Portsmouth RI	401-683-1155	
Foam (Other)	100 gal		Bristol FD	Bristol RI	401-253-6611	High Expansion
Foam (Other)	ATC		Cranston FD	Cranston RI	401-461-5000	
Foam (Other)	50 gal		Jamestown FD	Jamestown RI	401-423-1313	Alcohol
Foam (Other)	40 gal		Newport FD	Newport RI	401-846-2211	High Expansion
Foam (Other)	15 gal		Prud. Is. FD	Prudence Is. RI	401-683-1155	Class A
Dry Chemical	20 lb	15	Cranston FD	Cranston RI	401-274-3344	
Dry Chemical	15 lb	1	Green St. Airp.	Warwick RI	401-737-4000	4 Metal X
Dry Chemical	200 lb	1	Middletown FD	Middletown RI	401-847-3636	
Dry Chemical	15 lb	1	Narragansett FD	Narragansett RI	9-1-1	

Resource	Capabilities	Quan.	Owner/POC	Location	Em. Phone	Comments
Dry Chemical	20 lb	10	Newport FD	Newport RI	401-846-2211	
Dry Chemical	50 lb	1	Prud. Is. FD	Prudence Is. RI	401-683-1155	Portable
Dry Chemical	20 lb	12	Warwick FD	Warwick RI	401-737-4211	
Dry Chemical	850 lb	1	RIANG	Quonset Pt. RI	401-886-1300	
Vessel Firefighters		2	Middletown FD	Middletown RI	401-847-3636	
Vessel Firefighters		53	N.E.T.C FD	Newport Navy	401-841-3333	
Vessel Firefighters		Varies	Weeks-Jamstown	Jamestown RI	800-448-4850	
SCBA Filling Station	5,000 PSI	1	Bristol FD	Bristol RI	401-253-6611	
SCBA Filling Station	2,260 PSI	4	Cranston FD	Cranston RI	401-461-5000	
SCBA Filling Station	4,500 PSI	1	E. Prov. FD	E. Providence RI	401-435-7600	
SCBA Filling Station	4,500 PSI	2	Fall River FD	Fall River MA	9-1-1	
SCBA Filling Station	2,216 PSI	1	Jamestown FD	Jamestown RI	401-423-1313	
SCBA Filling Station	3,000 PSI	1	L. Compton FD	Little Compton RI	401-635-2325	
SCBA Filling Station	5,000 PSI	1	Middletown FD	Middletown RI	401-847-3636	
SCBA Filling Station	4,500 PSI	1	Narragansett FD	Narragansett RI	9-1-1	
SCBA Filling Station	5,000 PSI	1	N.E.T.C. FD	Newport Navy	401-841-3333	
SCBA Filling Station	3,300 PSI	1	Newport FD	Newport RI	401-294-3344	
SCBA Filling Station	3,600 PSI	1	N. Kingstown FD	N. Kingstown RI	401-846-2211	
SCBA Filling Station	5,000 PSI	1	Portsmouth FD	Portsmouth RI	401-683-1155	
SCBA Filling Station	5,000 PSI	1	Providence FD	Providence RI	401-274-3344	108 Scott 4.5
SCBA Filling Station	2,216 PSI	1	RIANG	Quonset Pt. RI	401-886-1300	
SCBA Filling Station	6,000 PSI	1	Warwick RI	Warwick RI	401-737-4211	
Type/Hose Connection	NST		Cranston FD	Cranston RI	401-461-5000	
Type/Hose Connection	NST		E. Prov. FD	E. Providence RI	401-435-7600	
Type/Hose Connection	NST		Fall River FD	Fall River MA	9-1-1	
Type/Hose Connection	NST		Green St. Airp.	Warwick RI	401-737-4000	
Type/Hose Connection	NST		Jamestown FD	Jamestown RI	401-423-1313	
Type/Hose Connection	NST		L. Compton FD	Little Compton RI	401-635-2325	
Type/Hose Connection	NST		Middletown FD	Middletown RI	401-847-3636	
Type/Hose Connection	NST		Narragansett FD	Narragansett RI	9-1-1	
Type/Hose Connection	NST		N.E.T.C. FD	Newport Navy	401-841-3333	
Type/Hose Connection	2 1/2" Newport thread		Newport FD	Newport RI	401-846-2211	
Type/Hose Connection	1 1/2" Prov thread		Newport FD	Newport RI	401-846-2211	
Type/Hose Connection	NST/4" Stortz		N. Kingstown FD	N. Kingstown RI	401-294-3344	
Type/Hose Connection	NST		Portsmouth FD	Portsmouth RI	401-683-1155	
Type/Hose Connection	NST		Providence FD	Providence RI	401-274-3344	
Type/Hose Connection	2 1/2" NST		Prud. Is. FD	Prudence Is. RI	401-683-1155	2,000' each
Type/Hose Connection	1 1/2" NPST		Prud. Is. FD	Prudence Is. RI	401-683-1155	2,000' each
Type/Hose Connection	NST/4" Stortz		Warwick RI	Warwick RI	401-737-4211	
Type/Hose Connection	NST		RIANG	Quonset Pt. RI	401-886-1300	

Resource	Capabilities	Quan.	Owner/POC	Location	Em. Phone	Comments
Inter'l Hose Connec.	Yes		Cranston FD	Cranston RI	401-461-5000	
Inter'l Hose Connec.	Yes		N.E.T.C. FD	Newport Navy	401-841-3333	
Helicopters	Transportation	6	Army Natl Guard	Quonset Pt. RI	401-621-5402	

NOTE: Restricted over open water, special prov. to go to island

COTP ZONE: MSO PROVIDENCE

2. Port/Harbor Area: Cape Cod and Islands

Resource	Capabilities	Quan.	Owner/POC	Location	Em. Phone	Comments
Pumper	1,500 GPM	2	Barnstable FD	Barnstable MA	508-362-3131	
Pumper	1,250 GPM	1	Bourne FD	Bourne MA	9-1-1	
Pumper	1,000 GPM	1	Bourne FD	Bourne MA	9-1-1	
Pumper	1,500 GPM	1	Chatham FD	Chatham MA	508-945-2323	
Pumper	1,250 GPM	2	Chatham FD	Chatham MA	508-945-2323	
Pumper	1,250 GPM	6	Falmouth FD	Falmouth MA	508-548-2325	
Pumper	1,250 GPM	1	Falmouth FD	Falmouth MA	508-548-2325	50 gal foam
Pumper	1,500 GPM	2	Hyannis FD	Hyannis MA	508-775-2323	
Pumper	1,250 GPM	3	Nantucket FD	Nantucket MA	508-228-2323	
Pumper	1,000 GPM	4	Nantucket FD	Nantucket MA	508-228-2323	
Pumper	1,250 GPM	3	Oak Bluffs FD	Martha's Vine. MA	508-693-0077	
Fire Boats	150 GPM	1	Bourne FD	Bourne MA	9-1-1	
Fire Boats	500 GPM	1	Hyannis FD	Hyannis MA	508-775-2323	
Portable Pumps	150 GPM	3	Bourne FD	Bourne MA	9-1-1	
Portable Pumps	90 GPM	1	Barnstable FD	Barnstable MA	508-362-3131	
Portable Pumps	125 GPM	1	Barnstable FD	Barnstable MA	508-362-3131	
Portable Pumps	250 GPM	1	Barnstable FD	Barnstable MA	508-362-3131	
Portable Pumps	100 GPM	1	Falmouth FD	Falmouth MA	508-548-2325	Electric
Portable Pumps	250 GPM	3	Nantucket FD	Nantucket MA	508-228-2323	
Portable Pumps	528 GPM	1	Oak Bluffs FD	Martha's Vine. MA	508-693-0077	
Foam (AFFF)	150 gal		Barnstable FD	Barnstable MA	508-362-3131	at station and on truck
Foam (AFFF)	100 gal		Bourne FD	Bourne MA	9-1-1	
Foam (AFFF)	200 gal		Chatham FD	Chatham MA	508-945-2323	
Foam (AFFF)	100 gal		Falmouth FD	Falmouth MA	508-548-2325	Trailer
Foam (AFFF)	600 gal		Hyannis FD	Hyannis MA	508-775-2323	
Foam (AFFF)	200 gal		Nantucket FD	Nantucket MA	508-228-2323	
Foam (AFFF)	50 gal		Oak Bluffs FD	Martha's Vine. MA	508-693-0077	
Foam (Protein)	100 gal		Nantucket FD	Nantucket MA	508-228-2323	
Foam (Other)	2,000 gal		Nantucket FD	Nantucket MA	508-228-2323	Class C Protein
Dry Chemical	10 lb	1	Chatham FD	Chatham MA	508-945-2323	
Dry Chemical	100 lb	1	Nantucket FD	Nantucket MA	508-228-2323	
Vessel Firefighters		10	Chatham FD	Chatham MA	508-945-2323	
Vessel Firefighters		42	Hyannis FD	Hyannis MA	508-775-2323	
SCBA Filling Station	6,000 PSI	1	Barnstable FD	Barnstable MA	508-362-3131	

Resource	Capabilities	Quan.	Owner/POC	Location	Em. Phone	Comments
SCBA Filling Station	5,000 PSI	1	Bourne FD	Bourne MA	9-1-1	
SCBA Filling Station	5,000 PSI	1	Falmouth FD	Falmouth MA	508-548-2325	
SCBA Filling Station	4,500 PSI	1	Hyannis FD	Hyannis MA	508-775-2323	
SCBA Filling Station	5,000 PSI	1	Nantucket FD	Nantucket MA	508-228-2323	
SCBA Filling Station	4,500 PSI	1	Oak Bluffs FD	Martha's Vine. MA	508-693-0077	
Type/Hose Connection	2 1/2" NST		Barnstable FD	Barnstable MA	508-362-3131	
Type/Hose Connection	1 1/2" IPS		Barnstable FD	Barnstable MA	508-362-3131	
Type/Hose Connection	2 1/2" NST		Bourne FD	Bourne MA	9-1-1	
Type/Hose Connection	1 1/2" NST		Bourne FD	Bourne MA	9-1-1	
Type/Hose Connection	4" Storz		Bourne FD	Bourne MA	9-1-1	
Type/Hose Connection	NST		Chatham FD	Chatham MA	508-945-2323	
Type/Hose Connection	NST		Falmouth FD	Falmouth MA	508-548-2325	
Type/Hose Connection	NST		Hyannis FD	Hyannis MA	508-775-2323	
Type/Hose Connection	NST		Nantucket FD	Nantucket MA	508-228-2323	
Type/Hose Connection	NST		Oak Bluffs FD	Martha's Vine. MA	508-693-0077	

COTP ZONE: MSO PROVIDENCE

3. Port/Harbor Area: New Bedford

Resource	Capabilities	Quan.	Owner/POC	Location	Em. Phone	Comments
Pumper	1,250 GPM	2	Fairhaven FD	Fairhaven MA	508-992-9717	
Pumper	1,000 GPM	1	Fairhaven FD	Fairhaven MA	508-992-9717	
Pumper	750 GPM	1	Fairhaven FD	Fairhaven MA	508-992-9717	
Pumper	1,500 GPM	1	New Bedford FD	New Bedford MA	508-991-6100	
Pumper	1,250 GPM	8	New Bedford FD	New Bedford MA	508-991-6100	
Portable Pumps	250 GPM	1	Fairhaven FD	Fairhaven MA	508-992-9717	
Portable Pumps	30 GPM	8	New Bedford FD	New Bedford MA	508-991-6100	1 hp
Portable Manifolds		1	Fairhaven FD	Fairhaven MA	508-992-9717	
Foam (AFFF)	100 gal		Fairhaven FD	Fairhaven MA	508-992-9717	
Foam (AFFF)	325 gal		New Bedford FD	New Bedford MA	508-991-6100	
Foam (Other)	45 gal		New Bedford FD	New Bedford MA	508-991-6100	High expansion
SCBA Filling Station	4,500 PSI	1	Fairhaven FD	Fairhaven MA	508-992-9717	
SCBA Filling Station	4,500 PSI	2	New Bedford FD	New Bedford MA	508-991-6100	1 is portable
Type/Hose Connection	2 1/2" NST		Fairhaven FD	Fairhaven MA	508-992-9717	
Type/Hose Connection	1 1/2" IPT		Fairhaven FD	Fairhaven MA	508-992-9717	
Type/Hose Connection	NST		New Bedford FD	New Bedford MA	508-991-6100	
Inter'l Hose Connec.	Yes		Fairhaven FD	Fairhaven MA	508-992-9717	

COTP ZONE: MSO PROVIDENCE

4. Port/Harbor Area: Coast Guard Assets (Assistance as Available)

Resource	Capabilities	Quan.	Owner/POC	Location	Em. Phone	Comments
41'UTB	250 GPM	1	Group Woods Hole	Point Judith, RI	(508) 457-3211	6 gal foam
44'MLB	250 GPM	1	Group Woods Hole	Point Judith, RI	(508) 457-3211	6 gal foam
41'UTB	250 GPM	2	Group Woods Hole	Castle Hill, RI	(508) 457-3211	6 gal foam
44'MLB	250 GPM	1	Group Woods Hole	Castle Hill, RI	(508) 457-3211	6 gal foam
44'MLB	250 GPM	1	Group Woods Hole	Menemsha (MV), MA	(508) 457-3211	6 gal foam
41'UTB	250 GPM	1	Group Woods Hole	Brandt Point, MA	(508) 457-3211	6 gal foam
44'MLB	250 GPM	1	Group Woods Hole	Brandt Point, MA	(508) 457-3211	6 gal foam
44'MLB	250 GPM	2	Group Woods Hole	Woods Hole, MA	(508) 457-3211	6 gal foam
44'MLB	250 GPM	1	Group Woods Hole	Chatham, MA	(508) 457-3211	6 gal foam
41'UTB	250 GPM	2	Group Woods Hole	Provincetown, MA	(508) 457-3211	6 gal foam
44'MLB	250 GPM	1	Group Woods Hole	Provincetown, MA	(508) 457-3211	6 gal foam
41'UTB	250 GPM	2	Group Woods Hole	Cape Cod Canal, MA	(508) 457-3211	6 gal foam
44'MLB	250 GPM	1	Group Woods Hole	Cape Cod Canal, MA	(508) 457-3211	6 gal foam
49' BUOY BOAT	NONE	1	Group Woods Hole	Bristol, RI	(508) 457-3211	Good Platform
45' BUOY BOAT	NONE	1	Group Woods Hole	Woods Hole, MA	(508) 457-3211	Good Platform
55' BUOY BOAT	250 GPM	1	Group Woods Hole	Woods Hole, MA	(508) 457-3211	6 gal foam
82' WPB	250 GPM	1	Group Woods Hole	Woods Hole, MA	(508) 457-3211	Some foam
110' WPB	250 GPM	2	Group Woods Hole	Woods Hole, MA	(508) 457-3211	Some foam
CGC JUNIPER (401)841-6953	250 GPM	1	D1	NETC Newport,RI	(508) 457-3211	Some foam
CGC IDA LEWIS (401)841-6949	250 GPM	1	D1	NETC Newport,RI	(508) 457-3211	Some foam
CGC WILLOW (401)843-0022	250 GPM	1	D1	NETC Newport,RI	(508) 457-3211	Some foam

Resource	Capabilities	Quan.	Owner/POC	Location	Em. Phone	Comments
CGC TAHOMA 270' (508)990-1941	1000 GPM MONITOR	1	CG Atlantic Area	New Bedford, MA	(757) 398-6391	3-P250 Pumps
CGC CAMPBELL 270' (508)997-8299	1000 GPM MONITOR	1	CG Atlantic Area	New Bedford, MA	(757) 398-6391	3-P250 Pumps

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ANNEX N -- HAZARDOUS MATERIALS RESPONSE

APPENDIX I: POLICY AND RESPONSIBILITY

1. *Federal Policy*

a. In accordance with the National Contingency Plan (40 CFR 300.120), the Coast Guard provides predesignated Federal On-Scene Coordinators (FOSC) for responses to immediate releases or substantial threats of immediate releases of hazardous chemicals in the coastal zone from non-Department of Defense Activities. The FOSC's jurisdiction and authority within this zone includes releases of hazardous substances, pollutants, or contaminants into all environmental media - air, land, groundwater, and surface waters.

b. The response functions that Coast Guard FOSCs carry out in the event of a chemical release are divided into several sections:

i. Conducting local contingency planning for response to hazardous chemical releases.

ii. Conducting traditional COTP response measures such as restricting access to the affected area and controlling marine traffic; notifying facilities operating vulnerable water intakes of the release; coordinating with state and local emergency forces; and assisting as resources and capabilities permit.

iii. Conducting a preliminary assessment of the incident to: (1) evaluate the magnitude of the threat to the public health and welfare and the environment, (2) determine if response action by the spiller and/or the state and local government is adequate, (3) establish jurisdiction for a Federal response, and (4) collect the data necessary to formulate a response plan if a Federal response using the FOSC's CERCLA authority is warranted.

iv. Contacting the owner and or operator of the source of the release, if known, to inform them of their potential liability under the National Contingency Plan and Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) authority for government removal costs, to explain the Coast Guard's role as FOSC, and to gather information for response and port safety purposes.

2. *State/Local Policy*

a. MASSACHUSETTS: In the event of a hazardous material release, the local fire department shall be immediately contacted and will

assume the role as the Incident Commander. (This Incident Command role is required under Massachusetts State law). If the release is beyond the capability of the responsible party or local fire department to contain and cleanup, the Incident Commander may activate the Bourne regional hazardous materials team via the Barnstable County Fire Control office listed in Appendix II.2.a below. This Bourne regional response team is one of several teams throughout the state that were formally established in 1994 and are funded under the Commonwealth of Massachusetts' Executive Office of Public Safety (EOPS). The EOPS has established a Memorandum of Understanding with Massachusetts DEP to respond (contacted via beeper) whenever the teams are mobilized.

b. RHODE ISLAND: In the event of a hazardous material release, the local fire department shall be immediately contacted and will assume the role as the Incident Commander. (However unlike Massachusetts this Incident Command role is not specifically outlined under Rhode Island State law.) Since Rhode Island has no dedicated hazardous materials response teams, if the release is beyond the capability of the responsible party or local fire department to contain and cleanup, the Incident Commander may contact RI Department of Environmental Management to provide technical assistance and activate one of their hazardous material contractors.

c. Depending on the magnitude of the release and the number of individuals affected (through evacuation, illness), state Emergency Management Agencies could be involved to assist in mass evacuations, communications, public affairs, and inter-agency coordination. State and local public health agencies could also be involved with risk communication to the general public and medical personnel.

d. If response actions by both local and state response agencies are deemed inadequate by the OSC, a Federal response using the FOSC's CERCLA authority may be warranted. Unlike funding under the Oil Pollution Act of 1990, CERCLA funding is not directly accessible to State OSCs.

3. ***U.S. Coast Guard MSO Policy***

a. Notwithstanding the responsibilities outlined in the Federal Policy listed above, within MSO Providence's zone, the Coast Guard's role as a Federal On-Scene Coordinator should be initially directed primarily at the overall monitoring of a hazardous material release. Because MSO Providence is **Level D response capable only** due to equipment and training restraints, personnel shall **never** enter a hazardous environment, requiring skin or respiratory protection.

Prior to initiating any response involving a hazardous substance, a full assessment of the personnel hazards shall be conducted

using the appropriate references. If a Coast Guard response team is dispatched to the vicinity of the incident, they should report to the on-scene command post (outside the hazard area) to collect information, provide on scene communications, command and control.

Factors in dictating the Coast Guard's level of involvement are:

1) The type and quantity of material released
2) Capabilities of local/state resources
3) Location of the release (i.e., aboard a vessel)
4) Availability and capability of response equipment
5) Level of training of Coast Guard Personnel

b. The Unified Command System will be utilized to coordinate the joint response to the incident by federal, state, and local agencies. For hazardous materials incidents declared by the Governor's office as a "state of emergency", it is expected that the State's Office of Emergency Management will serve as the state's representative in the unified command when the overriding concern is public health and welfare. When the preponderance of activity is related to the response to the hazardous material and not public health and welfare, it is expected that the State's Department of Environmental Management or Protection will serve as the state's unified command cell representative. When the State's Office of Emergency Management serves in the unified command cell, it is expected that the Department of Environmental Management or Protection will be a key player in both the operations and planning sections by focussing on and coordinating the response to the hazardous materials. When the State's Department of Environmental Management or Protection serves in the unified command cell, it is expected that the State's Office of Emergency Management will be a key player in the Logistics Section of the response. For incidents not declared by the governor as a "state of emergency", it is expected that Rhode Island's Department of Environmental Management or Massachusetts' Department of Environmental Protection will retain their role as state's representative in the unified command.

APPENDIX II: HAZARDOUS MATERIAL RELEASE RESPONSE RESOURCES:

1. ***Federal Resources***

a. EPA Region I Emergency Response Division: (617) 223-7265
Capability: Level B response, technical assistance, field sampling and analysis and air monitoring. They also have Level A response capability available through a contractor.
Emergency Response Team in Edison, NJ: (732) 321-6660
Capability: Ability to assess hazard, routinely deal with major hazardous material incidents nationwide. Immediately available to an OSC.

b. Agency for Toxic Substance/Disease Registry: (617) 223-5590 or (404)639-0615
Capability: Modeling/Qualitative Assessment. Based in Atlanta and with an office in Boston. ATSDR can give advice on public health risks and general response actions over the phone.

c. NOAA SSC: (617) 223-8016
Capability: Modeling, Qualitative and Quantitative Chemical Assessment from contract and in house research chemists. On-Scene Responder.

d. U.S. Coast Guard Atlantic Strike Team: (609) 724-0008/0009
Capability: A list of their equipment can be found in Tab A to Annex F.

e. U.S. Naval Education and Training Command Newport, RI: (401) 841-3333
Capability: NETC Newport has level A and B response capability. Although this capability is maintained to handle their own hazardous materials spills, where they are FOSC, NETC currently has Mutual Aid Agreements with the surrounding communities of Newport, Middletown, Jamestown and Portsmouth. Any other requests for their assistance should go through appropriate channels which may include NETC's Commanding Officer or RRT. During Mutual Aid efforts, NETC's team will likely respond with 4 or 5 personnel and will rely on the local responders to fill in needed response related vacancies such as decontamination.

2. ***Massachusetts State Resources***

a. Massachusetts DEP Emergency Response Division:
Southeast Region 508-946-2850 (Plymouth to Seekonk) or
Statewide through Mass State Police (888) 304-1133
Capabilities: DEP has personnel on-call at all times for technical/scientific response issues, state regulatory jurisdiction, and the ability to access state contracted oil and hazardous materials spill response contractors.

b. Massachusetts Emergency Management Agency
Area II (Bridgewater): (508) 697-3600
State Offices (Framingham): (508) 820-2000

c. Massachusetts Department of Fisheries and Wildlife
Division of Law Enforcement-Environ. Police: (800) 632-8075
Division of Marine Fisheries (Pocasset): (508) 563-1799
Division of Fisheries and Wildlife (Westboro): (508) 792-7270
Brad Blodget - Wildlife Rehabilitation Expert

d. Massachusetts Coastal Zone Management
South Coastal Region: (508) 946-2719
Cape Cod and Islands: (508) 362-1760

3. ***Rhode Island State Resources***

a. Rhode Island Department of Environmental Management: (401) 222-3070
Capabilities: DEM has 2 level A trained and equipped responders on-staff to offer technical advice and assistance. They also oversee several state-run contracts for Hazardous Material response.

b. Rhode Island Office of Emergency Management: (401) 946-9996. The state's lead coordinating agency.

c. Rhode Island Department of Health: (401) 272-5952.

4. ***Local/Regional Resources***

a. Fire Departments: Listed in Appendix F, Tab C. These local responders will probably serve as the initial Incident Commander for a hazardous material release.

b. Massachusetts Hazardous Material Regional Response Teams:
Capabilities: 55-80 trained responders per team. For MSO Providence's Zone, this team is based in Bourne and is controlled by the Barnstable County Fire Control Office at (508) 362-3434.

Technical Operations Mobile Units (1 per region)
- State of the art support vehicles containing computers/printers equipped with software necessary to provide mapping of entire state
- Computerized weather station
- Communications network of radios/telephones
- Video Cameras on 34' telescoping masts

Operational Response Vehicles (ORVs)
- Personnel Protective Equipment (Level A,B,D)
- Air monitoring devices
- Lab kits
- Limited plug/patch kit

Mobile Command Post (Stowe)
- Media Control Center
- Briefing Room
- Communications suite

c. Providence and Worchester Railroad: 800-447-2003 (X318/X400)
Capabilities: Based out of Worchester, Mass, the Providence-Worchester Railroad maintains a 6 person level A & B capable response team, a 24 foot gear trailer, a Chlorine "C" Kit and many other rail car plugging and patching items. This team is maintained to respond to hazardous material events including tank car incidents on the railroad. They may also be called to offer non-entry assistance for the other modes of transportation. Team members are familiar with ICS framework and understand that they will probably be working for a local Fire Chief in a Hazardous Materials Cell in the Operations Section.

5. ***Private Resources*** (Commercial Clean-Up Contractors)

a. Local clean up contractors do have the capability of responding to hazardous material responses in the COTP Zone. Their duties are primarily sampling, removal and disposal. A list of these companies and their equipment is listed in Tab B to Annex F.

6. ***Other Resources***

Due to the myriad of Hazardous Substances transported or disposed of throughout this COTP zone, expertise in handling each substance is almost impossible. There are a number of resources where responders can turn to for assistance including:

a. **CHEMTREC** (Abbreviation of Chemical Transportation Emergency Center) (1-800-424-9300) is a division of the Chemical Manufacturers Association (CMA) established as an emergency information source for transportation accidents involving flammable, toxic, or explosive materials (Note: this center works for and represents the interest of the CMA).

Only in an actual chemical spill, leak, or exposure will CHEMTREC be involved (normally CHEMTREC doesn't get involved when only the potential for a release exists). Given the chemical and the shipper's name, CHEMTREC normally can put you in touch with the shipper who can better detail the hazards of the material which you are dealing with. CHEMTREC will also fax you a copy of the material's MSDS.

It is important to understand that CHEMTREC is not intended and is not equipped to function as a general information source but by design is confined to dealing with chemical

transportation emergencies. For this purpose, call CMA's Chemical Referral Center.

b. **Chemical Manufacturer's Association's Chemical Referral Center** (1-800-CMA-8200) should be called if there are questions about chemicals of a non-emergency nature.

c. **Bureau of Explosives, Association of American Railroads** (accessed through CHEMTREC (1-800-424-9300) generally have the same capabilities as CHEMTREC for hazardous material releases involving railroads. In a major spill, they will send a BOE inspector to advise the Response Management Team on the proper way to deal with the material. Some trains are unique in that they have a bar code on them which enables rail companies to track their location. BOE might have access to that type of information.

d. **Chlorine Response Plan - CHLOREP.** (accessed through CHEMTREC) was set up to assist the incident commander in cases involving chlorine. Over 200 response teams are set up throughout the country to respond to chlorine incidents 24 hours/day, 7 days/week. The team responsible for incidents within the COTP Providence zone is located at Holtra Chemical Co. Orrington, ME (5 hour drive from Providence). For further information on CHLOREP: (202) 775-2790.

The vessel's, train's or truck's crew normally will have **shipping papers (and/or a dangerous cargo manifest** containing information on the hazardous material involved. In a rail yard, shipping, or truck terminal, the papers are usually in the dispatcher's office.

Placards applied to vehicles and/or labels on packages may help identify the presence or absence of hazardous materials (**UN Number** on the placard identifies the substance inside, hazard codes detail precautions to take with regard to health, flammability, or reactivity (shock, contact with water)), but the shipping papers/dangerous cargo manifest are the best source of on-scene identification information.

In a rail or vehicle accident, if the shipping papers and/or placards or labels are destroyed, the number on the rail car or motor vehicle can often be used to secure the name of the commodity being carried. Rail car numbers are a series of letters followed by a series of numbers, as in the following example: ABCX12345. Many tank trucks use a similar pattern.

Rail Cars also have a **Standard Transportation Commodity Code (STCC)** (example: 4919114, 49 is the Code of Federal Regulation which the material is regulated under). A listing of all STCC materials is located in the Coast Guard MSO's Library under Emergency Handling of Hazardous Materials in Surface Transportation.

APPENDIX III: MARINE HAZARDOUS MATERIALS RESPONSE SCENARIOS

In the COTP Providence Area of Responsibility, there are few marine facilities or vessels that handle bulk quantities of hazardous materials. The most likely source of a hazardous materials release would likely be from a land based incident (i.e., rail car, truck accident), a commercial vessel's faulty refrigeration equipment or containerized cargo passing through our Area of Responsibility. The following scenarios address this zone's areas of concern - an incident involving a hazardous containerized cargo that floats, an incident involving a hazardous containerized cargo that sinks and a chlorine spill from a fixed facility in Providence.

TAB A: Hazardous Cargo that Floats off the outer Cape

Scenario: A container vessel bound for Boston encounters a summer storm off the eastern coast of Cape Cod, Massachusetts. One of its containers is dislodged and tossed overboard. As the container hits the water, the locks spring and release 80 drums of toluene. By the time the vessel realizes that it has lost a container it is in the port of Boston, 12 hours after the storm and the loss. The master is reasonably certain the container was lost during the storm. Upon noting the missing container, the ship's master contacts the Boston Captain of the Port who in-turn notifies MSO Providence. As part of their initial notifications, MSO Providence alerts the states of Rhode Island, Massachusetts and Connecticut. In addition the NOAA Scientific Support Coordinator is notified and asked to provide a trajectory and assessment as to whether the drums would float or sink.

Toluene is a colorless, flammable liquid used as a fuel additive and as a solvent in manufacturing. It has a flash point of 40 degrees F and a specific gravity of 0.867 at 68 degrees F. Its NIOSH IDLH level is 500 PPM and has a vapor density heavier than air.

According to the SSC, the drums would likely float and a trajectory is provided. The SSC's trajectory is also confirmed using Group Woods Hole's SAR trajectory modeling program.

Based on the initial trajectory analysis and ship's course and location during the storm, the FOSC requests a helicopter from USCG Air Station Cape Cod with instructions to search the area off of Cape Cod and Nantucket Shoals for drums. Areas of greatest use within the search zone -- shipping lanes, recreational areas -- are deemed a priority.

A "Notice to Mariners" is broadcast and a press release generated informing the public of the floating barrels and instructing that the barrels, if seen, be reported, but not approached. As the Cape Cod beaches and national seashore are determined to be the

places most likely impacted, the FOSC and Massachusetts DEP officials request the assistance of the Massachusetts Environment Police and National Park employees to patrol the National Seashore and other public beaches in search of drums which have washed ashore.

At the initial press conference, the FOSC, Massachusetts state and local officials solicit the aid of the community in locating and reporting the drums. They report that while intact drums pose no significant threat to the public, if seen, they should be reported to the Incident Command Post immediately and not approached.

A system for tracking and verifying the location of each found drum is developed. As drums are found, trajectory estimates are updated.

A method for approaching and securing drums is developed with the FOSC, SOSC and the response contractor. This includes personal protection minimums, decontamination provisions, over-packing requirements and disposal options.

Where drums are found to be leaking, a monitoring protocol is established and maximum exposure limits are set for ground, air and water.

It is determined that if a drum is located on the shore or in the surf by either a citizen or a DEP/USCG responder, the area will be evacuated to a distance of 100 yards (based on a drum with a fully open top at one tenth of the IDLH) and secured. Swimming and fishing will be prohibited to a distance of 300 yards in either direction along the beach.

Following the discovery and removal of all drums, upon its satisfaction of safety, the state officials will reopen any secured areas.

A contingency plan is developed by the FOSC and SOSC for the possibility of not finding all the drums which were lost. This includes the notification of neighboring states and Captains of the Port.

TAB B: Hazardous Cargo that Sinks in Cape Cod Bay

Scenario: During a summer storm, a container barge that just exited the Cape Cod Canal en-route Boston lost 21 containers holding 440 drums of the wood preservative Arsenic Trioxide (ATO) in Cape Cod Bay approximately 4 miles due east of Center Hill Point. The area where this cargo was lost is a prime wildlife, fishing & recreation area. Normal currents and seas in this area will probably cause some debris including some drums to wash shore near Plymouth. Due to the fertile fishing found in this area, it is probable that some drums will be recovered by fishermen's nets & brought up on deck.

ATO has a density of 3.9 and is relatively insoluble. It is also a skin contact hazard with a lethal dose to humans of 5 milligrams/kilogram.

After talking with the SSC and state hazardous materials experts it is determined that larger-scale ecosystem impacts from ATO are expected to be minor because inorganic arsenic is readily converted to organic arsenic in the marine environment. Organic arsenic is much less toxic than inorganic arsenic. Near field acute toxicity associated with piles of ATO is possible, particularly to bottom dwellers near or under the piles of ATO. However, broader ecosystem or resource impacts, such as contamination of a widely distributed shellfish stock is unlikely.

As ATO poses a significant toxicity hazard to people and is less toxic to aquatic organisms due to its bio-conversion, people should be considered most at risk. However, planning should also address awareness of the other issues - including environmental.

Besides the required notifications and actions listed above, additional initial response actions and items to be addressed would include:

+ Confirming the number of drums/amount of product lost.
+ Obtaining Material Safety Data Sheets on the material.
+ Establishing a response management team based on a NIIMS ICS framework. As this scenario may involve a significant impact to public health and some fisheries closure, it is anticipated that the Massachusetts Governor will declare a "state of emergency" and EMA will assume the lead as the State's representative in the Incident Command System. As EMA is tasked with the role as State's Incident Commander, it is anticipated the Massachusetts DEP will coordinate the Operations cells Hazardous Material Group with the State's Hazardous Materials Teams contributing significantly, especially with shore-side recovery.
+ Alerting local police & fire departments, beach patrols & MASS EMA of the incident and potential contact/ingestion issues. Perimeter control and limiting exposure to the public will be a concern during this scenario.
+ Potentially opening up a CERCLA case to enable the tasking of appropriate response assets with sophisticated detection equipment. This may include requesting DOD assets through the RRT.
+ Developing a tracking system to account for the recovery of lost product.
+ Alerting environmental agencies -- State Department of Fisheries and Wildlife personnel, U.S. National Marine Fisheries, and NOAA -- regarding possible environmental impacts including any threat to the right whale population.
+ Beginning an extensive media affairs campaign. As all this material is unlikely to be recovered, the message to the media about the substance, recovery efforts, response strategies, and

actual danger to public health are key. The potential for leaving the material at the bottom of Cape Cod Bay to slowly dissolve may be a hard sell but it needs to be a key part of an all-inclusive media education effort.

+ Bringing in adequate safety and health support to develop a site safety plan including safe work practices for recovery, handling, disposing of any recovered materials and decontamination and appropriate medical services for response personnel and equipment.

TAB C: Liquid Chlorine Leak at a Providence Facility

Scenario: A waterfront facility in Providence receives liquid chlorine in 90 ton rail cars and transfers the chlorine into its manufacturing process using a 1" schedule 80 pipe. The system is under 90 to 110 pounds of pressure. A small leak develops in the pipe and the hole size increases rapidly, allowing a stream of liquid chlorine to run from the hole onto the rail-bed under the pipe. Evaporation from the chlorine pool causes a cloud to form. The prevailing southwesterly winds carry the cloud toward populated areas surrounding the harbor and toward the bike path and golf course on the opposite side of the river.

Liquid chlorine is a gas at room temperature and pressure. An inhalation hazard, it has an IDLH of 10 PPM. Using CAMEO'S plume modeling capability, IDLH concentrations could be encountered 1.5 miles from the site. Using 1/10 IDLH, the plume footprint would extend approximately 5 miles downwind from the site.

Plant operators notify the emergency coordinator who orders the plant evacuated. Notification is made to the Providence Fire Dept., NRC, RI DEM, Narragansett Bay Commission and USCG MSO. The facility's personnel monitoring the operation attempt to approach the leak using cartridge respirators but are unsuccessful. The site emergency response team is activated and is able to close the rail car valves which fed the leaking pipe. About one hour elapsed during which time it is estimated that 40,000 pounds of chlorine were released. Due to self-cooling, the evaporation of the liquid continues even though the source has been closed.

Upon arrival at the scene, Providence Fire Dept.(PFD) establishes an Incident Command Post, denotes the "hot zone" and sets up a decontamination area for any responders. PFD will remain a key player in the ICS/UCS.

The facility emergency coordinator provides their own Level B emergency response team, can provide site-specific information, activates a cleanup contractor and is a key player in the ICS/UCS.

RI DEM is the initial state representative on the ICS/UCS. Based on the situations needs and the facility's ability to gather

appropriate resources, consideration may be given to requesting assistance from other haz-mat response teams including those at NETC Newport, Hoechst-Celanese, and the Providence-Worchester Railroad Hazardous Materials Team.

RI EMA would be brought in to coordinate any evacuation plans, emergency broadcasts, etc. For this relatively short-term scenario, sheltering-in-place is the preferred option.

USCG MSO is the Federal On-Scene Coordinator and is responsible for the overall safety of the response, attempted control of the source, mitigation of damage to the public/environment and ensuring that the response action is timely and appropriate. MSO Providence would enlist the support of various Area Committee members. Key in MSO notifications and action would be the NOAA SSC and personnel from the EPA or Coast Guard able to assist with quantitative air sampling. The SSC would be consulted for HazMat release information including plume dispersion modeling, weather and climatological information.

Besides the required notifications and actions listed above, additional initial response actions and items to be addressed would include:

+ The evacuation or sheltering-in-place of endangered populations. This would include potential removal of personnel from the bike path and golf course.
+ Notification of municipalities likely to be impacted downwind of the release.
+ The potential need to get additional response personnel.
+ Establishing a safety zone in Providence harbor to restrict marine traffic until the plume has dispersed.