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05 May2016

MEMORAN *t,*

From: C T PH...a
Federal On-Scene Coordinator, Sector New York

To: Distribution

Subj: PROMULGATION OF SECTOR NEW YORK AREA CONTINGENCY PLAN

1. This letter promulgates the new Sector New York Area Contingency Plan (ACP).

2. The ACP is designed to meet the requirements and intent of the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), is aligned with the National Response Framework (NRF), and is built around the principles of the National Incident Management System (NIMS). The ACP is formatted similar to the NRF and contains a Base Plan supported by incident annexes.

3. This ACP is electronic, enabling users to rapidly access a wide range of supporting documents that are linked to the ACP. For the ACP to provide maximum support, responders and members of the Area Committee, along with other port partners, must continuously update and revised the ACP with lessons learned through exercises and actual responses. Response personnel should make themselves familiar with this plan.

4. This ACP highlights the national importance of the Port of New York/ New Jersey, both environmentally and economically, and is the culmination of excellent cooperation and teamwork from the members of the Area Committee.

5. This update to the ACP represents the collaborative efforts of the New York and New Jersey Area Committee, and the Executive Steering Committee including EPA, New York State Department of Environmental Conservation, New Jersey State Department of Environmental Protection, and the National Oceanic and Atmospheric Administration.

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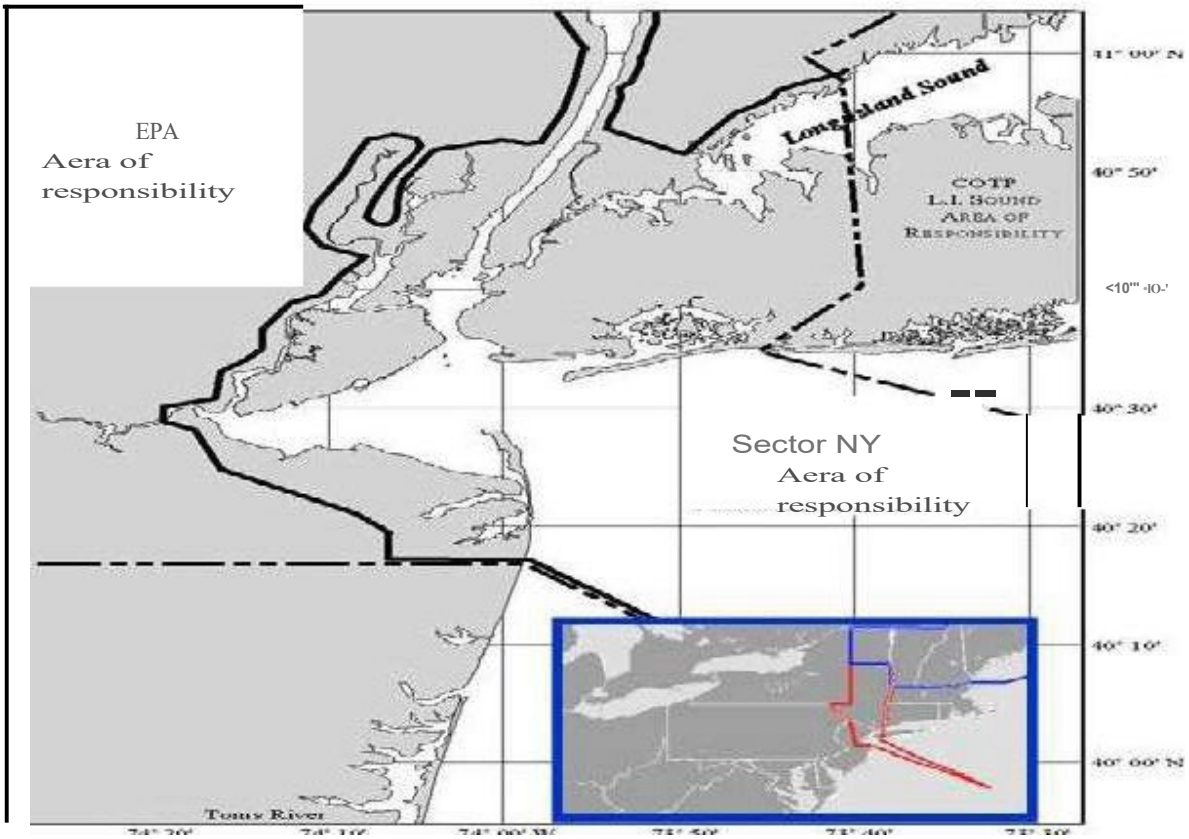
Dist: Port of New York/ New Jersey Area Committee members

New York and New Jersey Area Contingency Plan



Prepared By Tile
New York/New Jersey Area Committee

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MEMORANDUM

Subj: NEW YORK AND NEW JERSEY AREA CONTINGENCY PLAN

Ref: (a) Area Contingency Plan Organization, Content, Revision Cycle, and Distribution, COMDTINST 16471.3 (series)

Purpose. This letter promulgates the revised New York and New Jersey Area Contingency Plan (ACP). This publication is promulgated in accordance with the Oil Pollution Act of 1990 (OPA 90). Plan development guidance is provided in reference (a). The ACP provides a framework to communicate, identify risks, and coordinate resources to mitigate oil/hazmat spills and their consequences. It is essential that the Port community cooperate to prevent and respond to pollution incidents that threaten our environment and the marine transportation system.

Publications Affected. This plan is effective and immediately supersedes all previous editions of the ACP.

Discussion. This plan includes information on general authority, doctrine/policy for oil/hazmat incident response, and assignment of responsibilities, multi-agency response organization, and specific incident response actions. The plan has been developed in order to compliment and coordinate with local regional and federal oil/hazmat incident response plans.

Action. The ACP is a guide for all relevant federal, state, and local agencies as well as spill response contractors, responsible parties, and environmental stakeholders. All entities are encouraged to use the guidance in this plan during response operations regardless of size and scope.

Enclosure (1) New York and New Jersey Area Contingency Plan

RECORD OF CHANGES

CHANGE NUMBER	DATE OF CHANGE	SECTIONS REVISED	ENTERED BY
1	January 9, 2018	Annex B - AC Strategic Plan	MST1 Mike Ryan
2	January 9, 2018	Section 1330	MST1 Mike Ryan
3	January 9, 2018	Section 1340	MST1 Mike Ryan
4	January 9, 2018	Section 1350	MST1 Mike Ryan
5	March 12, 2025	Whole ACP	MSTCM Mark Fisher

RECORD OF REVIEW

REVIEWED BY	DATE REVIEWED
MSTCM Mark Fisher	12MAR2025

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Annex A	**EPA Region 2 – USCG Boundary Agreement**
Annex B	**Area Committee Strategic Plan**
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Annex F	**Sample Site Safety Plan**
Annex G	**Sensitive Area Maps**
Annex H	**Dispersant Worksheet**
Annex I	**MOUs**
Annex J	**ISB Decision Flowchart**
Annex K	**In-Situ Burning Unified Command Decision Verification Checklist**
Annex M	**Sample SITPOL**
Annex O	**Vessel Salvage and Lightering Guide**
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Annex Q	**Vessel/Boat Sources**
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Annex T	**Hazardous Substance Incident**
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Section 1000

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1000 - Introduction

The purpose of the New York/New Jersey Area Contingency Plan (ACP) is:

- To provide for orderly and effective implementation of response actions to protect the people, natural resources, and property of the coastal zone covered by this plan from the impacts of an oil discharge, substantial threat of a discharge of oil, release of a hazardous substance or substantial threat of a release of a hazardous substance from inland and marine sources.

- To promote the coordination of and describe the strategy for a unified and coordinated federal, state, tribal, local, potential responsible party, response contractor, response cooperative, and community response to an oil discharge, substantial threat of an oil discharge, release of a hazardous substance or substantial threat of a release of a hazardous substance from inland and marine sources.

- To be consistent with the NCP and to be adopted as the Area Contingency Plan for the New York/New Jersey Federal On-Scene Coordinator's (FOSC) coastal zone.

- To provide guidance to all Facility and Vessel Response Plan, Offshore Oil Spill Response Plan reviewers and Plan holders to ensure consistency with the ACP and to be a guidance manual for responders.

In response to the EXXON VALDEZ oil spill in Alaska, the United States government quickly enacted legislation to specifically address many of the deficiencies identified in the response system at that time. These deficiencies included a lack of a unified effort between local, state and federal stakeholders, no common defined response structure (either federal, state or local), poor information management to the press, public, and other affected parties, and minimal information exchange between all parties. The development of the ACP through the Area Committee is essential in addressing and rectifying these issues.

This Area Contingency Plan (ACP) is a plan prepared by the New York/New Jersey Area Committee (Area Committee) that is developed to be implemented in conjunction with the National Contingency Plan (NCP) and the Regional Contingency Plan (RCP) to address removal of oil and hazardous substances. The boundary of the area this plan covers includes those areas within the jurisdiction of U.S. Coast Guard Sector New York. The area contingency planning process is based on the premise that proper planning is essential to a safe and effective response. The Area Committee seeks to enhance the response community's ability to successfully mitigate substantial threats or actual incidents through an effective and coordinated planning process.

The purpose of the plan is to define roles, responsibilities, resources and procedures necessary to respond to a myriad of spill response evolutions. It is important to note that the ACP is a plan for use in responding to an incident. Information found in the plan relating to such items

as response resources should not be viewed as performance standards. These are planning criteria based on a set of assumptions that may or may not exist during an actual incident.

This plan is available for downloading from the Sector New York website at Area Committee-Port of NY,NJ and Port of Albany - Home.

1100 - Authority

Section 4202 of the Oil Pollution Act of 1990 (OPA 90) amended Subsection (j) of Section 311 of the Federal Water Pollution Control Act (FWPCA) (33U.S.C. 1321 (j)) to address the development of a National Planning and Response System. As part of this system, Area Committees have been established for each area designated by the President. These Area Committees are comprised of qualified personnel from Federal, State, and local agencies. Each Area Committee, under the direction of the Federal On-Scene Coordinator (FOSC) for the area, is responsible for developing an Area Contingency Plan (ACP) which, when implemented in conjunction with the National Contingency Plan (NCP), shall be adequate to remove a worst case discharge of oil or a hazardous substance, ad to mitigate or prevent a substantial threat of such a discharge from a vessel, offshore facility, or onshore facility operating in or near the geographic area. Each Area Committee is also responsible for working with State and local officials to pre-plan for joint response efforts, including appropriate procedures for mechanical recovery, dispersal, shoreline cleanup, protection of sensitive environmental areas, and protection, rescue, and rehabilitation of fisheries and wildlife.

The Area Committee is also required to work with the Regional Response Team (RRT) concurrence network to expedite decisions for the use of dispersants and other mitigating substances and devices. The functions of designating areas, appointing Area Committee members, determining the information to be included in Area Contingency Plans, and reviewing and approving Area Contingency Plans have been delegated by Executive order 12777 of 22 October 1991, to the Commandant of the U.S. Coast Guard (through the Secretary of Transportation) for the coastal zone, and to the Administrator of the U.S. Environmental Protection Agency for the inland zone. The term “coastal zone” is defined in the current NCP (40 CFR 300.5) to mean all Untied States waters subject to the tide, United States waters of the Great Lakes, specified ports and harbors on inland rivers, and the waters of the Exclusive Economic Zone (EEZ). Coastal zone is further defined through local agreements with the EPA in Section 1210. The Coast Guard has designated as areas, those portions of the Captain of the Port (COTP) zones which are within the coastal zone, for which Area Committees will prepare Area Contingency Plans. The COTP zones are described in Coast Guard regulation (33 CFR Part 3)

The NCP is required by section 105 of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, 42 U.S.C. 9605, as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA), Pub. L. 99-499, (hereinafter CERCLA), and by section 311(d) of the Clean Water Act (CWA), 33 U.S.C. 1321(d), as amended by the Oil Pollution Act of 1990 (OPA).

1100.1 - Pollution Investigative Authority

Several federal, state, and local agencies have a direct role in the enforcement of applicable laws and regulations associated with a discharge, or substantial threat of a discharge, of oil into the navigable waters of the U.S.

The investigation into alleged violations of the many applicable laws and regulations require a coordinated effort among the several agencies. These agencies include but are not limited to the USCG, EPA, New Jersey Department of Environmental Protection (NJDEP), New York State Department of Environmental Conservation (NYSDEC), and New York City Department of Environmental Protection (NYC DEP). The U.S. Coast Guard has enforcement and investigative authority for a significant array of potential violations of federal laws and regulations, as well as enforcement actions under applicable international treaties. Federal laws and regulations associated with a discharge or a substantial threat of a discharge of oil include applicable components of the Clean Water Act as amended; the Oil Pollution Act of 1990; the Ports and Waterways Act; The Port and Tanker Safety Act; The Act to Prevent Pollution from Ships (1980), as amended; and, Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78). In addition, authorities pursuant to 46 USC 7701 and 46 USC 6101 relate to personnel actions (licensed mariners), and marine casualties, respectively.

The federal regulations associated with potential investigative or enforcement interest under these circumstances include, though are not limited to, applicable sections of 46 CFR with particular attention to Parts 4, 5, 16; 33 CFR Parts 126, 130, 151, 153-160; and 40 CFR Parts 116, and 117. Potential federal enforcement actions associated with a pollution discharge may include, but are not limited to: the collection of statements and evidence to determine the causes of the associated marine casualty, mandatory chemical testing of involved licensed personnel, and the collection of oil samples in the water and on suspect vessels.

Depending upon the incident there may be either administrative and/or criminal investigation(s) into the facts and circumstances associated with the incident. Both categories of investigations will often be investigating the same facts and circumstances but have significantly different processes that can affect whether or not collected evidence, statements, etc. can be utilized in various types of proceedings. It is essential that the investigation process be coordinated or the process may adversely affect a concurrent investigation. When necessary, a parallel investigation process that separates civil from criminal investigations may need to be utilized. Decisions about what investigative process is best at a given instant or for a particular issue may need to include involvement from lead investigators, local district attorneys, State Attorney Generals, US prosecutors, and agency attorneys responsible for civil/administrative proceedings. To address this issue, a Joint Task Force methodology will be supported to manage the investigative process. Investigative activities which are either on-scene and/or

support on-scene activities will be interfaced with the planning and/or operations sections as necessary. An example of this is the utilization of off scene investigative resources to assist with the identification of hazardous substances or possible methods of attack.

1200 - Geographic Boundaries

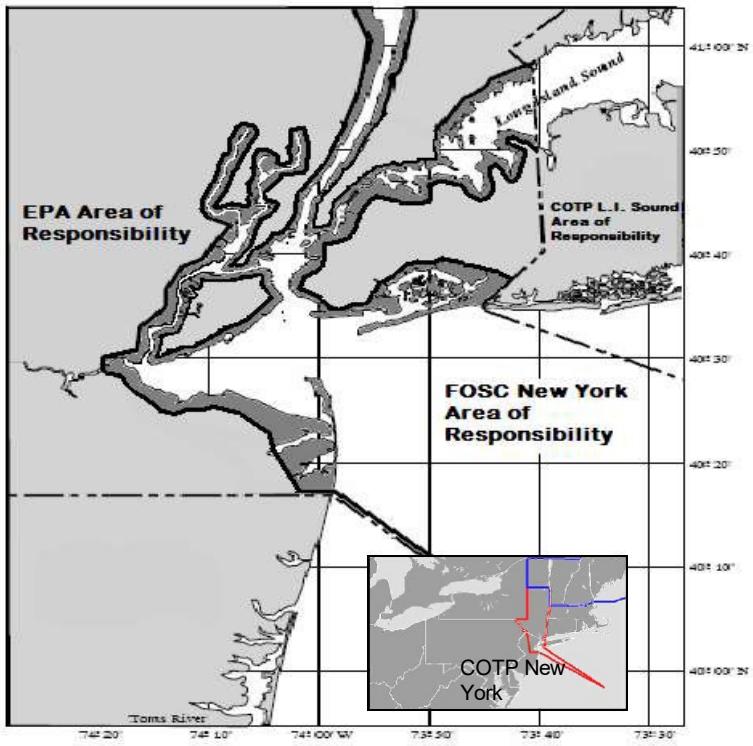
Refer to Map 1 for a pictorial representation of the Sector New York Federal On-Scene Coordinator's (FOSC) Area of Responsibility. For exact FOSC geographic boundaries, refer to Annex A of this plan for the Memorandum of Understanding between U.S. Environmental Protection Agency – Region 2 and U.S. Coast Guard – First District and U.S. Coast Guard – Fifth District and U.S. Coast Guard – Ninth District for Pre-Designation of On-Scene Coordinators for Pollution Response in Region 2 (The States of New Jersey and New York). The USCG and EPA have designated boundaries between coastal and inland zones for the purpose of providing On-Scene Coordinators for response operations. The Coast Guard provides the OSC for the coastal zone and the EPA for the inland zone.

1210 - Area of Responsibility

The Coast Guard serves as the FOSC for the coastal zone and the EPA for the inland zone. The MOU dated 26 July, 2006 between the USCG and EPA defines these FOSC zones, which can be found in Annex A, and is detailed in Map 1.

Map 1 - Geographic Boundaries – Area of Responsibility

EPA OSC Area of responsibility is highlighted in light gray.
USCG FOSC Area of responsibility is highlighted in dark gray.



1300 - Area Committee

1310 - Purpose

The primary role of the Area Committee is to act as a preparedness and planning body. The Area Committee is composed of experienced environmental/response representatives from federal, state and local government agencies with definitive responsibilities for the area's environmental integrity. Each member is empowered by their own agency to make decisions on behalf of the agency and to commit the agency to carrying out roles and responsibilities as described in this plan. The Area Committee is also represented by industry and environmental groups.

1320 - Organization

The pre-designated coastal FOSC for the NY/NJ area shall chair the NY/NJ Area Committee and the Executive Steering Committee. Members of Area Committee may be from governmental organizations, facility owners/operators, shipping company representatives, cleanup contractors, emergency response groups, consultants, response organizations, concerned citizens and other interested parties who will assist with the Area Committee's maintenance and periodic revisions of the Area Contingency Plan.

1330 - Charter Members

The Executive Steering Committee members shall ensure that appropriate representatives from federal agencies, state agencies, and interested stakeholders are members of the Area Committee. The Executive Steering Committee provides direction and guidance to the Area Committee.

The only designated members of the Area Committee are the Executive Steering Committee members.

The Executive Steering Committee is comprised of:
US Coast Guard District One
US EPA Region II
NOAA Scientific Support Coordinator
US Coast Guard Sector New York
US Department of Interior/Fish and Wildlife Service
New Jersey DEP
New York State DEC

1340 - Sub-committees

The Area Committee shall establish subcommittees as needed to solicit advice, guidance, or expertise from all appropriate sources for ACP updates, exercise design, training, or specific preparedness and planning projects and tasks. Members of the Area Committee and the subcommittees may be representatives from governmental organizations, facility owners/operators, shipping company representatives, cleanup contractors, emergency response groups, consultants, response organizations, concerned citizens, and other interested parties who will assist with the Area Committee's development and maintenance of the Area Contingency Plan.

The following sub-committees are those deemed necessary and relevant in the determination of the Executive Steering Committee. The Executive Steering Committee may add or remove subcommittees as necessitated by port operations. Some recommended responsibilities and topics to be covered by each subcommittee are listed below. However, each subcommittee may set its own agenda, as determined by the members of that committee.

Response and Recovery Sub-committee is responsible for developing and updating response protection strategies and recovery methods as needed. This sub-committee shall also develop implementation procedures for new technologies, provide debriefs on response and recovery-specific topics, and take remedial action to improve the ACP in light of lessons learned. When necessary, the subcommittee may establish working groups to address certain priorities in the port. Possible topics include, but are not limited to:

- Salvage and Marine Firefighting
    - Identify all marine firefighting resources in the AOR. Develop marine fire-fighting training opportunities. Develop marine salvage strategies.
- Dielectric Fluid
    - Develop the best methods and procedures to prevent and respond to dielectric spills.
- Hazardous Material Response
    - Develop and integrate hazardous material response into the ACP and Area Committee activities.
- Place of Refuge
    - Identify potential places of refuge.
- Port Infrastructure
    - Monitor and inventory waterfront facilities and port infrastructure. Develop response strategies as appropriate.

The Training and Exercises Sub-committee is responsible for ensuring awareness of regional training and drills/exercises, identifying training needs and gaps, and for publishing a calendar of scheduled events. When necessary, the subcommittee may establish working groups to address certain priorities in the port. Possible topics include, but are not limited to:

- Government Initiated Unannounced Exercises (GIUE)
    - Track and report relevant or notable results of GIUEs within the port.
- Incident Command System (ICS)
    - Develop plans and procedures to train port partners on ICS structure.

Intelligence/Information Sharing Sub-committee is responsible for maintaining a common operating picture of activities in and around the port that could lead to or contribute to a pollution incident. These sorts of activities include, for example, proposed construction, local regulations and other industry initiatives that could impact the port. This subcommittee should disseminate relevant information to the members-at-large in a timely fashion, either by developing notification procedures or at regularly

scheduled meetings.

1350 - Revision & Update Requirements

Annual Review: The ACP must be reviewed annually. At a minimum, the review must address the following:

(1) Validation of critical points of contact information;
(2) Incorporation of lessons learned from exercises or incidents and corrective measures taken;
(3) Validation of Geographic Response Strategies as needed;
(4) Validation of worst case discharge scenarios; and
(5) Identification of any gaps and associated mitigation strategies.

The FOSC shall complete the following no later than **01 June** of each year:

(1) Document changes via Record of Change page, which must be signed by FOSC annually;
(2) Ensure ACP revision year and change (YYYY.X) is correct. The revision year is the year in which the ACP was reviewed by the Coast Guard National Review Panel (CGNRP), and version number is the change since the national review. For example, if the ACP was reviewed by the CGNRP in 2016, the first annual review will be version 2016.1, followed by 2016.2 the next year, etc.;
(3) FOSC shall prepare an annual ACP update promulgation memorandum to be incorporated into the ACP. Commandant (CG-MER), Area, District and National Strike Force Coordination Center (NSFCC) shall be copied; and
(4) Post the most recent ACP, with record of changes and FOSC annual promulgation memorandum on the Sector NY Homeport website.

Five Year Review: The ACP shall be reviewed by the CGNRP every five years. Periodic updates will be made to the ACP as they are needed. Revisions as a result of the 5 year review will be submitted by the Executive Steering Committee to the Commander, Coast Guard District One for approval. Once approved, the updated ACP will be distributed to the Area Committee members by CG Sector New York via Homeport.

1400 - National Response System

The National Response System is used to effectively respond to a wide range of oil and hazardous substance releases. It is a multi-layered system of individuals and teams from local, state, and federal agencies, industry, and NGOs that share expertise and resources to ensure that oil spill control and removal activities are conducted in a timely and efficient manner, and that they minimize threats to human health and the environment.

The system is centralized around the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), which is comprised of regulations developed to ensure that the resources and expertise of the federal, state and local governments are available to respond immediately to oil or hazardous substance releases or potential releases.

1410 - National Response Structure

The National Response Structure is a three-tiered response and preparedness mechanism

that supports the pre-designated OSC in coordinating national, regional, and local government agencies; industry, and the responsible party throughout response operations. The FOSC plans and coordinates response strategies on scene, using the support of the National Response Team (NRT), Regional Response Team (RRT), Area Committee, and Responsible Party(s) (RP) to supply trained personnel, equipment, and scientific support to complete an immediate and effective response to any oil or hazardous substance discharge.

0.1 - Spill of National Significance (SONS)

A SONS is a rare, catastrophic spill which greatly exceeds the response capability at the local and regional levels and which, due to its size, location, and actual or potential for adverse impact on the environment is so complex, it requires national coordination of Federal, State, local and private resources to contain and clean up. Only the Commandant of the Coast Guard or the Administrator of the EPA can declare a SONS taking into account environmental risks, weather conditions, response capabilities, and the amount, or potential amount, of product spilled. Factors to be considered in declaring SONS include:

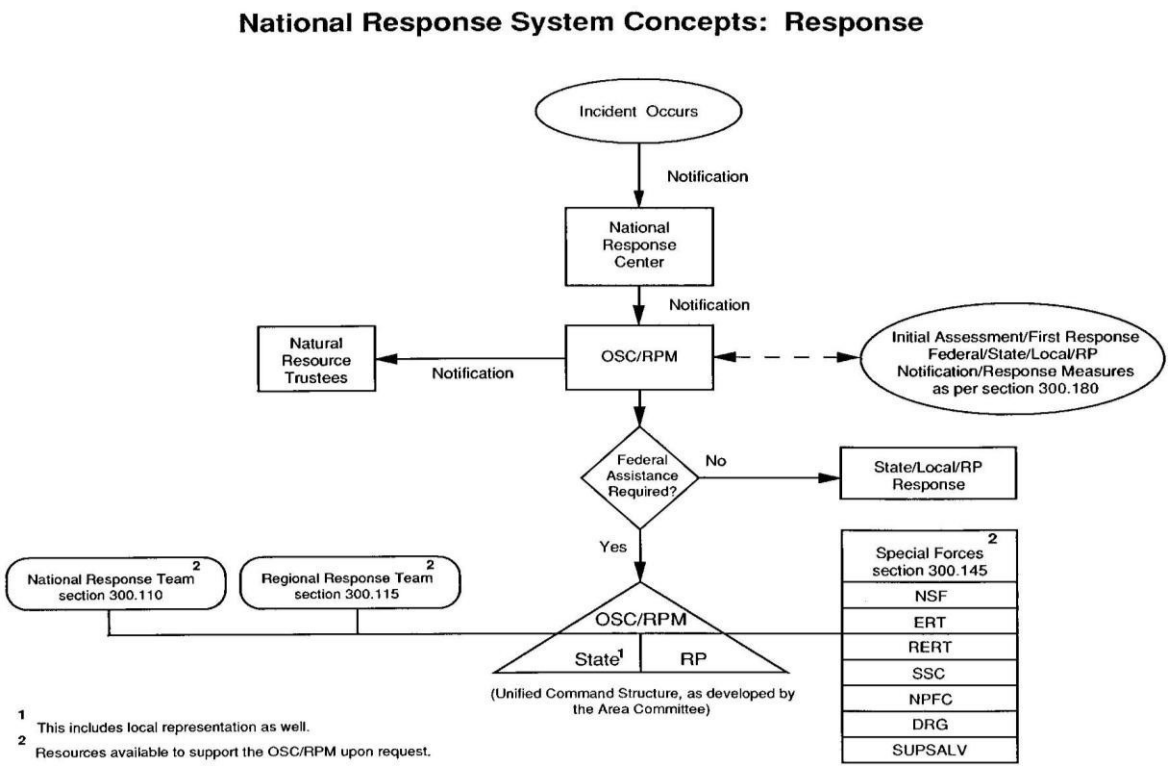
- Multiple OSC zones, districts, or international borders;
- Significant impact or threat to the public health and welfare, wildlife, economy and/or property over a broad geographic area;
- Protracted period of discharge and/or expected cleanup;
- Significant public concern and demand for action; and, the existence of, or the potential for, a high level of political and media interest.

National Response Policy

Section 4201 of OPA 90 amended Subsection (c) of Section 311 of the Federal Water Pollution Control Act, to require the FOSC to:

"… in accordance with the National Contingency Plan and any appropriate Area Contingency Plan, ensure effective and immediate removal of a discharge, and mitigation or prevention of a substantial threat of a discharge, of oil or a hazardous substance into or on the navigable waters; on the adjoining shorelines to the navigable waters; into or on the waters of the exclusive economic zone; or that may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States. In carrying out these functions, the FOSC may: remove or arrange for the removal of a discharge, and mitigate or prevent a substantial threat of a discharge, at any time; direct or monitor all Federal, State, and private actions to remove a discharge; and recommend to the Commandant that a vessel discharging or threatening to discharge, be removed and, if necessary, destroyed. If the discharge or substantial threat of discharge of oil or hazardous substance is of such size or character as to be a substantial threat to the public health or welfare of the United States (including but not limited to fish, shellfish, wildlife, other natural resources, and the public and private beaches and shorelines of the United States), the FOSC shall direct all federal, state, and private actions to remove the discharge or to mitigate or prevent the threat of the discharge."

When a discharge of oil or release of hazardous substance occurs, the responsible party (RP), its response contractors, the local fire and police departments, and the state and local emergency response personnel provide the first line of defense. The FOSC determines the status of the local response and monitors the situation to determine whether, or how much, federal involvement is necessary. The FOSC coordinates the response if it is determined that the discharge/release is beyond the capacity of the company, local, or state responders to manage; or if the incident is determined to present a substantial threat to public health or welfare due to the size or character of the discharge/release. The following figure found in 40 CFR 300.105 depicts the notification and decision making requirements during a response.



National Response Team

The National Response Team (NRT) consists of 15 federal departments and agencies with responsibilities, interests, and expertise in various aspects of emergency response to pollution incidents. The EPA serves as chair and the Coast Guard as vice-chair of the NRT. The only exception to this is when there is a specific incident and the lead response agency representative serves as chair. The NRT is primarily a national planning, policy and coordination body and does not respond directly to incidents. The NRT provides policy guidance prior to an incident and assistance as requested by an FOSC via the RRT during an incident. NRT assistance usually takes the form of technical advice, access to additional resources/equipment, or coordination with other RRTs.

1420 - Regional Response Team Structure

There are 13 Regional Response Teams (RRT), one for each of the ten federal regions and Alaska, the Caribbean, and the Pacific Basin. Each RRT has both federal and state representation. The EPA and the Coast Guard co-chair the RRTs. RRTs are planning, policy, and coordinating bodies, and may be activated during a major incident to assist the FOSC with resources. RRTs provide guidance support and approval for pursuing certain response strategies. NY/NJ Area Committee falls within Region 2 RRT's area of responsibility (AOR).

The RRT may be activated or consulted for specific incidents when requested by the FOSC. If the assistance requested by a FOSC exceeds an RRT's capability, the RRT may request assistance from the NRT. When activated, the RRT may convene in person

or via conference call. The RRT will also be consulted by the FOSC on the approval/denial of the use of alternative response technologies (i.e. dispersants, bio-remediation, and other chemical counter-measures) when that decision has not been pre-approved. The RRT must also be consulted on the use of in-situ burning.

RRT 2 serves as the regional body for planning and preparedness activities and for coordination of support and advice during such response actions. The RRT 2 maintains a Regional Oil and Hazardous Substances Pollution Contingency Plan (RCP) that can be found here: Site Profile - RRT2 Plans, Policies and Guidance - NRT- Incident Specific RRT

An incident specific RRT may be activated as an inter-governmental response when an actual or potential discharge or release occurs under the following circumstances:

- Exceeds the response capability available to the Federal On-Scene Coordinator (OSC) in the place where it occurs;
- Transects tribal lands;
- Transects state boundaries;
- Poses, or potentially poses, a substantial threat to the public health, welfare, environment, or to regionally significant amounts of property; or
- Meets the definition of a major discharge as defined in the NCP.
- The incident OSC or any RRT representative may request the activation of an incident specific RRT during any discharge or release. The request should be made to the USCG Co-Chair for coastal incidents, and to the EPA Co-Chair for inland incidents.
- The incident specific RRT may perform the following activities:
- Monitor and evaluate reports from the OSC. The incident-specific RRT may advise the OSC on the duration and extent of the federal response and may recommend to the OSC specific actions for responding to the discharge or release.
- Request other federal, tribal, state or local governments, and/or private agencies to provide resources under their existing authorities to assist the OSC's response efforts.
- Help the OSC prepare information releases for the public and for communications with the NRT.
- Submit reports to the NRT as significant developments occur.

1430 - Area Response Structure

Significant discharges or releases may require shifting OSC and/or establishing a Unified Area Command (UAC) to support OSCs, prioritize critical resources, and provide strategic objectives. Execution of tactical operations and coordination remains the responsibility of the OSC/Unified Command (UC).

0.1 Federal and State Role in Incident Response

The State's role during an incident response can be found in 40 CFR 300 Subpart F.

0.2 - Responsibilities for Trans-boundary Impacts

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:

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

For those incidents where trans-zone impacts are probable, the responding FOSC will promptly notify the First District Incident Management and Preparedness Advisor, who is the RRT 2 Co-chair.

The RRT 2 Co-chair will:

- Designate a single FOSC, as required.
- Ensure appropriate RRT 2 notifications are made, especially to representatives from those states whose waters may be adversely impacted by that discharge/release.
- Coast Guard COTPs in adjoining areas will assist the designated FOSC by making initial notifications to states, trustees, and other stakeholders in their zones whose waters and/or resources have the potential of being adversely impacted by the discharge/release.
- The designated FOSC should inform parties outside of the primary impact zone of the response according to the following:

    - Potentially affected – adjoining COTPs and threatened states will send agency representatives who will report directly to the Liaison Officer.
    - Imminent threat (projected impact within 24 hours) – adjoining COTPs and threatened states will fully integrate their staff members into the ICS organization. State On-Scene Coordinator representatives will become part of the UC.
    - The RRT 2 Co-chair will facilitate information flow between RRT Members on incident response actions.

1440 - Incident Command System

The Incident Command System (ICS) is a management system designed to enable effective and efficient domestic incident management by integrating a combination of

facilities, equipment, personnel, procedures, and communications operating within a common organizational structure. ICS is normally structured to facilitate activities in six major functional areas: command, operations, planning, logistics, intelligence & investigations, and finance & administration.

Refer to the Incident Management Handbook (IMH USCG COMDTPUB P3120.17B) for specific information on all duties and positions.
USCG_IMH_2014_COMDTPUB_P3120.17B.pdf

1450 - Area Exercise Mechanism

0.1 - National Preparedness for Response Exercise Program

The guidelines with which to exercise this plan are outlined in the National Preparedness for Response Exercise Program (PREP). PREP was designed to provide guidelines for compliance with the Oil Pollution Act of 1990 (OPA 90) pollution response exercise requirements.

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

Under PREP, the types of exercises that must be conducted to fulfill the requirements of OPA 90 fall within two categories: internal and external exercises.

0.2 - Internal exercises

Internal exercises are those that are conducted wholly within the plan holder's organization. Internal exercises are designed to examine the various components of the response plan to ensure the plan is adequate to meet the need of the organization for spill response.

Internal exercises and frequency include:

- Qualified individual notification exercises (quarterly)
- Emergency procedures exercises for vessels and barges (quarterly)
- Emergency procedures exercises for facilities (optional) (quarterly)
- Spill management team tabletop exercises (annually)
- Equipment deployment exercises (annually)

0.3 - External Exercises

External exercises are exercises that extend beyond the internal focus of the plan holder's organization, and involve other members of the response community. The external exercises are designed to examine the response plan and the plan holder's ability to coordinate with the response community in order to conduct an effective response to a pollution incident. External exercises and frequency include area (full-scale) exercises (tri-annually) and government-initiated unannounced exercises (GIUEs) (quarterly).

0.4 - Exercise Credit for Spill Response

All internal exercises are self-evaluated and self-certified, meaning that the plan holder is responsible for confirming and documenting that the completed exercise was conducted in accordance with PREP guidelines and an examination of the effectiveness of the plan during the exercise was performed.

Responses to actual spills may also be taken as credit for unannounced internal exercises. The plan holder must determine which exercises were completed in the spill response and document the findings. This determination should be based on whether the response effort would meet the objectives of the exercise as listed in the PREP guidelines. To receive credit from the National Schedule Coordination Committee (NSCC) for area exercises conducted as part of an actual spill response, the plan holder must meet the following criteria: (1) the response involved the entire response community; (2) the objectives of the area exercise were met as outlined in the PREP guidelines; (3) the response was evaluated, and (4) the spill response was properly documented and certified.

Proper documentation for self-certification should include, as a minimum, the following information:

- The type of exercise
- Date and time of the exercise
- A description of the exercise
- The objectives met in the exercise
- The components of the response plan exercised
- Lessons learned

This documentation must be in writing and signed by an individual empowered by the plan holder organization.

0.5 - Area Committee Exercise Development and Participation

The FOSC is responsible for planning, designing, and executing internal exercises to validate the ACP. The FOSC is also responsible to plan, design, and execute external exercises, to include government-led area exercises and GIUEs. The FOSC will be heavily involved in the planning, design, and execution of industry- led area exercises, but the industry sponsor has the lead in this effort.

Members of the Area Committee and response community will be involved in each type of exercise to some degree, varying from the confirmation of a phone number to assisting in the design of the scenario and performing as a controller or evaluator of the exercise.

0.6 - ACP Improvement

ACP lessons learned from exercises and real events shall be documented in the USCG Contingency Preparedness System (CPS). The ACP shall also be revised as necessary to incorporate lessons learned.

1460 – National Response Framework

The National Response Framework (NRF) is a guide that details how the Nation conducts all-hazards responses from the smallest incident to the largest catastrophe. This document establishes a comprehensive, national, all-hazards approach to domestic incident response. The Framework identifies the key response principles, as well as the roles and structures that organize national responses. It describes how communities, states, the federal government and private-sector and nongovernmental partners apply these principles for a coordinated, effective national response. In addition, it describes special circumstances where the federal government exercises a larger role, including incidents where federal interests are involved and catastrophic incidents where a state would require significant support. It lays the groundwork for first responders, decision-makers and supporting entities to provide a unified national response.

In addition to the NRF base document, the Emergency Support Function (ESF) Annexes and Support Annexes are available on-line Emergency Support Functions (ESFs) - Stafford Act

When it is clear that state and local capabilities will be exceeded, the governor may request federal assistance, including assistance under the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act). The Stafford Act authorizes the President to provide financial and other assistance to state and local governments, certain private nonprofit organizations, and individuals to support response, recovery, and mitigation efforts following Presidential emergency or major disaster declarations.

The Stafford Act is triggered by a Presidential declaration of a major disaster or emergency, when an event causes damage of sufficient severity and magnitude to warrant Federal disaster assistance to supplement the efforts and available resources of States, local governments, and the disaster relief organizations in alleviating the damage, loss, hardship, or suffering. If a major disaster is declared, funding comes from the President's Disaster Relief Fund, which is managed by FEMA, and the disaster aid programs of other participating Federal departments and agencies.

0.1 - National Response Framework versus the National Contingency Plan

The funding streams for NCP pollution incidents come from the responsible party, Oil Spill Liability Trust Fund (OSLTF), or the Comprehensive Environmental Response, Compensation, and Liabilities Act (CERCLA) Superfund as amended by the Superfund Amendments and Reauthorization Act (SARA). If there is a disaster declaration, Stafford Act may fund part of the response under the ESFs.

0.2 - Emergency Support Functions (ESF's)

ESFs group federal resources and capabilities into functional areas that are most frequently needed during a national response (e.g. Transportation, Mass Care, Oil/Hazmat, and Communication). The 15 ESFs provide the structure for coordinating federal interagency support to states or other federal agencies. Each ESF Annex identifies the primary and support agencies for that function.

In addition to the NRF base document, the Emergency Support Function (ESF) Annexes and Support Annexes are available on-line at Emergency Support Functions (ESFs)

1470 – NRF Nuclear / Radiological Incident Annex

The Federal Radiological Response Plan can be found here:
https://www.fema.gov/pdf/emergency/nrf/nrf_nuclearradiologicalincidentannex.pdf

1500 - State / Local Response System

New York and New Jersey have developed their own organizations and processes for handling environmental planning, response and investigation. The general response system for each of those states is noted below.

0.1 - New York

The NY State Department of Environmental Conservation (NYSDEC) has the overall responsibility for pollution response in the state. The NYSDEC will provide the primary New York State representative to the Unified Command. The NYSDEC Spill Response Engineer acts as the State OSC for cleanups in New York. The NYSDEC has divided the State into nine regions of responsibility. However, for the purposes of this ACP only four regions are within the covered area of responsibility as listed:

- *Region 1:* Nassau and Suffolk Counties;
- *Region 2:* New York City, 5 Boroughs;
- *Region 3:* Westchester, Rockland, Ulster, Sullivan, Orange, Dutchess and Putnam Counties;
- *Region 4:* Albany, Schenectady, Greene, Columbia, Rensselaer, Schoharie, Delaware, Columbia and Otsego.

The NYS Oil and Hazardous Materials Hotline is 1-800-457-7362 and operated by the NYSDEC. The NYS Navigation Law and Environmental Conservation Law both contain requirements for reporting spills to this number. If the state receives first notification for a release or discharge, they encourage the spiller to provide prompt notification to the NRC, who in turn is responsible to notify the Coast Guard, EPA, and bordering states. The New York State response policy derives its authority and jurisdiction from several state laws and regulations.

Article 12 of the Navigation Law authorizes the NYSDEC to respond to and clean up discharges of petroleum and to retain contractors to assist in spill response activities. Sections of the Article also contain liability, penalty, and facility licensing requirements. The Environmental Conservation Law (ECL) statute gives the NYSDEC specific enforcement authority for certain spills, including spills from underground storage tanks. It also contains penalty provisions and confers summary abatement power under certain circumstances. The Petroleum Bulk Storage Program (PBS) and the Chemical Bulk Storage Program (CBS) Regulations are defined in this law.

All spills reported to the hotline are reviewed by DEC Spill Responders, who determine whether an immediate response is warranted. Follow-up information obtained by Spill Responders is tracked in the Spill Database maintained by NYDEC.

Specific guidance and policies for New York State are set forth in the New York State Department of Environmental Conservation Spill Response Manual. This manual can be accessed from the New York State Department of Environmental Conservation's website at
http://www.dec.ny.gov/regulations/2634.html

0.2 - New Jersey

The operational organization for New Jersey state-level responses differ from day-to-day operations in that regional responders from both the New Jersey State Police Office of Emergency Management (NJOEM) and the New Jersey Department of Environmental Protection (NJDEP) field offices will serve as the lead individuals for their respective agencies. NJDEP has the overall responsibility for pollution in the state. The Assistant Director of Emergency Management is the pre-designated State OSC in New Jersey and also represents the State on the RRT.

In most cases, regional responders from NJOEM and NJDEP jointly share the lead for state-level personnel and command response.

New Jersey State Law requires that all hazmat pollution incidents be reported to the Department of Environmental Protection’s Emergency Hotline (877) – WARNDEP (877)927-6337. HAZMAT includes petroleum products. Initial reports are screened and appropriate incidents are immediately forwarded to a

Bureau of Emergency Response (BER) duty officer, to a NJSP-OEM duty officer, NJSP-RIOC Duty officer, NJSP-ODU duty officer, and NJ Department of Health and Senior Services duty officer and to the designated municipal contact in the impacted municipality. Incidents received by the BER Duty Officer are evaluated to determine if an immediate deployment is required. When multiple deployments are required, the incidents are prioritized and the deployments are made in order of priority.

Generally, BER staff is deployed immediately to a credible report of significant release, spill or discharge of an Extraordinary Hazardous; substance as defined by the Toxic Catastrophe Prevention Act (TCPA); an incident resulting in fatalities or multiple hospitalizations directly due to release, spill or discharge of hazardous materials; an incident resulting in significant residential evacuations and/or in a significant facility evacuation; an incident having inter-state impact; medium or major oil spills and minor spills in pristine waters; numbered highway closure directly due to release, spill, or discharge of hazardous materials; and an emergency requiring authorization for opening the New Jersey Spill Fund or involving National Pollution Trust Fund compensation.

Incidents that do not meet immediate response criteria are referred to the County Environmental Health Act (CEHA) counties or to qualified local hazmat teams for initial investigation. BER may subsequently respond to these incidents when incident resolution starts to go beyond the local unit's capabilities. BER will also deploy at the request of Federal Agencies: EPA, USCG, DEA, etc.

Significant incidents such as major oil spills, chemical explosions or chemical fires with casualties or mass evacuations normally generate a joint regional response with the New Jersey State Police Office of Emergency Management (NJSP-OEM). State support continues on-site until the emergency is terminated.

Local Response System/Policy

In the geographical area covered by this plan, the local response system is based on a concept of cooperation and mutual assistance and a Unified Command system; however individual counties/cities/towns also have general plans regarding response to spills in their area of responsibility. For small spills, the federal, state and local authorities will coordinate an appropriate response. In accordance with the NCP, if it is not feasible for Sector New York personnel to investigate a spill report, then local resources may conduct the initial investigation with the details of that investigation to be provided to the U.S. Coast Guard in a timely manner.

Each local authority within the Captain of the Port area of responsibility has developed its own organizations and processes for handling environmental issues, including response and investigation. Local jurisdictions that desire to be notified in the event of a spill should contact their respective state environmental response agency.

1600 - National Policy and Doctrine

1610 - Public vs. Private Resource Utilization

The Oil Pollution Act of 1990 (OPA 90) reaffirmed the basic principle that the primary source of an oil spill preparedness and response system in the U.S. should be implemented and maintained by the private sector. It is not, nor should it be the Coast Guard's intent to compete with the commercial oil and hazardous materials pollution response industry. The utilization of government resources in lieu of commercial resources can place the government in a competitive environment. This is not the intent of OPA 90, as it defeats the incentive for commercial enterprise to maintain equipment and trained personnel in a competitive market. The Coast Guard's pre-positioned response equipment and other publicly owned response equipment and other initiatives under the Coast Guard's oil spill response program are only intended to supplement the oil and clean up industry's response program or be used if the commercial industry does not have readily available resources, and only until such time that the Federal On-Scene Coordinator (FOSC) or the Unified Command decides to release the resources.

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

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

1620 - Best Response Concept

The term "Best Response" means that a response organization will effectively, efficiently, and safely respond to all incidents, minimizing the consequences to save lives, protect public and responder health, safeguard the security of the homeland and protect or infrastructure, environment and economy.

"Best Response" considerations represent a set of general goals for Unified Command to achieve if they are conducting a comprehensive and effective response.

"Best Response" equals a successful response based on achievement of certain key success factors (i.e. the things that a response must accomplish to be considered successful). Provided is a list of various "Best Response" goals.

0.1 - Human Health and Safety

No public injuries, illness or deaths
No responder injuries, illness or deaths
Aggressive responder stress management
Highly effective family outreach program

0.2 - Environment

Sensitive areas protected Resource damage minimized

0.3 - Property

Infrastructure damage minimized

0.4 - Economy

Economic impact minimized

0.5 - Security

Highly coordinated law enforcement and emergency management operation

0.6 - Public Communication

Conduct Risk Communications
Accurate and timely information
Positive media coverage of response
Positive public perception

0.7 - Stakeholders Support

Minimize stakeholder impact
Stakeholders well informed
Positive meetings with stakeholders
Prompt Handling of damage claims

0.8 - Organization

Implementation of an effective and efficient Incident Command System organization
Mobilize and effectively use response resources

When conducting an incident response, Incident Commander's/Unified Command and their Command and General Staffs should always consider the "Best Response" concept while managing operational and support/coordination functions.

1630 - Cleanup Assessment Protocol (How clean is clean)

It is almost impossible to fully prevent shoreline oiling during a spill. The responder's approach to the cleanup of an oiled shoreline is as important as how they approach the

containment and protection priorities. The need for responders and planners to think through cleanup methods in advance of a moving oil slick is critical. Several considerations must be made before a proper cleanup plan can be initiated.

First, the type and quantity of the oil that will likely impact the shore must be determined. Oil types vary greatly and have a major influence on the degree of impact, ease of cleanup, and persistence of the contamination.

For example, lighter fuels (diesel, home heating fuel and light crude oils) will evaporate quickly, but tend to be more toxic and penetrate the shoreline sediments to a greater degree. Heavy oils (bunker C, #6 fuel, and heavy crude oils) are less toxic to shoreline ecosystems and do not penetrate finer sediments, but they are very persistent, difficult to clean, and may smother shoreline organisms.

Second, the type of shoreline that is predicted to be impacted must be identified and mapped. Both state and federal mapping projects have successfully categorized much of the U.S. shoreline in terms of habitat sensitivity to spilled oil. The most widely used characterization scheme for shorelines is the National Oceanic and Atmospheric Administration (NOAA) Environmental Sensitivity Index (ESI). The ESI ranks shorelines in terms of their relative sensitivity to oil spill impacts, predicted rates of removal of stranded oil by processes such as waves and currents which naturally clean the shoreline, and ease of cleanup.

Shoreline types, from least to most sensitive are:

1. Exposed rocky cliffs & seawalls
2. Wave cut rocky platforms
3. Fine to medium-grained sand beaches
4. Coarse-grained sand beaches
5. Mixed sand and gravel beaches
6. Gravel beaches/Rip-rap
7. Exposed tidal areas
8. Sheltered rocky shores/man-made structures
9. Sheltered tidal areas
10. Marshes

Once responders have a clear understanding as to the type and degree of impact and the type of shoreline, they can begin planning an effective cleanup strategy. The goal of all the methods discussed is to clean only to the level that would speed recovery and use of the shoreline. Cleaning strategies that will do greater injury to the resource than the oil itself are rejected.

Within the Unified Command, the Federal and State On-Scene Coordinators along with any government land owner trustees will conduct a joint assessment at the conclusion of cleanup operations to deem the site clean in accordance with requirements of the NCP.

1630.1 - Removal and/or destruction of vessel to protect environment

The Coast Guard adheres to the Abandoned Barges Act passed by Congress in 1992 and Coast Guard Commandant Instruction M16465.43 on Abandoned Vessels when dealing with abandoned vessels. See Section 3320, Section 4720.3 and Annex O for guidance regarding salvage of vessels.

1640 - Dispersant Pre-Approval/Monitoring/Decision Protocol

Dispersants are specially designed oil spill control products that are composed of detergent-like surfactants in low toxicity solvents. Dispersants do not remove oil from the water, but instead break the oil slick into small droplets, allowing these droplets to disperse into the water to be further broken down by natural processes. Dispersion of oil into the water column occurs naturally in untreated spills; dispersants speed up this process. Dispersants also prevent the oil droplets from coming back together as another surface slick. Dispersed oil is less likely to stick to birds and other animals, shoreline rocks, and vegetation. The effects of the rapidly diluted dispersed oil must be weighed against the effects of that oil if it were allowed to impact the shoreline and wildlife. Dispersant use for spill control is regulated by Subpart J of the National Oil and Hazardous Substances Pollution Contingency Plan (40 CFR 300.900).

Subpart J also requires the EPA to prepare a schedule of dispersants and other chemicals that may be used in carrying out the NCP. Dispersants approved for use under this ACP are any of those listed in the NCP Product Schedule (40 CFR 300.910). The listing of approved products can be obtained from the Emergency Response Division (OS-210) of EPA Headquarters in Washington, DC or online at National Oil and Hazardous Substances Pollution Contingency Plan (NCP) Overview | US EPA

Dispersants have been preauthorized seaward of 3 nautical miles in accordance with the USCG and EPA Memorandum of Understanding. General dispersant planning guidelines for the Port of New York/New Jersey are outlined in the Regional Response Team II's Regional Contingency Plan and the Memorandum of Understanding concerning chemical countermeasure preauthorization the Captain of the Port New York/New Jersey zone. It is recognized that in certain circumstances, timely effective physical containment, collection, and removal of the oil may not be possible, and the utilization of chemical countermeasures, alone or in conjunction with other removal methods, may be considered as a means to minimize substantial threat to public health or welfare, or minimize serious environmental damages..

The waters include the Ambrose Channel south of a line drawn between East Rockaway Inlet Breakwater Light and Sandy Hook Light and seaward of a line connecting the 10 meter soundings off the coasts of New York and New Jersey which is within the Captain of the Port of New York area of responsibility. This area is designated as a pre-authorized dispersant use area;

- Has sufficient water depth and/or mixing energy to allow dispersed oil to be rapidly diluted to microscopic and non-toxic concentrations;

- Has ample distance (vertical or horizontal) from sensitive areas (e.g. marine mammal rookeries, shellfish beds) that dispersant application will not cause a disturbance; and
- Has significant likelihood that the dispersed oil will not impact sensitive areas using the SSC's trajectory analysis. Prior to the use of dispersants in any area, a written quality assurance plan will be drafted and approved that will insure that the correct amount of dispersant will be applied to the oil in a timely fashion. This plan will be submitted and adhered to by the company contracted to apply the dispersants.

See Section 3260 for additional information and Annex H for Dispersant Worksheet.

0.1 - Dispersant Approval Procedure

Subpart J of the NCP (40 CFR 300.900) permits the FOSC, with the concurrence of the USEPA representative to the RRT and, as appropriate, the concurrence of the RRT representatives from the States with jurisdiction over the navigable waters polluted or threatened by the spill, and in consultation with the Department of Commerce and Department of Interior natural resource trustees, when practicable, to authorize the use of dispersants, surface collecting agents and biological additives on the oil discharge, provided they are on the NCP Product Schedule.

In accordance with the Memorandum of Understanding concerning Chemical Countermeasure Preauthorization on the COTP NY and LIS Zones, the NY/NJ FOSC Zone is subdivided into three zones:

- *Zone 1*: Advanced Approval Zone, greater than 3nm from the Territorial Sea Baseline.
- *Zone 2*: Trial Application Zone, 0.5nm to 3nm from the Territorial Sea Baseline.
- *Zone 3*: Exclusion Zone, the Hudson River, North of the George Washington Bridge.

When necessary to prevent or substantially reduce a hazard to human life, the NCP authorizes the FOSC to use any dispersant, surface collecting agent, other chemical agent, burning agent or biological additive (including products not on the NCP Product Schedule) without obtaining the concurrence of the EPA, or the States with jurisdiction.

The use of dispersants unless authorized by the FOSC and approved by the RRT is strictly forbidden. Violations are subject to civil penalties.

0.2 - Other Chemical Countermeasures

There is no pre-approved policy or area for the use of surface washing agents, surface collecting agents, and bioremediation agents, or other miscellaneous oil

spill control agents in the New York/New Jersey Area. General planning guidelines for the Port of New York are outlined in the Region II RCP. The FOSC recognizes that in certain circumstances, timely effective physical containment, collection, and removal of the oil may not be possible, and the utilization of chemical countermeasures, alone or in conjunction with other removal methods, may be considered as a means to minimize substantial threat to public health or welfare, or minimize serious environmental damages.. The FOSC will request permission from the RRT II for application of chemical countermeasures on a case by case basis.

- Surface Collecting Agents

Surface collecting agents are used to herd/corral sheens into pockets, thereby, making the sheen more concentrated and easier to recover. These are best used on calm waters.

No pre-approved policy for the use of surface collecting agents has been developed. General planning guidelines for the Port of New York/New Jersey ACP are outlined in the Region II RCP. The FOSC may use surface collecting agents to mitigate the impact of oil upon the ecosystem only if their use is more effective than manual mitigation and the impact of untreated oil is predicted to be worse than chemically treated oil.

The FOSC will request permission from the RRT II for application of chemical countermeasures on a case by case basis.

Prior to the use of surface collecting agents in any area, a written quality assurance plan will be drafted and approved that will insure that the correct amount of the agent will be applied to the oil in a timely fashion. This plan will be submitted and adhered to by the company contracted to apply the selected product.

- Biological Additives

Biological additives are used to break down the chemical makeup of the oil into its component parts. This process can usually be used in-situ or after recovery. It is a slow process which requires careful planning and close monitoring after application.

No pre-approved policy for the use of biological additives has been developed. General planning guidelines for the New York/New Jersey ACP are outlined in the Region II RCP. Biological additives will be used to mitigate the impact of oil upon the ecosystem only if their use is more effective than manual mitigation and the impact of untreated oil is predicted to be worse than biologically treated oil.

There are no pre-approved areas designated for the use of biological additives. Employment will be based on a case by case basis.

Prior to the use of biological additives in any area, a written quality assurance plan will be drafted and approved that will insure that the correct amount and type of additive will be applied to the oil. This plan will be submitted and adhered to by the company contracted to apply the selected product.

1650 - In-situ Burning Approval/Monitoring/Decision Protocol

Physical removal of all spilled oil from the environment, while a preferred option, is often not possible because of the dynamic nature of the environment in which the oil is spilled. In-situ burning is the combustion of oil in place, typically considered on-water by containing oil in fire-resistant containment booms, but also feasible on land and in marshes. It consumes tremendous volumes of oil rapidly, and may be considered where the smoke plume will not affect populated areas. Additional general information and additional references on in-situ burning have been assembled by the Regional Response Teams I and II (RRT I and II). More information on pre-existing agreements within the Coast Guard's First District and RRTs regions I and II can be found at RRT 2 - NRT See Section 3270 and Annexes J and K for additional information.

1650.1 – In-situ Burning Planning Mandate

Because of the potential benefits that burning offers and the need for prompt decisions, the Clean Water Act (as amended by the Oil Pollution Act of 1990) and the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) specifically require that Regional and Area Contingency Plans include applicable pre-authorization plans for the use of burning agents and address the specific contexts in which such products should and should not be used (see 40 CFR §300.910). In-situ burn preplanning is important to ensure burning agent use decisions may be made rapidly, and implications of other laws and regulations (such as the Clean Air Act) are addressed before the action. In 1996 the Coast Guard and RRT II constructed an MOU that provides pre-authorization for use of in-situ burning by the USCG Federal On-Scene Coordinator (OSC) in response to coastal oil discharges within the jurisdiction of the Region II Regional Response Team (RRT). The MOU can be found at: RRT 2 - NRT

1660 - Bioremediation Approval/Monitoring/Decision Protocol

Persons seeking to use bioremediation as a remedial countermeasure should check with applicable state or local regulatory requirements. Federal requirements are in Subpart J of the National Contingency Plan (NCP) which requires the Federal On-scene Coordinator (FOSC), to approve the use of bioremediation agents on spills not threatening human life. The FOSC must have the concurrence of the Regional Response Team (RRT) for any

bioremediation use unless specifically delegated to a state/local agency. The NCP Product Schedule is a list of chemical and biological based products that may be authorized for use on oil discharges in accordance with the NCP. The FOSC, state, and the RRT will only consider approving bioremediation products on the NCP Product Schedule. Bioremediation should generally not be considered as a rapid primary response countermeasure, but to be used in conjunction with other remedial actions. The exception to this is when the option of do nothing is considered or conventional cleanup/treatment methods are not feasible. In those cases, bioremediation may be a cost effective substitute for the traditional cleanup technology. The use of bioremediation on discharges impacting navigable waters requires the FOSC to obtain the concurrence of the RRT. The request should involve the state OSC and contain the following information:

- Exact location of discharge;
- Type of material spilled or released;
- Amount spilled or potentially spilled;
- Name of product to be used;
- MSDS on product;
- Rate and method of application;
- Forecasted weather conditions; and
- Monitoring strategy.

1670 - Fish and Wildlife Acts Compliance (Migratory Bird Act, Marine Mammal Act, Endangered Species Act, Essential Fish Habitat)

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

Sources of State Permits:

State wildlife permits may be obtained through the following agencies in New York and New Jersey:

New York State DEC
Fish, Wildlife, Natural Resources
625 Broadway
Albany, NY 12233
518-402-8924

New Jersey DEP
Division of Fish and Wildlife
PO Box 402
Trenton, NJ 08625
908-637-4125

Note: These permits would pertain to resident wildlife species other than those listed as migratory birds or endangered species.

0.1 - Migratory Bird Act of 1918

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

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

The U.S. Fish and Wildlife Service (USFWS), Division of Migratory Bird Management, issues permits to qualified applicants for the following types of activities: falconry, raptor propagation, scientific collecting, special purposes (rehabilitation, educational, migratory game bird propagation, and salvage), take of depredating birds, taxidermy, and waterfowl sale and disposal. On November 26, 2003, the USFWS established a new category of migratory bird permit, namely, bird rehabilitation (50 CFR Parts 17, 21 and 22). Rehabilitation permits take the place of the old special use permits for rehabilitation by specifically authorizing migratory bird rehabilitation, including rehabilitation of migratory bird species listed as threatened or endangered under the Endangered Species Act. The new permits, applicable to approximately 2500 bird rehabilitators nationwide (veterinarians are exempt), set specific requirements to take, temporarily possess, or transport any migratory bird for rehabilitation purposes. However, any person who finds a sick, injured, or orphaned migratory bird may, without a permit, take possession of the bird in order to immediately transport it to a permitted rehabilitator. Prior to entering the location of an oil or hazardous material spill, a permitted rehabilitator must obtain authorization from the FOSC and a designated representative of the USFWS.

All activities within the location of a spill are subject to the authority of the FOSC. The USFWS may recommend that the FOSC seek the assistance of USDA APHIS Wildlife Services to participate in wildlife recovery and hazing operations. The USFWS is responsible for the disposition of all migratory birds,

dead or alive, and for overseeing migratory bird rehabilitation by permitted organizations, such as Tri-State Bird Rescue and Research or International Bird Rescue. Facilities used in migratory bird rehabilitation activities should conform as closely as possible with the facility specifications contained in the USFWS policy Best Practices for Migratory Bird Care during oil spill response. Caging dimensions should follow standards developed by the National Wildlife Rehabilitators Association and the International Wildlife rehabilitation Council (Minimum Standards for Wildlife Rehabilitation, 2000).

Migratory Birds:

Banding or marking: 50 CFR 21.22. A permit is required before any migratory bird is captured for the purposes of banding or marking. Official bands are issued by the U.S. Fish & Wildlife Service, Bird Banding Laboratory for this purpose. Any rehabilitation group that participates in wildlife response activities and bands migratory birds is required to possess this permit.

Special Purpose Permit: 50 CFR 21.27. This permit may be issued for special purpose activities related to migratory birds, their parts, nests, or eggs. During oil spills and discharges, it is expected that the initial cleaning, emergency care, and triage of animals will be done by contracted experts under a Special Use Permit. Unless authorized by the USFWS, no individual rehabilitator or rehabilitation group will be designated as "in charge" of rehabilitation efforts, but will work with the cleanup team under USFWS regional guidelines. Offsite rehabilitation of any migratory bird will be done only by federally licensed rehabilitators. The licensed rehabilitator must notify the USFWS within 48 hours of acquiring an injured bird. The USFWS provides disposition guidance at any time. A Special Use Permit does not authorize the use of recovering sick or injured migratory birds for display or educational purposes.

Eagle Permits:

50 CFR 22, These permits authorize the taking, possession, or transportation of bald eagles or golden eagles, or their parts, nests, or eggs for scientific or exhibition purposes. They may be required for the possession of such birds during rehabilitation. The USFWS must be notified within 48 hours of acquisition of any Bald Eagle and/or Golden Eagle. Directions will be given at that time regarding disposition and or continued treatment.

Sources of Federal Permits:

Inquiries regarding **Federal Migratory Bird permits** and criteria for qualified wildlife rehabilitators are to be directed to the following:

Migratory Bird Permit Office
U.S. Fish and Wildlife Service
300 Westgate Center Drive
Hadley, MA. 01035
Phone: (413) 253-8643

0.2 - Marine Mammal Act

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

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

For regulations under the MMPA with respect to cetaceans (whales and porpoises) and pinnipeds (seals and sea lions) other than walrus see 50 CFR part 216 which comes under the jurisdiction of the NOAA.

0.3 - Endangered Species Act

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

0.4 - Endangered Species Act (ESA) Consultation Requirements and Procedures

In 2001, the USCG, EPA, USFWS, NOAA and DOI signed the "***Inter-Agency Memorandum of Agreement Regarding Oil Spill Planning and Response Activities under the National Oil and Hazardous Substances Pollution Contingency Plan and The Endangered Species Act***," (hereafter referred to as the MOA). This agreement coordinates the ESA consultation requirements specified in the ESA regulations, 50 CFR 402, with the pollution response responsibilities outlined in the NCP, 40 CFR 300. It addresses three areas of oil

spill response activities: pre-spill planning activities, spill response event activities, and post-spill activities. The agreement identifies the roles and responsibilities of each agency under each activity.

By working proactively during Pre-Spill Planning and in the development of Area Contingency Plans (ACPs), Geographic Response Plans (GRPs), etc. before a spill occurs, the Services can help to identify potential effects of oil spill response activities on listed species and critical habitat, and jointly develop response plans and countermeasures (response strategies) to minimize or avoid adverse effects. If done early on, impacts to listed species and critical habitat should be reduced or avoided completely. Should a spill occur, response plans and countermeasures will be used to implement response actions to minimize damage from oil discharges in a manner that reduces or eliminates impacts to listed species and critical habitat. In the event that oil spill response actions may result in effects on listed species or critical habitat, the MOA and guidebook provide guidance on how to conduct emergency consultation under the ESA. They also describe the steps for completing formal consultation, if necessary, after the case is closed, if listed species or critical habitat had been adversely affected.

Pre-Spill Planning

Completed ESA consultations, requirements, and procedures for avoiding and minimizing potential impacts to ESA resources specific to the use of dispersants, in-situ burning and solidifiers, including existing preauthorization agreements, are located in Attachment 1000-1 respectively. In addition, as part of revisions to the Region's ACPs and GRPs, the Services provide technical assistance to the USCG and EPA to ensure ESA resource information and guidance are updated in the documents.

The following procedures outline how ESA consultations will be conducted within Region 2 during and following responses, in accordance with the ESA MOA.

During Response:

During an oil spill event, which may affect listed species and/or critical habitat, emergency required consultations under the Endangered Species Act (ESA), are implemented for spill response actions. Emergency consultation procedures allow the FOSC to incorporate listed species concerns and recommendations into response actions during an emergency. "Response" is defined as the actions taken by the FOSC in accordance with the NCP. The FOSC conducts response operations in accordance with the NCP, and agreements, policies and guidance established in the RCP and ACP.

During emergency events, the primary objective of the responding agency must be to protect human life and property, and this objective takes precedence over normal consultation requirements. Emergency response actions should begin immediately and should not be delayed by the ESA consultation process.

As per the NCP, RCP and ACP, the FOSC will notify the RRT Natural Resource Trustee representatives of DOI and DOC through the established notification process regardless of whether listed species or critical habitat are present. Upon notification, the DOC and DOI Trustee representatives shall contact the NOAA SSC and USFWS RRC, respectively, and other appropriate Service contacts as provided in internal DOC or DOI plans, guidance, or other documents. If established in the ACP, the FOSC may also contact the Service regional or field offices directly. If listed species and/or critical habitat are present or could be present, the FOSC shall initiate emergency consultation by contacting the Services through the SSC or RRC. The SSC and RRC shall coordinate appropriate listed species expertise. This may require timely on-scene expertise from the Services' local field offices. These Service representatives may, as appropriate, form part of the FOSC's Incident Command System and provide timely information to the FOSC.

Work is currently underway with NMFS and USFWS to develop emergency consultation forms for the NY/ NJ AOR.

The RCP and ACP should form the basis for immediate information on response actions. As part of emergency consultation, the Services shall provide the FOSC with any timely recommendations to avoid and/or minimize impacts to listed species and critical habitat. The NOAA SSC should facilitate the ESA consultation process as outlined in the May 2014 USCG Incident Management Handbook. If incidental take is anticipated, and if no means of reducing or avoiding this take are apparent, the FOSC should be immediately advised and the incidental take documented. If available, the FOSC should consider this information in conjunction with the national response priorities established in the NCP. The FOSC makes the final determination of appropriate actions.

It is the responsibility of both the FOSC and the Services' listed species representatives to maintain a record of written and oral communications during the oil spill response, including the collection of information required to initiate a formal consultation in those instances where listed species and/or critical habitat have been adversely affected by response actions. If it is anticipated that listed species and/or critical habitat may be affected, the FOSC may request that the USFWS and/or NMFS representative to the Incident Command System provide technical assistance and guidance for the gathering of the required information while the response is still ongoing. The FOSC may also choose to designate another qualified individual to be responsible for collecting the relevant ESA information. Although in some instances the drafting of information may be completed after field removal operations have ceased, it is anticipated that collection of the information should be complete before the case is officially closed and that no further studies will be necessary.

It is the responsibility of the FOSC to notify the Services' representatives in the Incident Command System of changes in response operations due to weather, extended operations, or some other circumstance. It is the responsibility of the Services to notify the FOSC of seasonal variances (e.g., bird migration, sea turtle nesting), or other natural occurrences affecting the resource. If there is no Service representative in the Incident Command System, the FOSC will ensure that the DOC and/or DOI representative to the RRT remains apprised of the situation. The Services will continue to offer recommendations, taking into account any changes, to avoid jeopardizing the continued existence of listed species or adversely modifying critical habitat, and to minimize the take of listed species associated with spill response activities. The FOSC will implement as many avoidance and minimization recommendations and conservation measures as feasible without delaying the response.

If the Service(s) determine that the emergency response procedures may result in the take, jeopardy or adverse modification of designated critical habitat, and no means of reducing or avoiding this impact are available, the Service(s) will advise the FOSC and document this conclusion. The FOSC will not stop or delay the emergency response because of this notification. In such a situation, the FOSC and the Service(s) will initiate after the fact consultation following conclusion of the emergency.

Post Response:

If listed species or critical habitat have been adversely affected by oil spill response activities, a formal consultation is required, as appropriate. Informal emergency consultation shall remain active until the case is closed. The FOSC will initiate formal consultation on the effect of oil spill response activities (not the spilled product itself) after the case is closed. Every effort should be made to ensure that relevant information generated as part of the consultation process is made available for use in the Natural Resource Damage Assessment (NRDA) process. (*Note: NRDA activities are separate from this consultation.*)

After the FOSC determines that removal operations are complete in accordance with 40 CFR 300.320(b), the impacts of the response activities on listed species and critical habitat will be jointly evaluated by the FOSC and the Services. If no adverse impacts occurred, ESA consultation is considered complete.

If listed species or critical habitat were adversely affected by spill response activities, the FOSC will follow the procedural requirements of 50 CFR 402.05(b) (*see Appendix A of the MOA*). The information required to initiate a formal consultation following an emergency should be included with a cover letter to the Services requesting consultation, and signed by the FOSC. The FOSC shall identify any incidental take of a species or an adverse effect to critical habitat that resulted from the emergency response action and initiate formal consultation. This formal consultation follows standard procedures, includes a description of

the actions taken to respond to the emergency, and identifies the final impacts to listed species.

The Services normally issue a biological opinion within 90 days of receipt of the complete Section 7 consultation request (50 CFR 402.14). Depending on the complexity of the consultation, the Services may use an additional 45 days if circumstances warrant. When a longer period is necessary, and all agencies agree, the consultation period may be extended. The final biological opinion will be prepared by the Services and provided to the FOSC, USFWS RRC, NOAA SSC, DOI and DOC RRT members, the RRT Co-Chairs, and the Area Committee Chair, so that recommendations can be reviewed, and where appropriate, implemented to minimize and/or avoid effects to listed species and critical habitat from future oil spill response actions. The result of the consultation should be considered for inclusion in a lessons learned system so changes can be made to the RCP and/or ACP, as necessary, for the benefit of future oil spill response actions.

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

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

Regulations regarding ESA consultation are found in 50 CFR 402, located at: eCFR :: 50 CFR Part 402 -- Interagency Cooperation—Endangered Species Act of 1973, as Amended

The Interagency Memorandum of Agreement Regarding Spill Planning and Response Activities under the Federal Water Pollution Control Act's National Oil and Hazardous Substances Pollution Contingency Plan and the Endangered Species Act available at: ESAMOA.pdf

The guidebook for the MOU is available at: MOATrainingManualVersion02.pdf 269GuidebookforESAMOU/$File/MOATrainingManualVersion02.pdf?OpenElement

Endangered Species:

50 CFR 17.22 and 17.32 Permits are for scientific purposes, enhancement of propagation or survival, or for incidental take. There is normally a 30-day comment period for this type of permit, which may be waived by the USFWS Director during emergency conditions where the life and health of a specimen is threatened and there is no alternative available. Rehabilitators participating in wildlife responses that include endangered species must be authorized to handle endangered species. In the case of endangered migratory birds, the rehabilitator must have a valid Special Purpose Permit that includes endangered species.

It is important to know that the Federal Regulations for the Endangered Species Act include provisions that allow for handling of sick, injured and orphaned wildlife specimens by certain individuals. 50 CFR 17.21(c)(3) & (4) describe this authority for endangered wildlife and 50 CFR 17.31(b) describes the authority available for threatened wildlife. In this section of the regulations, certain employees of the USFWS, other Federal land management agencies, National Marine Fisheries Service and state conservation agencies are given the authority to aid wildlife species and are given specific steps that must subsequently be followed regarding disposition of these specimens.

Inquiries regarding **Federal Endangered Species permits** may be directed to:
Ecological Services Operations

U.S. Fish and Wildlife Service
3817 Luker Road
Cortland, NY 13045 Phone: 607-753-9334

National Marine Fisheries Service
Protected Resources Division
1 Blackburn Drive
Gloucester, MA 01930
Phone: 978-282-8480

In a spill situation, response and rehabilitation permit needs for endangered species will be determined by the USFWS and/or NMFS on an emergency case by case basis administered under 50 CFR17.21, 22, 31, and 32. Specific information with regard to obtaining a Federal permit for endangered species rehabilitation can be obtained through the USFWS Ecological Services Operations Office or NMFS listed above.

USFWS personnel will handle all Federal permit activities through the Ecological Services Field Office responsible for the area where the spill occurs. The Field

Office will coordinate Migratory Bird and Endangered Species permit needs with appropriate Regional Office staff.

0.5 - MOA Checklists for Endangered Species

See Attachment 1000-1 for Checklist

0.6 - Essential Fish Habitat

The Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act) requires federal agencies to consult with the NOAA's National Marine Fisheries Service (NOAA Fisheries) when their actions or activities may adversely affect habitat identified by federal regional fishery management councils or NOAA Fisheries as essential fish habitat (EFH). The EFH provisions of the Magnuson-Stevens Act support one of the nation's overall marine resource management goals – maintaining sustainable fisheries.

Pursuant to the Magnuson-Stevens Act:

- Federal agencies must consult with NOAA Fisheries on all actions, or proposed actions, authorized, funded, or undertaken by the agency, that may adversely affect EFH
- NOAA Fisheries must provide conservation recommendations for any Federal or State action that would adversely affect EFH.
- Federal agencies must provide a detailed response in writing to NOAA Fisheries within 30 days after receiving EFH conservation recommendations.

The response must include a description of measures proposed by the agency for avoiding, mitigating, or offsetting the impact of the activity on EFH. In the case of a response that is inconsistent with NOAA Fisheries' EFH conservation recommendations, the Federal Agency(s) must explain its reasons for not following the recommendations.

It is recognized that oil and other hazardous materials discharged into the marine and estuarine environment can result in significant adverse effects to the marine and estuarine environment including habitats identified and described as EFH in accordance with the Magnuson-Stevens Act. It is further recognized that response actions undertaken by the USCG and EPA are intended to limit or prevent discharges and/or their adverse effects on the environment.

Nonetheless, various response activities have the potential to adversely affect marine and estuarine habitats identified as EFH. To obviate the need to conduct emergency consultations during every incident occurring in its area of responsibility, the RRT intends to initiate EFH consultation with NOAA Fisheries' Habitat Conservation Division to assess the effects of most response activities on EFH, through the development of Best Management Practices

(BMPs) to minimize and avoid adverse effects on identified categories of EFH. These BMPs will be included in Section 9700 as they are finalized.

Individual EFH Consultation will be required under the following circumstances:

- Any Spill of National Significance (SONS)
- If BMPs for a response are not recommended for a category of EFH which may be affected
- Any deviation from pre-approval plans for proposed use of:
  - Dispersants
  - Solidifiers
  - Nutrient Enrichment
  - Natural Microbe Seeding
  - In-Situ Burning

1680 - Protection of Historic Properties (National Historic Preservation Act)

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

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

0.1 - How the Programmatic Agreement applies to the USCG FOSC

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

The PA states that the FOSC is responsible for ensuring that historic properties are appropriately considered in planning and during emergency response. During pre-spill planning activities, the PA calls for identifying:

- Historic properties listed in, or determined to be eligible for listing in, the National Register of Historic Properties (NR) that might be affected by response to a release or spill;
- Not surveyed areas where there is a high potential for the presence of historic properties;
- Geographic areas or types of areas where historic properties are unlikely to be affected;
- Parties that are to be notified in the event of a spill in a non-excluded area;
- Who will be responsible for providing expertise on historic properties to the FOSCs during emergency response (i.e., the FOSC's Historic Properties Specialist); and developing emergency response strategies to help protect historic properties.

Effective consideration of historic properties during emergency response in the absence of this advance planning is extremely difficult and may not be possible, so to take advantages of the benefits of the PA, FOSCs are to make every effort to conduct this planning effort and incorporate it into the ACP in advance. During emergency response, FOSCs are responsible for initiating the agreed-upon mechanism for addressing historic properties, namely activating the FOSC's Historic Properties Specialist. In turn, the FOSC's Historic Properties Specialist will:

- Notify and consult with parties identified in pre-incident planning and those applicable entities that are listed in the ACP;
- Assess potential effects of emergency response strategies on historic properties; and
- Recommend to the FOSC response actions to help minimize or eliminate potential impacts to historic properties.

0.2 - Obtaining expertise on historic property matters during emergency response

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

Implementing an agreement with State or Federal agencies that have historic properties specialists on staff;

- Executing a contract with experts identified in ACPs; or
- Privately hiring historic properties specialists.

The PA specifies the professional qualifications and standards that a Historic Properties Specialist must meet. It should be noted that only the FOSC, and not the Responsible Party, may contract with experts to serve as the FOSC's Historic Properties Specialist. An FOSC may utilize a Pollution Removal Funding

Authorization (PRFA) for funding the activation of a Historic Property Specialist only during emergency responses to oil pollution incidents. Oil Spill Liability Trust Fund resources are not available for hiring of a specialist to assist with pre-spill planning activities.

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

0.3 - References

In the development of an Incident Action Plan (IAP), refer to this document, its appendixes, and the PA. The PA may be found at:Programmatic Agreement on Protection of

The list of properties included in the National Register may be found at: National Register Database and Research - National Register of Historic Places (U.S. National Park Service)

For eligibility criteria, please refer to: How to Apply the National Register Criteria for Evaluation

The following web page contains links to SHPOs, Tribal Preservation Officers, and Federal Preservation Officers:State Historic Preservation Offices - National Register of Historic Places (U.S. National Park Service)

Information on Indian tribes may be found at:

- http://www.nathpo.org
- http://www.hanksville.org/sand/contacts/tribal/states.php?whichstate=NY&title=New York
- http://www.hanksville.org/sand/contacts/tribal/states.php?whichstate=NJ&title=New Jersey
- http://www.kstrom.net/isk/maps/US.html
- http://www.kstrom.net/isk/mainmenu.html

The job aid below includes excerpts from the above referenced guidelines and provides a useful check list to be used by the FOSCR when an oil discharge or hazardous materials release impacts or has the potential to impact a historic property. Checklist can be found in Attachment 1000-1

1690 - Alternative Response Technology Evaluation System (ARTES)

Non-traditional response technologies can be evaluated using the Alternative Response Tool Evaluation System (ARTES). ARTES is designed to provide FOSC with a method for evaluating additional response countermeasures in advance or during an oil or chemical spill. An FOSC may use the ARTES for evaluating proposed conventional but unfamiliar countermeasures as well, such as alternative sorbents.

The FOSC can use the ARTES as a means to rapidly evaluate unfamiliar products on an incident specific basis. During a spill, FOSCs can be approached by vendors, responsible party representatives, Special Teams personnel, or members of their staff requesting that an optional cleanup countermeasure be considered. This optional countermeasure could be another viable "tool" for the FOSC to use during a spill. The ARTES provides an evaluation program that will help the FOSC and Regional Response Team (RRT) decide whether to use such less familiar cleanup tools. The ARTES evaluates a response tool on its technical merits and not economic factors.

16100 - Specialized Monitoring of Applied Response Technology (SMART)

The need for protocols to monitor response technologies during oil spills has been recognized since the early 1980s. Technological advances in dispersant applications and in-situ burning (referred to as applied response technologies) have resulted in their increased acceptance in several regions in the United States. Many regions have set up pre-approval zones for dispersant and in-situ burn operations, and established pre-approval conditions, including the requirement for monitoring protocols. This reaffirms the need for developing national protocols to standardize monitoring, especially when the Federal Government assumes full responsibility for the response under the National Oil and Hazardous Substances Pollution Contingency Plan. Protocols are also needed to serve as guidelines for assisting or overseeing industry's monitoring efforts during spills. In November 1997, a workgroup consisting of Federal oil spill scientists and responders from the U.S. Coast Guard, the National Oceanic and Atmospheric Administration, the U.S. Environmental Protection Agency, and the Centers for Disease Control and Prevention, convened in Mobile, Alabama to draft guidelines for generating this protocol. The workgroup built upon currently available programs and procedures, mainly the Special Response Operations Monitoring Program (SROMP), developed in 1994, and lessons learned during spill responses and drills. The result of this collaboration is the Special Monitoring of Applied Response Technologies (SMART) program.

SMART establishes a monitoring system for rapid collection and reporting of real-time, scientifically based information, in order to assist the Unified Command with decision making information during in-situ burning or dispersant operations. SMART recommends monitoring methods, equipment, personnel training, and command and control procedures that strike a balance between the operational demand for rapid response and the Unified Command's need for feedback from the field in order to make informed decisions. SMART is not limited to oil spills. It can be adapted to hazardous

substance responses where particulates air emission should be monitored, and to hydrocarbon-based chemical spills into fresh or marine water.

See Sections 3260.5 and 4720.6 for additional information.

- General Considerations and Assumptions

Several considerations guided the workgroup in developing the SMART guidelines:

- SMART is designed for use at oil spills both inland and in coastal zones, as described in the National Oil and Hazardous Substances Pollution Contingency Plan (40 CFR Part 300).
- SMART does not directly address the health and safety of spill responders or monitoring personnel, since this is covered by the general site safety plan for the incident (as required by 29 CFR 1910.120).
- SMART does not provide complete training on monitoring for a specific technology. Rather, the program assumes that monitoring personnel are fully trained and qualified to use the equipment and techniques mentioned and to follow the SMART guidelines.
- SMART attempts to balance feasible and operationally efficient monitoring with solid scientific principles.
- In general, SMART guidelines are based on the roles and capabilities of available Federal, state, and local teams, and NOAA's Scientific Support Coordinators (SSC). The SSC is often referred to in the document and in ICS as a Technical Specialist. Users may adopt and modify the modules to address specific needs.
- SMART uses the best available technology that is operationally feasible. The SMART modules represent a living document and will be revised and improved based on lessons learned from the field, advances in technology, and developments in techniques
- SMART should not be construed as a regulatory requirement. It is an option available for the Unified Command to assist in decision-making. While every effort should be made to implement SMART or portions of SMART in a timely manner, in-situ burning or dispersant application should not be delayed to allow the deployment of the SMART teams.
- SMART is not intended to supplant private efforts in monitoring response technologies, but is written for adoption and adaptation by any private or public agency. Furthermore, users may choose to tailor the modules to specific regional needs. While currently addressing monitoring for in-situ burning and dispersant operations, SMART will be expanded to include monitoring guidelines for other response technologies.
- It is important that the Unified Command agree on the monitoring objectives and goals early on in an incident. This decision, like all others, should be documented.

SMART-RAD (Radiological Monitoring Strategies for Off-Site Consequence Monitoring of Radiation Incidents)

The need for a common framework to monitor possible impacts to public health and safety following a radiological event was recognized before the events of September 11, 2001. These events have made more urgent the need for rapid coordination of response and sharing of information at all levels of government so each can carry out its emergency response plan to ensure public safety. The New York/New Jersey Area Committee SMART-RAD Annex is contained under Annex C of this plan.

1700 - State Policy and Doctrine

1800 - Reserved

1900 - Reserved for Area / District

1 - HISTORIC PROPERTIES CHECKLIST

The process outlined below will be implemented by FOSCs during *emergency response* activities in order to carry out the PA.

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

STEP 2: Determine if Historic Properties need to be considered

Does the spill or release fall into one of the following categories listed in the following table of exclusions?

□ Yes
□ No

If the answer is "YES," no other actions regarding historic protection are required unless any of the following characteristics apply:

- Previously unidentified historic properties are discovered during the response;
  The State Historic Preservation Officer or appropriate Federal, Indian, or Native Hawaiian organizations notifies the FOSC that a categorically excluded release or spill may have the potential to affect a historic property;
- The FOSC is not sure whether a release or spill fits into one of the categories listed in the exclusion table;
- At any time, the specifics of a release or spill change so it no longer fits into one of the categories listed above;
- The spill or release is greater than 100,000 gallons.

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

Spills/Releases Categorically Excluded From Additional NHPA Section 106 Compliance.

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

Spills/releases of: Gases (e.g., chlorine gas).

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

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

Information provided to the Historic Properties Specialist upon activation includes but is not necessarily limited to the following:

Name of Incident:
Date/time of incident:

Spill/release location: land_____; water_____; land/water_____
If on land, estimate number of acres contaminated_____

Spill/release coordinates: latitude;_____longitude. If on land,___township;
_____range;_____section

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

Distance to nearest land, if in water:_____km/mi

Product released: _____

Estimated volume of product released:_____gals/bbls

Release status: Stopped_____; Continuing_____; Unknown_____

Is spill/release: Contained_____; Spreading_____; Unknown_____

Estimated volume of product potentially released:_____gals/bbls/other measure

Have Regional Response Strategies been approved for the area affected or potentially-affected by the spill/release (see Step 5)? Yes_____; No_____

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

STEP 4: Consultation and Coordination

The Historic Properties Specialist will notify and consult with the parties as appropriate and provide them with incident information as outlined in Step 3. Consultation will continue as the Historic Properties Specialist assesses potential effects of emergency response strategies on historic properties.

STEP 5: Potential Emergency Response Strategies for Historic Properties Protection

The Historic Property Specialist recommends to the FOSC response actions and policies developed through the assessment and consultation process to help minimize potential impacts to historic properties. Potential response strategies are included in the following table:

RESPONSE STRATEGY

Mechanical Recovery (e.g. use of skimmers, booms, sorbents)

In Situ Burning

Dispersant Use

Protective or diversionary booming

Covering site with Protective Material

Construction of Berms or Trenches to Divert Product Away from Sites/Areas

On-scene Inspections by the Federal OSC Historic Properties Specialist or Individual(s)

Authorized by the Federal OSC Historic Properties Specialist

Participation in Shoreline Cleanup Assessment Teams by the Federal OSC Historic Properties Specialist or individual(s) authorized by the Federal OSC Historic Properties Specialist

Participation in Shoreline Cleanup Teams by the Federal OSC Historic Properties Specialist or individual(s) authorized by the Federal OSC Historic Properties Specialist

Provision of Information on Historic Properties Protection to Response Personnel

Provision of Information to the Federal OSC on Historic Properties Protection for Areas/Locations Proposed for emergency-response related support activities (e.g. helipads and staging areas)

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

STEP 6: Documentation of Actions Taken That Resulted in Unavoidable Injury To Historic Properties.

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

Name of incident:

Date/time of incident:

Location of incident:

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

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

Federal OSC Name and Title:
Federal OSC Signature:
Date of Signature:

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

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2000 - Command

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The Coast Guard Incident Management Handbook provides information specific to the Incident Command System organizational structure priorities and objectives. This Section will only provide a brief overview specific to the New York/New Jersey COTP zone.

2100 - Unified Command

The Unified Command (UC) is responsible for the overall management of the incident. They direct incident activities including the development and implementation of strategic decisions and approve the order and release of resources. The Unified Command for Sector New York COTP Area of Responsibility (AOR) may consist of the U.S. Coast Guard, U.S. EPA, NJDEP, NYSDEC, the Responsible Party, and at times municipal, county or regional emergency managers and other Federal / State / Local and Tribal agencies.

The UC will direct the tactical and strategic response to an oil spill as a unified position to ensure clear direction to the Responsible Party and efficient utilization of resources. OPA 90 clearly establishes that the FOSC has the ultimate responsibility for directing oil spill response including response objectives and strategies.

The UC will be composed of members that meet the eligibility requirements to staff the UC as noted in the Incident Management Handbook .

2110 - Command Representatives

0.1 - Federal Representative

The NCP requires FOSCs to direct response efforts and coordinate all other actions at the scene of a spill or release. The FOSC is the pre-designated 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 an 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 pre-designated 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. This includes the source and cause, responsible parties, the type, amount, and location of discharged material, the trajectory of discharged materials, and the potential impact on human health, welfare, safety and the environment. Next, the FOSC shall identify the potential impact on natural resources and property, and discuss priorities for protecting human health, welfare and the environment. Lastly, the FOSC must ensure that resources are properly documented.

OPA 90 requires that, every ACP, when implemented in conjunction with the NCP "be adequate to remove a worst case discharge, and to mitigate or prevent

substantial threat of such a discharge, from a vessel, offshore facility, or onshore facility operating in or near the area." 40 CFR 300.5 as defined by section 311(a)(24) of the CWA, means, "in the case of a vessel, a discharge in adverse weather of its entire cargo; and in the case of an offshore or onshore facility, the largest foreseeable discharge in adverse weather conditions." For the purposes of this plan the worst case discharges are the total loss of cargo from the largest ship operating in the port or a derailment of an entire unit train (80-100 cars) resulting in total cargo loss, under adverse weather conditions.

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.

0.2 - State, Local, and Tribal Representatives

The State, Local and Tribal Representative is responsible to ensure all pertinent resource, cultural, archaeological, environmental and economic issues are discussed and decisions within the UC are based on sound specific information. This individual must be able to make decisions with minimal internal agency consultation.

0.3 - Responsible Party (RP) Representative

Under OPA 90, the responsible party has primary responsibility for cleanup of a discharge. The response shall be conducted in accordance with their applicable response plan. Section 4201(a) of OPA 90 states that an owner or operator of a tank vessel or facility participating in removal efforts shall act in accordance with the NCP and the applicable response plans as required, Section 4202 of OPA 90 states that these response plans shall be consistent with the requirements of the NCP and ACPs. Each owner or operator of a tank vessel or facility required by OPA 90 to submit a response plan shall do so in accordance with applicable regulations. Facility and tank vessel response plan regulations, including plan requirements, are located in 33 CFR Parts 154 and 155, respectively.

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

Section 1002 of OPA 90. Any removal activity undertaken by a responsible party must be consistent with the provisions of the NCP, the Regional Contingency Plan (RCP), the ACP, and the applicable response plan required by OPA 90. Each responsible party for a vessel or facility from which a hazardous substance is released, or which poses a substantial threat of a discharge, is liable for removal costs as specified in the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) (42 U.S.C. 9601 et seq.).

2120 – Guidance for Setting Response Objectives

Objectives are the IC/UC's desired outcomes. The IC/UC sets incident objectives that are specific, measurable, attainable, realistic, and time-sensitive. The objectives are also flexible enough to allow for strategic and tactical alternatives. Example objectives can be found in the USCG Incident Management Handbook.
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2130 - General Response priorities

In order to achieve the objectives of this plan the priorities in dealing with any emergency are generally considered to be as follows in accordance with 40 CFR300.317:

(a)) Safety of human life must be given the top priority during every response action. This includes any search and rescue efforts in the general proximity of the discharge and the insurance of safety of response personnel.

(b) Stabilizing the situation to preclude the event from worsening is the next priority. All efforts must be focused on saving a vessel that has been involved in a grounding, collision, fire or explosion, so that it does not compound the problem. Comparable measures should be taken to stabilize a situation involving a facility, pipeline, or other source of pollution. Stabilizing the situation includes securing the source of the spill and/or removing the remaining oil from the container (vessel, tank, or pipeline) to prevent additional oil spillage, to reduce the need for follow-up response action, and to minimize adverse impact to the environment.

(c) The response must use all necessary containment and removal tactics in a coordinated manner to ensure a timely, effective response that minimizes adverse impact to the environment.

(d) All parts of this national response strategy should be addressed concurrently, but safety and stabilization are the highest priorities. The OSC should not delay containment and removal decisions unnecessarily and should take actions to minimize adverse impact to the environment that begins as soon as a discharge occurs, as well as actions to minimize further adverse environmental impact from additional discharges.

(e) The priorities set forth in this section are broad in nature, and should not be interpreted to preclude the consideration of other priorities that may arise on a site-specific basis.

While not included in the list, the liaison with the media will form an important part of the overall conduct of the emergency and will need to be provided for, even at the earliest stages. The actual response required in each case will vary with each incident. For more information reference the Coast Guard's Incident Management Handbook.

2200 - Safety

The Safety Officer (SOFR) is responsible for monitoring and assessing hazardous and unsafe situations, and developing measures for assuring personnel safety. The SOFR will correct unsafe acts or conditions through the regular line of authority, although the Safety Officer may exercise emergency authority to stop or prevent unsafe acts when immediate action is required. The SOFR maintains awareness of active and developing situations, ensures the preparation and implementation of the Site Safety Plan and all safety messages with the IAP. All personnel responding and visiting an incident are required to review and acknowledge via signature the Site Safety Plan.

2210 - Site Characterization

Determine what safety issues responders may need to be prepared for during the course of the response.

- Recognize hazards
- Understand hazard severity
- Determine likelihood of hazard occurring.

2220 - Site Safety Plan Development

At a minimum, the plan should include health and safety hazard analysis for each site, task, or operation with a comprehensive operations work plan. This should address personnel training requirements, such as OSHA 40-hour HAZWOPER training for responders, personal protective equipment selection criteria, and confined space entry procedures. In addition, it should detail an air monitoring plan, site control measures, and the format for pre-entry and pre-operations briefings. Refer to ICS Form CG-208, Site Safety Plan.

2300 - Information

0.1 - Duties of the Public Information Officer (PIO)

The PIO has three primary duties:

- Gather incident data. This involves developing an effective method for obtaining up-to-date information from appropriate ICS/UCS Sections.
- Analyze public perception of the response. This involves obtaining community feedback to provide response agencies with insight into community information needs, their expectations for the role to be played

by the response agencies, and the lessons to be learned from specific response efforts.
- To inform the public. That is, to serve as the source of accurate and comprehensive information about the incident and
- The response to a specific set of audiences. This can be done through news releases, media advisories, interviews and press conferences.

0.2 - Additional Duties of the Public Information Officer

These duties include but are not limited to:

- Establish a single information center (Joint Information Center (JIC)). Subordinate units/organizations will refer all queries from the media to the JIC.
- Contact the jurisdictional agencies to coordinate public information activities.
- Notify all appropriate media, via e-mail and/or phone and/or on-scene of the incident itself of contact information for the PIO, and stand-up of and contact information/location for the JIC.
- Prepare initial information summary as soon as possible after arrival.
- Observe constraints on the release of information imposed by IC/UC.
- Obtain approval for release of information from IC/UC; Incident Commander may delegate this authority.
- Attend staff meetings to update information release.
- Arrange for meetings between media and incident personnel.
- Provide escort service and, when required, protective clothing to media personnel/VIPs. PIO will gain concurrence of the SOFR for all media/VIP trips into active incident zones.
- Respond to special requests for information.
- Obtain media information that may be useful to incident planning.
- Maintain current information summaries and/or displays of the incident and provide information on the status of the incident. Monitor and inform the IC/UC of all relevant social media as related to the incident.
- Resolve conflicting information and bring media concerns to the IC/UC.
- Brief the Incident Commander prior to press conferences and otherwise as necessary.
- Coordinate with the LOFR as necessary.
- The Public Information Officer will inform the Incident Commander of transportation needs as related to media relations.

2310 - Protocol for Access / Timing of Media Briefings

Incidents that generate significant media interest require news conferences daily and, if necessary, more than once a day, at least in the first few days of a response. These media gatherings provide an opportunity for the IC/UC to tell the media what has occurred and what is being done to mitigate the incident. They also give reporters a chance to photograph and ask questions of senior response officials. Remember that the media is

the conduit by which the IC/UC reach the public, whose lives and property may be or may be perceived to be at risk from the incident.

0.1 - Wildlife Considerations

During every major spill, there is considerable media interest in the wildlife rehabilitation facility. However, when captured, any wild animal is under extreme stress, which will be compounded by the addition of acute medical symptoms as a result of contact with oil/chemicals. The information office must work through and seek permission from the Wildlife Branch Chief before allowing media access to the wildlife recovery and rehabilitation facilities.

Incident Commander's role

In a major incident, the Incident Commander and Unified Command should, as necessary, personally conduct press conferences, especially initial conferences when a senior officer's presence has the most positive impact on public perception of the effectiveness of federal response. For more detailed conferences and briefings, the Incident Commander may bring in Subject Matter Experts (SMEs) to brief or answer technical questions. The IC/UC may draw SMEs from any unit or organization under the command. The Public Information Officer (PIO) will conduct conferences that are of a more routine nature, assisted by SMEs as needed.

Media Relations requirements

In order to achieve and maintain effective media relations, the basic requirement is to present a posture of maximum disclosure (consistent with safety and security) with the least possible delay. To achieve this goal, the PIO and all others involved in media relations should adhere to the following principles:

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

2320 - Joint Information Center (JIC)

During a major incident where media activity is expected to last several days, the lead Public Information Officer (PIO) should establish a Joint Information Center (JIC) to

coordinate the Public Affairs activities of participating agencies and parties. A JIC is a collocated group of representatives from agencies and organizations involved in an event that are designated to handle public information needs. The JIC structure is designed to work equally well for large or small situations and can expand or contract to meet the needs of the incident. Under the ICS/UCS, the JIC is led by the Public Information Officer.

0.1 - Basic Role of a JIC

Through a JIC, the different agencies (including state, local, and other entities) involved in a response can work in a cohesive manner, enabling them to "speak with one voice." By maintaining a centralized communication facility, resources can be better managed and duplication of effort is minimized. Finally, the use of a JIC allows for tracking and maintaining records and information more accurately—therefore, improving the ability to conduct post-incident assessments that can be used to improve crisis communication and general response activities during future incidents

0.2 - Basic Requirements for a JIC

The JIC should be located in the same building as the Incident Command Post (ICP), but in a room separate from other sections. PIOs need to be close to the ICP/UC and other sections for effective communication flow, but not so close that assembled news media interfere with response operations. SCP. The JIC should provide multiple phone lines for incoming calls, staffed by knowledgeable individuals, and ensure that local, State and Federal Government PIOs are available to the media. The JIC is where the PIO and/or assistants are available for response to media queries. In addition, the JIC will develop and produce joint news releases and schedules, organizes, and facilitates news conferences and media access to operational areas, consistent with safety and security.

0.3 - Material needs for the JIC

These vary, depending on the size and impact of the incident and the media and public interest levels. A notional T/E for a major incident is as follows:
A basic *minimum* list of equipment will include:

- 3 Phone lines
- 4 Computers with internet access
- 1 Fax machine with a dedicated line
- 1 Printer
- 1 Copier
- 1 TV with cable service
- Numerous extension cords and surge protectors

A separate "Press Room" should be established for reporters' specific use. This would ideally be equipped with several phone lines and electrical outlets, and a number of desks or tables and chairs. There should be a way to display maps, status boards, and other visual aids that could be used on-camera, and a table near

the door for the latest news releases, fact sheets, and advisories. If there is room for seating and a podium with a PA system, the press room is a good site for all formal news conferences. This allows TV news crews to set up cameras in advance, and reporters to do stand-up and call-in reports from an easy, central location.

0.4 - Press Room Operations

The Press Room will be under the supervision of a Media Relations Supervisor (MRS) (a task that may be assumed by the PIO or an assistant), who is responsible for scheduling news conferences and media access to operational areas; managing the "press room" or conference site; advising the media in advance of upcoming news conferences; and ensuring that news releases, updated fact sheets, or press packets, podium & PA system, and visual aids are in place before news conferences begin.

0.5 - Visual Aids

Visual aids include but are not limited to charts, maps, and diagrams posted for reporters and photographers to see throughout the response phase. JIC staff will update these as soon as new information becomes available, and would typically include enlarged aerial photos, spill trajectories, NOAA-generated displays, wildlife injury/mortality counts, and maps indicating the locations of oil, boom, skimming operations, closed beaches, and environmentally-sensitive areas (Threatened & Endangered Species' habitats). The PIO will determine methodology for display and dissemination.

0.6 - Website

Coast Guard District public affairs personnel can establish a crisis web site to provide the media a central online location for the latest press releases and updates. The PIO should coordinate a plan for establishing the site as soon as possible with the First Coast Guard District staff. Prior to the establishment of a crisis site, the First District public affairs staff can release and post press releases and spill information on their standing websites.

The NY PA Detachment maintains the following website that can be used:

Facebook - U.S. Coast Guard New York | New York NY | Facebook

0.7 - Media Access to Operational Areas

The media may demand access to the incident site, access will be granted within the bounds of safety and security. Refusing access will cause harmful media speculation and will harm relations between the media and the responding agencies; additionally the public will be denied timely and accurate information. Responding agencies must provide appropriate transportation assets to safety and securely move media to and from operational access areas when necessary.

0.8 - Controlling Access

When access is granted, the PIO shall control access by limiting the number of media to those who can be safely accommodated and/or limiting the time on scene.

0.9 - Means of Access

The preferred means of access is via a Coast Guard vessel for media tours of the incident and affected area. If a vessel is not available, access will be given via helicopter or vehicular assets under the control of the IC/UC. When media interest exceeds the capacity of the available transportation assets, it will be necessary to form a press pool. The selection of participants should be determined by members of the media, but generally includes equal representation from print, TV, Radio, still photographers, internet-based and "wire" service (AP, Reuters, et al.). News organizations may also obtain their own vessel, plane, or helicopter for surveillance. Unless granted specific access by appropriate authority (FOSC), they will continue to be governed by any security or safety zones around the site.

- Press Conferences

A notional format for a press conference is as follows:

- Lead PIO welcomes media, introduces self, the IC/UC and any SMEs, and then describes the format, including a time limit, of which there should be one whenever the IC is involved in a Press Conference.
- PIO explains that the IC/UC will make an opening statement and then answer questions from reporters, laying out an orderly process for questions.
- Following an opening statement, the IC/UC will take questions.
- When the allotted time has nearly passed, the PIO should inform reporters (i.e.: "We only have a few minutes before the Incident Commander needs to get back to the spill response..."). At the end of the available time, the PIO wraps it up, thanks the reporters for coming, and points out Media Staff who can answer additional questions.
- Uniformed security personnel may be unobtrusively required at news conferences, if there is any indication of possible demonstrations or disruptions by protestors.

2320.110 - District One Public Affairs Detachment (South), Manhattan, NY

This detachment is a D1 asset tasked to provide support to SEC Long Island Sound & Sector New York. As such, in the normal course of affairs, it does not fall under the command of Sector New York, but remains both operationally and administratively controlled by the D1 PAO. In the event of a serious incident, Sector New York would request from D1 operational control over such resources and assets of the detachment as are felt necessary to support the incident PIO. A trigger for this request may be the decision by the PIO/IC/UC to establish a JIC.

Once D1 PAO has ceded temporary operational control for the Detachment to the IC/UC, the Detachment will become an integral part of the JIC, with duties as required.

2330 - Media Contacts

During an incident, all media inquiries should be referred to the JIC. A significant incident will garner national and even international media attention. The media will descend upon you. This is to be expected, planned for, and accommodated. However, when a significant incident occurs, the PIO should do a "call out" to the local media, if this has not been done by the local PAO. This furthers the goal of maximum disclosure with minimum delay and ensures good media relations between local media and local units. A notional list of media contacts for the NYC/Northern NJ area is as follows:

0.1 - Newspapers

AM New York	pcatapano@am-ny.com
Asbury Park Press	editors@app.com
Bay Ridge Paper	newsroom@brooklynpapers.com
Bayonne Community News	bcneditorial@hudsonreporter.com
Bergen News/Sun Bulletin	editorial@bergennews.com
Bergen Newspaper Group	editorial@bergennews.com
Bronx News	prod@hagnews.com
Bronx Times Reporter	bronxtimes@aol.com
Brooklyn Heights Press	newsroom@brooklynpaper.com
Brooklyn Paper	newsroom@brooklynpaper.com
Brooklyn Spectator	homereporter@aol.com
Canarsie Courier	canarsiec@aol.com
Canarsie Digest	editorial@courierlife.net
Kings County News	editman1000@yahoo.com
Long Island Advance	advletters@optonline.net
Long Island Newsday	editorial@newsday.com
Manhattan Times	manhattantimes@aol.com
Manhattan Tribune	info@litribune.com
Massapequa Post	ACJnews@rcn.com
Metro-New York	letters@metro.us
Milford Weekly	milfordweekly@ctcentral.com
New London Times	eastannouncements@shorepublishing.com
New Milford Times	news@countytimes.com
New York Post	letters@nypost.com
Northport Journal	info@longislandernews.com
NY Daily News	news@edit.nydailynews.com
NY Post	postcitydesk@yahoo.com
NY Times	national@nytimes.com / metro@nytimes.com
South Shore Press	sspress2000@aol.com
South Shore Tribune	info@litribune.com

Staten Island Advance	citydesk@siadvance.com
The Bronx Beat	webmaster@jrn.columbia.edu
The Jersey City Reporter	lmalato@hudsonreporter.com
The Jersey Journal	jjletters@jjournal.com
The Long-Islander	info@longislandernews.com
The Monmouth Journal	editorial@themonmouthjournal.com

0.2 - Online

ABC News	support@abcnews.go.com
Foxnews.com	newsdesk@foxnews.com
Marine Link.com	rabulan@marinelink.com

0.3 - Radio

CNN Radio-New York	cnnradio@cnn.com
Fox News Radio	radionews@foxnews.com
Howard Stern	SternShow@Howardstern.com
NPR	madler@npr.org
NPR-New York Bureau	madler@npr.org
WBLI-FM	wbli@wbli.com

0.4 - TV

WABC-TV/Long Island Bureau	wabc-tvlibureau@abc.com
Long Island Extra News 12	news12li@news12.com
Snapshot-WLIW-TV	acttwo@wliw.org
Channel One News	feedback@channelone.com
CNN New York Bureau	cnnfutures@cnn.com
Fox 5/ All Hours	deborahdoft@fox5ny.com
Fox News Channel	desk@foxnews.com
NY 1	assignmenteditors@ny1news.com
The Boating Channel/Sag Harbor	newsdesk@boatingchannel.com
WABC	wabctv-newsdesk@abc.com
WCBS	desk@cbs2ny.com
WNEW	desk@fox5ny.com
WPIX	wpixnewsdesk@tribune.com
WWOR	9newsdesk@foxtv.com

0.5 - Wire Services

AP	info@ap.org
AP New York	apnyc@ap.org
Bloomberg News	release@bloomberg.net
Reuters	reutersny@gmail.com
PR Newswire	informatIOn@prnewswire.com

2400 - Liaison (LOFR)

The LOFR is the point of contact for personnel from assisting and cooperating agencies. The LOFR proactively coordinates with state and local government officials, keeping them advised of the situation and anticipated actions as well as soliciting their concerns. For the New York/New Jersey COTP Zone, U.S. Coast Guard Sector New York has established permanent LOFRs with New York (Albany - Major Incidents only), New Jersey (Trenton – Major Incidents only) and New York City (Office of Emergency Management, Brooklyn). Sector New York will dispatch these LOFR's as needed for incident response.

The role of the LOFR is a vital link in the IC/UC's ability to effectively manage the concerns and issues of elected officials and their staff, government agencies, non-governmental organizations, general public, and industry partners during an incident response. The LOFR can have significant impact on stakeholder perceptions regarding the success or appropriateness of a response. The job of the LOFR should begin before an incident takes place.

To improve the effectiveness of the Liaison function, meetings, networking, and informal consultation is an ongoing process as part of the preparedness phase.

2410 - Investigators

Investigations are part of the operational effort. The LOFR should be a proactive contact point for government agencies that have a vested interest in the investigation of the incident.

2420 - Federal/State/Local Trustees

The LOFR should always brief the elected officials prior to a significant press release or media event. The LOFR should be aware of who will be making formal inquiries, who the key staff members are, and what specific concerns or "hot topics" to anticipate. In preparation, the LOFR will determine the need to prepare a detailed agenda of the visit and should utilize the State Unified Command representative to identify the appropriate escort for the visit. Whenever possible the LOFR should try and group political/VIP visits together.

Additionally, the LOFR should be cognizant of which government agencies have reported in to the response and which have not reported. The LOFR should initiate contact with those agencies not represented and offer to provide periodic situational updates and/or informal consultations.

The agencies defined in Subpart G of the NCP (40 CFR 300.600) act on behalf of the public as trustees for natural resources during spills. Trustees are provided by DOC/NOAA, DOI, and the secretary of the Federal land managing agency (principally DOI, USDA, DOD, and DOE). The RRT II representative for DOC/NOAA and DOI trustees coordinate those agencies interests in NY/NJ. The ICS interface for the trustees for natural resources is the Command Staff, directly or through the LOFR, as the situation dictates. The trustees may also interface with the Environmental Unit of the Planning

Section, Operations, Logistics, and Finance Sections as necessary given the characteristics of the event.

2420.1 - Multi-Agency Coordination

Multiagency coordination is a process that allows all levels of government and all disciplines to work together more efficiently and effectively. Multiagency coordination occurs across the different disciplines involved in incident management, across jurisdictional lines, and across levels of government. Multiagency coordination can and does occur on a regular basis whenever personnel from different agencies interact in such activities as preparedness, prevention, response, recovery, and mitigation.

Often, cooperating agencies develop a Multiagency Coordination System (MACS) to better define how they will work together more efficiently; however, multiagency coordination can take place without established protocols. Agencies may use MACS regardless of the location, personnel titles, or organizational structure.

Initially the Incident Command/Unified Command and the LOFR may be able to provide all needed multiagency coordination at the scene. However, as the incident grows in size and complexity, the incident may require off-site support and coordination.

2430 - Agency Representatives

The LOFR should use the response as an opportunity to reinforce key relationships and standing committees such as the Area Committee and the Area Maritime Security Committee for pre-ordained communication avenues. These groups have work groups and subcommittees that the port is already familiar with for information dissemination and decision making.

2440 - Stakeholders

The LOFR should combine efforts with the Public Information Officer (PIO) and their staff through the use of targeted press releases generated by the PIO. The LOFR should also consider community outreach through public information meetings, open houses, and door-to-door contact in the immediate areas affected. Local elected officials may be a valuable resource to help organize these outreaches to stakeholders.

0.1 - Environmental Stakeholders

The LOFR should work with the Sector New York Contingency Planning Officer to explore the feasibility of obtaining a seat at the decision making table during the planning phase. LOFRs should include as many stakeholders as possible in response planning, including elected officials, affected business interests and environmental stakeholders. Environmental Stakeholders and local environmental advocacy groups should be involved in the Area Committee, as needed.

0.2 - Economic Stakeholders

The LOFR should work with the Sector New York Contingency Planning Officer to identify the many economic stakeholders throughout the NY/NJ Port including but not limited to the following industries and committees:

- Oil and HAZMAT
- Cargo / Commodities
- Maritime Passenger Transportation
- Recreational Industry and Tourism
- Waterfront Facilities
- Tug and Barge Committee
- Area Maritime Security Committee
- Area Committee
- MTRSU Committee

0.3 - Political Stakeholders

The LOFR should work with the Sector New York Contingency Planning Officer to identify the many Federal, State, Tribal, and Local governments and agencies that operate within the port of NY / NJ.

2500 - Reserved

2600 - Reserved

2700 - Reserved

2800 - Reserved

2900 - Reserved for Area / District

Section 3000

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3000 - Operations

Refer to the Incident Management Handbook for the Incident Command System prepared by the USCG, Office of Response, Incident Management and Preparedness for specific information on all duties and positions. Refer to Chapter 7 of the Incident Management Handbook and Annex E for ICS forms. The below section will provide a brief overview and information specific to the COTP New York/New Jersey zone. Listing of providers is for informational purposes only and does not imply endorsement by the Federal Government, the Committee or the U. S. Coast Guard.

3010 - Initial response actions of the Operations Section Chief (OSC)

Typically, the first responder will act in the capacity of both the initial Incident Commander and as the Operations Section Chief (OSC). As the OSC, there are several key actions that you must undertake to ensure that operations are properly managed. These actions include:

- Conducting an initial assessment of the situation to determine:
- Incident Priorities, Examples: Protection of human life, protection of property, protection of the environment, economic impact etc.
- Strategic Priorities, Examples:
  - Contain the source
  - Remove oil from water surface
  - Protect environmental areas
  - Recover oil from impacted shoreline
  - Make Tactical Decisions:
  - Deploy boom around vessel
  - Deploy skimmers to recover oil on water
  - Deploy boom around shoreline features
  - Deploy personnel to conduct SCAT
  - Review excerpts from the Area Contingency Plan to validate tactical decisions.
- Conduct an operational risk assessment on each tactical decision to evaluate safety concerns using either:
  - Green/Amber/Red (GAR) Model
  - Operational Hazard Work Sheet / ICS215A
- Begin building the Operations Section around tactical decisions to assign Team Leaders, Group Supervisors, and Branch Directors and to formalize the communications. Later on, this organization may change during the ICS Tactics Meeting.
- Document actions on an ICS-201, Incident Briefing Form. The Operations Section Chief's information on the ICS-201 should include:
  - Operations organization

- Resources on scene
- Resources ordered
- Initial tactical actions
- Planned Actions
- Critical Decisions
- Incident Map

- The OSC shall maintain an ICS 214 Unit Log for the duration of the incident.

3100 - Operations Section Organization

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

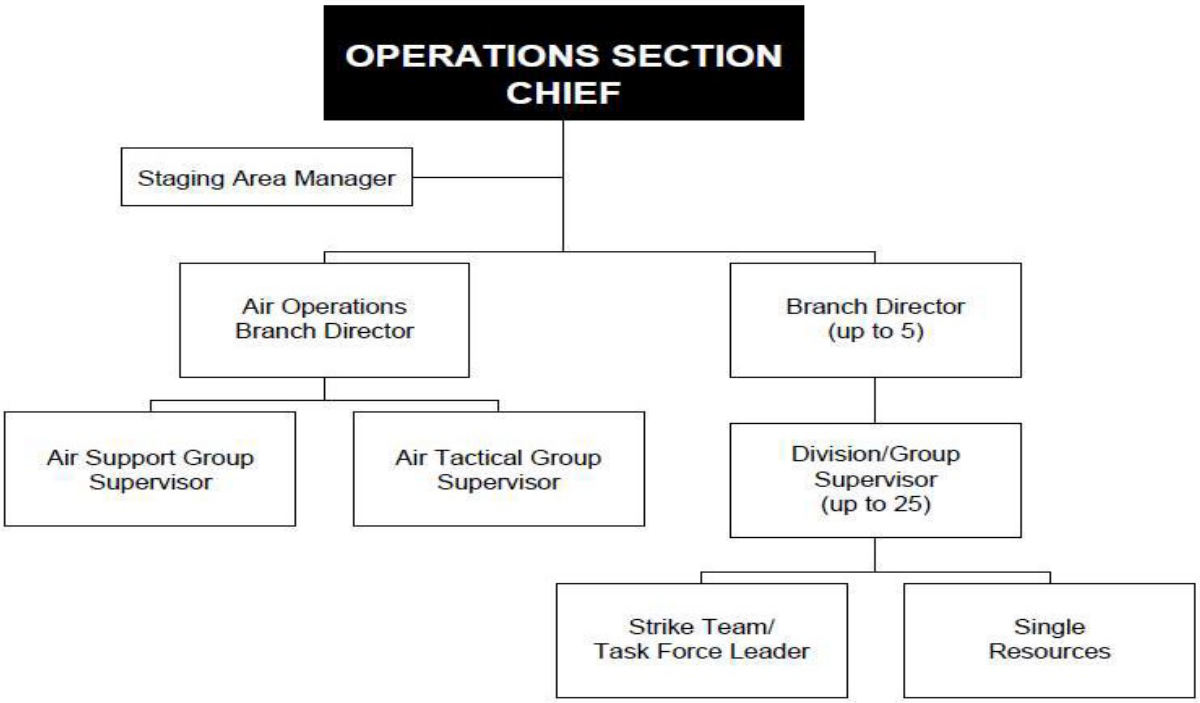


Figure 1: The Operations Section is designed to be highly flexible and expand and contract based on the needs of the incident.

3110 - Organization Options

To effectively manage an incident, the Operations Section Chief must divide the incident into manageable work units. Some things to consider when dividing the incident are:

- Incident priorities
- Size of effected area
- Complexity of the incident and number of tasks
- Amount of work to be accomplished

- Span of control
- Open water versus shoreline activities
- Topography
- Logistics requirements
- Kind of functions to be accomplished (i.e. marine firefighting, maritime security)
- Contingencies
- Need for staging areas
- Jurisdiction
- Geography boundaries (City/County/State boundaries)

0.1 - Deputies

When an incident is particularly large and complex, ICS guidelines recommend that a deputy (potentially multiple deputies) is employed to assist with effective operations. Deputies can augment Operations in several ways. They can provide more focused oversight of particular aspects of an operation. They can provide relief during the evening shift and support during critical planning processes. Deputies must be qualified for their position and can perform specific tasks that require their level of knowledge and expertise.

0.2 - Divisions

Divisions are used to divide an incident geographically. To determine each division's area of response, the following should be considered:

- Terrain (if appropriate).
- Does the terrain limit mobility?
- Is there limited access?
- Amount of work to be accomplished.
- Incident potential.
- Boundaries:
- State
- County
- City

Division(s) should be designated using letters of the alphabet (i.e. Division A). For every Division established, a Division Supervisor (DIVS) should be in place.

0.3 - Groups

Groups are used to divide an incident's response teams by function.

First, determine the functions that have to be conducted to respond to the incident (i.e. Fire Fighting, On-water recovery, Air Monitoring). Then designate each Group by their functional assignment (i.e. Triage Group, Disposal Group). For every Group established, a Group Supervisor (DIVS) should be in place.

0.4 - Expectation of Division and Group Supervisors Personnel assigned as Division/Group Supervisors must carry out the tactical assignments outlined in the Incident Action Plan. To be successful they must possess both the leadership qualities and expertise to ensure that operations under their control are conducted safely and efficiently. There are certain expectations that the Operations Section Chief should have for Division/Group Supervisors, which include but are not limited to:

- Attend all briefings that require their participation;
- Be on time
- Be prepared to provide information on work accomplishments, remaining work, recommendations for next operational period, estimated completion time for primary objectives, and any unusual logistical support needs
- Communicate performance expectations to subordinates
- Understand and be sensitive to political issues
- Assure all operations are being conducted safely
- Be financially accountable for operations within their division or group (documentation of time on scene and use of equipment, i.e. ICS 214-CG)
- Be accountable for conduct of operations within their division or group; coordinate with subordinates, provide clear instructions on assignments, monitor progress, conduct follow-up upon completion of assignments
- Coordinate with adjacent division or group supervisors
- Coordinate major changes in tactics, hazardous situations, and significant events with Operations Section Chief
- Report all mishaps to the Operations Section Chief and the Safety Officer
- Prepare written projection of resource needs for the next operational period prior to planning meetings and communicate those needs to the Operations Section Chief
- Assess what might be demobilized without adversely impacting response operations
- Be aware of environmental concerns of the jurisdiction experiencing the incident
- De-brief at the end of each operational period including verifying resources and information in the IAP, and update the incident map.

0.5 - Branches

Branches are primarily used for span-of-control. They can be designated either by:

- Roman numerals (i.e. Branch I, II, III) if the Branch is responsible for a certain geographic location of the incident, or,
- Functionally (Search and Rescue Branch) if the Branch is made up of groups.

The Operations Section Chief should utilize an Operations Branch Director (OPBD) for every branch established.

0.6 - Staging Areas

Staging Areas are temporary locations to hold tactical resources for immediate deployment. The best location(s) to establish a Staging Area must be determined. To designate a Staging Area, use their physical location (i.e.34th Street Staging). For every Staging Area, the Operations Section Chief should assign a Staging Manager (STAM).

0.7 - Air Operations Branch

Air Operations Branch Director may be activated to manage air assets. Air assets are critical, scarce, and expensive resources. There is no specific number of aviation assets that will trigger when the FOSC establishes an Air Operations Branch, but the sooner this Branch Director is brought into the response, the better, especially when the number of air assets requires additional management support or when the incident requires both tactical and logistical aircraft to support operations.

3200 - Recovery and Protection

3210 - Protection

One of the most important considerations during an oil discharge response or a hazardous material release is the protection of identified environmentally sensitive areas. These areas shall be protected against intrusion of oil and hazardous substances. Highly vulnerable areas have been identified within each of the geographic areas identified in this port. Naturally, the enormous size and diversity of the waterfront of Sector New York's Area of Responsibility yields a great number of vulnerable and sensitive areas. When possible, industrial areas such as water intakes have been identified for notification to potentially affected facilities. The large number of recreational areas, such as marinas and beaches, are similarly identified. All should be considered for pre-staging of equipment early in the initial phase of the response if there is a potential for any impact.

The Coast Guard develops strategic assessment, planning, and recovery/protection strategies which are located in the Geographic Response Plans (Annex G).

Protection Technique		**Primary Use of Protection Technique**	**Enviro mental Effect of Use**
Booming	1. Exclusion Booming	Used across small bays, harbor entrances, inlets, river or creek mouths where currents are less than 1 knot and breaking waves are less than 1.5 feet in height.	Disturbance to substrate at shoreline anchor points.
	2. Diversion Booming	Used on inland streams where currents are greater than 1 knot; across small bays, harbor entrances, inlets, river or creek mouths where currents exceed 1 knot and breaking waves are less than 1.5 feet, and on straight coastline areas to protect	Disturbance to substrate at shoreline anchor points; causes heavy shoreline oil contamination on

Booming Cont.		specific sites, where breaking waves are less than 1.5 feet.	downstream end.
	3. Containment Booming	Used on open water to surround an approaching oil slick to protect the shoreline area where surf is present and oil slick does not cover a large area; also on inland waters where currents are less than 1 knot.	No effect on open water; minor disturbance to substrate on land anchor point.
	4. Sorbent Booming	Used on quiet water with minor oil contamination, not as effective when used without rigid boom.	Minor disturbance to shoreline at anchor points.
Berms & Dams	5. Beach Berms	Used on sandy, low energy beaches to protect the upper intertidal area from oil contamination.	Disturbs upper 60cm of mid-intertidal zone.
	6. Berms and Dams	Used on shallow streams or rivers where booms are not available or cannot be deployed, or where dams are part of the hydrological control system.	Disturbs stream or river bottom, adds suspended
Animal Protection	7. Bird Warning System/ Hazing	Used in bird nesting areas, feeding areas, and flyway stopovers	Potential consequences including: • disruption of feeding, • resting, • preening, • nesting, • The potential to concentrate populations making them more vulnerable should spill trajectory change. *Note: Use of hazing/bird warning systems will be determined on a case-by-case basis through consultation with USFWS or the appropriate state.*

3210.1 – Containment and Protection Options

This section along with Annex G contains informational maps on the containment and protection of specific geographic response locations. Annex G contains maps that outline containment and protection options as well as a brief description of the area, identification of general water current patterns, potential booming sites,

and sensitive areas. The maps in Annex G (Geographic Response Plans (GRPs)) were prepared to identify those areas most at risk for initial deployment of response equipment. They do not represent all of the areas where equipment deployment may be necessary since actual resources at risk would be assessed and prioritized during a true incident. The Area Committee upgrades the GRPs on a periodic or as needed basis.

Each map is focused on a specific geographic area which was divided from within the COTP NY/NJ area of responsibility. The maps are numbered based on mile markers within the Hudson River and into the NY Harbor. The maps were developed with enough cartographic information (shoreline detail, grid lines, place names, etc.) to assure rapid recognition of relative location.

Sensitive areas are marked by diamond symbols and alphanumeric codes to represent the degree of sensitivity. Three diamonds being the most sensitive, known as a level "A" area, representing those areas that should be protected prior to oil impact. Two diamonds represent a "B" area and should be protected after "A" areas in that location. One diamond is a "C" and should be protected after "A" and "B" areas. The alphanumeric characters assigned under the diamonds (i.e.: A72, B9, C70) represent the level of sensitivity, while also assigning a number for each specific location. The number has no significance other than to identify the specific location on the strategy matrix.

Some areas have been designated an A, B, or C area, yet due to their location it is impractical to use boom to contain the oil due to the local currents, distances required, or location. Boom may be used to deflect the oil away or to assist skimming operations before the oil impacts the area. As with all sensitive areas, these zones will have to be carefully considered to determine the best method of catching or deflecting the oil before it impacts each area during an actual spill.

Marinas are identified by the anchor symbol and also have the Marina's name for the strategy matrix. Marinas are classified primarily due to economic as opposed to environmental concerns, and therefore will be considered for protection strategies only after threatened sensitive areas have been protected.

Water intakes are identified by the water drop symbol and facility for which it proves water to, and can be classified as sensitive either due to the potential of affecting drinking water supplies, or for their use in the generation of electric power for the public. Other intakes serve commercial sources, and are therefore classified mostly for economic reasons. These too have alphanumeric codes to identify them on the strategy matrix and sensitivity maps.

Oil collection and recovery areas are represented by the oil collection symbol (see maps). These note locations where currents or land features cause natural collection points for oil or debris. Often an area must be sacrificed as a collection area for the use of concentrating the oil. Although it appears destructive,

collecting the oil in these locations prevents it from floating away, and thus maximizes recovery efforts.

Pipeline areas are represented by the pipeline symbol and alphanumeric "P" on the map.. Pipeline areas are also shaded to show approximate locations. Although these symbols do not represent a sensitive area, they should not be overlooked in the event of a spill response. Due to their hidden nature, they are often in areas not easily recognizable if not aware of them. For this reason, each pipeline's volume, product carried, and point of contact are listed for response planning purposes. Review Pipeline info in Annex G

Each map is accompanied with a guide known as the "**strategy guide**", listing the map number as well as the general location covered by that matrix. Also the last date of revision is listed to ensure it is the most current version available. From left to right, the columns expand upon the codes from the sensitivity maps in simple yet descriptive terms. Information for several of the matrices has not yet been developed. They have been left blank while data is collected.

First is the code itself; it can be a sensitive area (A71, B66, C70, etc.), a marina (M36), a water intake (W15), or a recovery area (R2). These are listed in alphanumeric order and may have gaps between numbers due to coverage areas of the sensitivity maps.

Next is a specific local name for each code number to add a more specific geographic location to each area.

Suggested boom lengths, in feet, are listed for initial mobilization purposes, and as a guide for response planning. The actual amount necessary for an area will depend on conditions present at the time of the spill. Minimum acceptable boom is a hard boom at least 18 inches high and suitable for the weather and wave conditions experienced in the local area. Sorbent boom can augment the hard boom but is considered unacceptable when used alone. If an area has been deemed difficult to protect due to currents or distances required, deflection or collection techniques should be considered during an actual spill. Booming methods are color coded and are listed alone or in combinations of:

Yellow = Deflection boom techniques recommended
Red = Protection or exclusionary techniques are recommended
Blue = Containment or collection for recovery
Green = Secondary protection or exclusionary techniques are recommended

Potential access points to the water, and staging sites for the purpose of responding to sensitive areas, are listed by local name, location or geographic landmark. Phone numbers are listed to assist actual responses.

3220 - On-Water Recovery

– Recovery Options

Oil on water spreads into shapes dictated by surface currents, winds, and physical boundaries. In the absence of physical boundaries, the formation will typically be circular, elliptical, or triangular. A circular formation occurs when there are no significant surface currents or winds. An elliptical contour is formed by moderate surface currents and winds. High winds and strong currents will create a more triangular-shaped configuration. The triangle will widen (spread) as the oil moves away from its source. Wave action, generally caused by wind, will distort these shapes, eventually forming streamers of oil. Therefore it is imperative to try to contain an oil spill before it becomes too wide for effective containment and breaks into streamers.

Containment of an oil spill on open water is best achieved by deploying boom with work boats in a U-shaped configuration, in advance of the movement of the oil. This will contain oil within the boom.

Successful containment actions for an oil spill on open water require that the contained oil be removed rapidly from within the boomed area. Skimmers, working within booms or as an integral part of the boom, should be used to remove the oil layer from the water surface.

A spill that is fully contained by booms is best cleaned by a skimmer placed inside the boomed area. The oil will tend to concentrate against the boom in the direction of the wind and current. The skimmer should be placed in this area and continually be repositioned to skim the thickest areas of product. When skimming becomes inefficient, after most of the spill has been removed, sorbent pads or sorbent boom may be used. Loose sorbent materials, however, should be avoided where possible. Sorbents should only be used with contained spills.

Spills that are not contained form slicks which continue to spread and move freely according to wind and current. A skimmer working with mobile booms made up to work boats to concentrate the oil is necessary for larger spills. Proper distance between the boats must be carefully maintained to prevent oil spilling from the "V" and to promote boom stability. Spills that have not spread over a large area or that have been driven into streamers by the wind and waves do not require as much boom. Streamers should be skimmed beginning downwind and moving upwind along the streamer.

If available, a skimming boat is an effective tool. While the two work boats have the boom in a U-configuration containing a significant amount of product, have the skimming boat positioned directly behind the center of the boom. The lead vessel will then move ahead to create a J-configuration with the boom, this shape allows the gathered product to move into a concentrated pocket near the edge of

the containment. When all vessels are ready the secondary work boat will disconnect from the boom and both work boats will promptly depart with the primary work boat still connected to the boom. A prompt and coordinated departure by both work vessels will ensure the collected product will remain in a manageable and collectable position. Immediately upon their departure the skimming boat will move ahead and collect the strategically positioned product.

Vacuum type apparatus can also be used successfully to remove large quantities of contaminant provided the area being cleaned contains dense pockets of oil that has gather into a collection point or area.

– Storage

Most recovery vessels have limited storage and must continually return to unloading docks. Barges may be transported to disposal or temporary storage sites or a nearby dock where the product can be loaded onto trucks for transit to a disposal site. Locating satisfactory sites for temporary storage of oil may be difficult. If immediate removal is required an adequate supply of trucks may be procured to avoid a slow down or interruption of removal operations.

Barge operators for temporary storage are available within the Port of New York/New Jersey. All barge fleet capacities are approximate and represent the approximate number of barges owned by the companies. Most large companies have contracts with, and utilize, specific tug boat operators.

COMPANY	TELEPHONE #	BARGES TOTAL CAPACITY
Bouchard	(631) 390-4900	27 Barges 175,000 bbls
Clean Harbors	(732) 248-1997	1 Barge 250 bbls w/ coils
K-Sea Marine	(800) 569-3880	23 Barges 670,000 bbls
Maritrans	(212) 578-1966	28 Barges 2,771,000 bbls
Moran Towing	(203) 442-2800	7 Barges 257,000 bbls
MSRC	(732) 417-0500	3 Barges 52,800 bbls
Packer Marine	(508) 693-0900	2 Barges 7,500 bbls
Reinauer Trans.	(718) 816-8167	15 Barges 508,000 bbls

The listed facilities have indicated their willingness to assist whenever possible, in the event of a catastrophic release, for the purpose of providing storage for recovered product. Emergency contacts may be made through their duty shift supervisors. Storage capacities are not listed because none of these facilities dedicates storage for this purpose.

FACILITY	LOCATION	TELEPHONE	WATERBODY
Bayway Refining	Linden, NJ	(908) 523-5000	Arthur Kill
Citgo	Linden, NJ	(908) 862-3300	Arthur Kill
Kinder Morgan	Carteret, NJ	(732) 541-5161	Arthur Kill
Amerada Hess	Woodbridge, NJ	(732) 750-6000	Arthur Kill

FACILITY	LOCATION	TELEPHONE	WATERBODY
KMI	Staten Is., NY	(718) 966-2000	Arthur Kill
Nustar	Linden, NJ	(908) 862-5740	Arthur Kill
Castle Harrison	Astoria, NY	(718) 932-8816	East River
Bayside Fuel	Brooklyn, NY	(718) 372-9800	Gravesend Bay
Buckeye Partners	Bayonne, NJ	(201) 437-1017	Kill Van Kull
IMTT	Bayonne, NJ	(201) 437-2200	Kill Van Kull
BP Oil	Newark, NJ	(973) 465-2425	Newark Bay
Ark Terminals	Brooklyn, NY	(718) 383-4066	Newtown Creek

The following companies operate vacuum trucks for purposes of recovery, transport, and temporary storage of bulk liquid product.

COMPANY	LOCATION	TELEPHONE
Ken's Marine	Bayonne, NJ	(201) 339-0673
ABC Tank Cleaning	Brooklyn, NY	(718) 645-8265
AL Eastmond Tank Cleaning	Brooklyn, NY	(718) 378-7000
Petroleum Tank Cleaners	Brooklyn, NY	(718) 624-4842
Atlantic Response	Carteret, NJ	(732) 969-8555
Clean Harbors, Inc.	Edison, NJ	(732) 248-1997
SSG-Barco	Ewing, NJ	(609) 883-8021
Tyree Bros. Environmental	Farmingdale, L.I	(631) 249-3150
Freehold Cartage	Freehold, NJ	(732) 462-1001
Milro Associates	Freeport, L.I.	(516) 379-1500
Tri-State Environmental	Hawthorne, NY	(914) 592-3385
All State Power Vac	Linden, NJ	(908) 486-8600
Auchter Industrial Vac Service	Linden, NJ	(908) 925-1515
Cambridge Chemical	Linden, NJ	(908) 862-9363
Royal Envir Services Corp	Mamaroneck, NY	(914) 328-6549

3230 - Shoreside Recovery

An oil spill that is not contained is likely to be carried to shore by currents and wind. The physical and biological characteristics of the contaminated shoreline will determine cleanup techniques. For example, techniques that are effective on sandy beaches cannot be used on rocky shoreline; and motorized cleanup equipment should not be used in salt marshes because of potential damage to vegetation and habitat.

If oil contamination is extensive, heavy equipment is more efficient for cleanup than manual labor. Manual or "hand" cleanup is effective against light shoreline contamination in the final state of cleanup, and where heavy equipment access to a shoreline is not available. Some kind of earth moving equipment can be used to cleanup beaches composed of material ranging in size from silt to cobbles. Pressurized spraying equipment may be effective for cleaning rock and boulder beaches, rocky cliffs, and man-made structures. Small oil skimmers, hose flushing, and sorbents should be used in salt marshes.

0.1 - Shoreline Cleanup Options

Sandy Beaches: The most efficient method of cleaning sandy beaches contaminated with oil is with motor graders and elevating scrapers working together, however, there are some drawbacks. Rubber-tired earth moving equipment can easily lose traction or become immobilized on beaches that have a low bearing capacity; these beaches are classified as having poor traffic ability. A preliminary investigation of relevant beaches along New York and New Jersey shorelines indicates most have fair traffic ability. Therefore, earth moving equipment normally used in cleaning oil-contaminated beaches should be able to operate with only occasional difficulty. If traffic ability problem should occur, the following measures should be tried in the following order:

- Pressure in all tires should be lowered.
- All regular tires on the equipment should be replaced with floatation tires.

On some occasions the rear area of a beach may not have sufficient traffic ability to allow heavy equipment to cross the firmer inter tidal area. In this situation, a gravel, plywood, or rock roadway can be quickly constructed (using several truckloads of material) across the soft rear area to the inter-tidal zone. When the cleanup operation is complete the gravel/rock roadway can be removed and the rear area restored to its original condition.

Gravel and Cobble Beaches: Generally gravel and cobble beaches can be worked with rubber-tired equipment, although tracked equipment may be required if traffic ability is poor. Regardless of the size of beach material, front end loaders and angle blade equipment (bulldozers or motor-graders) can be used to remove oil-contaminated materials from gravel and cobble beaches. The angle-bladed equipment casts a row of material that a front-end loader can pick up and load into a truck for disposal.

Special caution should be taken before removing material from cobble beaches located at the base of cliffs or bluffs. Often times cobble beaches serve to protect the shore by absorbing energy from incoming waves. If a substantial amount of material is removed, waves can roll up the beach and break against the base of the cliff or bluff causing it to erode. If removal of contaminated material is necessary, it should be replaced with cobbles or coarse sediments of approximately the same size and volume.

If the oil forms a thick “asphalt pavement” over the cobbles or gravel, the optimum cleanup procedure may be to break up the pavement as much as possible to allow natural movement of the sediment. This movement would tend to break up the oil further, significantly increasing the natural degradation rate.

Rock Beaches, Cliffs, and Man-Made Structures: Rocky beaches and/or steep cliffs are found in some locations in the area. Oil removal from this type of shoreline is difficult, but several effective methods are discussed below. When

man-made structures, which are common in the harbors and along the coast, become oil contaminated they can generally be cleaned with these same techniques or by hand.

Salt Marshes: All salt marshes like Jamaica Bay and others which are not already badly contaminated should be considered biologically sensitive. Many of these marshes are above sea level, and oil contamination would probably be limited to the sea or lagoon frontage and tidal channels and adjacent banks. Any oil spill cleanup in these areas should be undertaken with extreme care.

Several techniques can be used to clean oil-contaminated salt marshes. The method to be used in a given instance depends on the degree of contamination, the kind of oil involved, and the availability of cleanup equipment. Low-pressure hose flushing and use of an oleophilic endless-rope skimmer (CSI oil mop) are the methods preferred most often for cleaning oil-contaminated marshes. When sorbents are used, it should be remembered that winds and currents tend to scatter them and make them difficult to recover.

Burning and/or removing marsh vegetation and oil should be considered only if there is potential for recontamination or direct threat to wildlife or habitat. Burning is preferable if the contaminated marsh is an annual type and if it is possible to obtain a burning permit through air pollution regulatory agencies. In cases where a contaminated marsh is almost submerged by high tides, an effective technique is to boom the marsh edge and trap oil flushed from the marsh by the tide action.

For more information on cleanup techniques and shoreline assessment see the NOAA Shoreline Assessment Manual, 4th Edition at the following link: response.restoration.noaa.gov/sites/default/files/manual_shore_assess_aug2013.pdf

0.2 - Pre-Beach cleanup

In certain cases, pre-beach cleanup of wood, seaweed and other debris prior to oil impacting the shoreline should be conducted. When pre-beach cleanup does occur, bins used for collection should be label “non-contaminated debris”. This will ensure that there is no cross-contamination of debris. Pre-Beach cleanup operations can be conducted utilizing volunteers so long as oil has not impacted the site. See the NRT use of volunteer’s guidelines for oil spills manual for guidance.
NRT_Use_of_Volunteers_Guidelines_for_Oil_Spills_FINAL_signatures_inserted_Version_28-Sept-2012.pdf

0.3 - Storage

Locating satisfactory sites for temporary storage of oily debris may be difficult. Watertight debris boxes or ones lined with plastic sheeting can be used for storage if available. If immediate removal is required, an adequate supply of trucks

should be procured to avoid a slow down or interruption of debris recovery operations. These trucks must also be watertight or plastic lined.

Frac tanks are a means of on-site temporary storage of removed liquid petroleum product. Frac tanks are mobile, can hold up to 21,000 gallons of product, and in significant incidents located in isolated areas they give a substantial strategic advantage for mitigation product removal. Caution should be used if oils contain Poly Chlorinated Biphenyls (PCBs) as the polymer coating inside these tanks requires extensive decontamination procedures.

0.4 - Lightering

One of the most effective ways to mitigate or prevent an oil spill or hazardous material release is to remove all remaining cargo and unnecessary bunker fuel from the vessel. This is particularly useful when the risk of a hull breach is increasing due to changing environmental or physical conditions on the vessel. Vessels may be lightered to another vessel, or lightered to mobile facilities ashore. Choosing which is most appropriate will depend on the location of the vessel and availability of each. Whichever is chosen, it is important to ensure the receiving vessel or facility is qualified to handle the lightered material and that any cargo/residue in hoses and holding tanks are compatible with lightered material. Furthermore, the effects on the stability of the vessel should be taken into account when lightering a vessel. While lightering may present benefits when attempting to re-float a vessel, it may also present additional structural stresses upon the vessel. It is important to work with naval architects as well as the person in charge of loading/offloading the vessel, who is frequently the Chief Officer or First Mate of the vessel. Please refer to Annex O, The Vessel Salvage and Lightering Guide for additional information. Steps for determining areas in which a vessel can conduct lightering operations and/or effect temporary repairs within the NY/NJ Harbor can be found in Annex R. Areas for such operations along the Hudson River will be determined by the Unified Command and the Incident Management Team.

0.5 - Emergency Lightering Contractors

These organizations may perform emergency lightering. In most cases recovered product from an emergency operation can be brought to its intended receiver.

COMPANY	LOCATION	TELEPHONE
Bouchard	Melville, NY	(631) 390-4900
Clean Harbors, Inc.	Edison, NJ	(732) 248-1997
Don Jon Marine	Hillside, NJ	(908) 964-8812
Kirby Offshore Marine	Staten Island, NY	(718) 720-7207
Ken's Progress Marine	Bayonne, NJ	(800) 427-1184
Miller Environmental	Calverton, NY	(631) 369-4900
Moran Towing	Staten Island, NY	(718) 981-5600

0.6 - Endpoints

Determining the endpoints of a cleanup operation is a process that is developed throughout the operational process. Near, what can be perceived as, the completion of the cleanup operation, representatives of the Unified Command shall conduct a site inspection and make the determination of final site operation completion (how clean is clean). Additionally, other jurisdictionally involved trustee/stakeholders may be involved in the completion inspection/determination based on UC discretion. Dependent upon the assessment, further cleanup may be required. The development of a monitoring plan may be required, as well as other forms of remediation. Additionally, Federal jurisdictional transfer may be deemed necessary IAW Annex A of the NY/NJ ACP. A template of the Transfer Agreement Form and Memo in also located in Annex A. When IC/UC (or appropriate agencies) has verified the cleanup as complete, the IC/UC should complete documentation signed by those agency representatives, stating that the operational endpoints have been met.

3240 - Disposal

It is the responsibility of the IC/UC to ensure that any spilled or hazardous substance is disposed of properly once cleanup has occurred. The Resource, Conservation and Recovery Act (RCRA) and its implementing regulations contained in Title 40, Code of Federal Regulations, are specific in defining what is hazardous waste and how it should be handled and disposed. 40 CFR 261, Subpart C lists the characteristics a substance must exhibit to be considered hazardous.

0.1 - Waste Management and Temporary Storage Options

The IC/UC shall ensure that all Federal, State and local laws and regulations are followed when dealing with waste management and temporary storage options. The IC/UC shall ensure all necessary permits and clearances are obtained. Additionally, the IC/UC shall ensure that all escorts, if needed to expedite or safeguard transportation, are obtained. The responsibility for overseeing these processes may be delegated to the appropriate Section Chiefs. Waste management and disposal plan should consider the following:

- The amount and type of waste generated by an incident (e.g., oil, hazardous substances, and debris solids).
- Identify waste management capacity, cleanup contractor resources and waste disposal facilities in the local area.
- Describe waste types, classifications, and regulatory requirements for handling different waste types in the local area.
- Determine the volumes of solid and liquid waste streams expected to be generated during types of major incidents.

0.2 - Decanting Policy

Decantation is the process of separating spilled product from water. When a request for decanting arises during a response, the Operations Section Chief will bring the issue to the IC/UC for discussion and resolution. Responders will need to consider local and state regulations concerning the discharge of decanted water.

Decanting is a vital part of the recovery process. The inability to decant water from recovered oil/water mixtures and return the excess water into the recovery area significantly reduces the volume of available temporary storage capacity, thus reducing the effectiveness of the on-water skimming and recovery operations. The inability to return the excess water containing some amount of oil will delay recovery operations and possibly lead to a complete cessation of recovery operations until additional temporary storage can be arranged.

0.3 - Sample Waste Management Plan

A sample waste management plan can be found in annex U.

Several factors must be taken into account when oily debris/waste begins to accumulate at a spill site. The following should be examined:

- Amount of room to store waste containers;
- Proximity to waterway, in the event a container leaks;
- Accessibility to roads and highways; and
- Proximity to spill site, to minimize travel for responders.

Also, when a waste storage location is set-up and used, particularly during a lengthy incident response, extra steps may need to be taken. There must be routine monitoring to ensure the container size is appropriate, that containers are leak free, that plastic liners are secure, and that materials are removed promptly on a regular basis.

The minimum issues should be covered in any submitted waste management plan:

- Objective
- Contractor information
- Collection Sites

- Waste type and management method (Decanted water, recovered oil, solid oily debris, oil sand/dirt, waste from decontamination operations, waste from wildlife rehab operations, oiled animal carcasses, etc.)
- Waste minimization (Pre-beach clean-up, segregation of contaminated and non-contaminated wastes)
- Temporary Storage Sites (locations, construction, permits, etc.)
- Decontamination Sites
- Gauging of recovered oil (skimmed oil from waters, recovered oil from beaches, etc.)
- Sampling Protocol
- Transportation (Highway, rail, etc.)
- Off-Site Waste Management Facility
- Agency Contacts

3250 - Decontamination

A first responder, who does not properly decontaminate him/herself and all equipment, may potentially contaminate others and further contaminate the environment.

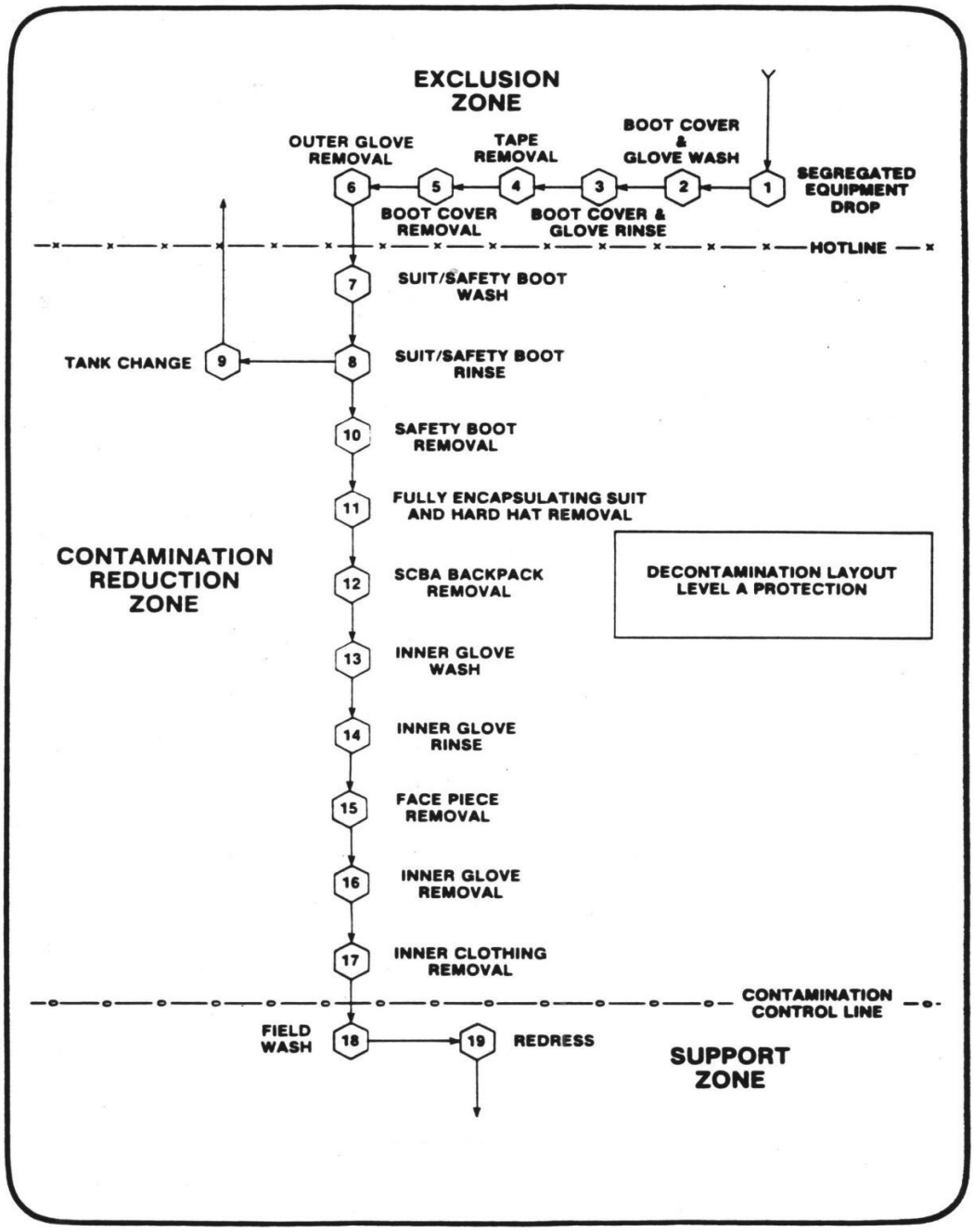
Once the decision to decontaminate has been made, the general principle is that all casualties, whether injured or not, who are suspected of being contaminated will receive decontamination at the scene. Although this will reduce the number of people self-referring to medical centers, people will still self-present for decontamination off-site. Medical centers and hospitals should prepare for this.

When decontamination procedures are initiated, the first objective is to remove the contaminated person from the area of greatest contamination. Usually this will be to the open air and upwind of the incident. It should be remembered that potential witnesses or suspects might be amongst those being decontaminated.

The careful removal of contaminated clothing will reduce the level of contamination and should, therefore, be a priority. Wherever possible the removal of clothing should be from head to foot, to limit the risk of inhalation of any contaminant. Special care should be taken to ensure there is no spread of contamination from any clothing to exposed skin.

Trained personnel in accordance with established standard operating procedures will perform decontamination. The Safety Officer will approve all decontamination procedures, equipment and stations. All workers must be decontaminated when leaving a contaminated area. All equipment and clothing from a contaminated area should be stored in a controlled area near the incident site until decontamination or proper disposal can be accomplished. Contaminated equipment such as containers, brushes, tools, etc., should be placed in labeled containers. Partially decontaminated clothing should be placed in plastic bags pending further decontamination or disposal. Respirators should be dismantled, washed and disinfected after each use. Suitable containment structures or portable containers will collect water used for tool and vehicle decontamination. Areas used for decontamination will be monitored for residual contamination.

0.1 - Sample Decontamination Plan



In addition to the sample decontamination plan, the following is being provided as guidance. The following issues at a minimum should be considered or addressed in any submitted decontamination plan prior to site entry:

- Are the chosen decontamination methods effective for the specific hazardous substances present?
- Do the methods themselves pose any health or safety hazards?
- What is the number and placement of decontamination stations needed?
- Is the necessary decontamination equipment available?
- Are standard operating procedures established to prevent a contamination of a clean area and to minimize worker contact with contaminants during removal of personal protective equipment?
- What are the methods for disposing of clothing and equipment that may not be completely decontaminated?
- Are decontamination activities confined to a designated area within the Contamination Reduction Zone and
- Have all personnel, clothing, equipment, and samples leaving the contaminated area of a site been decontaminated to remove any harmful chemicals or infectious organisms that may have adhered to them?

The following issues at a minimum should be considered or addressed in any submitted decontamination plan regarding decontamination methods:

- Will physical removal of contaminants occur through loosening with soap and water, or evaporation?
- Will inactivation of contaminants occur by chemical detoxification, neutralization, dissolving in solvent or removal with surfactants and
- Will a combination of both physical and chemical means by used?

The following issues at a minimum should be considered or addressed in any submitted decontamination plan regarding decontamination equipment:

- Plastic drop cloths for storing heavily contaminated equipment and outer protective clothing;
- Drums or suitably lined trash cans for storing disposable clothing and heavily contaminated PPE that must be discarded, and for storing contaminated solutions;
- Lined boxes with absorbents for rinsing off solid or liquid contaminants;
- Washing and rinsing solutions selected to reduce contamination and the hazards associated with contaminants;
- Large galvanized tubs, stock tanks, or children's wading pools to hold wash and rinse solutions. (These should be at least large enough for a worker to place both booted feet in, and should have either no drain or be connected to a collection tank or appropriate treatment system;
- Plastic sheeting, sealed pads with drains, or other appropriate methods for containing collection contaminated wash and rinse solutions spilled during decontamination;
- Long-handled, soft-bristled brushes to help wash and rinse off contaminants;
- Paper or cloth towels for drying protective clothing and equipment;
- Lockers and cabinets for storage of decontaminated clothing and equipment; and

- Shower facilities for full body wash or at a minimum, personal wash sinks (with drains connected to a collection tank or appropriate treatment system).

The following issues at a minimum should be considered or addressed in any submitted decontamination plan regarding the evaluation of the effectiveness of decontamination:

- Inspect for discolorations, stains, corrosive effects, and substances adhering to objects, which indicate surface contamination;
- Swipe testing inner and outer surfaces of protective clothing; and
- Determining permeation rates of contaminants into protective clothing.

3260 - Dispersants

In accordance with Section 311(d)(2)(G) of the Clean Water Act, the NCP requires the EPA to prepare a schedule of dispersants and other chemicals, if any, that may be used in carrying out the NCP. Dispersants authorized for use under this ACP must be listed on the NCP Product Schedule. The NCP Product Schedule can be found at: https://www.epa.gov/emergency-response/national-contingency-plan-subpart-j

The NCP permits the FOSC, with the concurrence of the USEPA representative to the RRT and, as appropriate, the concurrence of the RRT representatives for the States with jurisdiction over the navigable waters polluted or threatened by the spill, and in consultation with the DOC and DOI natural resource trustees, when practicable, to authorize the use of dispersants, surface collecting agents, and biological additives on the oil discharge, provided they are on the NCP Product Schedule. The NCP also authorizes the FOSC to use any dispersant, surface collecting agent, other chemical agent, burning agent or biological additive (including products not on the NCP Product Schedule) without obtaining the concurrence of the EPA, or the States with jurisdiction, when in the judgment of the FOSC the use of the product is necessary to prevent or substantially reduce a hazard to human life. **The NCP strictly prohibits the use of dispersants without prior FOSC authorization.**

0.1 - Dispersant Options

Dispersants are used to break up an oil slick into minute particles which are then mixed throughout the water column by natural wave/tidal action. This process requires considerable artificial agitation of the oil upon application of the dispersant to be effective.

Consistent with Section 1640.10, the pre-approval for dispersant use has been developed to facilitate the mitigation of oil spills. General dispersant planning guidelines for the Port of New York/New Jersey are outlined in the Region II Oil and Hazardous Materials Contingency Plan and the MOU concerning chemical countermeasure preauthorization of the COTP NY/NJ zones. Dispersants will be used to mitigate the impact of oil upon the ecosystem only if dispersant use is

more effective than manual mitigation and the impact of untreated oil is predicted to be worse than chemically treated oil.

Surface collecting agents

Surface collecting agents (surfactants) are used to herd/corral sheens into pockets, thereby, making the sheen more concentrated and easier to recover. This agent is best used on calm waters.

No pre-approved policy for the use of surface collecting agents has been developed. General planning guidelines for the Port of New York are outlined in the Region II Regional Response Plan. Surface collecting agents will be used to mitigate the impact of oil upon the ecosystem only if their use is more effective than manual mitigation and the impact of untreated oil is predicted to be worse than chemically treated oil. Employment will be on a case by case basis.

Prior to use of surface collecting agents in any area, the FOSC will write a quality assurance plan that will insure that responders will apply the correct amount of the agent to the oil in a timely fashion. The FOSC will submit this plan to the company contracted to apply the selected product.

Biological Additives

Biological additives are used to break down the chemical makeup of the oil into its component parts. This process can usually be used after recovery.

0.2 - Dispersant Checklists

The dispersant checklist is included in the Dispersant Worksheet. Refer to Annex H for further information.

0.3 - Preauthorized Zones

The preauthorized area includes the Ambrose Channel south of a line drawn between East Rockaway Inlet Breakwater Light and Sandy Hook Light and seaward of a line connecting the 10 meter soundings off the coasts of New Jersey and New York which is within the Captain of the Port of New York area of responsibility. This area is designated as a pre-authorized dispersant use zone. This phrase is used to denote an area that:

1. Has sufficient water depth and/or mixing energy to allow dispersed oil to be rapidly diluted to microscopic and non-tonic concentrations;
2. Has ample distance (vertical or horizontal) from sensitive areas (e.g. marine mammal rookeries, shellfish beds) that dispersant application will not cause a disturbance; and
3. Has significant likelihood that the dispersed oil will not impact sensitive area using SSC's trajectory analysis.

In accordance with the Memorandum of Understanding concerning Chemical Countermeasure Preauthorization on the COTP NY and LIS Zones, the NY/NJ FOSC Zone is subdivided into three zones:

- *Zone 1:* Advanced Approval Zone, greater than 3nm from the Territorial Sea Baseline.
- *Zone 2:* Trial Application Zone, 0.5nm to 3nm from the Territorial Sea Baseline.
- *Zone 3:* Exclusion Zone, The Hudson River, north of the George Washington Bridge.

Annex I of this plan contains the Coast Guard dispersant applicant MOA with the Director of Military Support and the USCG. This notice provides for the use of USAF resources to apply dispersant in response to an oil spill. For appropriate documentation refer to Appendix 3 of RRT II Regional Contingency Plan, for the Memorandum of Understanding on the Preauthorization for the Use of Chemical Countermeasures.

Site Profile - RRT2 Plans, Policies and Guidance - NRT

0.4 - Dispersant Response Plan Worksheet

A copy of the Dispersant Worksheet provided is located in Annex H of this plan.

0.5 - SMART Protocol

Specialized Monitoring of Applied Response Technology (SMART) establishes a monitoring system for rapid collecting and reporting of real-time, scientifically based information, in order to assist the Unified Command with decision-making during in-situ or dispersant operations. SMART relies on small, highly mobile teams that collect real-time data using portable, rugged, and easy-to use instruments during dispersant and in-situ burning operations. Data are channeled to the Unified Command to address critical questions: Are dispersants effective in dispersing the oil? Are particulate concentration trends at sensitive locations exceeding the level of concern? Having monitoring data can assist the Unified Command with decision making for dispersant and in-situ burning operations. SMART does not monitor the fate, effects, or impacts of dispersed oil.

To monitor the efficiency of dispersant application, SMART recommends three tiers:

- Tier I. A trained observer, flying over the oil slick and using photographic job aids or advanced remote sensing instrument, assesses dispersant efficacy and reports back to the Unified Command.

- Tier II. Tier II provides real-time data from the slick. A sampling team on a boat uses a fluorometer to continuously monitor for dispersed oil one

meter under the dispersant-treated slick. The team records and conveys fluorometer data to the laboratory.

- Tier III. By expanding the monitoring efforts in several ways, Tier III provides information on where the dispersed oil goes and what happens to it.

  (1) Two fluorometers are used on the same vessel to monitor two water depths;

  (2) Monitoring is conducted in the center of the treated slick at several water depths, from one to ten meters; and

  (3) A portable water laboratory provides data on water temperature, pH, conductivity, dissolved oxygen, and turbidity.

The following websites provide additional information on SMART:
http://response.restoration.noaa.gov/orr-weekly-report/march-20-2014/us-coast-guard-dispersant-monitoring.html

0.6 - Types of Equipment Required

Types of equipment required for utilizing dispersants are:

- Aerial application
  - Spray Equipped Aircraft (DC-3, DC-4, C-130);
  - Helicopters; and
  - Air tractor (Crop duster type aircraft).

- Vessel application
  - Fire monitor arrangements

3270 - In-Situ Burning (ISB)

Given the right circumstances and the necessary equipment, in-situ burning could prove an effective means of mitigating an oil spill.

Like dispersants, in-situ burning may be used to reduce the amount of free-floating oil on the water to make terrestrial contact. In addition, where shoreline or terrestrial habits are already impacted (marshes), in-situ burning may be considered as a viable oil spill response option.

0.1 - ISB Options

"In-Situ" burning has been successfully used as a viable technique for mitigating oil spills off shore and in a marsh type environment. This is especially true of areas that have mostly grassy vegetation with little or no woody vegetation. In a

grassy marshland environment, an “In-Situ” burn may produce less long-term damage to the environment than traditional mechanical cleanup methods. Within Annex J there is a copy of the ISB decision flowchart that is provided and shall be used when determining if ISB is a variable option.

0.2 - ISB Checklist

Annex K contains a copy of the ISB Unified Command Decision Verification Checklist that is provided below.

0.3 - ISB Preauthorized Zones

The FOSC is preauthorized by an MOU with the EPA to execute ISB >6nm offshore. From 3-6nm the FOSC is preauthorized to execute ISB if the current winds are blowing seaward throughout duration of burn operations. No preauthorization for ISB exists inside 3nm. ISB inside 3nm requires RRT II approval.

0.4 - ISB Types of Equipment Required

If the FOSC determines that ISB equipment is needed, the FOSC will consult with appropriate Subject Matter Experts though the RRT network to determine the requirements.

3280 - Bioremediation

Biological additives are used to break down the chemical makeup of the oil into its component parts. This process can usually be used in-situ or after recovery. It is a slow process which requires careful planning and close monitoring after application.

No pre-approved policy for the use of biological additives has been developed. General planning guidelines for the New York/New Jersey ACP are outlined in the Region II RCP. Biological additives will be used to mitigate the impact of oil upon the ecosystem only if their use is more effective than manual mitigation and the impact of untreated oil is predicted to be worse than biologically treated oil.

There are no pre-approved areas designated for the use of biological additives. Employment will be based on a case by case basis.

Prior to the use of biological additives in any area, a written quality assurance plan will be drafted and approved that will insure that the correct amount and type of additive will be applied to the oil. This plan will be submitted and adhered to by the company contracted to apply the selected product

3300 - Emergency Response

The Emergency Response Branch is responsible for overseeing and implementing emergency measures to protect life, mitigate further damage to the environment, and stabilize the situation. Refer to Sections 9100 Emergency Notification and 9200 Personnel and Services Directory for additional information.

3310 - SAR

The Search and Rescue Group is responsible for prioritization and coordination of all SAR resources directly related to the specific incident. Refer to Sections 9100 Emergency Notification and 9200 Personnel and Services Directory for additional information.

3310.1 - SAR Area Resources

A detailed list of SAR Area assets can be provided by the USCG Sector New York Command Center.

3320 - Salvage / Source Control

The Salvage Group is responsible for coordinating and directing salvage activities related to the incident. Refer to Sections 9100 Emergency Notification and 9200 Personnel and Services Directory for additional information.

When salvage operations are required the UC should activate the salvage experts listed within this plan and have them report to the command post or communicate via telephone. The primary written guide on salvage operations is the U.S. Navy Salvage Manual which is retained by Sector New York or can be accessed at *Ocean Engineering, Supervisor of Salvage and Diving (SUPSALV)*. All parties involved in a salvage response should refer to the manual for specific information relating to salvage techniques.

Salvage efforts may be divided into three phases: stabilization, re-floating, and post-re-floating.

- During the stabilization phase, salvers take steps to limit further damage to the vessel and to keep the ship from being driven harder aground or broaching. Response leaders gather information and formulate a salvage plan; the plan specifies actions to be taken during the re-floating and post-re-floating phases of the salvage.
- The re-floating phase commences when the salvage plan is executed and ends when the ship begins to move from her strand.
- During post-re-floating, the vessel is secured and delivered to the designated port facility. Please refer to Annex O, The Vessel Salvage and Lightering Guide for additional information.

Salvage should be conducted to protect or minimize damage to life, the environment, property, and/or the marine transportation infrastructure.

0.1 - Assessment and Survey

Annex O contains a copy of the Salvage Assessment and Survey Form.

SALVAGE COMPANIES/DIVERS

The following companies/organizations are available to provide salvage equipment and expertise, should the need arise. The phone numbers are not emergency numbers and are subject to change without notice.

AGENCY	ADDRESS	POC	PHONE	CAPABILITIES
Don Jon Marine Company	1250 Liberty Ave. Hillside, NJ 07205	Mr. John Witte	(908) 964-8812 (908) 353-2710 (Fax)	Salvage, Construction
Clipper Group	78 South Field Ave. Stanford, CT 06902	Mr. Ulich Penka Mr. Gary Vogel	(203) 965-7200 (203) 705-4528 (Fax)	
Weeks Marine	4 Commerce Drive Cranford, NJ 07016	Jason Marchioni	(908) 272-4010 (908) 272-4740 (Fax)	Salvage, Construction
US Navy Supervisor of Salvage (SUPSALV)	1333 Isaac Hull Ave. S.E Washington Navy Yard, DC 20376	CAPT J. R. Wilkins III	(202) 781-1731 (day) (202) 781-3889 (24hr) (202) 781-4588 (Fax)	Salvage
Gateway Terminal	New Haven, CT		(230) 467-1997	Port Operations
Gwenmore Marine	Mystic, CT		(860) 536-0281	Salvage, Construction
Island Divers	Smithtown, NY		(516) 360-1997	Survey, Diving
Marine Assist	New London, CT		(860) 442-6000	Minor Salvage
Kirby Offshore Marine	Staten Island, NY		(718) 720-7207	Salvage
US Army Corp of Engineers	NY/NJ		(978) 318-8320	Salvage, Survey
NOAA	NY/NJ		(978) 281-9300	Survey
Sea Tow	Sea Tow Service International Southold, NY	Robert Backhaus	(631) 765-3660 ext 3148 (631) 478-5247 (cell)	Salvage

After initial contact by phone it will be necessary to follow up with a message request and billing information. The U.S. Navy SUPSALV will confirm which Plain Language Addresses (PLADS) apply for all message traffic generated relative to activation and utilization of SUPSALV. Remember to include appropriate Coast Guard info addressees as well.

0.2 - Stabilization

For technical assistance during marine salvage refer to the USCG Marine Safety Center Salvage Engineering Response Team (SERT) or the US Navy Supervisory of Salvage Assistance (SUPSALV).
Marine Safety Center - SERT
Ocean Engineering, Supervisor of Salvage and Diving (SUPSALV)

0.3 - Specialized Salvage Operations

For specialized assistance during marine salvage refer to the USCG Marine Safety Center Salvage Engineering Response Team (SERT) or the US Navy Supervisory of Salvage (SUPSALV) who can provide a detailed list of specialized salvers.
Marine Safety Center - SERT
Ocean Engineering, Supervisor of Salvage and Diving (SUPSALV)

0.4 - Types of Equipment

- Navy Supervisory of Salvage Assistance (SUPSALV):

In the event that the Responsible Party does not respond to the casualty, the federal Government may respond to the salvage requirement, utilizing the services of Navy Supervisor of Salvage. However, financial responsibility remains with the responsible party. Navy Supervisor of Salvage services may be obtained by telephoning Supervisor of Salvage Operations at (703) 607-2758, after hours and weekends call the NAVSEA Duty Officer at (703) 602-7527.

SUPSALV can provide the services of Naval architects, may provide the services of naval salvage vessels, and has access to contracts that will provide the services of commercial salvers and equipment. SUPSALV developed and has available software for rapid analysis of longitudinal strength and intact/damaged stability.

- U. S. Coast Guard Marine Safety Center Support: The Marine Safety Center, Salvage Engineering Response Team (SERT) group can evaluate vessel stability, hull strength and salvage plans, and may be available for on-scene assistance. The SERT may be able to provide vessel plans if the ship is U.S. flag. The FOSC may obtain services of MSC by calling (202) 327-3985. Duty email is sert.duty@uscg.mil

- U. S. Coast Guard Atlantic Strike Team:

The Atlantic Strike Team can be on the scene quickly to provide initial response assistance with pumps, personnel, pollution control equipment, and miscellaneous salvage hardware.

0.5 - Salvage Guidelines

This section describes marine salvage. Note: The CG COTP has jurisdiction over vessel salvage situations occurring within his/her zone; this does not preclude any other agencies' interests with respect to spill response.

Vessel casualty and oil spill, or potential oil spill, may require the following responses:

- Search and rescue
- Oil spill containment/clean-up
- Fire fighting
- Vessel salvage

The first priority in a vessel casualty is the safety of the crew and any other personnel in the area. Secondary concerns are for environmental protection and vessel salvage.

Salvage is a term used to describe all services rendered to save property from marine peril. This broad definition encompasses not only actions undertaken to save a vessel or cargo, but also includes wreck removal, harbor clearance, and deep water search and recovery. Salvage includes:

- Providing firefighting assistance.
- Refloating a vessel.
- Offloading cargo or water to prevent foundering or removing sound cargo from impending peril.
- Shoring, patching and making temporary repairs to correct structural, stability, or mechanical problems.
- Rescue towing of an incapacitated vessel to a safe haven in certain circumstances to save human life or protect the environment
- Preventing pollution.

3330 - Marine Firefighting

The Fire Suppression Group is responsible for coordinating and directing all firefighting activities related to the incident. Refer to Sections 9100 Emergency Notification and 9200 Personnel and Services Directory for additional information. In addition, Section 8000 contains the Marine Fire Fighting contingency plan.

3340 - HAZMAT

The Hazardous Material Group is responsible for coordinating and directing all hazardous material activities related to the incident. Refer to Annex T for further clarification. Refer to Section 9100 Emergency Notification and 9200 Personnel and Services Directory for additional information.

Operations activities for hazardous substance, pollutant, or contaminant releases are dependent upon the manner in which they are released (i.e., explosion, train derailment,

fire, etc.) and the environment (air, water, soil) and/or structures impacted by the release. However, operations activities can be grouped into the following general steps.

- Notification;
- Evacuation/shelter-in-place;
- Communication of the hazard warning to others;
- Removal of victims to a safe area;
- Observation of signs and symptoms of casualties;
- Determination of extent of contamination;
- Establishment of hot, warm, and cold zones;
- Control of access to area;
- Determination of the contaminant/hazards involved;
- Control/stoppage of further releases;
- Initiation of emergency decontamination of casualties;
- Initiation of decontamination procedures for response personnel/equipment;
- Sampling of water/soil/air/product;
- Containment of material already released;
- Implementation of countermeasures;
- Determination of threat to human health and the environment;

0.1 - Initial Emergency Response Procedures

Before the process of planning for a hazardous substance incident response can begin, there must be a clear understanding of the types of materials that are to be covered under this plan. The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended by the Superfund Amendments and Reauthorization Act (SARA) of 1986, defines hazardous substances as "hazardous wastes" under the Resource Conservation and Recovery Act, as well as hazardous substances regulated under the Clean Air Act, Clean Water Act, and the Toxic Substances Control Act. In addition, any element, compound, mixture, solution, or substance may also be specifically designated as a "hazardous substance" under CERCLA. This definition includes numerous hazardous chemicals, as well as chemical warfare agents and radionuclides. CERCLA hazardous substances and associated Reportable Quantities are listed in 40 Code of Federal Regulations (CFR) parts 302.4. CERCLA also applies to "pollutants or contaminants" that may present an imminent or substantial danger to public health or welfare. An imminent or substantial danger to public health or welfare is caused when the pollutant or contaminant will, or may reasonably be anticipated to, cause illness, death, or deformation in any organism. Most biological warfare agents have been determined to be pollutants or contaminants under CERCLA.

Petroleum products such as diesel and gasoline are specifically excluded from CERCLA and are not considered to be "hazardous substances" under federal statute. State environmental statutes may, however, consider these materials hazardous substances. This chapter does not specifically deal with issues related to response to petroleum products.

0.2 - Evacuation Procedures

Hazardous Materials consist of a variety of different harmful properties and therefore evacuation procedures are likely to vary greatly for each. The following list of links can support the IMT in making a decision on when and who to evacuate should the incident require it.

Description	**Web Link**
NIOSH Manual of Analytical Methods	NIOSH Manual of Analytical Methods (2014-151) | NIOSH | CDC
OSHA Guidance Manual for Hazardous Waste Site Activities	AG1&2.PDF
Quick Selection Guide to Chemical Protective Clothing	Quick Selection Guide to Chemical Protective Clothing, 7th Edition | Wiley
3M Respirator Selection Guide and Odor Thresholds for respirators	psd-rsp-respirator-selection-guide.pdf
ATSDR Medical Management Guidelines for Acute Chemical Exposures: includes information on physical properties, symptoms of exposure, standards and guidelines, personal protection, decontamination, and care for first responders, pre-hospital, and hospital providers.	Medical Management Guidelines - Letter A | Toxic Substance Portal | ATSDR
Chemical Properties	**Web Link**
Chemical Hazards Response Information System	CHRIS MANUAL CIM_16465_12C.pdf
ATSDR Chemical Specific Information	Agency for Toxic Substances and Disease Registry | ATSDR
ATSDR Chemical Specific 2-Page info sheets	Agency for Toxic Substances and Disease Registry | ATSDR
NIOSH Pocket Guide to Chemical Hazards	Pocket Guide to Chemical Hazards | NIOSH | CDC
American Conference of Industrial Hygienists Threshold Limit Values and Biological Exposure Indices	TLV/BEI Guidelines - ACGIH
Wiley Guide to Chemical Incompatibilities	Wiley Guide to Chemical Incompatibilities | Wiley Online Books
Chemical Properties Handbook, Thermodynamics-Environmental Transport, Safety and Health	Chemical Properties Handbook: Physical, Thermodynamics, Engironmental Transport, Safety & Health Related Properties for Organic &

	Inorganic Chemical: Yaws, Carl .: 9781606235270: Amazon.com: Books

Related Properties for Organic and Inorganic Chemicals(not a link to the book)	Organic vs. Inorganic Compounds | Differences & Examples - Lesson | Study.com
The Merck Index	The Merck Index Online - chemicals, drugs and biologicals
Crop Protection Handbook (formerly the Farm and Chemical Handbook)	Meisterpro Crop Protection Handbook: Formerly Farm Chemicals Handbook - Meister Publishing Company - Google Books
First Responder References:	**Web Link**
Hazardous Materials Guide for First Responders	Hazardous Materials for First Responders, 6th Edition | IFSTA
CSX Corporation Transportation Emergency Response to Railroad Incidents	Emergency Responder Training and Education - CSX.com
DOT Emergency Response Guidebook	Emergency Response Guidebook (ERG) | PHMSA
DOT Emergency Response Guidebook Mobile app	ERG Mobile App | PHMSA

3340.21- Air Plume Modeling

The NRF designates the Interagency Modeling and Atmospheric Assessment Center (IMAAC) as the single federal source of airborne hazards predictions during incidents that involve multiple federal agencies. IMAAC is responsible for producing and disseminating predictions of the effects of hazardous chemical, biological, and radiological releases. IMAAC is not intended to replace or supplant dispersion modeling capabilities that federal agencies currently have in place to meet agency-specific mission requirements. Rather, it provides interagency coordination to use the most appropriate model for a particular incident and for delivery of a single federal prediction to all responders. Information on the IMAAC can be found at Interagency Modeling and Atmospheric Assessment Center | FEMA.gov

To request IMAAC support, state, local, and federal officials should contact the IMAAC Technical Operations Hub, run by the Defense Threat Reduction Agency at (703) 767-2003. The IMAAC products are available on the Homeland Security Information Network (HSIN) IMAAC page.

To open an HSIN account, contact the HSIN Helpdesk at 1-866-430-0162 (available 24/7) or send an email to HSIN.HelpDesk@hq.dhs.gov requesting an HSIN account and access to the IMAAC community of interest.

Air Plume Modeling Contact Information
National Oceanic and Atmospheric Administration (206) 526-4911

Computer-Aided Management of Emergency Operations (CAMEO)
For direct air plume modeling:
The CAMEO® Suite of applications (including CAMEO, Aerial Locations of Hazardous Atmospheres [ALOHA], and Mapping Application for Response, Planning and Local Operational Tasks [MARPLOT]) is designed to allow the user to plan for and respond to a hazardous substances incident.

CAMEO Chemicals has identification information and response recommendations for thousands of chemicals commonly transported in the United States. CAMEO is a set of blank database templates that state and local organizations can enter information for facilities that store hazardous substances. The CAMEO software suite can be downloaded for free from: CAMEO (Computer-Aided Management of Emergency Operations) | US EPA.

ALOHA can predict the movement of hazardous substances in the atmosphere and display the toxic threat zones on a digital map via MARPLOT. ALOHA can also estimate thermal and explosive threat zones of flammable chemicals. ALOHA has almost a thousand chemicals in its database. MARPLOT uses electronic maps created by the United States Bureau of the Census that cover the entire country and can be downloaded for free as part of the CAMEO software suite mentioned above.

- Transition to Long-Term Cleanup

At some point after the peak of the initial response phase, the nature of site activities may evolve into a long-term cleanup phase. The responders involved in the initial response phase may or may not be actively involved with this phase. Depending upon the scope of activities and the ability of the local responders, post-initial response and mitigation phase efforts may necessitate mobilization of additional resources. Also, it is possible that additional federal and/or state agency representatives may need to be involved with the long-term phase to ensure that regulatory mandates are followed. It is critical that the initial responders debrief the incoming clean up staff prior to demobilizing. Standard long-term cleanup actions are:

- Evaluate cleanup/decontamination options;
- Implement cleanup alternatives; and
- Perform long-term monitoring or remediation of impacted area, if necessary

- Disposal

A number of different hazardous wastes may be generated as a result of an incident. The RP or lead agency must address proper disposal of the wastes in accordance with the Resource Conservation and Recovery Act, the NCP, this ACP ,and state and local regulations. Options for disposal of materials connected to the emergency response action will be addressed by the state with support by the federal agencies for agents, substances, or radioactive materials that need special care.

0.3 - HAZMAT POC's

Section 9100 Emergency Notification and 9200 Personnel and Services Directory for additional information and county dispatch numbers.

0.4 - Types of Equipment Required

Many special teams maintain the equipment needed to properly respond to Hazardous Material Incidents, including Federal, State and Local Agencies listed above. Additionally the following can provide specialized assistance as needed:

Sampling Assistance and Resources

The following agencies can provide on-site sampling followed by laboratory analysis of hazardous substances. For each entity, we have identified their capabilities with these abbreviations: Toxic Industrial Chemicals (TIC), Chemical or Biological, Radiation, Nuclear, Explosive Warfare Agents (CBRNE).

Contractor Support

There are a number of contractors in the Northeast Area with expertise in responding to hazardous substance releases. It is essential that any contractor retained have the appropriate training to meet the Occupational Safety and Health Administration 1910.120 health and safety requirements and be capable of responding in the appropriate level of protection.

3350 - EMS

The Medical Group is responsible for coordinating and directing all emergency medical services related to the incident. Refer to Section 9100 Emergency Notification and 9200 Personnel and Services Directory for additional information.

3350.1 - Emergency Medical Services

Emergency Medical Services are provided by local Police, Fire and Medical facilities located throughout the port of NY/NJ; the USCG Sector New York Command Center can assist in contacting specific agencies.

3360 - Law Enforcement

The Law Enforcement Group is responsible for coordinating and directing all on-scene tactical or investigative law enforcement activities related to the incident, which include,

but not limited to isolating the incident, crowd control, traffic control, evacuations, beach closures, and/or perimeter security. Refer to Section 9100 Emergency Notification and 9200 Personnel and Services Directory for additional information. Overall investigative activities involving both on and off-scene activities will be coordinated using a Joint Task force methodology. Investigative activities that occur inside of the incident's exclusion or safety areas will be interfaced into the Operation Section as needed. For major incidents, this may include utilizing a Joint Field Office per the NCP.

0.1 - Perimeter / Crowd / Traffic / Breach Control

Local Law enforcement and private security can be contracted to provide perimeter, crows, traffic and breach control as need and should be coordinated through the incident LOFR.

0.2 - Safety / Security Zones

Safety and Security zones should be enforced in accordance with 33 CFR 165.

3370 - Ethanol

The following hyperlinks provide detailed guidance and examples from Massachusetts DEP and can be used when responding to an Ethanol related discharge:

- NRT Letter - Clarification on Gasoline Denatured Ethanol Discharges Dated May 22,2012 https://cgportal2.uscg.mil/units/cgmer/mer3/Shared%20Documents/National%20Response%20Team%0(Sam%20McIntyre)/RRT%20Correspondendence/NRT%20Letter%20%20Clarification%20on%20Gasoline%20Denatured%20Ethanol%20Discharges.pdf

- MassDEP Large Volume Ethanol Spills – Environmental Impacts and Response Options Large Volume Ethanol Spills – Environmental Impacts and Response Options

- MassDEP Ethanol Incident Planning Template Ethanol Incident Response Plan | Mass.gov

3400 - Air Operations

The Air Operations Branch Director is responsible for preparing and implementing the air operations portion of the Incident Action Plan, providing logistical support to the aircraft operating on the incident, and all aspects of incident aircraft including tactical operations of the aircraft. The primary responsibilities of the AOBD are outlined in the Coast Guard Incident Management Handbook and include:

- Request declaration or cancellation of restricted air space area:

- [Link to Temporary Flight Restriction Section 9747]
- Providing enforcement of safety regulations
- Establishes Air Traffic Control procedures between helibases and helispots and the Air Tactical Group Supervisor, Helicopter Coordinator, and Fixed Wing Coordinator, if activated. Coordinates over flights with the closest Air Traffic Control Facility (ATCF), if needed.
- Checks Notice to Airmen (NOTAMs) and Temporary Flight Restrictions
- (TFRs) each day prior to over flights.
- NOTAMs:
    - https://pilotweb.nas.faa.gov/distribution/atcscc.html or,
    - view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.faa.gov%2Fuas%2Fresearch_development%2Ftraffic_management%2FNTAP-Service-Evaluation-Matrix-Template.docx&wdOrigin=BROWSELINK, or by calling Flight Service at 1-800-WX- BRIEF

- TFRs: Identify processes for set-up and enforcement
    - http://tfr.faa.gov/tfr/jsp/list.jsp
- Checks with the Wildlife Branch Director to determine if there are wildlife areas sensitive to aircraft activity (bird nesting areas, etc.).
- Schedule approved flights of non-incident aircraft into the Incident Area
- Evaluate requests for non-tactical use of aircraft:
    - VIP/media flights
    - Logistics support
    - Reconnaissance/Situation Assessment
    - Damage assessment
- Documents and reports any violation(s) of non-incident aircraft in the incident area.

3410 - Air Tactical

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

0.1 - Aerial Surveillance

Air assets are essential to developing an accurate response strategy. Over flights shall be conducted regularly to ensure response assets are recovering oil from the best possible locations. The use of Federal, State, Local and Commercial assets is common during an incident, When operating multiple air assets in the same area it is recommended to establish an Air operations branch to effective mitigate potential hazards and duplication of efforts. When selecting aircraft ensure that the platform is capable of performing the mission. Ensuring aircraft can communicate with on water recovery assets is essential to effective mitigation of observed oils or Hazardous Materials. In most instances it is recommended that the flight have a qualified Arial Observer on-board to document the leading and trailing edges of the oil, boom failures, as well as any sensitive site impacts.

0.2 - Aerial Dispersant Application

All Aerial dispersant application shall be performed in accordance with Appendix 3 of RRT II Regional Contingency Plan, for the Memorandum of Understanding on the Preauthorization for the Use of Chemical Countermeasures.
R2 Regional Contingency Plan Revised May 2024.pdf

0.3 - Procedures for Temporary Flight Restrictions (TFR) IMT's seeking to establish a TFR shall contact the Sector New York Command Center after receiving approval from the Incident/Unified Command

0.4 - Permanent Area Restrictions

For permanent area restrictions contact FAA.

3420 - Air Support

The Air Support Group Supervisor is responsible for supporting and managing helibase and helispot operations and maintaining liaison with fixed wing air bases.

0.1 - Airports / Heliports

Airports, heliports and aircraft rental:

- ***Airports New York***
  - Kennedy International Airport, JFK Police (JFK) Queens, NY — (718) 244-4335
  - LaGuardia Airport, (LGA) Port Authority Operations Flushing, NY 11371 — (718) 533-3700
  - Stewart Air National Guard Newburgh, NY — (845) 563-2286 (CMD Post) (845) 563-2235(OPS) (845) 563-2000 (Day)
  - Stewart International Airport New Windsor, NY — (845) 567-1562
  - Francis S. Gabresky Airport Suffolk County, Long Island, NY — (516) 288-5410
  - Westchester County Airport Westchester County, NY — (914) 995-4860

- ***Airports New Jersey***
  - Joint Base McGuire-Dix-Lakehurst (732) 323-2245/4940 (Air Dept)
    Lakehurst, NJ (732) 323-2011 (Switchboard)

  - Linden Airport (908) 862-5557
    Linden, NJ
    http://www.airnav.com/airport/LDJ

  - McGuire Air Force Base (609) 754-2526 (Air Dept)
    Burlington County, NJ (609) 754-1100 (Switchboard)

  - Newark International Airport,
    Port Authority PD (973) 961-6230
    (EWR) Newark, NJ

  - Teterboro Airport (201) 288-1775
    Bergen County, NJ

- ***Heliports New York***
  - Downtown Manhattan Heliport (212) 248-7240/ 7241
    6 E. River Dr.
    NY, NY 10002

  - Albany International Airport (518) 242-2300 (Ops Dept)
    Albany, NY

  - State Police Emergency (518) 457-6811
    Designated Areas Albany, NY

  - Coast Guard ANT Saugerties (845) 246-7612

- ***Heliports New Jersey***
  - Conoco Phillips Bayway Refinery (908)523-5000
    Linden, N.J. (908) 523-5610 (Fax)

This list is also under section 5220.7 of this document

0.2 - Helospots

Sector New York Command Center can obtain a list of approved Helospots via the FAA.

0.3 - List of Certified Helo's / Aircraft Providers

Local response contractors can provide a list of certified helicopter and aircraft providers throughout the port. Request for assets should be made via the ICS 213rr following the resource request process.

0.4 - Fuel / Maintenance Sources

Local fuel contractors can provide a list of certified helicopter and aircraft providers throughout the port. Request for assets should be made via the ICS 213rr following the resource request process.

0.5 - Air Traffic Control Procedures

For Air Traffic Control Procedures contact FAA.

3500 - Staging Areas

Environmental, cultural, and historical sensitive areas should be considered when selecting staging areas. All effort should be taken to minimize the impact on these areas.
For additional useful information see the USCG Operations Section chief Job Aid located under the Library Incident Command System Job Aid Tab. Missions

3510 - Pre-identified Staging Areas

For areas covered by Sensitive Area Summaries, potential staging areas are identified on the summaries in Annex G. See Section 5220.5 for additional Staging Areas.

3520 - Security

Security needs for a staging area can be provided using local/state law enforcement personnel, a designated security staff from response personnel/agencies or contract security from private companies. Refer to steps outlined in Section 5220.6. A listing of local law enforcement resources is provided in Sections 9220.5 and 9230.4.

3600 - Wildlife

The FOSC is responsible for: minimizing wildlife losses during spill responses, coordinating early ground and aerial reconnaissance of wildlife at the spill site, employing wildlife hazing measures per the IAP, and recovering and rehabilitating impacted wildlife. Rehabilitation activities shall be coordinated through the Unified Command (UC). The State and Federal OSC working with the responsible party (if applicable) will provide guidance to the Operations section to ensure that all wildlife concerns of the public and appropriate trustees are addressed. Early initiation of wildlife rehabilitation activities within the Operations section will ensure adequate mobilization of staff, equipment and other applicable resources. The Wildlife Operations branch will be responsible for providing licensed, experienced rehabilitation personnel to coordinate and supervise all collection and rehabilitation activities. Untrained volunteers shall be trained and supervised by licensed rehabilitation personnel on the proper handling of wildlife as well as safety training including the use of personal protective equipment. Refer to Section 9100 Emergency Notification, 9730 Geographic Response Plans and Annex G for additional information.

3610 – Fish and Wildlife Protection Options

3620 - Recovery

The Wildlife Recovery Group is responsible for coordinating the search for collection and field tagging of dead and live impacted wildlife and transporting them to the processing center. The assistance of USDA APHIS Wildlife service's may be secured for carcass collection, bird recovery and hazing of birds away from contaminated areas, as part of the Wildlife Recovery Group, in cooperation with the USFWS and State wildlife management agencies.

– Wildlife Recovery Operations / Procedures

Currently under revision

– Recovery Processing

Currently under revision

– Carcass Retrieval and Processing

Currently under revision

3630 - Rehab

The Wildlife Rehabilitation Center is responsible for receiving oiled wildlife at the processing center, recording essential information, collecting necessary samples, and conducting triage, stabilization, treatment, transport and rehabilitation of oiled animals requiring extended care and treatment. A list of available Wildlife Rehabilitation groups is located in Section 9240.5.

0.1 - Wildlife Rehab Operations

Currently under revision

0.2 - Rehab Facilities

Currently under revision

0.3 - Rehab Procedures

Currently under revision

3700 - Reserved

3800 - Reserved

3900 - Reserved for Area / District

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Section 4000

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4000 - Planning

Planning is responsible for the collection, evaluation and dissemination of tactical information related to the incident, and for the preparation and documentation of action plans. The planning section shifts the operation from a reactive response to a proactive operation. This section also maintains information on the current and forecasted situation, and on the status of resources assigned to the incident, including the Situation, Resources, Documentation, Environmental, and Demobilization Units, as well as Technical Specialists. Listing of providers is for informational purposes only and does not imply endorsement by the Federal Government, the Committee or the U. S. Coast Guard.

4100 - Planning Section Organization

The Planning Section Units are shown in Figure 4-1. The Planning Section may grow or shrink dependent upon the incident. Roles and responsibilities of the planning section can be found in the Incident Management Handbook or ICS Job Aids. For additional useful information see the USCG Planning Section Chief (PSC) Job Aid located under the Library Incident Command System Job Aid Tab. Missions

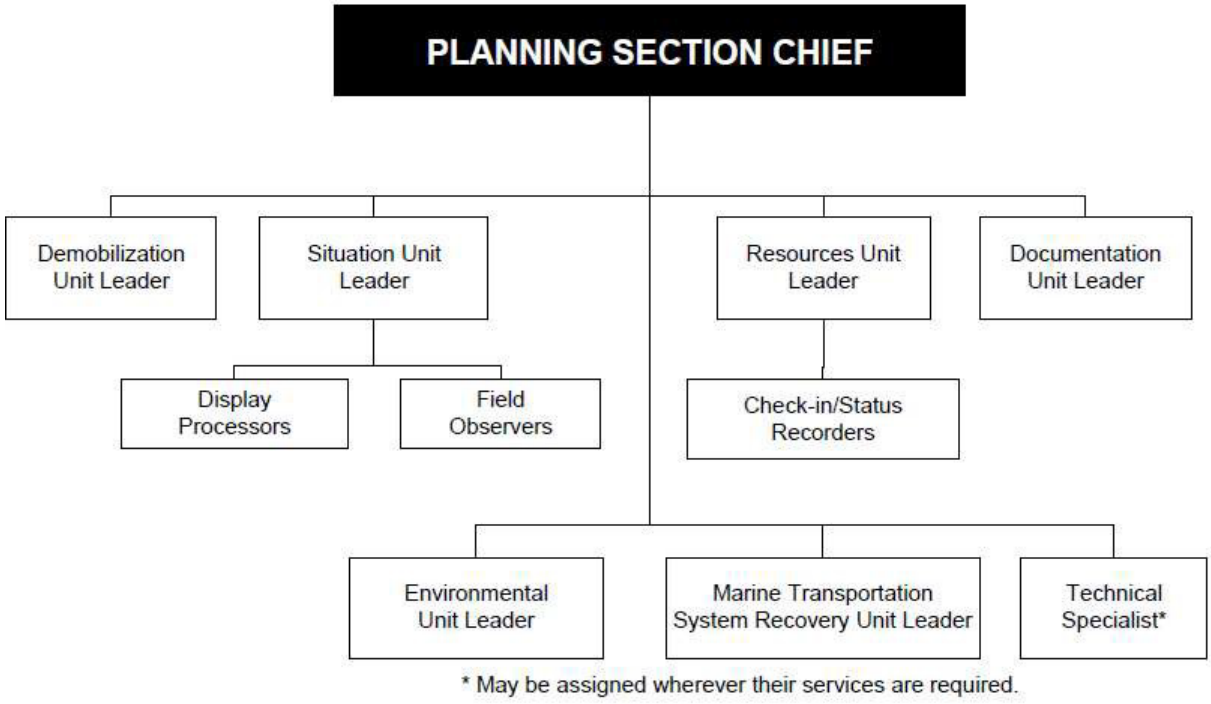

Figure 4-1: Planning Section Organization Chart

4110 - Planning Section Planning Cycle Guide (Planning "P")

The planning cycle for the Unified Command & Command Staff and its subordinate units is located in the Incident Management Handbook, Chapter 3-1. The most common operational periods are 12 or 24-hours.

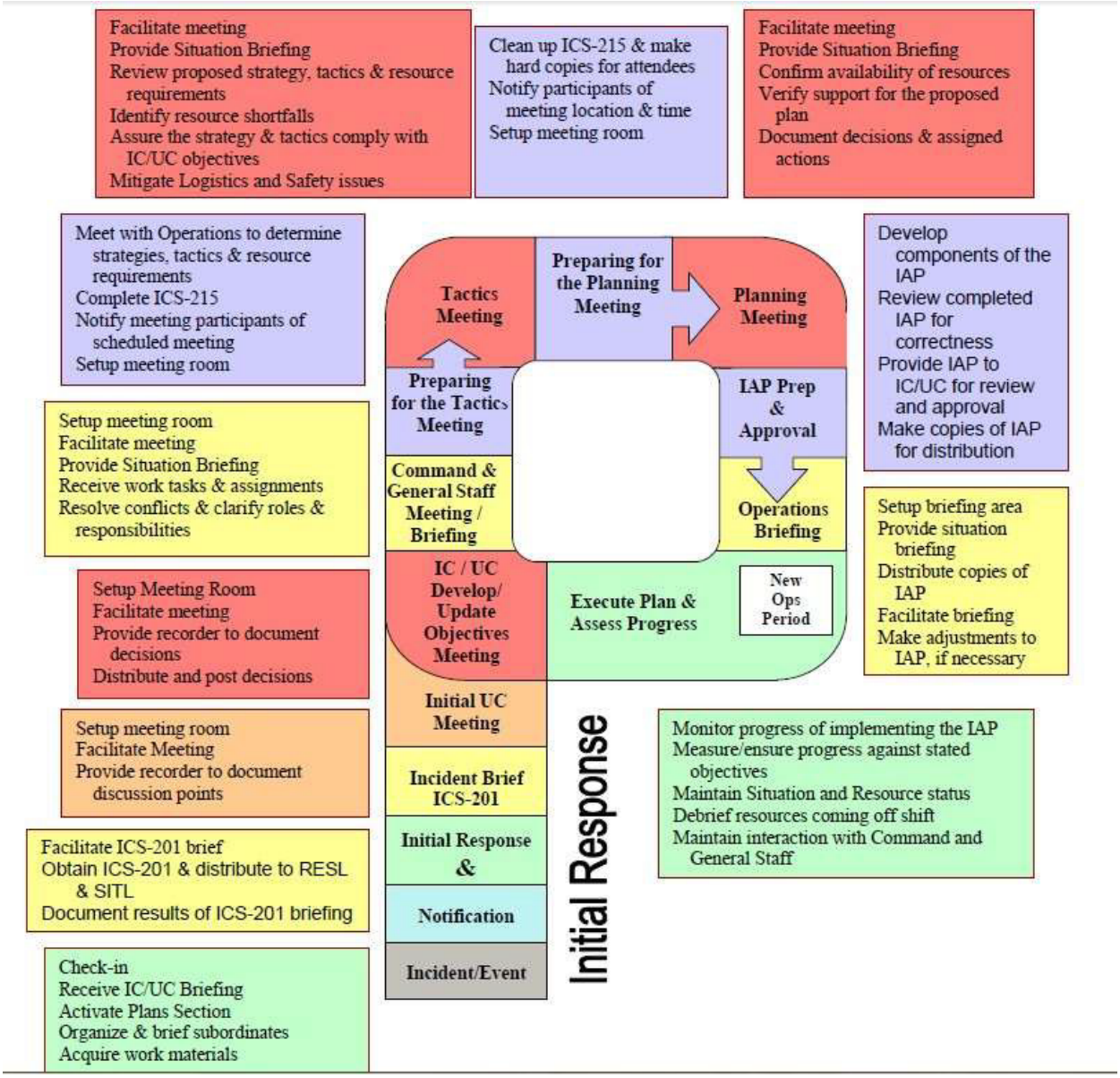

Figure 4-2: Planning "P" with corresponding Planning Section Responsibilities

4120 - Planning Section Chief

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

The Planning Section Chief is responsible for:

- Providing current, accurate situation display and concise briefings in support of meeting schedule and Unified Command expectations
- Accurately tracking all resources through the use of T-cards or other resource tracking systems and aggressive, pro-active field observers.
- Establishing and maintaining site control through use of check in locations/recorders.
- Facilitating the Planning Process by conducting timely meetings in accordance with the meeting schedule and working closely with Ops Section Chief, Logistics Section Chief, and Command Staff.
- Determine the meeting schedule based on the operational period
- Ensuring thorough documentation of all key decisions and incident related documents.
- Establishing and maintaining an 'open action' list of issues that must be accomplished.
- Ensure that each issue on the list is assigned to the appropriate ICS command element (i.e. Operations Section) for completion.
- Ensuring a complete and thorough Incident Action Plan is delivered in support of the operations.
- Utilizing technical specialists in coordination with Operations to provide critical information to develop specialized operations and planning efforts to support incident operations. Example of technical support includes: salvage plans, environmental impact statements, hazmat modeling, oil spill trajectories, and intelligence efforts etc.
- If an Area Command or Joint Field Office is established, ensure close coordination. Consult the guidance outlined in the Area Command and Joint Field Office sections (chapters 14 and 15) of the IMH.

Actions to take upon arriving at the incident command post:

- Get a situational brief from the Incident Command/Unified Command to collect information for the Resources and Situation Units (request a copy of the ICS-201, Incident Briefing Form). At a minimum the briefing should include:
- Information on committed resources
- Resources ordered
- Incident situation
- Current and predicted weather
- A predication on the course of events
- Build the planning organization and order staff
- Consider need for a Planning Deputy
- Brief incoming personnel
- Brief staff on your expectations
- Start a formal documentation process
- Determine need to assign a documentation specialist to the Unified Command (UC) to document UC decisions and directions

- Start an ICS-214, Unit Log

4130 - Operational Period

The operational period is the interval of time scheduled for the performance of a set of operation actions specified in the Incident Action Plan. After the initial response to an incident, when working through the planning process, the development of the Incident Action Plan is for the next operational period (during 1st operational period plan for 2nd, during 2nd operational period plan for 3rd, etc.). The operational period is determined through the tempo of the response, typically 12 or 24 hours, however the time may be extended to better suit a decrease in operations.

4200 - Situation

The Situation Unit is the core for information management, which may include both unclassified and classified information. This unit is responsible for collecting, processing, organizing and disseminating incident information relating to status of current operations, incident growth, mitigation, or intelligence activities taking place on the incident. The information presented by the Situation Unit helps the IC/UC develop or alter achievable objectives.

Situation Unit Leader (SITL)

The SITL is responsible for collecting and organizing current incident information, briefing Field Observers (FOBS) on expectations of on scene incident information gathering and reporting procedures, and preparing an incident map for the Incident Action Plan. Before deploying FOBS ensure that Operations Section has been briefed on FOB activities, also develop a list of information to be gathered, and outfit with proper PPE. The SITL is must also maintain a Unit Log (ICS 214), and the preparation of the Incident Status Summary (ICS 209).

Display Processor (DPRO)

The DPRO is responsible creating and maintaining the Incident Situation Display. It should be displayed in a highly visible and easily accessible location, in close proximity to the Planning and Operations Sections.

The following items, at a minimum, should be placed on the situation display:

- Incident objectives
- Incident status summary
- Current situation
- Master map
- Location of oil/incident
- Oil trajectory
- Spill resources deployed
- Locations of sensitive/priority areas to be protected
- Weather, Tide, Current Forecasts
- Meeting schedule

4200.21 - Environmental Response Management Application (ERMA)

The FOSC currently accepts ERMA as the most advantageous Common Operational Picture (COP).

As described on NOAA.gov, ERMA® is an online mapping tool that integrates both static and real-time data, such as Environmental Sensitivity Index (ESI) Maps and Data | response.restoration.noaa.gov, ship locations, weather, and ocean currents, in a centralized, easy-to-use format for environmental responders and decision makers.

ERMA enables a user to quickly and securely upload, manipulate, export, and display spatial data in a Geographic Information System (GIS) map. For more information review: http://response.restoration.noaa.gov/maps-and-spatial-data/environmental-response-management-application-erma.

4200.3 - Field Observers (FOBS)

FOBS collect on site situational information of the incident. FOBS shall be knowledgeable of the type of incident they are collecting information for and will coordinate field activities with the Operations Section Chief prior to departure. Ensure field reporting procedures and times have been established with the SITL. Maintain a Unit Log (ICS 214) for physical documentation.

4210 - Chart / Map of Area

http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml

4220 - Weather / Tides / Currents (Seasonal Patterns)

NY Harbor
http://tidesandcurrents.noaa.gov/map/
http://tidesandcurrents.noaa.gov/ports/index.html?port=ny

Albany
http://tidesandcurrents.noaa.gov/noaatidepredictions/NOAATidesFacade.jsp?Stationid=8518995

4230 - Situation Unit Displays

For useful information on Situation Unit displays see the USCG Situation Unit Leader (SITL) Job Aid located under the Library Incident Command System Job Aid Tab. Area Committee-Port of NY,NJ and Port of Albany - Home

4240 - On-Scene Command and Control

BACKGROUND - The On-Scene Command and Control (OSC2) system is the hub of GM's overarching Command, Control, Communication, Computers & Information (C4I) initiative. Although designed for oil and hazardous substance response, the system will be capable of being utilized any multi-agency, Incident Command System (ICS)-based response to a natural or man-made disaster.

OSC2 will support and complement the Incident Command System, serving as the platform for the integration, display, and redistribution of real-time, or near real-time, response and planning information for use by the Unified Command and the Planning and Operations sections of the ICS.

The Coast Guard Standard Workstation III suite of software will be utilized to the maximum extent possible, with architecture that is compatible with commercial and government off-the-shelf applications and technology.

The Coast Guard Office of Response and the Research and Development Center, working jointly with the Army Corps of Engineers (ACOE), initiated the project in late 1995. Applied Science Associates Inc. is the prototype contractor.

Although ACOE involvement ended in 1997, development continued and the prototype was delivered in February 1998. Members from the Strike Teams and the NSFCC have participated in the design and evaluation. COMPONENTS - include the following functions:

- Electronic ICS Forms - A Microsoft Access relational database processes information among the 30-plus standardized forms used by the ICS. Response personnel will enter information once and it will automatically "map" to other forms that use the information. This will facilitate the creation of the Incident Action Plan, Situation Display and other reports.

- Situation Display - Large-screen display will be generated with a Geographic Information System (GIS). This GIS will be capable of importing commercial-off the-shelf nautical charts, digital maps, and other government or industry-produced geo-referenced data and contingency plan information. There will be graphical display and linkages to the ICS-managed resources. An oil spill trajectory model will be a key component of the Situation Display.

- Information Dissemination – A web-based Intranet will be linked to the network in order to disseminate completed ICS forms and situational display information to all members of the Unified Command. This Intranet will have the capability to be accessed from outside the Command Post; either through controlled access for other unit, District or HQ use or, if desired, access via the Internet.

FUTURE CAPABILITIES - The subsequent phases of development will include increased ICS support, a wireless LAN, and enhanced situational display, along with the following features currently under consideration: real-time tracking/display of response

resources using GPS transponders; real-time downlinking of still and video imagery from remote sites or overflights; real-time downlinking of images from sensors; e.g. hand held and forward looking infrared, side-looking airborne radar (SLAR) and other sensors under development; tracking response resources and personnel using bar codes; and cost documentation and fund ceiling management with LUFS or CG SWIII equivalent.

The final repository for the production version of OSC2 will most likely be the Incident Response and Planning module of the Marine Safety Network.
http://www.uscg.mil/hq/gm/mor/articles/osc2.htm

4250 - Required Operational Reports

4250.1 - ICS - 209

The Incident Status Summary (ICS - 209) is used by Situation Unit personnel for posting information on status boards and provided to Command Staff members, giving them basic information for planning for the next operational period. The form provides information to the Information Officer for preparing news media releases and summarizes incident information for local and off-site coordination centers.

4250.2 - SITREPS/POLREPS

Throughout significant incidents, a detailed chronicle of events and response activities is maintained by the FOSC, some of which is included in SITREP/POLREPS (Annex M). The FOSC will send reports to involved federal, state, and local government agencies via email and/or Coast Guard Command and Control Official Information Exchange (C2OIX) in the cleanup efforts or that have a vested interest in the spill.

SITREP/POLREPS are written as events change that warrant advisement, but tend to be sent daily during ongoing significant events. At the conclusion of an incident, the spill response procedures and diagrams, SITREP/POLREPS, lessons learned, etc., may be summarized in an FOSC Report, as requested by the NRT or RRT. These reports have typically been reserved to document major incidents.

4300 - Resources Unit

The Resources Unit is responsible for maintaining the status of all resources dedicated to an incident. This is achieved through the development and maintenance of a master list of all resources. The effectiveness and efficiency of the response is directly impacted by the how well the Resources Unit performs. The Resources Unit is also responsible for creating and maintaining the Organization Assignments List (ICS 203) and participates in the creation of the Assignment List (ICS 204), which are integral to completing the Incident Action Plan. The Demobilization Unit and Resources Unit work closely together to ensure a smooth and accurate demobilization process. A detailed database of response equipment located throughout the NY/NJ AOR can be accessed via the National Strike Force Coordination Center website at:

Equipment shortages in the NY/NJ region are rare and in the event of an incident, initial resources will be adequately available. In the event of a shortage, resources could be ordered by the IMT, and arrive into the area within a 24-48 hour period.

Resources Unit Leader (RESL)

The Resources Unit Leader (RESL) position is perhaps the most challenging position with the ICS organization. The RESL is responsible for maintaining the check-in, and tracking the current status (assigned, available, out of service) and location of all resources (primary and support) at an incident. To accomplish their responsibilities the RESL is reliant on everyone else involved in the response to support their resource tracking needs, however, the most critical relationship is between the RESL and the Operations Section Chief.

Check-In/Status Recorder (SCKN)

Personnel and equipment arriving at the incident shall report to the Check In/Status Recorder (SCKN) at various incident locations (e.g., staging areas, base camps, helibases, and ICP). SCKN of these locations shall record the information on the Check-In Form (ICS 211) and give it to the Resource Unit as soon as possible.

4310 - Resource Management Procedures

The Resource Status Display is a visual identifier of all dedicated resources of an incident. The display can be digital or make use of T –Cards and should be separated by General Staff Sections and then by subsequent units, grouping resources assigned to each section. The naming on each header card is derived from the name of each unit identified by its respective Section Chief.

0.1 - Check-In Procedures

A Check-in Recorder will be assigned to the prescribed check-in locations. The documentation of the resource check-in may be done on a Check-in List (ICS-211). Information to be collected by the Check-in Recorder is used for tracking, resource management, and financial purposes and includes:

- Date/Time of check-in
- Name of resource
- Home base
- Departure point
- Order number and position filled (for personnel)
- Crew Leader and personnel manifest (for crews)
- Other qualifications
- Travel method

Check-in of resources can be done at designated locations prescribed by the Resources Unit.
These locations may be:

- Incident Base
- Camp

- Staging Area
- Resources Unit at the ICP
- Helibase

4320 – Volunteers

According to 31U.S.C. 1342 and 10 U.S.C. 1588, CG FOSCs have the authority to use volunteers during emergency response operations. Procedures that allow for the use of these volunteers in such areas as beach surveillance, logistical support, and bird and wildlife treatment are required by 40 CFR 300.185(c). Normally, volunteers should not be used for physical removal of pollutants. Volunteers shall be permitted at on-scene operations only at the approval of the Unified Command.

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.

4320.1 – Assistance Options

- ICS

Volunteers like all tactical resources and personnel, shall check in to the incident on a Check-in List (ICS-211), and be tracked by the RESL (ICS-219). The Volunteer Coordinator, Unit Leader or Officer\ will coordinate closely with the JIC and the Liaison Officer (LOFR). The LOFR will likely be the first person to receive reports of volunteer interest, and should recommend the establishment of a Volunteer Coordinator. Additional information for volunteer coordination and management is included in the Incident Management Handbook.

- Liability

Often when affiliated volunteers are used, the volunteers are covered under the affiliated organization's liability coverage. If a unilateral CG decision is made to use affiliated or unaffiliated volunteers, the responsible party generally has no regulator obligation to provide support or management resources.

If a volunteer is injured during a response, notify the SOFR and the person's supervisor. The volunteer should seek immediate medical assistance and provide personal health care insurance information to medical providers. The volunteer should contact the State Department of Labor for an assessment of workman's compensation benefits eligibility.

New York and New Jersey state workers compensation board information can be found at: http://www.dol.gov/owcp/dfec/regs/compliance/wc.htm.

Careful consideration should be given to assigning tasks to unaffiliated volunteers.

The OSLTF is available up to $50M dollars annually for federal response costs under the Clean Water Act. The OSLTF may be used to pay for volunteer expenses consistent with this authority. FOSC's should communicate with COMDT (CG-533) and the National Pollution Funds Center when dealing with issues regarding funding for volunteers.

Volunteers working in support of a federal natural resource agency must complete a Volunteer Services Agreement for Natural Resource Agencies (Form OF301a). This form will serve as legal documentation authorizing the volunteer to perform duties as identified, and as Benefits and Protection/Risk Management documentation for the purpose of (1) compensation for work-related injuries (see 5 USC 8101(1)(B) and 16 USC 18i(c)); (2) immunity from liability pursuant to the Federal Tort Claims Act (see 28 USC 2671 and 16 USC 18i(b)); and (3) claims for damage to or loss of personal property incident to service (see 31 USC 3721 and 16 USC 18i(d)).

- Affiliated Volunteer Organization (AVO) Resources and Capabilities

Volunteers may be used for an oil spill on a case-by-case basis under the sponsorship of recognized and reputable local organizations such as those listed below or under the discretion of the Unified Command (UC). Any individual contacting the UC concerning volunteer activities shall be referred to the volunteer coordinator. All volunteer activity shall be coordinated through the volunteer coordinator, who will make recommendations to the Federal On-Scene Coordinator/State On-Scene Coordinator (FOSC/SOSC) concerning volunteer assistance. Sponsoring organizations will be responsible for providing proof to the FOSC/SOSC that any necessary federal or state permits have been issued before the FOSC/SOSC will consider any of their requests.

Federal and State agencies will not assume liability for any volunteers traveling to or from or while engaged in an assignment under the direction of the UC.
If volunteers are being utilized for pre-impact beach cleanup it is particularly important that they avoid any drug paraphernalia, medical waste or potential biological and ecological hazards. All collection bags must be securely fastened and placed in one location for subsequent removal to an approved disposal area.

The Unified Command (UC) 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 from the environment. 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. Volunteers report to and are the responsibility of the responsible party (RP). If there is no RP identified, the volunteers report to and are the responsibility of the UC.
Persons not affiliated with specific organizations that have volunteered their services will be assigned to other volunteer organizations wherever possible. The NY/NJ Area Committee will include local AVOs that could coordinate the efforts of individuals. The Corporation for National and Community Service (CNCS), a government run and government supported organization, can support the management of volunteers if there are insufficient resources to handle the volume of unaffiliated or convergent volunteers (above and beyond the capacity as outlined in the ACP). CNCS website: http://www.nationalservice.gov/

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.

If the FOSC approves the use of volunteers, the responsible party or FOSC shall:

1. Establish and make known a phone number to be used for managing incoming requests to volunteer.

2. Designate an individual to act as the Volunteer Coordinator.

    a. When an oil spill has the potential to affect National Park Service (NPS) property, the NPS shall designate a Volunteer Coordinator to ensure the management of NPS volunteers is consistent with the Volunteers in Parks Act of 1969 and Director's Order.

    b. A NPS volunteer is any individual or group who receives no salary for work, on or off-site, that benefits the National Park Service.

3. Provide FOSC with a written plan detailing the work environments in which the uncompensated workers will be working and position descriptions with the volunteer duties clearly specified and described.

Below is the State Volunteer Coordinator POC information for New York and New Jersey:

New Jersey Commission on National and Community Service and Governor's Office of Volunteerism
33 W State St 4th Floor - PO Box 456
Contact: Rowena Madden
Executive Director
Phone: 609-633-9627
Fax: 609-6337141
Email: **rowena.madden@sos.nj.ugov**
Website: **www.volunteerism.nj.gov**

New York State Division of Homeland Security & Environmental Services
1220 Washington Avenue, Building 7A
Albany, NY 12242

Contact: Jamie Marcella
Volunteer Coordinator
Phone: 518-292-2895
Email: jamie.marcella@dhses.ny.gov
Website: **www.dhses.ny.gov**

4. A summary of the MOU that exists between the U.C. Coast Guard, the EPA, and the Corporation for National and Community Service (CNSC) can be found in section 9510.18 of the document. The contact information is listed below:

NCCC Deputy Director for Projects and Partnerships
250 E Street, SW
Washington DC 20525
Jennifer Murphy
jmurphy@cns.gov
(202)-606-3906

0.2 - Assignment

Included below are assignments/tasks that may be performed by volunteers, depending on level of training.

Volunteer Assignment Options Checklist:

- Logistics Unit
- Inventory Control
- Procurement
- Distribution of Personal Protective Equipment (PPE), Equipment, Supplies

- Construction of temporary Support Structures
- Phone Answering, Dispatching, Messaging

- Transportation Unit
- Carpools
- Trucking
- Scheduling
- Dispatching
- Food Preparation and Distribution Unit
- Cooking
- Serving
- Cleaning Up
- Stocking
- Deliveries
- Medical Assistance Unit
- Inventory and Delivery of Medical Supplies
- Transporting Sick or Injured Personnel - Non-Emergency Situations ONLY
- Shoreline Assessment Support Unit
- Clean Up of Non-Oiled Debris and Materials Prior to Oil Impact ONLY
- Beach Patrol/Wildlife Notification
- Personnel Services Unit
- Accommodation/Lodging Attendant
- Laundry Services
- Message Center Clerk or Runner
- Public Information Unit
- Escorting Media or Visitors in Non-Hazardous Areas ONLY
- Media or Visitor Registration, Credentialing
- Volunteer Registration, Scheduling, Coordination
- Phone Answering, Messaging, Routing
- Photocopying, Filing, Clerical Support
- Media Monitoring, Recording, Web Searches
- Community Door-to-Door Distribution
- Language Translation, Interpretation

Bird and Wildlife Treatment by Volunteers

Due to the fact that the handling of wildlife involves specialized training in order to minimize the possibility of injury, all volunteers assisting with wildlife capture and rehabilitation must attend additional training beyond that required by OSHA. The recruitment and deployment of volunteers for wildlife recovery/rehabilitation will be directed by the Wildlife Branch Chief in consultation with the Qualified Wildlife Rehabilitation (QWR) individual. The Joint Information Center (JIC) will make reasonable efforts to notify the public not to attempt individual capture of oiled wildlife and provide contact information for the wildlife volunteer coordinator.

Beach Surveillance and Logistics Support by Volunteers.
Two valuable uses of volunteers are beach surveillance and logistics support. Volunteers can identify wildlife and bird nesting areas before they are impacted and notify Wildlife Branch Chief. Logistical support may include, but not limited to: posting signs and handing out information to the public, directing traffic, restocking of equipment and supplies prior to deployment. Volunteers desiring to assist in these efforts will be permitted to do so at the discretion of the FOSC.

Pre-Impact Beach Cleanup.
Upon receiving initial safety training, volunteers can be used for pre-landfall beach clean-up. Efforts to remove driftwood, dry grasses, seaweed, and debris from areas of the shoreline expected to be impacted will mitigate the amount of oil soaked hazardous waste will allow a more efficient shoreline clean-up.

Other Assignments.
1. Operating phone networks designed to address public input and concern.
2. Helping to mobilize and inventory equipment (prior to use).
3. Beach patrol (to identify equipment needs) and reconnaissance of non-impacted areas.
4. Operation and construction of first aid and refreshment stations for workers.
5. Assist QWR personnel as specified by the UC.

– Coordination

The **Volunteer Coordinator** plays a critical role in the Unified Command's outreach to the public. Following is a list of activities that the Volunteer Coordinator should use in order to coordinate work assignments with volunteer organizations: assisting in support activities, establishing and maintaining a dedicated volunteer phone line and answering machine to handle inquiries, ensuring convergent volunteers (individuals from the general public who spontaneously appear to participate in cleanup efforts) are documented and directed to one of the volunteer organizations, ensuring volunteer support organizations have volunteers complete and submit the following documents to the Volunteer Coordinator:

- Volunteer Contact Information & Experience Form
- Document level of training, support, and oversight provided by volunteer organizations. Refer to Volunteer Training Requirement Section 4320.4.
- Supply the training documentation from volunteer organizations to the Unified Command
- Ensure volunteer organizations maintain records of volunteer hours
- Ensure volunteers meet the following criteria:
- Volunteers need to be at least 18 years of age;
- Be in good health;
- Obtain a current tetanus inoculation if working in the field or with wildlife;
- Do not have immune-compromising illnesses if working with wildlife;

- Have a current driver's license, registration and proof of insurance if transporting wildlife or personnel in one's personal vehicle;
- Document activities on an ICS 214, Unit Log;
- Ensure any specific documentation required by federal, state, and/or local agencies regarding volunteers is complete and provided to that agency.

0.4 - Training

- Health and Safety Training Standards

The minimum training required for volunteers involved in removal operations should be consistent with the Hazardous Waste Operations and Emergency Response (HAZWOPER) standards set forth by 29CFR1910.120 (q). NY and NJ have federally approved state plans outlining health, safety, and training requirements based on HAZWOPER standards. These State Plans and their volunteer safety training standards shall have precedence since these plans are approved by the US Occupational Safety and Health Administration (OSHA). To access both the NY and NJ State Plans go to: http://www.osha.gov/dcsp/osp/

- Safe Use of Volunteers

Appropriate training shall be provided to volunteers prior to participation in spill response operations based on assigned tasks. 40 CFR 300 discourages volunteer participation in physical removal activities and limits them to non-hazardous tasks due to the extensive medical surveillance, training, and equipment required to participate in physical removal activities.

Although volunteers are not employees of the Volunteers Organization, they will be considered workers and will be required to complete or possess required hazardous substances, safety, and health hazard training 29 CFR 1910.120(e) if participating in hazardous operations. Volunteers must observe the same safety precautions and use the same safety equipment as paid employees. If placed in a work environment with occupational hazards, personal protective equipment must be provided at no cost to the volunteer. Volunteers are not required to perform work for which he/she is not qualified, has not been adequately trained, does not feel comfortable doing, does not willingly agree to do, or is not part of his/her job description.

Volunteers assigned to operate machinery or equipment must show documentation of training and first demonstrate proficiency in operating the equipment to the satisfaction of the responsible supervisor. In addition, volunteers participating in wildlife rescue or rehabilitation must be trained to recognize and minimize risk of injuries from oil and physical hazards associated with wildlife response operations prior to being allowed to participate in on-site operations.

Elements of required and recommended training will vary depending on the tasks of the individuals involved in the response. Training-hour requirements and specific courses vary with level of involvement, agency policy, Unified Command requirements, and OSHA and state regulations. A job hazard analysis should be conducted for any volunteer work assignments to determine the level of risk and appropriate mitigations. When the job hazard analysis indicates the need for operational and/or safety training, the volunteer will not be allowed to perform the job until all training is completed, the supervisor knows the volunteers work capability, and the volunteer understands the job and its hazards. Volunteers that do not possess the required training will not be permitted to participate in Unified Command sanctioned response activities.

Depending on the tasks the volunteers are performing, all volunteers engaged in hazardous operations will be required to have completed the appropriate level of training as outlined below:

> 29 CFR 1910.120(e)(2) establishes the elements of training to be covered. General site workers 29 CFR 1910.120(e)(3)(i):
>
> - require 40 hours of instruction and
> - a minimum of 3 days actual field experience under the direct supervision of a trained, experienced supervisor.
>
> **Volunteers should not be put in situations where they would be considered a general site worker.**

Occasional site workers 29 CFR 1910.120(e)(3)(ii): require 24 hours of instruction and a minimum of 1 day actual field experience under the direct supervision of a trained, experienced supervisor. An example of this category worker is a field observer.

Monitored site workers where exposures are under permissible exposure limits 29 CFR 1910.120(e)(iii): require 24 hours of instruction and a minimum of 1 day actual field experience under the direct supervision of a trained, experienced supervisor. An example of this category worker is an oiled-bird rescue and rehabilitation person.

Management and Supervisors: 29 CFR 1910.120 (e)(4) who are only responsible for Occasional and Monitored site workers may receive 24 hours of initial training, 1 day supervised field experience and at least an additional 8 hours of specialized training at the time of the job assignment on such topics as, but not limited to, the “employer’s” safety and health program, personnel protective equipment, and health hazard monitoring procedures and techniques

4400 - Documentation

Government expenses must be properly documented in order to recover costs. This will serve to provide the responsible party with an accurate accounting and, in the event litigation is necessary, to provide concise, accurate, and admissible evidence. The NPFC has published a Technical Operating Procedures (TOPs) manual for Resource Documentation to assist OSCs, which contains all required forms and reports. The NPFC webpage NPFC Publications will summarize the most important spill funding details.

4410 - Services Provided

Complying with documentation requirements can become complex, but two methods have been identified by the NPFC to help ease the burden: (a) the Pollution Incident Daily Resource Reporting System (PIDRRS) commonly known as "Dailies"; and (b) an NPFC approved alternate record keeping system.

1. PIDRRS is a series of forms, instructions, and submission schedules, described in detail in the TOPs. It is based on the use of Standard Rates, which are published dollar rates for particular personnel resources, services, or products. The following rate schedules apply for various resources:
    - Contractors use rates as prescribed in their BOA or as agreed to with the Contracting Officer;
    - Coast Guard Units use standard rates found in Commandant Instruction 7310.0 (series); and
    - Other Government agencies may have a publication listing their standard rates, and if so should provide this to the OSC. If not, that agency should execute a Pollution Funding Authorization Agreement with the OSC.

2. An NPFC-approved alternate system for government agencies must be an existing system for documenting activities and costs, and must be approved by the NPFC in advance.

4420 - Administrative File Organization

Establishing and maintaining an administration filing system is dependent on the complexity of the incident as well as the potential for future litigation. Typically, the person assigned to the Documentation Unit Leader position will be experienced in the management of such a task. Assistants should review the Job Aid found at the Web Site provided about.

4500 - Demobilization

The 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 chief or leader, as necessary, so the response organization can shut down in a planned and orderly fashion. The Demobilization Unit Leader is responsible for developing the Incident Demobilization Plan and assisting Sections/Units in ensuring that an orderly, safe, and cost effective demobilization of personnel and equipment is accomplished from the incident.

- Review unit leader responsibilities.
- Obtain briefing and special instructions from Planning Section Chief.
- Demobilize in accordance with the Demobilization Plan.
- Review incident resource records to determine probable size of demobilization effort.
- Participate in planning meetings as required.
- Evaluate logistics and transportation capabilities required to support demobilization.
- Prepare and obtain approval of Demobilization Plan including required decontamination.
- Distribute Demobilization Plan to each processing point.
- Ensure Sections/Units understand their responsibilities within the Demobilization Plan.
- Monitor implementation and assist in the coordination of the Demobilization Plan.
- Brief Planning Section Chief on progress of Demobilization Plan.
- Provide status reports to appropriate requestors.

4510 - Sample Demobilization Plan

Refer to Section9320forSampleDemobilizationPlan

4600 - Environmental

The Environmental Unit is responsible for environmental matters associated with the response, including strategic assessment, modeling, surveillance and environmental monitoring and permitting. The Environmental Unit prepares environmental data for the Situation Unit. Specific tasks of the Environmental Unit Leader include, but are not limited to:

- Identifying sensitive areas and recommending response priorities.
- Following consultation with Natural Resource Trustees,
- providing input on wildlife protection strategies;
- Determining the extent, fate, and effects of contamination;
- Developing shoreline cleanup assessment plans;
- Identifying the need for and obtaining permits, consultations, and other
- authorizations including Endangered Species Act (ESA) provisions; and
- Evaluating the opportunity to use various Applied Response Technologies.
- Support develop of the incident see IMH 8-11

4700 - Technical Support

Certain incidents or events may require the use of Technical Specialists who have specialized knowledge and expertise. Technical Specialists may function within the Planning Section or may be assigned wherever their services are required.

The following are examples of Technical Specialists: Scientific Support Coordinator, Alternative Response Technologies Specialist, Legal Specialist, Trajectory Forecasting Technical Specialist, Resources At Risk Specialist, Training Specialist, Chaplain Emergency Response Technical Specialist (CERT), Critical Incident Stress Management Specialist (CISM), Family Assistance Coordinator, Human Resources Specialist, Salvage and Engineering Technical Specialist (SET), Geographic Information System Specialist (GIS), and Public Health Technical Specialist.. For additional information refer to the Incident Management Handbook, Chapter 8-15.

4710 - Hazardous Materials

Local USCG Incident Management teams and Hazardous Material teams should be utilized throughout the response to ensure the safety of the public and responders, a multitude of -individuals can assist in the response to a Hazardous Material Release including but not limited to:

0.1 - Toxicologist

A Specialist who studies the nature, adverse effects, symptoms, mechanisms, treatment and detection of poisons

0.2 - Product Specialist

A Specialist that has expertise or knowledge in the characterization of a specific product, Specialists that can provide technical expertise on Hazardous Materials are:

EPA Main Regional Office
290 Broadway
New York, NY 10007-1866
877-251-4575

USCG-Atlantic Strike Team
BLDG 5614, Doughboy Loop
Fort Dix, NJ 08640
(609) 724-0008
http://www.uscg.mil/hq/nsfweb

NOAA HAZMAT Duty Officer
(206) 526-4911

0.3 - Certified Marine Chemist

Marine Chemists are paid consultants with the equipment and expertise to obtain temperature readings, check for the presence and concentrations of gases and, in some instances, provide needed advice to the firefighting forces concerning the nature of chemical related hazards encountered.

1. NEW JERSEY	**2. NEW YORK**
Tony Matthews (Certificate 634) Independent Testing and Consultation P.O. 539 Holmdel, NJ 07733 (732) 583-2538 (732) 687-7706 (Cell Phone)	Steven Gronda (Certificate 659) Independent Testing and Consultation 41 Franklin Avenue Glenn Cove, NY 11542 (516) 759-6789

0.4 - Certified Industrial Hygienist

Coast Guard industrial hygiene/occupational health support:
Resources are available within the Coast Guard that can provide advice and support to the FOSC in the areas of industrial hygiene and occupational health. These resources are available through the following sources:

1. ***Sector New York Safety and Occupational Health Officer:*** Provides identification and evaluation of potentially hazardous conditions in the work environment and provides recommendations to unit commander and FOSCRs. The majority of efforts are directed upon surveillance of the work environment to ensure the protection of CG work force, public health and property.
2. ***CCGDONE Safety and Occupational Health Officer:*** This person coordinates with unit personnel to implement and ensure the efficient functioning of mandated Safety and Occupational Health Programs and policies relating to benzene exposure reduction, hearing conservation, respiratory protection, hazard communication and others. This specialist is a trained Industrial Hygienist with a Marine Safety background.
3. ***Commandant (G-KSE) Safety Programs Division:*** Provides industrial hygiene advice and limited field support for chemical response activities. The FOSC can obtain more information on available support in reference (d).
4. ***Commandant (CG-1121) Operational Medicine Division:*** This division can provide guidance on medical monitoring and support for occupational medical monitoring. In addition, G-KOM coordinates Public Health Service Environmental Health Officers and CERCLA-funded Occupational Medical Monitors in LANTAREA and PACAREA who are available to provide on-scene support to FOSCs.
5. ***MLCA (kse) Health and Safety Division, Environmental & Occupational Health Services Branch:*** This branch is able to send industrial hygienists to sample and monitor atmospheres to which personnel may be exposed.

0.5 - Chemist or Chemical Engineer

The Chemist or Chemical Engineer works with the technology of large-scale chemical production and the manufacture of products through chemical processes.

0.6 - Sampling

The Sampling Specialist is responsible for providing a sample plan to coordinate collection, documentation, storage, transportation, and submittal of samples to appropriate laboratories for analysis or storage.

- Determines resource needs.
- Participates in Planning meetings, as required.
- Identifies and alert appropriate laboratories.
- Meets with team to develop initial sampling plan and strategy and review sampling and labeling procedures.

- Sets up site map to monitor location of samples collected and coordinate with GIS staff, if required.
- Coordinates sampling activities with NRDA Representative(s), Incident Investigators, and Legal Specialists.
- Provides status reports to appropriate requesters.
- Maintains Unit/Activity log (ICS-214)

4720 - Oil

Local USCG Incident Management teams should be utilized throughout the response to ensure the safety of the public and responders, a multitude of individuals can assist in the response to a Hazardous Material Release including but not limited to:

Scientific Support Coordinator

NOAA Scientific Support Coordinators (SSCs) are the principal advisors to the USCG FOSC for scientific issues, communication with the scientific community, and coordination of requests for assistance from State and Federal agencies regarding scientific studies. The SSC leads a scientific team and strives for a consensus on scientific issues affecting the response but ensures that differing opinions within the community are communicated to the FOSC. The SSC can also assist the FOSC with information relating to spill movements and trajectories. The NOAA SSC serves as the FOSC's liaison between damage assessment data collection efforts and data collected in support of response operations. The SSC leads the synthesis and integration of environmental information required for spill response decisions in support of the FOSC, coordinating with State representatives, appropriate trustees and other knowledgeable local representatives.

Sector New York currently works with 2 SSC's in this Area of Responsibility. The NY/NJ NOAA SSC representatives are:

Frank Csulak, NOAA – SSC
Fort Hancock
Sandy Hook, NJ
(732) 872-3005 mobile

Steve Lehmann
10 Georgia St.
Suite 220
Lowell, MA 01852
(978)-654-6385

Scientific Support Coordinator Pre-Incident Support

Act as liaison with the Regional scientific community to determine the availability and ability of that community to respond to the Sector New

York request for assistance which may be necessitated by spills of oil and hazardous materials

Formulate new and update existing response plans with specific support for spills of oil and hazardous substances in the region in which the incumbent is assigned. These plans are the framework for all response activities and therefore, are crucial in effecting the efficient and comprehensive response.

Develop and maintain high-level contact with Federal, State and Local agencies, academic institutions, industrial and organizations with concerns related to spills of oil and hazardous substances.

Provide scientific and technical guidance in experimental design, data management, data analysis, and reporting for oil and hazardous material spill response and research programs to insure continuity and the optimization of research opportunities.

Will Coordinate NOAA scientific research planning efforts concerning the fate and effects of spills with other Federal, State, private, and international scientific research groups to maximize the use of logistics, to avoid the duplication of effort and to combine all resources for research.

Establish, in cooperation with the scientific community within the region, the kinds of research that are considered necessary to improve the existing capability to perform work in support of the spill response effort.

SSC Incident Support

Coordinate all scientific response activities relative to the spill by Federal, State, Local and academic institutions.

Through the coordination with other elements of the NOAA HAZMAT Division, provide the USCG with information regarding the movement of pollutants through computer trajectory modeling and observation, biological resources threatened by the spill, and geomorphological/biological vulnerability of threatened shorelines.

Set the protection priorities related to the threatened environmental resources to guide the USCG in their cleanup efforts.

Insure that all Federal, State and other groups with legal mandates regarding activities associated with spills have the opportunity to carry out their mandated responsibilities.

Evaluate the potential for accomplishing research and development projects during spill incidents and coordinate such efforts as deemed appropriate.

0.2 - Lightering

One of the most effective ways to mitigate or prevent an oil spill or hazardous material release is to remove all remaining cargo and unnecessary bunker fuel from the vessel. This is particularly useful when the risk of a hull breach is increasing due to changing environmental or physical conditions on the vessel. Vessels may be lightered to another vessel, or lightered to mobile facilities ashore. Choosing which is most appropriate will depend on the location of the vessel and availability of each. Whichever is chosen, it is important to ensure the receiving vessel or facility is qualified to handle the lightered material and that any cargo/residue in hoses and holding tanks are compatible with lightered material. Furthermore, the effects on the stability of the vessel should be taken into account when lightering a vessel. While lightering may present benefits when attempting to re-float a vessel, it may also present additional structural stresses upon the vessel. It is important to work with naval architects as well as the person in charge of loading/offloading the vessel, who is frequently the Chief Officer or First Mate of the vessel. Please refer to Annex O, The Vessel Salvage and Lightering Guide for additional information. Steps for determining areas in which a vessel can conduct lightering operations and/or effect temporary repairs can be found in Annex R.

The Regional Response Inventory (RRI) maintained by the Atlantic Strike Team, also has the information on lightering contractors.

0.3 - Salvage

Refer to Section 3320 of this Area Contingency Plan for information on all Salvage operations.

0.4 - Shoreline Cleanup Assessment Team (SCAT)

The Shoreline Cleanup Assessment (SCA) Specialist is responsible for providing appropriate cleanup recommendations as to the types of the various shorelines and the degree to which they have been impacted. This specialist will recommend the need for, and the numbers of, Shoreline Cleanup Assessment Teams (SCATs) and will be responsible for making cleanup recommendations to the Environmental Unit Leader. Additionally, this specialist will recommend cleanup endpoints that address the question of "How Clean is Clean?"

1. Obtain briefing and special instructions from the Environmental Unit Leader.
2. Participate in Planning Section meetings.
3. Recommend the need for and number of SCATs.
4. Describe shoreline types and oiling conditions.
5. Identify sensitive resources (ecological, recreational, and cultural).
6. Recommend need for cleanup and priorities.

7. Monitor cleanup effectiveness.

Agencies that can provide technical expertise as well as conduct shoreline clean-up assessment are:

Atlantic Strike Team
BLDG 5614, Doughboy Loop
Fort Dix, NJ 08640
(609) 724-0008
http://www.uscg.mil/hq/nsfweb

The NOAA Scientific Support Coordinator (listed above) and the Shoreline Cleanup Assessment Specialist will be technical specialists in assessing shoreline cleanup options. The following are some general guidelines on appropriate planning strategies.

Sandy Beaches: The most efficient method of cleaning sandy beaches contaminated with oil is with motor graders and elevating scrapers working together, however, there are some drawbacks. Rubber-tired earth moving equipment can easily lose traction or become immobilized on beaches that have a low bearing capacity; these beaches are classified as having poor traffic ability. A preliminary investigation of relevant beaches along New York and New Jersey shorelines indicates most have fair traffic ability. Therefore, earth moving equipment normally used in cleaning oil-contaminated beaches should be able to operate with only occasional difficulty. If traffic ability problem should occur, the following measures should be tried in the following order:

Pressure in all tires should be lowered.
All regular tires on the equipment should be replaced with floatation tires.

On some occasions the rear area of a beach may not have sufficient traffic ability to allow heavy equipment to cross the firmer inter tidal area. In this situation, a gravel, plywood, or rock roadway can be quickly constructed (using several truckloads of material) across the soft rear area to the inter-tidal zone. When the cleanup operation is complete the gravel/rock roadway can be removed and the rear area restored to its original condition.

Gravel and Cobble Beaches: Generally gravel and cobble beaches can be worked with rubber-tired equipment, although tracked equipment may be required if traffic ability is poor. Regardless of the size of beach material, front end loaders and angle blade equipment (bulldozers or motor-graders) can be used to remove oil-contaminated materials from gravel and cobble beaches. The angle-bladed equipment casts a row of material that a front-end loader can pick up and load into a truck for disposal.

Special caution should be taken before removing material from cobble beaches located at the base of cliffs or bluffs. Often times cobble beaches serve to protect the shore by absorbing energy from incoming waves. If a substantial amount of material is removed, waves can roll up the beach and break against the base of the cliff or bluff causing it to erode. If removal of contaminated material is necessary, it should be replaced with cobbles or coarse sediments of approximately the same size and volume.

If the oil forms a thick "asphalt pavement" over the cobbles or gravel, the optimum cleanup procedure may be to break up the pavement as much as possible to allow natural movement of the sediment. This movement would tend to break up the oil further, significantly increasing the natural degradation rate.

Rock Beaches, Cliffs, and Man-Made Structures: Rocky beaches and/or steep cliffs are found in some locations in the area. Oil removal from this type of shoreline is difficult, but several effective methods are discussed below. When man-made structures, which are common in the harbors and along the coast, become oil contaminated they can generally be cleaned with these same techniques or by hand.

Salt Marshes: All salt marshes like Jamaica Bay and others which are not already badly contaminated should be considered biologically sensitive. Many of these marshes are above sea level, and oil contamination would probably be limited to the sea or lagoon frontage and tidal channels and adjacent banks. Any oil spill cleanup in these areas should be undertaken with extreme care.

Several techniques can be used to clean oil-contaminated salt marshes. The method to be used in a given instance depends on the degree of contamination, the kind of oil involved, and the availability of cleanup equipment. Low-pressure hose flushing and use of an oleophilic (oil attracting) endless-rope skimmer (CSI oil mop) are the methods preferred most often for cleaning oil-contaminated marshes. When sorbents are used, it should be remembered that winds and currents tend to scatter them and make them difficult to recover.

Burning and/or removing marsh vegetation and oil should be considered only if there is potential for recontamination or direct threat to wildlife or habitat. Burning is preferable if the contaminated marsh is an annual type and if it is possible to obtain a burning permit through air pollution regulatory agencies. In cases where a contaminated marsh is almost submerged by high tides, an effective technique is to boom the marsh edge and trap oil flushed from the marsh by the tide action.
For more information on cleanup techniques and shoreline assessment see the NOAA Shoreline Assessment Manual, 4th Edition at the following link:
Shoreline Assessment Manual, 4th edition

Pre-Beach cleanup: In certain cases, pre-beach cleanup of wood, seaweed and other debris prior to oil impacting the shoreline should be conducted. When pre-beach cleanup does occur, bins used for collection should be label "non-contaminated debris". This will ensure that there is no cross-contamination of debris. Pre-Beach cleanup operations can be conducted utilizing volunteers so long as oil has not impacted the site.

0.5 - Natural Resource Damage (NRDA)

After an oil spill or hazardous substance release, response agencies like the U.S. Environmental Protection Agency or the U.S. Coast Guard supervise cleanup of the substance and work to eliminate or reduce risks to human health and the environment. But these efforts may not fully restore injured natural resources or address their lost uses by the public. NRDA is the process by which the Trustees of Natural Resources (see Section 9210.1) identify and quantify the resource injuries and evaluate the monetary value ("damages") of impacted resources for the purpose of restoration. Successful pursuit of NRDA actions, either by the trustees alone or in cooperation with the RP(s), is a complex process comprising numerous tasks involving the interaction of scientists, economists, lawyers, and administrators. The Department of the Interior and NOAA NRDA rules (43 CFR 11 for hazardous substance releases, and 15 CFR 990 for oil spills respectively), establish the procedures for determining the merits of going forth with the assessment of injury to natural resources and quantifying natural resources damages, and developing a claim for the natural resource damages resulting from the incident or the response actions for the incident based on the following three elements:

- The cost or value of restoration to baseline conditions (i.e. the natural resources or services before the incident):
- The cost or value of making up for interim injury or losses (i.e. the loss of natural resources or services provided by those resources from the time of the incident impact until the resources or services are returned to baseline); and the reasonable cost of assessment including restoration planning and development, agencies' indirect costs, and legal costs.
- It is important to recognize that while response and NRDA efforts are administratively separate from response to the spill, close coordination with response activities, especially in the collection of ephemeral data, will greatly reduce the potential for redundant or potentially conflicting field activities.

4720.51 - Lead Administrative Trustee (LAT)

The LAT is the designated Trustee agency responsible for facilitating the coordination of NRDA needs and activities of Trustee NRDA Teams with the ICS spill response operations. This includes close coordination with the Planning Section for obtaining timely information on the spill and injury to natural resources. The LAT will coordinate with the Scientific Support Coordinator, OSC, the RP, and Legal specialists as necessary for

possible coordination of NRDA or injury determination activities. Designation of the LAT is made for each spill based on the involvement of each Trustee organization. Among participating Federal trustees, a Federal Lead Administrative Trustee (FLAT) will need to be designated for accessing the Oil Spill Liability Trust Fund (see also section 6230). Coordination and NRDA can also include the following:

- Attend appropriate planning meetings to facilitate communication between NRDA Team and ICS elements.
- Identify site access, transportation support, logistics requirements and staffing needs to the proper ICS elements.
- Interact with ICS elements to collect information essential to NRDA.
- Coordinate sampling requirements with the Planning and Operations Sections.
- Coordinate with the LOFR and the SSC to identify other organizations available to support NRDA activities.
- Ensure that NRDA activities do not interfere or conflict with response objectives.
- Coordinate Trustee access to the Oil Spill Liability Trust Fund for initiation of NRDA activities (FLAT only).

See also sections 4730.2 (Legal), 6230 (Trustee Access), and 9210.1 (Trustees for National Resources)

Contacts:

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NRDA Coordinator Region 5
Chief, Endangered Species
300 Westgate Center Dr.
Hadley, MA 01035
(413) 253-8630
Robin_Heubel@fws.gov

Anne Secord
US Fish and Wildlife Service
Ecological Services, New York Field Office
(607) 753-9334
Anne_Secord@fws.gov

Ken Finkelstein
NOAA, Natural Resource Damage Assessment
1 Congress St
Boston, MA 02910
(617)-918-1499
Ken.Finklestein@noaa.gov

0.6 - Specialized Monitoring of Applied Response Technologies (SMART)

As discussed in Section 1700 and 3260.5, the Planning Section may use SMART as a tool to scientifically monitor the use of dispersants or in-situ burns. These operations however, because of their time sensitivity shall not be delayed pending the arrival of SMART monitoring equipment or personnel. SMART is used to collect scientific information for the Unified Command to provide a measurement of success in the operation and to improve the knowledge about non-mechanical recovery procedures. Documents for SMART can be found at: SMART | response.restoration.noaa.gov

0.7 - Response Technologies (Dispersant, ISB, Bioredemediation, Mechanical)

The Response Technology (RT) Specialist is responsible for evaluating the opportunities to use various RT, including mechanical containment and recovery, dispersant or other chemical countermeasures, in-situ burning, and bioremediation. The specialist will conduct the consultation and planning required for deploying a specific RT and articulating the environmental tradeoffs of using or not using a specific RT.

- Participate in Planning meetings, as required.
- Determine resource needs.
- Gather data pertaining to the spill including spill location, type and amount of petroleum spilled, physical and chemical properties, weather and sea conditions, and resources at risk.
- Identify available RT that can be effective on the specific spilled petroleum.
- Make initial notification to all agencies that have authority over the use of RT.
- Keep Planning Section Chief advised of RT issues.
- Provide status reports to appropriate requesters.
- Establish communications with Regional Response Team to coordinate RT activities.
- Maintain Unit/Activity Log (ICS form 214).

0.8 - Decontamination

Decontamination is a critical step in recovering from any HAZMAT spill. Any first responder, who does not properly decontaminate him/herself and all equipment, may potentially contaminate others and further contaminate the environment.

Once the decision to decontaminate has been made, the general principle is that all casualties, whether injured or not, who are suspected of being contaminated will receive decontamination at the scene. Although this will reduce the number

of people self-referring to medical centers, people will still self-present for decontamination off-site. Medical centers and hospitals should prepare for this.

When decontamination procedures are initiated, the first objective is to remove the contaminated person from the area of greatest contamination. Usually this will be to the open air and upwind of the incident. It should be remembered that potential witnesses or suspects might be amongst those being decontaminated.

The careful removal of contaminated clothing will reduce the level of contamination and should, therefore, be a priority. Wherever possible the removal of clothing should be from head to foot, to limit the risk of inhalation of any contaminant. Special care should be taken to ensure there is no spread of contamination from any clothing to exposed skin.

Trained personnel in accordance with established standard operating procedures will perform decontamination. The Safety Officer will approve all decontamination procedures, equipment and stations. All workers must be decontaminated when leaving a contaminated area. All equipment and clothing from a contaminated area should be stored in a controlled area near the incident site until decontamination or proper disposal can be accomplished. Contaminated equipment such as containers, brushes, tools, etc., should be placed in labeled containers. Partially decontaminated clothing should be placed in plastic bags pending further decontamination or disposal. Respirators should be dismantled, washed and disinfected after each use. Suitable containment structures or portable containers will collect water used for tool and vehicle decontamination. Areas used for decontamination will be monitored for residual contamination.

0.9 - Disposal

There are several disposal methods available for recovered oil. Each method is dependent on the physical state of the oil which is directly related to how long the product has been exposed to the elements. These methods include reprocessing, burial, incineration, and asphalt blending.

Recovered oil is most easily dealt with by separating out any water that may be present and refining it locally or shipping it to its original destination. The specific disposal method depends on the nature of the oil-contaminated material, the location of the spill, and the prevailing weather conditions.

Legal requirements for disposal are established by the NJDEP and NYSDEC. The ultimate method of disposal will be subject to their approval. The Disposal (Waste Management) Specialist is responsible for providing the Planning Section Chief with a Disposal Plan that details the collection, sampling, monitoring, temporary storage, transportation, recycling, and disposal of all anticipated response wastes.

1. Determine resource needs.
2. Participate in planning meetings as required.

3. Develop pre-cleanup plan and monitor pre-cleanup operations, as appropriate.
4. Develop a detailed Waste Management Plan.

See also section 3240 of this Area Contingency Plan.

4720.91 - Disposal Sites

LANDFILLS

State regulatory personnel must be consulted prior to engaging any landfill for disposal of spill related materials. Regulatory waivers and waste profiles may be required before any material is accepted at these facilities.

NEW YORK

*The following facilities accept petroleum contaminated soil and debris that is classified as non-hazardous with the exception of bulk liquids.

FACILITY	LOCATION	TELEPHONE
Auburn Landfill No. 2	311 N. Division St. Auburn, NY	(315) 255-4155 Bath
Sanitary Landfill	5632 Turnpike Rd Bath, NY	(607) 776-7902
Broome County Landfill	286 Knapp Rd Binghamton, NY	(607) 778-2250
Chemung County Sanitary Landfill	4349 County Rt 16 Chemung, NY	(607) 737-2980
Colonie Sanitary Landfill	1319 New Louden Rd Cohoes, NY	(518) 783-2827
Delaware County SWMF	South Side NYS Rt 10 Walton, NY	(607) 746-2128
Fulton County Landfill	Mud Rd Johnstown, NY	(518) 736-5501
High Acres Western Expansion Landfill	425 Perrington Pkwy Fairport, NY	(585) 223-6132

NEW JERSEY

*The following facilities accept petroleum contaminated soil and debris that is classified as non-hazardous with the exception of bulk liquids.

FACILITY	LOCATION	TELEPHONE
Atlantic County	Delilah Rd, Egg Harbor, NJ	(609) 272-6950
Burlington County	Columbus Rd, Mt. Holly, NJ	(800) 633-9096
Cape May	Cape May Court House, NJ	(609) 465-9026
HMDC Landfill	Baler Blvd, Arlington, NJ	(201) 998-0249
Monmouth County	Asbury Ave, Neptune, NJ	(732) 683-8686
Ocean County	Route 71, Manchester, NJ	(732) 323-8528
Camden County	River Rd, Pennsauken, NJ	(856) 663-2772
Salem County	53 McKillip Ave, Alloway, NJ	(856) 935-7900
Sussex County	Rt 94, Lafayette, NJ	(973) 579-6998
Warren County	500 M. Pisgah Ave, Oxfore, NJ	(908) 453-2174
Middlesex County	East Brunswick, NJ	(732) 246-4313

CONNECTICUT

FACILITY	LOCATION	TELEPHONE
New Milford	Danbury Rd, New Milford, CT	(203) 733-5133
Newton	Ethan Allen Rd, Newton, CT	(203) 270-4307

INCINERATORS

The following facilities have agreed to participate in the clean-up of a significant spill by providing a means to incinerate spill related materials including small debris, boom, pads, clothing, etc. Prior to transporting material to any of these facilities they must first be contacted to ensure all necessary waivers are in place and logistical concerns are addressed.

FACILITY	LOCATION	TELEPHONE
Covanta	Camden County, NJ	(856) 966-7174
Covanta	Union County, NJ	(732) 499-0101
Covanta	Warren County, NJ	(908) 453-2195
Hempstead Sanitation	Hempstead, NY	(516) 378-4210

OIL-WATER TREATMENT FACILITIES

The following facilities are capable of processing decanted water without exceeding their permit levels. Decanted water is routinely found with levels as high as 500 ppm total petroleum hydrocarbons. Oily water separation is required prior to permitted discharge.

NEW JERSEY

COMPANY	LOCATION	TELEPHONE	FACILITY
Bergen County Utilities Authority	Little Ferry, NJ	(201) 807-8635	Utilities
Essex-Union Joint	Elizabeth, NJ	(908) 353-1313	Utilities
Meeting Authority Passaic Valley Utility Authority	Newark, NJ	(973) 817-5724	Utilities
Clean Earth Treatment	Kearny, NJ	(973) 344-4004	Water

NEW YORK

COMPANY	LOCATION	TELEPHONE	FACILITY
Chemical Waste Management Inc. Treatment	Model City, NY	(716) 754-8231	Water
Clean Waters of New York Treatment	Staten Island, NY	(718) 981-4600	Water
Industrial Oil Tank Service Treatment	Oriskany, NY	(315) 736-6080	Water

ASPHALT BLENDING / THERMAL PROCESSING

a. The following facilities are permitted by their respective States to thermally process waste oil:

FACILITY	LOCATION	TELEPHONE	PROCESS
Earle Corp.	Farmingdale, NJ	(732) 938-5038	Thermal Proc
Tilcon	Wharton, NJ	(973) 366-7741	Thermal Proc
Mt. Hope Rock	Calverton, NY	(516) 287-6088	Thermal Proc

b. The following facilities have the capability to blend or thermally process oil. State regulatory authorities must be contacted before their use.

Light oils, gasoline and #2 oil degraded asphalt, and are not desirable for blending.

NEW JERSEY

FACILITY	LOCATION	TELEPHONE	PROCESS
American Asphalt	Collingswood, NJ	(856) 456-2899	Blending
Arawak Paving Inc.	Hammonton, NJ	(609) 561-4100	Blending
Barret Paving	Boundbrook, NJ	(732) 356-7100	Blending
Bernardsville Qrry	Bernardsville, NY	(800) 872-7762	Blending
Crowfoot Assoc.	Winslow, NJ	(609) 561-2100	Blending
Dell Contractors	Paterson, NJ	(973) 256-2064	Blending
DeSorte Assoc.	Pine Hill, NJ	(856) 767-1044	Blending
Eastmut Paving	Millville, NJ	(856) 825-4247	Blending
Flemmington Bitum	Flemmington, NJ	(908) 782-2722	Blending
Tilcon	Pompton Lakes, NJ	(973) 835-1500	Blending
Glascow/Union	Delair, NJ	(609) 662-7132	Blending
Intercounty Paving	Hackettstown, NJ	(908) 852-5868	Blending
Lafferty Asphalt	Voorhees, NJ	(856) 424-1400	Blending
Napp Grecco	Newark, NJ	(973) 482-3500	Blending
National Paving	Berlin, NJ	(856) 767-1950	Blending
Riverdale Quarry	Riverdale, NJ	(973) 835-0028	Blending
South State Inc.	Bridgeton, NJ	(856) 451-5300	Blending
Stavola Contractn	Red Bank, NJ	(732) 542-2328	Blending
Stone Industries	Haledon, NJ	(973) 595-6250	Blending
Stone Industries	Pleasantville, NJ	(609) 641-2781	Blending
Trap Rock Indus.	Kingston, NJ	(609) 924-0300	Blending
Tri-County Asphalt	Lake Hopatcong, NJ	(973) 663-1945	Blending
Weldon Materials	Westfield, NJ	(973) 663-1800	Blending

NEW YORK

FACILITY	LOCATION	TELEPHONE	PROCESS
Disposal Tech.	Calverton, NY	(631) 265-9300	Hot mix
Posillico E.	Farmingdale, NY	(631) 249-1872	Hot mix
Prima Asphalt	Holtsville, NY	(631) 289-3223	Hot mix
Recycling Tech	Massapequa, NY	(631) 264-2215	Cold mix
Tyree Brothers	Farmingdale, NY	(631) 249-3150	Thermal Proc

4720.100 - Dredging

Army Corp of Engineers can provide assistance in contacting companies capable of performing dredging.

4720.110 - Deepwater Removal

Navy SUPSAVL and the RRT can provide assistance in contacting companies capable of performing deepwater removal response efforts.

4720.120 - Heavy Lift

Navy SUPSAVL, USCG SERT and the RRT can provide assistance in contacting companies capable of performing Heavy Lift removal response efforts.

4730 - General

0.1 - Cultural and Historic Properties

The signatory federal departments and agencies enter into a programmatic agreement to ensure that historic properties are taken into account in their planning for and conduct of emergency response under the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) 40 CFR Part 300. The agreement provides a process for ensuring appropriate consideration of historic properties during pre-incident planning and emergency response. It also provides for development of regional agreements which address regional concerns and conditions. In addition the agreement provides an alternative process to ensure appropriate consideration of historic properties considered so by the National Historic Preservation Act during an emergency response. State Historic Preservations Officers must be contacted prior to clean up activities in areas suspected of having cultural resources.

State Historic Preservation Officers (SHPO) - New York
John Bonafide, SHPO, Parks, Recreation and Historic Preservation
Peebles Island State Park, PO Box 189
Waterford, NY 12188-0189
Tel (518) 237-8643

State Parks Commissioner
Rose Harvey
Tel (518) 474-0443

State Historic Preservation Officers (SHPO) - New Jersey
Daniel Saunders, SHPO, Parks, Recreation and Historic Preservation
Tel (609) 984-0176

4730.11 - Resources at Risk Specialist

The Resources at Risk Specialist (RAR) identifies resources that may be exposed to spilled product and response activities. The RAR evaluates the importance of resources, weighs the risks to those resources, and recommends priorities of protection. The RAR consults with the Natural Resource Trustee Reps, Historical/Cultural Resources Reps, and the Environmental Unit. Identified resources at risk are documented on the Resources at Risk Summary (ICS 232).

0.2 - Legal

Contact USCG District One Legal at 617-223-8500 for assistance.
The Legal Specialist will act in an advisory capacity during an oil spill response.

- Participate in planning meetings if requested.
- Advise Unified Command on legal issues relating to in-situ burning, use of dispersants, and other alternative response technology.
- Advise Unified Command on legal issues relating to Natural Resource Damage Assessment.
- Advise UC on legal issues relating to investigation.
- Calculate and verify the volume of petroleum recovered, including petroleum collected with sediment/sand, etc.
- Provide status reports to appropriate requesters.
- Maintain Unit/Activity Log (ICS form 214).

0.3 - Chaplain

USCG Sector New York can provide a Chaplain as needed. The Sector New York Chaplain who can be contacted at (718) 354-4420 will assist the CERT specialist with these duties. Contact the USCG Sector New York Command Center to request chaplain's support after normal business hours.

The Chaplain Emergency Response Technical (CERT) Specialist is responsible for identifying and securing the services of sufficient Chaplains necessary to carry out pastoral care duties to provide for the spiritual and emotional needs of all Coast Guard personnel involved in a major disaster. The CERT Specialist is responsible for making an immediate assessment of how many Chaplains are required to provide adequate pastoral care and make the necessary notifications to ensure their immediate response and presence. The CERT Specialist is the point – of-contact for all requests from operational units for Chaplains and their services and is responsible for the appropriate assignments and duties of all Chaplains involved in Coast Guard operations. The CERT Specialist reports directly to the IC.

0.4 - Public Health

State and Local EOC's can provide assistance in contacting agencies that focus on public health issues.

Department of Health and Human Services: 1-877-696-6775

Department of Health: County Specific
Bureau of Toxic Substance: 518-402-7810
NJDEP: 609-584-4551
NYCDEP: 845-334-7188
NYSDEC: 518-457-7362
FEMA: 212-680-3600

Human Resources
FEMA: 212-680-3600
NYCOEM: 212-639-9675

Public Health Technical Specialists may be needed to provide public health/worker health and safety technical knowledge and expertise in events involving oil, hazardous substance/materials, radiation, or health and medical issues. Public Health Technical Specialists from the Department of Health and Human Services' Centers for Disease Control and Prevention can provide technological assistance in the following areas:

- Human health threat assessment
- Environmental health threat assessment
- Exposure prevention
- Worker health and safety
- Toxicology and health physics
- Epidemiology
- Public health communications

Human Resources

The Human Resources Specialist is responsible for providing direct human resources services to the response organization, including ensuring compliance with all labor related laws and regulations. If it is necessary to form a Human Resources Unit, it is normally in the Finance/Admin Section.

- Review Common Responsibilities.
- Provide a point of contact for incident personnel to discuss human resource issues and/or concerns.
- Participate in daily briefings and planning meetings to provide appropriate human resource information.
- Post human resource information, as appropriate.
- Receive and address reports of inappropriate behavior, acts, or conditions through appropriate lines of authority.
- Maintain Unit/Activity Log (ICS-214).

0.6 - Critical Incident Stress Management

The CISM Specialist is responsible for identifying and securing the immediate response and services of sufficient CISM team members necessary to carry out CISM duties to provide for the psychological and emotional needs of all Coast Guard personnel involved in a major incident. The CISM Specialist is the POC for all requests from operational units for CISM services and is responsible for the appropriate assignments and duties of all CISM team members involved in the evolution. Due to the importance of the mental well-being of all response personnel and the highly specialized nature of the program, the CISM Specialist would be assigned to the command level of the organization and would report directly to the IC or UC. Sector New York would contact D1 Work life in order to deploy a team.

4740 - Law Enforcement

Many federal, state, and local governmental agencies work together during a law enforcement event. Federal, state, and local agencies will have both distinct and

complementary jurisdictions. The Sector New York Response and Planning department will assist with law enforcement duties determined by the IC or UC.

4750 - Search and Rescue

Many federal, state, and local governmental agencies work together during a Search and Rescue (SAR) incident. While the U.S. Coast Guard is ultimately responsible for SAR on the navigable waterways of the United States, it relies heavily upon state and local assets to successfully resolve cases, with minimal loss of life.

4760 - Marine Fire

Refer to Section 8000 for Marine Fire Fighting Plan.

4770 - Marine Transportation System Recovery Unit (MTSRU)

The MTSRU is responsible for planning infrastructure recovery for Transportation Security Incidents (TSI) and other incidents that significantly impact marine transportation (MTS). The MTSRU tracks and reports the status of the MTS, understand critical recovery pathways, recommend courses of action, and provide all MTS stakeholders with an avenue of input to the response organization.

4770.1 - Marine Transportation System Recovery Unit Leader (MTSL)

The MTSL preps transportation information for the Situation Unit and daily situation briefs; identifies resources, agencies involved, and courses of action for recovery of public infrastructure and give priority recommendations; monitors the capability of the port to operation and support commerce; develops traffic management plans and priorities. Consult the IMH Chapter 8-13 to 15 for more detailed information.

4800 - Required Correspondence, Permits & Consultation

4810 - Administrative Orders

An “Administrative Order” is a specific directive from the On Scene Coordinator (OSC) requiring detailed actions or corrective measures to be taken by the responsible party to clean up a pollutant or threatened discharge/release of a pollutant. An Administrative Order may be issued to the responsible party to direct certain response actions when cooperative efforts between the OSC and the responsible party fail to garner the required response. The Administrative Order may also direct compliance with a request to enter or inspect any vessel, facility, establishment, place, property, or location where there is a reasonable basis to believe that there has been or may be a release, or, for any space necessary to enter in responding to that release. Administrative Orders may be either oral or written. However, if the OSC or their representative issues an oral order, it should be immediately followed by a written document that contains the dialogue of the order.

An FOSC may also issue administrative orders "that may be necessary to protect public health and welfare". FOSC's who need to issue an administrative order under the

FWPCA can contact http://cgweb.comdt.uscg.mil/g-mo/mor/new/morgmor1new.htm for interim guidance and examples.

4820 - Notice of Federal Interest

The Notice of Federal Interest (NOFI) is used to designate and notify owners, operators or persons in charge, in writing that an oil pollution incident occurred or threatens to occur and that specified personnel may be financially responsible for that incident. The responsible party is liable for among other things, removal costs and damages resulting from the incident. The NOFI notifies the responsible party that the failure or refusal to provide all reasonable cooperation and assistance requested by the FOSC will eliminate any defense, or entitlement to limited liability. The NOFI notifies the responsible party that failure to properly carry out the removal of the discharge, or comply with any administrative order of the FOSC may result in civil penalties or up to three times the cost incurred by the Oil Spill Liability Trust Fund. For an example of an NOFI, reference the NPFC User Reference Guide.

A copy of an NOFI can also be obtained on the World Wide Web at: http://www.uscg.mil/hq/g-m/nmc/pubs/msm/v6/c7.pdf.

4830 - Notice of Federal Assumption

The Notice of Federal Assumption (NOFA) is used to notify the responsible party of an oil pollution discharge and to advise he/she is financially responsible. The NOFA also advises that their actions to abate the threat or removal of oil from the waters, or adjacent shoreline have been evaluated as being unsatisfactory by the U.S. Coast Guard's Federal On-Scene Coordinator and that the U.S. Coast Guard will conduct oil response/removal activities under federal statutes. For an example of an NOFA, reference the National Pollution Funds Center User Reference Guide. A copy of an NOFA can also be obtained on the World Wide Web at URG

4840 - Letter of Designation

Designation of a source under section 1014 of OPA 90 is done to fulfill the requirements relating to the dissemination of information about an incident, through advertisements, so that potential claimants will be aware of the opportunity and procedures for submitting claims for uncompensated removal costs or damages. Exact specification and types of advertisement required are provided in the letter issued by the NPFC. OPA provides that designation of source is done where "possible and appropriate." “Technical Operating Procedures for Designation of Source” can be obtained at: NPFCTOPs.pdf

Sector New York will not issue Notices of Designations. The National Pollution Funds Center (NPFC) will designate the source, notify the reporting party/guarantor, and set the advertising requirements. In the event that it appears there is a reasonable possibility for claims in a given incident, but the source is not known, the OSC immediately notifies the NPFC. The NPFC will then advertise as required under section 1014(c) of OPA.

4850 - Fish and Wildlife Permits

Refer to Section 1670, Fish and Wildlife Acts Compliance and in Annex P, the Fish and Wildlife Sensitivities Annex. The New York Field Office of the Fish and Wildlife Service (F&WS) contact information is listed below

F&WS CONTACT INFORMATION:
POC: Anne Secord
Phone: (607) 753-9334
E-Mail: anne-secord@fws.gov

National Marine Fisheries Service (NMFS), the Greater Atlantic Regional Office can be reached at: (978) 281-9300

4860 - ESA Consultations

In 2001, the USCG, EPA, USFWS, NOAA and DOI signed the "***Inter-Agency Memorandum of Agreement Regarding Oil Spill Planning and Response Activities under the National Oil and Hazardous Substances Pollution Contingency Plan and The Endangered Species Act***," (hereafter referred to as the MOA). This agreement coordinates the ESA consultation requirements specified in the ESA regulations, 50 CFR 402, with the pollution response responsibilities outlined in the NCP, 40 CFR 300. It addresses three areas of oil spill response activities: pre-spill planning activities, spill response event activities, and post-spill activities. The agreement identifies the roles and responsibilities of each agency under each activity. In addition, the MOA and ***The Endangered Species Act Guidebook (2002)*** further describe the process, roles and responsibilities.

By working proactively during Pre-Spill Planning and in the development of Area Contingency Plans (ACPs), Geographic Response Plans GRPs), etc. before a spill occurs, the Services can help to identify potential effects of oil spill response activities on listed species and critical habitat, and jointly develop response plans and countermeasures (response strategies) to minimize or avoid adverse effects. If done early on, impacts to listed species and critical habitat should be reduced or avoided completely. Should a spill occur, response plans and countermeasures will be used to implement response actions to minimize damage from oil discharges in a manner that reduces or eliminates impacts to listed species and critical habitat. In the event that oil spill response actions may result in effects on listed species or critical habitat, the MOA and guidebook provide guidance on how to conduct emergency consultation under the ESA. They also describe the steps for completing formal consultation, if necessary, after the case is closed, if listed species or critical habitat had been adversely affected.

Pre Spill Planning

Completed ESA consultations and requirements and procedures for avoiding and minimizing potential impacts to ESA resources specific to the use of dispersants, and in-situ burning including existing preauthorization agreements, are located in Attachment 4000-1, respectively. In addition, as part of revisions to the Region's ACPs and GRPs, the Services provide technical assistance to the USCG and EPA to ensure ESA resource information and guidance are updated in the documents.

The following procedures outline how ESA consultations will be conducted within Region 2 during and following responses, in accordance with the ESA MOA.

DURING RESPONSE:

During an oil spill event which may affect listed species and/or critical habitat, emergency consultations under the Endangered Species Act (ESA) are implemented for spill response actions. Emergency consultation procedures allow the FOSC to incorporate listed species concerns and recommendations into response actions during an emergency. "Response" is defined as the actions taken by the FOSC in accordance with the NCP. The FOSC conducts response operations in accordance with the NCP, and agreements, policies and guidance established in the RCP and ACP.

During emergency events, the primary objective of the responding agency must be to protect human life and property, and this objective takes precedence over normal consultation requirements. Emergency response actions should begin immediately and should not be delayed by the ESA consultation process.

As per the NCP, RCP and ACP, the FOSC will notify the RRT Natural Resource Trustee representatives of DOI and DOC through the established notification process regardless of whether listed species or critical habitat are present. Upon notification, the DOC and DOI Trustee representatives shall contact the NOAA SSC and USFWS RRC, respectively, and other appropriate Service contacts as provided in internal DOC or DOI plans, guidance, or other documents. If established in the ACP, the FOSC may also contact the Service regional or field offices directly. If listed species and/or critical habitat are present or could be present, the FOSC shall initiate emergency consultation by contacting the Services through the SSC or RRC. The SSC and RRC shall coordinate appropriate listed species expertise. This may require timely on-scene expertise from the Services' local field offices. These Service representatives may, as appropriate, form part of the FOSC's Incident Command System and provide timely information to the FOSC.

Reference Endangered Species Consultation for Emergency Responses form. The form is intended for documentation of emergency consultation with the National Marine Fisheries Service (NMFS) and/or the U.S. Fish and Wildlife Service (USFWS) for ESA listed species and designated critical habitat. This form is intended to streamline consultation when emergency response activities in coastal or marine areas may adversely affect listed species or designated critical habitat. Work is currently underway with NMFS and USFWS to develop emergency consultation forms for the NY/ NJ AOR.

The RCP and ACP should form the basis for immediate information on response actions. As part of emergency consultation, the Services shall provide the FOSC with any timely recommendations to avoid and/or minimize impacts to listed species and critical habitat. The NOAA SSC should facilitate the ESA consultation process as outlined in the May 2014 USCG Incident Management Handbook. If incidental take is anticipated, and if no means of reducing or avoiding this take are apparent, the FOSC should be immediately

advised and the incidental take documented. If available, the FOSC should consider this information in conjunction with the national response priorities established in the NCP. The FOSC makes the final determination of appropriate actions.

It is the responsibility of both the FOSC and the Services' listed species representatives to maintain a record of written and oral communications during the oil spill response, including the collection of information required to initiate a formal consultation in those instances where listed species and/or critical habitat have been adversely affected by response actions. If it is anticipated that listed species and/or critical habitat may be affected, the FOSC may request that the USFWS and/or NMFS representative to the Incident Command System provide technical assistance and guidance for the gathering of the required information while the response is still ongoing. The FOSC may also choose to designate another qualified individual to be responsible for collecting the relevant ESA information. Although in some instances the drafting of information may be completed after field removal operations have ceased, it is anticipated that collection of the information should be complete before the case is officially closed and that no further studies will be necessary.

It is the responsibility of the FOSC to notify the Services' representatives in the Incident Command System of changes in response operations due to weather, extended operations, or some other circumstance. It is the responsibility of the Services to notify the FOSC of seasonal variances (e.g., bird migration, sea turtle nesting), or other natural occurrences affecting the resource. If there is no Service representative in the Incident Command System, the FOSC will ensure that the DOC and/or DOI representative to the RRT remains apprised of the situation. The Services will continue to offer recommendations, taking into account any changes, to avoid jeopardizing the continued existence of listed species or adversely modifying critical habitat, and to minimize the take of listed species associated with spill response activities. The FOSC will implement as many avoidance and minimization recommendations and conservation measures as feasible without delaying the response.

If the Service(s) determine that the emergency response procedures may result in take, jeopardy or adverse modification of designated critical habitat, and no means of reducing or avoiding this impact are available, the Service(s) will advise the FOSC and document this conclusion. The FOSC will not stop or delay the emergency response because of this notification. In such a situation, the FOSC and the Service(s) will initiate after the fact consultation following conclusion of the emergency.

POST RESPONSE:
If listed species or critical habitat have been adversely affected by oil spill response activities, a formal consultation is required, as appropriate. Informal emergency consultation shall remain active until the case is closed. The FOSC will initiate formal consultation on the effect of oil spill response activities (not the spilled product itself) after the case is closed. Every effort should be made to ensure that relevant information generated as part of the consultation process is made available for use in the Natural

Resource Damage Assessment (NRDA) process. (*Note: NRDA activities are separate from this consultation.*)

After the FOSC determines that removal operations are complete in accordance with 40 CFR 300.320(b), the impacts of the response activities on listed species and critical habitat will be jointly evaluated by the FOSC and the Services. If no adverse impacts occurred, ESA consultation is considered complete.

4860.1 - Essential Fish Habitat

The Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act) requires federal agencies to consult with the NOAA's National Marine Fisheries Service (NOAA Fisheries) when their actions or activities may adversely affect habitat identified by federal regional fishery management councils or NOAA Fisheries as essential fish habitat (EFH). The EFH provisions of the Magnuson-Stevens Act support one of the nation's overall marine resource management goals – maintaining sustainable fisheries.

Pursuant to the Magnuson-Stevens Act:

- Federal agencies must consult with NOAA Fisheries on all actions, or proposed actions, authorized, funded, or undertaken by the agency, that may adversely affect EFH
- NOAA Fisheries must provide conservation recommendations for any Federal or State action that would adversely affect EFH.
- Federal agencies must provide a detailed response in writing to NOAA Fisheries within 30 days after receiving EFH conservation recommendations. The response must include a description of measures proposed by the agency for avoiding, mitigating, or offsetting the impact of the activity on EFH. In the case of a response that is inconsistent with NOAA Fisheries' EFH conservation recommendations, the Federal Agency(s) must explain its reasons for not following the recommendations.

It is recognized that oil and other hazardous materials discharged into the marine and estuarine environment can result in significant adverse effects to the marine and estuarine environment including habitats identified and described as EFH in accordance with the Magnuson-Stevens Act. It is further recognized that response actions undertaken by the USCG and EPA are intended to limit or prevent discharges and/or their adverse effects on the environment.

Nonetheless, various response activities have the potential to adversely affect marine and estuarine habitats identified as EFH. To obviate the need to conduct emergency consultations during every incident occurring in its area of responsibility, the RRT intends to initiate EFH consultation with NOAA Fisheries' Habitat Conservation Division to assess the effects of most response activities on EFH, through the development of Best Management Practices

(BMPs) to minimize and avoid adverse effects on identified categories of EFH. Refer to Section 1000 for more information

Individual EFH Consultation will be required under the following circumstances:

- Any Spill of National Significance (SONS)
- If BMPs for a response are not recommended for a category of EFH which may be affected
- Any deviation from pre-approval plans for proposed use of:
  - Dispersants
  - Solidifiers
  - Nutrient Enrichment
  - Natural Microbe Seeding
  - In-Situ Burning

Additional Information is located in Annex P of this plan

4870 - Disposal

The list of disposal facilities is located in Section 4720.91 of this plan.

4880 - Dredging

U.S. ARMY CORPS OF ENGINEERS can be contacted as the primary source for required correspondence, permit and consultation information.

4890 - Decanting

Decanting is a vital part of the recovery process. The inability to decant water from recovered oil/water mixtures and return the excess water into the recovery area significantly reduces the volume of available temporary storage capacity, thus reducing the effectiveness of the on-water skimming and recovery operations. The inability to return the excess water containing some amount of oil will delay recovery operations and possibly lead to a complete cessation of recovery operations until additional temporary storage can be arranged. The USCG (FOSC) and designated State Representatives (SOSC) have the final authority to authorize decanting into the waterways of NY and NJ.

48100 - Places of Refuge

Places of Refuge have been determined based upon COMDTINST 16451.9 and NRT Guidelines for Places of Refuge Decision Making. The NRT Guidelines, emphasize consultation with the Area Committees, RRTs, natural resource trustees, other stakeholders, and technical experts in the identification of potential places of refuge during pre-incident planning. Resources - NRT

4900 - Reserved for Area/District

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Section 5000

5000 - Logistics

↲ Table of Contents

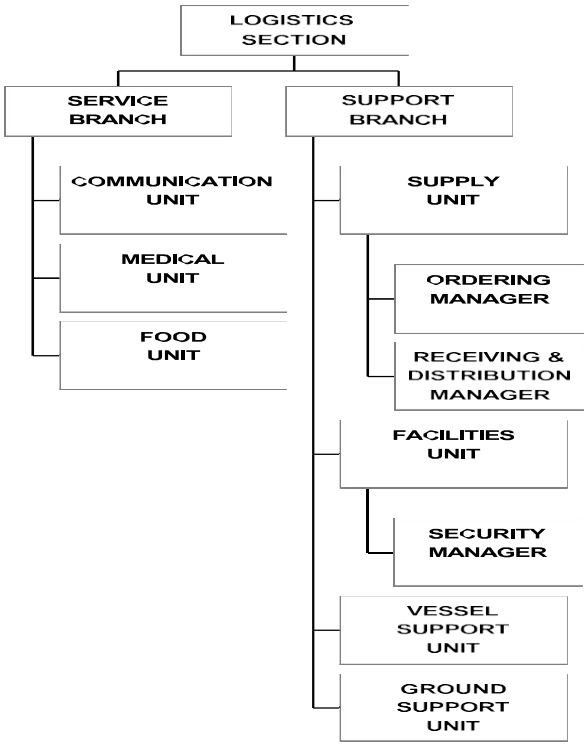
This section will provide a brief overview and information specific to the Sector New York zone. Refer to the Incident Management Handbook (IMH) for the Incident Command System prepared by USCG. Listing of providers is for informational purposes only and does not imply endorsement by the Federal Government, the Committee or the U. S. Coast Guard.

5100 - Logistics Section Organization

The Logistics Section is responsible for providing facilities, all services, materials and supplies needed for the incident. The Incident Commander will determine the need to establish a Logistics Section on the incident. The typical criteria for this decision includes; the size of the incident, complexity of support, and how long the incident may last. Once the IC determines that there is a need to establish a separate Logistics function, an individual will be assigned as the Logistics Section Chief.

An example of branches and units in the Logistics Section are shown in Figure 5-1-Logistics Section Organization

LOGISTICS SECTION DIAGRAM



5110 - Logistics Section Chief

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

5200 - Support

The Support Branch Director, when activated, is under the direction of the Logistics Section Chief and is responsible for development and implementation of logistics plans in support of the IAP including providing personnel, equipment, facilities, and supplies to support incident operations. The Support Branch Director supervises the operation of the Supply, Facilities, Ground Support and Vessel Support Units.

5210 - Supply

The Supply Unit Leader is primarily responsible for ordering personnel, equipment, and supplies; receiving and storing all supplies for the incident; maintaining an inventory of supplies; and servicing non-expendable supplies and equipment.

0.1 - Oil Spill Response Equipment

General: This information contained was compiled to provide the AC and the OSC with a listing of the various types and locations of equipment available in the event of an oil spill. This directory may also be of assistance in connection with other major marine incidents.

Descriptions: Optimally, the following information should be identified for each category of equipment included in a response plan;

- Type of equipment
- Quantity available
- Equipment capabilities/compatibilities
- Availability restrictions
- Location
- Response times
- Support needed
- Owner and affiliation (Government, commercial contractor, industry, other)
- Point of contact – include daytime and 24 hour telephone number and address

Due to the number of resources available within the area of responsibility covered in this plan, all of the information above does not appear for all equipment identified. To obtain concise information on particular pieces of equipment, the person identified in this plan as the owner/operator or the point of contact should be contacted directly.

OIL SPILL EQUIPMENT SUPPLIERS - GENERAL

GENERAL

Ken's Marine Service Inc.
116 East 22nd St.
P.O. Box 4001
Bayonne, NJ 07002

POC: Kenneth Poesl
(201) 339-0673
(201) 339-8029 (Fax)
Kensmarine@aol.com

Mine Safety Appliances Co.
P.O. Box 426
Pittsburgh, PA 15230

1-800-672-2222
1-800-967-0398 (Fax)

SKIMMERS

Oil Mop Inc.
P.O. Box 820
Belle Chasse, LA 70037

(504) 394-6110 (24 hrs)
(504)392-8977 (Fax)

Oil Skimmers Inc.
P.O. Box 33092
Cleveland, OH 44133
info@oilskim.com

POC:Jim Mabert
(440) 237-4600
(440) 582-2759 (Fax)

Lamor
155 Hill St.
Milford, CT 06460

POC: Frank Bakos
(203) 888-7700
(203) 888-7720 (Fax)
Info@slickbar.com

SORBENT

Alpha Environmental Services
P.O. Box 544
Bayonne, NJ 07002

POC: Sharon Lubach
(201) 437-1105
(201) 339-8029 (Fax)
(201) 339-0673 (24 hrs)
kensmarine@aol.com

DISPERSANTS/SURFACE AGENTS/BIO-REMEDIATION AGENTS/CONTROL AGENTS - Please see the EPA National Contingency Plan Product Schedule for further information and current listings of product manufacturers.

ABASCO LLC 3002 Farrell Road Houston, TX 77073 800-242-7745 281-214-0300 Retailer of Dispersant SPC 1000 dispersant	Alabaster Corp 6921 Olson Pasadena, TX 77505 800-609-2728 281-487-5470 alabastercorp@gmail.com Manufacturer of Sea Brat #4 dispersant

Airborne Support, Inc.
3626 Thunderbird Road
Houma, LA 70363
985-851-6391
985-851-6393 (fax)
airborne@airbornesupport.com
COREXIT 9527 and 9500 (50K Gals)
DC-4 plane W/24,000 Gal cap
DC-3 plane w/1,200 Gal and 1,000 Gal
Twin engine spotter plane
Assoc'd loading pumps

Ayles Fernie International
Unit D5, Chaucer Business Park
Kemsing, Sevenoaks, Kent
TN15 6YU
England
POC: Tottenham Hotspur
44 (0) 1732 762962
44 (0) 1732 761961 (fax)
sales@aylesfernie.co.uk
Retailer of aerial and marine dispersant spray systems and
SUPERDISPERSANT-25
Manufacturer of BioSolve Surface Washing Agent

Canadyne Technologies, Inc.
12400 Vulcan Way
Richmond, B.C., Canada
V6V 1J8
604-247-2297
604-247-2298 (fax)
info@canatec.com
Retailer of dispersant spray systems for boats, vessels, helicopters, and aircraft and SpilCare-O dispersant

Clean Harbors Environmental Services
690 Pleasant Street
Weymouth, MA 02189
8 Dexter Road
800-645-8265
781-803-4100
781-803-4168 (fax)

Desmi-AFTI (Applied Fabric Tech, Inc)
227 Thorn Avenue
Orchard Park, NY 14127
716-662-0632
716-662-0636 (fax)
Distributor for NU-CRU Gold Crew dispersants and Super Dispersant 25

BioSolve Group / Westford Chemical Corp.
329 Massachussettes Ave.
Lexington, VA
866-838-3909 or 800-225-3909
(781)482-7909 (fax)
info@biosolve.com

C.I.Agent Solutions
11760 Commonwealth Drive
Louisville, KY 40299
866-242-4368
502-267-0101
502-267-0181 (fax)
Manufacturer of C.I.Agent solidifier

Clean Caribbean Oil Spill Response
2381 Stirling Road
Fort Lauderdale, FL 33312
954-983-9880
954-987-3001 (fax)
staff@cleancaribbean.com
COREXIT 9500A 30,000 Gal, 1 ADDS-PACK Unit dispersant transfer systems, helicopter and vessel spray systems

Clean Seas
990Cindy Lane
Carpenteria, CA 93013
805-684-3838
805-684-2650 (fax)
cleanseas@cleanseas.com
COREXIT 9527 18,000 Gal in 55 Gal drums
2 150 Gal helo buckets

East Providence, RI 02914
401-431-1847
401-431-2154 (fax)
COREXIT 9527 1,375 Gal in 55 Gal drums in trailer, 1 workboat spray system, 1 220 Gal helo bucket

Elastec / American Marine
1309 West Main
Carmi, IL 32821
618-382-2525
618-382-3610 (fax)
elastec@elastec.com
Retailer of marine dispersant application systems

GlobeMark Resources Ltd.
1205 Pine Heights Drive
Atlanta, GA 30324
254-231-2251
joannie@globemarkresouces.com
Manufacturer of JD-109 and JD-2000 dispersant and RapidGrab 2000 herding agent

Maine Dept. of Environmental Protection
Southern ME Regional Office
312 Canco Road
Portland, ME 04103
800-452-1942
207-287-7688 (main office)
888-769-1036
207-822-6300
207-822-6303 (fax)
COREXIT 9527 220 Gal in 55 Gal drums
1 Sea Spray II dispersant spray system
Manufacturer of Nokomis 3-F4 dispersant

Nalco
1601 West Diehl Road
Naperville, IL 60563
7705 Highway 90-A
~~2 surface dispersant spray units for~~ vessels

Delaware Bay & River Co-Op
1650 Hewes Avenue
Linwood, PA 19061
302-645-7861
610-859-2830
COREXIT 9527 1,650 Gal in 55 Gal drums
1 VOSS spray system
1 TC3 helo bucket

JMN Specialties
1100 Victory Drive
Westwego, LA 70094
504-341-3749
504-341-5868 (fax)
Manufacturer of OS-70 dispersant (Not on NCP PS)

Kengro Corporation
6605 Highway 32 East
Charleston, MS 38921
662-647-2456
662-647-2468 (fax)
nfo@kengro.com
Manufacturer of Kengro AQUA bioremediation product (Not on NCP PS)

Mar-Len Supply, Inc.
23159 Kidder Street
Hayward, CA 94545
510-782-3555
510-782-2032 (fax)
MarLenSupply@aol.com

National Response Corporation
3500 Sunrise Highway, Suite T103
Great River, NY 11739
800-899-4672
631-224-9141
612-224-9086 (fax)
COREXIT 9527 5,000 Gal in 55 Gal drums

Sugarland, TX 77478 630-305-1000 630-305-2900 (fax) 281-263-7000 Manufacturer of COREXIT brand dispersants U.S. Polychemical International 584 Chestnut Ridge Road Chestnut Ridge, NY 10977 845-356-5530 845-356-6656 (fax) Manufacturer of Dispersit SPC 1000 dispersant Manufacturer of ZI-400 dispersant	Z.I. Chemicals 8605 Santa Monica Boulevard, #38201 Los Angeles, CA 90069 818-827-1301 818-479-8222 (fax) sales@zichemicals.com

IN-SITU BURNS

Alaska Clean Seas 4720 Business Park Boulevard, Suite G42 Anchorage, Alaska 99503 Pouch340022 Prudhoe Bay, AK 99734 907-644-2604 (Anchorage) 907-659-3220 (Prudhoe Bay) 907-659-2616 (fax) Oil spill co-op 15,600 feet of fire boom, 6 helitorch aerial ignition systems Elastec / American Marine 1309 West Main Carmi, IL 32821 618-382-2525 618-382-3610 (fax) elastec@elastec.com Manufacturer/retailer of Hydro-Fire boom Marine Spill Response Corporation 120 Fieldcrest Avenue Edison, NJ 08837 800-259-6772 703-326-5600	AMPOL / Oil Stop 1208 Peters Road Harvey, LA 70058 504-361-4321 504-361-4323 (fax) oilstop@aol.com Auto Boom fire boom manufacturer Desmi-Afti 277 Thorn Avenue Orchard Park, NY 14127 716-662-0632 716-662-0636 (fax) 30" PyroBoom & 36" PocketBoom manufacturer Firecon, Inc. Ontario, OR 97914 541-889-8630 541-889-8654 (fax) firecon@fmtc.com Manufacturer of ground based gel fuel ignition systems PyroShot 2001 Flightway Drive Chamblee, GA 30341

703-326-5660 (fax) 500 feet of fire boom stored in Portland, ME	770-454-1130 Aerial and ground ignition equipment distributor

0.2 - Hazardous Substance Response Equipment

Moran Environmental Recovery 20 Commerce Rd. Newtown, CT 06801 (203) 270-0095 (800) 562-7611 Castleton Environmental S-120 Rt 17 North Paramus, NJ 07652 (201) 291-0101 (800) 258-2657 Clean Harbors Environmental Services Inc. 1501 Washington St. Braintree, MA 0218537 (781) 380-7175 (877)333-4244 Clean Venture/Cycle Chem. Inc. 201 South First Street Elizabeth, NJ 07206 (908) 354-0210 Creamer Environmental Inc. 101 East Broadway Hackensack, NJ 07601 (201) 488-9800 Enviro-Tech Inc. 364 Broad Street Keyport, NJ 07735 (732) 888-1300 EQ US Ecology Company 1045 Pennsylvania Ave Linden, NJ 07036 (908) 486-8600 US Spill Response* 400 Valley Rd	Action Technical Services 122 Pickard Drive Syracuse, NY 13211 (315) 455-1625 Adirondack Environmental 9 Kastner Road Plattsburgh, NY 12901 (518) 563-5726 Clean Harbors Environmental 32 Bask Road Glenmont, NY 13440 (518) 434-0149 Environmental Products and Services PO Box 315 Syracuse, NY 13209 (315) 471-0503 Fenley & Nicol Environmental 445 Brook Avenue Deer Park, NY 11729 (631) 586-4900 Conklin Services and Construction 94 Stewart Avenue PO Box 7457 Newburgh, NY 12550 (845) 561-1512 M. C. Environmental 526 Queensbury Rd. Queensbury, NY 12804 (518) 615-0349 Marcor of New York 460 Buffalo Rd. Rochester, NY 14611 (800) 388-5933

Mount Arlington, NJ 07856 *Will find subcontractor (800) 927-9303 Insurance Restoration Specialists 26 Kennedy Blvd. East Brunswick, NJ 08816 (800) 634-0261 Ken's Marine Service Inc. PO Box 4001 Bayonne, NJ 07002 (201) 339-0673 (800) 427-1184 Marine Spill Response Corp. 10 Northfield Ave, Bldg. 427 Edison, NJ 08837 (732) 417-0500 (800) 259-6772 Northstar Marine Inc. 8300 Landis Ave. Sea Isle City, NJ 08243 (609) 263-6666 (888) 373-2869 CB&I 200 Horizon Center Blvd. HH Trenton, NJ 08691 (609) 584-8900	Miller Environmental Group Inc. PO Box 610 538 Edwards Ave. Calverton, NY 11933 (516) 369-4900 (800) 394-8606 Miller Launch. Pier 7 ½ Staten Island, NY 10301 (718) 727-7303 Milro Associates, Inc. 41 Hanse Avenue Freeport, NY 11520 (516) 379-1500 OP-Tech Environmental PO Box 2158 Syracuse, NY 13202 (315) 463-1643 Precision Industrial Maintenance 226 Broadway Schenectady, NY 12305 (518) 346-5800 Tri State Environmental 3 Brown's Lane Hawthrone, NY 10532 (914) 592-3385 Tyree Brothers Environmental Services Inc. 208 Route 109 Farmingdale, NY 11735 (631) 249-2087 West Central Environmental PO Box 83 Rensselaer, NY 12144 (518) 272-6891

5220 - Facilities

The Facilities Unit Leader is primarily responsible for the layout and activation of incident facilities; e.g., Base, Camp(s) and Incident Command Post. The Facilities Unit

provides sleeping and sanitation facilities for incident personnel and manages base and camp operations. Each facility (base or camp) is assigned a manager who reports to the Facilities Unit Leader and is responsible for managing the operation of the facility. The basic functions of the Base and Camp Managers are to provide security and general maintenance. The Facility Unit Leader reports to the Support Branch Director.

0.1 - Incident Command Post Options

General: Command posts are established to assist the FOSC, or Unified Command, in command and control functions of response operations. Members of the FOSC's or Unified Command's staff are organized within the command post for acquiring, consolidating, and coordinating critical information required for command and control of response operations. It is the responsibility of the command staff to provide this information in a timely and accurate fashion. The full integration of the Federal, State, Local, Tribal and Responsible Party's respective staffs at a central location greatly facilitates this process.

Initial Command Post: The Sector New York Command Center (SCC) is manned 24 hours a day. The SCC/IMT space is the location from which the FOSC will mount the initial response to any reports of pollution. For at least the initial phase of the response, and until a more suitable location is identified, the response effort will be managed from the Sector New York IMT Space adjacent to the SCC. During major incidents every effort will be made to accommodate all of the personnel responsible for the successful mitigation of the incident including other federal, state, local agencies, tribal nations and the responsible party's staff in the Sector New York IMT Conference Room.

Forward Command Posts: There may be a need for a forward deployed command post as close to the scene as possible. The forward command post is used as a working/meeting area by the on-scene incident management team and federal, and state incident investigators. Historically, these have been provided by the responsible party or the facility at which the affected vessel is located. If a suitable location is not available a list of identified possible sources of forward command posts is provided in Annex V.

Access to Sector New York Offices And The Sector Command Center: All personnel requiring access to Coast Guard Offices, Carden Hall Building #212, at Ft. Wadsworth will be properly identified, cleared, and entered into the Visitor Identification System and then issued a "Visitor Id". This system applies to all visitor, maintenance, support personnel, and emergency response personnel accessing restricted and non-restricted areas. All personnel issued badges shall wear them prominently displayed in front, above the waist on the outer most garments.

Access to restricted areas such as the SCC/VTS will be strictly controlled at all times. Only persons with official business will be allowed access to restricted areas, regardless of the authority under which the person is granted access.

"Official business", for the purpose of this plan, is defined as any business related to completion of the mission assigned to that office or unit.

0.2 - Incident Command Post Needs

The incident type, magnitude and Unified Command would determine the location of the command post whether located at sector New York or at another location (i.e. location recommended by RP). The Sector New York Incident Management Team room contains the following items to facilitate multi-agency representatives at SECTOR NEW YORK if the command post is established there:

- TV Screens
- Computer Display monitor
- 8 computer workstations
- Chairs with space around center table
- 6 phones/1 fax line
- Flip Charts
- Situational Display
- Printers

0.3 - Berthing

Military Personnel: Military personnel who are brought into the area on Government orders to participate in various response operations may be provided with berthing at a local military base on a space available basis. If space is not available the logistics section will work with local hotels to provide berthing. Additionally West Point, Fort Hamilton and Navy Lodge Staten Island facilities may be contacted for availability.

Navy Lodge Staten Island
Staten Island, NY 10305
718-442-0413 - Fax: 718-816-0830
https://www.navy-lodge.com/lodge_page.html?p_lodge_number=28

Fort Hamilton – Temporary Army Lodging
(718) 439-2340
http://hamiltonmwr.com/mwr_lodging/lodging.php

West Point
(845) 446-4731
Info@thethayerhotel.com

Civilian personnel: should be housed in area hotels or motels. There are approximately 30,000 Greater New York City area hotels.

0.4 - Port/Dock Facilities/Capacities

Refer to Annex Q for a list of facilities/capacities.

0.5 - Staging Areas

Staging area designations will be incident driven, procured by significant input from the Operations Section Chief to the Logistics Section Chief. We will consider that these facilities/locations typically would have significant uncovered space available for staging trucks and equipment, possibly equipped with cranes for loading equipment onto or off of vessels, and dock height/length dimensions to accommodate small boat operations. Below is a list of staging areas in Sector New York's AOR. Additionally, staging areas are noted on the Geographic Response Plans in Annex G of this ACP.

Name:	**Address:**	**Contact:**
Cape Liberty Bayonne Cruise Terminal (Former MOTBY)	51 Port Terminal Blvd Bayonne, NJ 07002-5035	201-823-3737 201-823-0333
Location Description:		
Large parking lots with access to; USCG ANT NY, accommodations for multiple vacuum trucks and equipment, and possible ability to handle helicopters.		

Name:	**Address:**	**Contact:**
Raritan Yacht Club	160 Water Street Perth Amboy, NJ 08861	732-826-2277
Location Description:		
Mid size parking lot with; access to boat ramp, fuel dock, marina, and accommodations for multiple vacuum trucks and equipment.		

Name:	**Address:**	**Contact:**
Liberty State Park	251 Phillip Street Jersey City, NJ 07305	201-451-0006
Location Description:		
Large parking lots with access to; boat ramp, fuel dock, marina, and boat lift, accommodations for multiple vacuum trucks and equipment, and possible ability to handle helicopters.		

Name:	**Address:**	**Contact:**
Atlantic Highlands Yacht Club	Simon Lake Drive Atlantic Highlands, NJ 07716	732-291-1118
Location Description:		
Large parking lots with access to; boat ramp, fuel dock, marina, and boat lift, accommodations for multiple vacuum trucks and equipment, and possible ability to handle helicopters.		

Name:	**Address:**	**Contact:**
The Shipyard Marina	1301 Sinatra Dr Hoboken, NJ 07030	201-798-8080

Location Description:
Small parking lot with pier; ability to hold a few vacuum trucks and equipment, and access to mid –size vessels via the pier.

Name:	**Address:**	**Contact:**
Fort Wadsworth, NPS	210 New York Avenue Staten Island, NY 10305-5019	718-354-4500
Location Description:		
Large parking lot with accommodations for multiple vacuum trucks and equipment, and possible ability to handle helicopters.		

Name:	**Address:**	**Contact:**
Great Kills Park, NPS	3270 Hylan Blvd Staten Island, NY 10308	718-354-4500
Location Description:		
Large parking lots with access to; boat ramp, fuel dock, marina, and boat lift, accommodations for multiple vacuum trucks and equipment, and possible ability to handle helicopters.		

Name:	**Address:**	**Contact:**
Brooklyn Navy Yard	292 63 Flushing Ave Brooklyn, NY 11205	718-907-5955
Location Description:		
Inside Brooklyn Navy Yard property of GMD Shipyard has; access to waterfront via pier, accommodations for multiple vacuum trucks and equipment.		

Name:	**Address:**	**Contact:**
Floyd Bennett Field, NPS	50 Aviation Road Brooklyn, NY 11234	718-338-3799
Location Description:		
Large parking lots with access to; boat ramp, fuel dock, marina, and boat lift, accommodations for multiple vacuum trucks and equipment, and possible ability to handle helicopters.		

Name:	**Address:**	**Contact:**
Manhattan Cruise Terminal	711 12th Ave West 55th Street New York, NY 10019	347-672-4573 Tom Spina
Location Description:		
Large parking lots with access to; waterside for vessels, accommodations for multiple vacuum trucks and equipment, all access pending the presence of cruise ships.		

Name:	**Address:**	**Contact:**
Glen Cove Marina	76 Shore Road Glen Cove, NY 11542	516-759-3129

Location Description:
Parking lot with access to; boat ramp, fuel dock, Long Island, Sound

Name:	Address:	Contact:
Harbor Island Park	123 Mamaroneck Ave Mamaroneck, NY 10543	914-777-7784
Location Description:		
Large parking lots with access to; boat ramp, fuel dock, marina, and boat lift, accommodations for multiple vacuum trucks and equipment, and possible ability to handle helicopters.		

0.6 - Security Providers

The Security Manager is responsible to provide safeguards needed to protect personnel and property from loss or damage.

- Establish contacts with local law enforcement agencies as required.
- Contact agency representatives to discuss any special custodial requirements that may affect operations.
- Request required personnel support to accomplish work assignments.
- Ensure that support personnel are qualified to manage security problems.
- Develop security plan for incident facilities.
- Adjust security plan for personnel and equipment changes and releases.
- Coordinate security activities with appropriate incident personnel.
- Keep the peace, prevent assaults, and settle disputes through coordination with Agency Representatives.
- Prevent theft of all government and personal property.
- Document all complaints and suspicious occurrences.
- Maintain Unit/Activity Log (ICS 214)

If the command post is located at Sector New York, the Coast Guard Police Department (CGPD) will address security needs in conjunction with the Security Manager. If the command post location is provided by the RP, then that party will take the lead for security responsibilities at the incident.

0.7 - Airports/Heliports

Airports, heliports and aircraft rental:

- ***Airports New York***
  - Kennedy International Airport, (718) 244-4335
    JFK Police
    (JFK) Queens, NY

  - LaGuardia Airport, (LGA) (718) 533-3700
    Port Authority Operations
    Flushing, NY 11371

- Stewart Air National Guard Base (845) 563-2286 (CMD Post)
  Newburgh, NY (845) 563-2235(OPS)
  (845) 563-2000 (Day)

- Stewart International Airport (845) 567-1562
  New Windsor, NY

- Francis S. Gabresky Airport (516) 288-5410
  Suffolk County, Long Island, NY

- Westchester County Airport (914) 995-4860
  Westchester County, NY

- ***Airports New Jersey***
  - Joint Base McGuire-Dix-Lakehurst (732) 323-2245/4940 (Air Dept)
    Lakehurst, NJ (732) 323-2011 (Switchboard)

  - Linden Airport (908) 862-5557
    Linden, NJ
    http://www.airnav.com/airport/LDJ

  - McGuire Air Force Base (609) 754-2526 (Air Dept)
    Burlington County, NJ (609) 754-1100 (Switchboard)

  - Newark International Airport,
    Port Authority PD (973) 961-6230
    (EWR) Newark, NJ

  - Teterboro Airport (201) 288-1775
    Bergen County, NJ

- ***Heliports New York***
  - Downtown Manhattan Heliport (212) 248-7240/ 7241
    6 E. River Dr.
    NY, NY 10002

  - Albany International Airport (518) 242-2300 (Ops Dept)
    Albany, NY

  - State Police Emergency (518) 457-6811
    Designated Areas Albany, NY

  - Coast Guard ANT Saugerties (845) 246-7612

- ***Heliports New Jersey***
  - Conoco Phillips Bayway Refinery (908)523-5000
    Linden, N.J. (908) 523-5610 (Fax)

  - Linden Airport (908) 862-5557
    Linden, NJ
    http://www.airnav.com/airport/LDJ

This list is also under section 3430 of this document

0.8 - Temporary Storage and Disposal Facilities (TSDs)

The disposal of recovered spilled material and contaminated debris can pose many immediate and long-range problems. Therefore, it is imperative that the disposal process be addressed early in the operation. Common problems encountered include the need to identify a disposal site, obtaining a complete analysis of the spilled material, or simply arranging for transport of the material. If ignored, disposal issues can easily complicate and compound cleanup operations. The following is general guidance on the storage, transportation and disposal of spilled materials and contaminated debris.

TEMPORARY STORAGE SITES

Site Selection: A temporary storage site provides a location to store oily sediment and debris removed during shoreline cleanup operations. Identify temporary storage early in the response due to anticipated large accumulation of oiled/contaminated debris. It will also provide the FOSC time to identify licensed transporters and acceptable disposal methods. The temporary storage sites should be located in areas with good access to the shoreline cleanup operation and to nearby streets and highways. They should be selected and prepared to minimize contamination of surrounding areas from leaching oil. Therefore, storage sites should not be located on or adjacent to ravines, gullies, streams, or the sides of hills, but on flat areas with a minimum of slope. Good storage site locations are flat areas such as parking lots (paved or unpaved), and undeveloped lots adjacent to the shoreline. They should have sufficient room for trailers to maneuver easily, and should have ample room for staging roll offs and equipment. The safety and efficiency of operations is contingent upon having enough space.

Site Preparation: Once a location is selected, certain site preparations are usually necessary to contain any leaching oil. An earthen berm should be constructed around the perimeter of the storage site. If a paved parking lot is used, earth would have to be imported from nearby areas; if an unpaved surface is used, material can be excavated from the site itself and pushed to the perimeter thereby forming a small basin. Entrance and exit ramps should be constructed over the berm to allow cleanup equipment access to the site. If the substrate or berm material is permeable, plastic liners should be spread over the berms and across the floor of the storage site to contain any possible oil leachate. Regardless, it is

always advisable during waste handling, transfer, or storage to cover the area of operation with plastic sheets to prevent further contamination.

Site Logistics: In a large scale incident, vacuum trucks will be in limited supply. Consequently, it will be necessary to quickly off-load them into frac tanks, or roll off boxes. Ramps and pumps will be needed to access these boxes and transfer separated product and water for disposal. Additional logistics including backboards (required to protect from backsplash) may be necessary. Mobil steam units and portable steam coils will be needed to liquefy heavy oil so that it can be vacuumed to and from trucks efficiently. If used, a minimum of 2 roll offs will be necessary at all times to receive oil from vac trucks. An area within the site should be dedicated for this function of the temporary storage area. In addition, a staging area will be needed for drums which will be used for collecting solid contaminated debris, personnel protective equipment disposal, small quantity variant waste streams and other spill related tasks. Machinery dedicated to maneuvering these drums around the temporary staging area will also be needed. A dedicated area for staging full drums will ensure their identification for disposal.

Collection Points: A large spill will require roll offs to be staged in various locations along the shoreline adjacent to cleanup activities. A strategic deployment of available boxes made at various collection points along the shoreline to receive spill cleanup material will free cleanup crews from the task of transferring spill related materials to a collection site. This will increase the efficiency of the collection by focusing the energy of trained workers where it is needed most. These roll off boxes, once full, would then be transported to the designated central staging area for further collection and transportation off site to a treatment, storage and disposal facility.

Emergency Lightering Contractors

See USCG National Strike Force Coordination Center Regional Response Inventory (RRI) website for contractor/OSRO oil spill response resources, temporary storage, disposal and lightering equipment, https://cgrri.uscg.mil. ,

Barge Operators for Temporary Storage

All barge fleet capacities are approximate and represent the maximum number of barges owned by the companies. Most large companies have contracts with, and utilize, specific tug boat operators.

COMPANY	TELEPHONE #	BARGES TOTAL CAPACITY
Bouchard	(516) 681-4900	27 Barges 175,000 bbls
Clean Hbrs Coop	(732) 738-3002	1 Barge 250 bbls w/ coils
K-Sea Trans.	(800) 569-3880	23 Barges 670,000 bbls
Ken's Progress	(800) 427-1184	3 Barges 17,000 bbls
Maritrans	(212) 578-1966	2 Barges 771,000 bbls
Moran Towing	(203) 635-7800	7 Barges 257,000 bbls

COMPANY	TELEPHONE #	BARGES TOTAL CAPACITY
MSRC	(732) 417-0500	3 Barges 52,800 bbls
Packer Marine	(508) 693-0900	2 Barges 7,500 bbls
Reinauer Trans.	(718) 816-8167	15 Barges 508,000 bbls
Spentonbush	(212) 536-3838	11 Barges 720,000 bbls

Pre-Approved Petroleum / Recovered Product Bulk Storage and Contaminated Debris Storage

a. All listed facilities have indicated their willingness to assist whenever possible, in the event of a catastrophic release, for the purpose of providing storage for pure or contaminated product, and/or contaminated debris. Emergency contacts may be made through their duty shift supervisors. Storage capacities are not listed because none of these facilities dedicates storage for this purpose.

FACILITY	LOCATION	TELEPHONE	WATER BODY
Buckey Terminal (both)	Bayonne, NJ	(201) 437-1017	Kill Van Kull
Amerada Hess (both)	Woodbridge, NJ	(732) 750-6000	Arthur Kill
BP Oil (bulk)	Newark, NJ	(973) 465-2425	Newark Bay
Bay Terminals (debris)	Rockaway, NY	(718) 474-5863	Rockaway
Bayside Fuel (debris)	Brooklyn, NY	(718) 372-9800	Gravesend Bay
Bayway Refining (both)	Linden, NJ	(908) 523-5000	Arthur Kill
Castle Astoria (both)	Astoria, NY	(718) 932-8816	East River
Citgo (both)	Linden, NJ	(908) 862-3300	Arthur Kill
Con Ed (debris)	Harrison, NY	(718) 204-3970	East River
GATX (debris)	Carteret, NJ	(908) 231-4000	Arthur Kill
IMTT (both)	Bayonne, NJ	(201) 437-2200	Kill Van Kull
Mobil (both)	Linden, NJ	(908) 474-6000	Arthur Kill
Motiva Newark (debris)	Newark, NJ	(973) 344-6815	Newark Bay
Kinder Morgan (both)	Staten Is., NY	(718) 966-2000	Arthur Kill
Port Authority (debris)	Newark, NJ	(973) 578-2180	Newark Bay
Arc Terminal (both)	Brooklyn, NY	(718) 383-4066	Newtown Creek

Temporary Storage for Contaminated Debris

The following facilities have indicated their willingness to assist, whenever possible, in the event of a catastrophic release, for the purpose of providing temporary storage of oil contaminated debris. Each facility should be contacted through its duty shift supervisor.

FACILITY	LOCATION	TELEPHONE	WATER BODY
Bayway Refining	Linden, NJ	(908) 523-5000	Arthur Kill
Castle Astoria	Astoria, NY	(718) 932-8816	East River
Coastal Oil	Bayonne, NJ	(201) 437-2100	Kill Van Kull
Chevron	Woodbridge, NJ	(973) 738-2000	Arthur Kill
Citgo	Linden, NJ	(908) 862-3300	Arthur Kill
Eastern Oil	Jersey City, NJ	(201) 659-2945	Hackensack River
Getty	Newark, NJ	(201) 344-7860	Passaic River

FACILITY	LOCATION	TELEPHONE	WATER BODY
IMTT	Bayonne, NJ	(201) 437-2200	Kill Van Kull
Mobil	Linden, NJ	(908) 474-6000	Arthur Kill
Kinder Morgan	Staten Is., NY	(718) 966-2000	Arthur Kill

The following companies operate vacuum trucks for purposes of recovery, transport, and temporary storage of bulk liquid product:

COMPANY	LOCATION	TELEPHONE
Auchter Industrial Vac	Linden, NJ	(908) 862-2277
All State Power Vac	Linden, NJ	(908) 486-8600
Atlantic Response	Carteret, NJ	(732) 969-8555
Barco	Sommerville, NJ	(908) 359-7131
Cambridge Chemical Cleaning	Linden, NJ	(908) 862-9363
Clean Harbors, Inc.	Edison, NJ	(732) 248-1997
Clean Venture	Perth Amboy, NJ	(732) 442-4900
Freehold Cartage	Freehold, NJ	(732) 462-1001
Ken's Marine	Bayonne, NJ	(201) 339-0673

Temporary Storage for Contaminated Debris

The following facilities have indicated their willingness to assist, whenever possible, in the event of a catastrophic release, for the purpose of providing temporary storage of oil contaminated debris. Each facility should be contacted through its duty shift supervisor.

FACILITY	LOCATION	TELEPHONE	WATER BODY
Buckeye	Bayonne, NJ	(201) 437-1017	Kill Van Kull
Amerada Hess	Woodbridge, NJ	(732) 750-6000	Arthur Kill
Bayside Fuel	Brooklyn, NY	(718) 372-9800	Gravesend Bay
Phillips 66	Linden, NJ	(908) 523-5000	Arthur Kill
Castle Astoria	Astoria, NY	(718) 932-8816	East River
Citgo	Linden, NJ	(908) 862-3300	Arthur Kill
Con Ed	Astoria, NY	(718) 425-6217	East River
Kinder Morgan	Carteret, NJ	(732) 969-5712	Arthur Kill
IMTT	Bayonne, NJ	(201) 437-2200	Kill Van Kull
Mobil	Linden, NJ	(908) 474-6000	Arthur Kill
Kinder Morgan	Staten Is., NY	(718) 966-2000	Arthur Kill
Port Authority	Newark, NJ	(973) 578-2180	Newark Bay
Arc Terminal	Brooklyn, NY	(718) 383-4066	Newtown Creek
Motiva Newark	Newark, NJ	(973) 344-6815	Newark Bay

The following companies can provide roll off boxes for the collection, transport and temporary storage of contaminated debris.

COMPANY	LOCATION	TELEPHONE
AWT Environmental	Sayreville, NJ	(732) 613-1660
Atlantic Response	East Brunswick, NJ	(732) 969-8555
Freehold Cartage	Freehold, NJ	(732) 462-1001

Landfills

State regulatory personnel must be consulted prior to engaging any landfill for disposal of spill related materials. Regulatory waivers and waste profiles may be required before any material is accepted at these facilities.

LANDFILL	ADDRESS	TELEPHONE
NEW YORK		
Albany Landfill	525 Rapp Road N Albany, NY	(518) 869-3651
Allegany County	County Rd 43, Angelica, NY	(585) 268-9230
Chautauqua County	Towerville Rd, Jamestown,NY	(716) 985-4785
Chemung County	Rt. 17, Lowman, NY	(607) 737-2980
CID Landfill, Inc.	Hand Road, Chaffee, NY	(716) 496-5000
City of Albany	Rarr Rd, Albany, NY	(518) 869-3651
City of Watertown	Outer Watr St, Watertown,NY	(315) 785-7770
Colonie Landfill	New Louden Rd, Cohoes, NY	(518) 783-2826
Essex County	Route 9, Lewis, NY	(518) 873-6650
Fulton County	Mud Rd, Johnstown, NY	(518) 736-5501
High Acres Landfill	Perrington Pkwy, Fairport, NY	(585) 223-6132
Massena Landfill	Rt. 240, Massena, NY	(315) 393-7889
Modern Landfill	Harfold Rd, Model City, NY	(716) 692-1272
Ogdensburg Landfill	Champlain St, Ogdensburg, NY	(315) 393-7889
Oneida County	Tannery Rd, Rome, NY	(315) 733-1224
Ontario County	Routes 5 & 20, Flint, NY	(585) 526-4420
Rodman Landfill	Dona Rd, Rodman, NY	(315) 232-3236
Steuban Co/Bath	Turnpike Rd, Bath, NY	(607) 776-9631
Tompkins County	Hillview Rd, Spencer, NY	(607) 273-6632
Town of Catskill	Cauterskill Rd, Catskill, NY	(518) 943-3591
Town of Sand Lake	Chamberlin Rd, Sandlake, NY	(518) 286-3102
Town of Smithtown	Old Northport, Kings Park, NY	(516) 269-6600
NEW JERSEY		
Atlantic County	Delilah Rd, Egg Harbor, NJ	(609) 272-6950
Burlington County	Columbus Rd, Mt. Holly, NJ	(800) 633-9096
Cape May	Cape May Court House, NJ	(609) 465-9026
Cumberland	Vine Street, Milleville, NJ	(856) 497-2797
Gloucester County	Broad St, Woodbury, NJ	(856) 478-6045
HMDC Landfill	Baler Blvd, Kearny, NJ	(201) 460-8161
Monmouth County	Asbury Ave, Neptune, NJ	(732) 683-8686
Ocean County	Route 70, Lakehurst, NJ	(732) 323-8528
Camden County	Morgan Rd, Pennsauken, NJ	(856)665-8787
Salem County	Welchville Rd, Alloway, NJ	(856) 935-7900
Sussex County	Rt 94, Lafayette, NJ	(973)579-6998
Warren County	Edison Rd, Belvedere, NJ	(908) 453-2174

LANDFILL	ADDRESS	TELEPHONE
CONNECTICUT		
New Milford	Danbury Rd, New Milford, CT	(203) 350-2222
Newton	Ethan Allen Rd, Newton, CT	(203) 270-4307

0.9 - Maintenance and Fueling Facilities

Below is a link that lists all the fueling docks and boat ramps in the New York and New Jersey area:
http://nyfishingreport.com/marine-access_nynjbr.htm

5220.100 - Fish and Wildlife Response Facilities and Resources

Under the NCP, 40 CFR 300.330, the U.S. Fish and Wildlife Service of the Department of the Interior, the National Marine Fisheries Service of the (NOAA) Department of Commerce, and State representatives to the RRT shall arrange for the coordination of professional and volunteer groups permitted and trained to participate in wildlife dispersal, collection, cleaning, rehabilitation, and recovery activities. These activities shall be consistent with 16 U.S.C. 703-712 and applicable state laws. The Scientific Support Coordinator serves as the liaison with fish and wildlife assistance organizations. In reference to Bird and Wildlife Treatment by Volunteers, 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. See section 4320 for additional information of the use of volunteer assistance. Conservation activities will normally be conducted during Phase III operations, described in Section 300.310 of the National Response Plan.
Organizations willing to assist in the wildlife conservation effort include:

American Society for the Prevention of Cruelty to Animals (ASPCA)	(212) 876 7700
Tri-State Bird Rescue 110 Possum Hollow Road Newark, Delaware 19711	(302) 737-9543/7241 (302) 737-9562(Fax)
U.S. Fish and Wildlife Service	(607) 753-9334

5230 -Vessel Support

The Vessel Support Unit Leader is responsible for implementing the vessel routing plan for the incident and coordinating transportation on the water and between shore resources. This may include arranging fueling, maintenance and repair of vessels on a case by case basis.

0.1 - Boat Ramps/Launching Areas

Please see Annex Q for a list of Boat Ramps/Launching Areas. Section 5220.5 above identifies Staging Areas. Also reference the GRPs in Annex G for staging areas and boat ramps.
A list of boat ramps in New York and New Jersey:
http://nyfishingreport.com/marine-access_nynjbr.htm

0.2 -Vessel/Boat Sources

Please see Annex Q for a list of Boat Ramps/Launching Areas, Vessel and Boat Sources and Maintenance.

0.3 - Maintenance

Please see Annex Q for a list of Boat Ramps/Launching Areas, Vessel and Boat Sources and Maintenance.

5240 - Ground Support

The Ground Support Unit Leader is primarily responsible for management of tactical equipment, vehicles, mobile ground support equipment and fueling services; transportation of personnel, supplies, food and equipment in support of incident operations; and implementing the Traffic Plan.

0.1 -Vehicle Sources

USCG responders may reserve vehicles from the Motor Pool at Sector New York. General Services Administration (GSA) will provide vehicles or contract vehicles for long term events. Logistics Section Chief and/or Vehicle Support Unit Leader will assist with commercial vehicle rentals.

0.2 - Maintenance

Vehicle maintenance to be provided via existing Sector New York contracts, GSA, or by RP.

5300 - Services

The Service Branch Director is responsible for the management of all response personnel service activities at the incident including food, medical and communications units.

5310 - Food

The Food Unit Leader is responsible for supplying the food needs for all responders and overhead personnel, including all remote locations, such as staging areas, as well as providing food for personnel unable to leave tactical feed assignments.

5310.1 - Catering/Messing Options

Logistics Section Chief and Food Unit Leader will coordinate catering and messing options as needed. If ICP is located at Sector New York, on-site galley is available. If RP is named, RP would be responsible to provide messing.

5320 - Medical

The Medical Unit Leader is primarily responsible for the development of the Medical Plan (ICS-205), providing medical care, overseeing health of response personnel, obtaining medical aid and transportation for ill and injured response personnel, coordinating with other functions to resolve health and safety issues, and preparation of medical reports and records.

0.1 - Medical Facilities

The Greater New York Hospital Association (GNYHA) maintains a list of NYC area hospitals, including NY and CT.
http://www.gnyha.org
Directory
Member Hospitals

USCG Sector New York Command Center, (718) 354-4120
Emergency Services, 911

0.2 - Ambulance/EMS Services

Corresponding ambulance/EMS Services can be found at the above GNYHA website.
Emergency Services, 911

5400 - Communications

The Communications Unit Leader is responsible for developing the Communications Plan (ICS-205), obtaining, distributing, and supporting operation of computer and radio incident communications equipment, and the data management infrastructure to support information flow.

5410 - Communications Plan

An incident Communications Plan (ICS-205) is critical to avoid confusion and ensure effective communication during incident response. The ICS-205 includes all radio frequency assignments, telephone numbers and other communication methods for each operational period.

The ICS-205 is included in the Incident Action Plan, and applicable contact numbers will be listed on Incident Assignment Lists (ICS-204).

0.1 - Incident Communications

This section identifies the radio frequencies that will be used for inter-agency communication during response operations. Most of the frequencies are VHF-FM marine band.

For an effective response, a continuous and effective communications plan must be in use. The primary method of communication at the Unified Command Post

(if possible) is telephone, cellular telephone, VHF-FM radio, facsimile, and computer telecommunications. All agencies have a Communication Plan that should be used until ICS-205 is customized to incident.

VHF-FM Channel 21A (157.05Mhz) - ground communication between the Unified Command and USCG units on-scene. Secondary frequency for communication between the Unified Command and local agencies on-scene.

RP primary and secondary frequencies will be determined as needed.

Local government agencies such as police, fire, county sheriffs, and environmental health departments have frequencies and communications systems established. It is not the intent of this plan to interfere with or change those established systems.

USCG Working Frequencies

Channel 21A (157.05Mhz) USCG primary working frequency for communication between USCG units and other USCG personnel who are part of the FOSC staff, security, and SAR operations.

UHF 345.0 the primary working frequency between the Unified Command and U.S. Coast Guard aircraft.

Channel 16 - (156.8Mhz) Designated under international convention for use for ship-to-ship and ship-to-shore hailing and distress in international waters. ALL users are required to use channel 16 for only these purposes and then switch to other channels for subsequent communications. Oil spill response is no exception.

Channel 13 - (156.65Mhz) Designated bridge-to-bridge hailing and navigation safety frequency in inland and offshore waters. It may be used only to establish contact and make arrangements between vessels in crossing, meeting, or overtaking situations in accordance with the International or Inland Navigation Rules.

Safety Frequency: Ch. 06 (156.3Mhz) is designated as the frequency which may be used by all parties for communication on matters involving human health and safety. FCC regulations require all vessels equipped with VHF-FM capability to have this channel. As there is expected to be little other traffic on this channel during an oil spill response, this should be monitored by all involved units that have this channel available, and regarded as a tertiary channel for the response.

0.2 - Communications Support

The USCG Atlantic Strike Team has a cache of programmable hand-held VHF-FM radios and a computer which can tune those radios to any desired frequency. The Strike Team also owns several portable repeaters which can be tuned to a desired frequency and deployed wherever necessary. It also has portable INMARSAT (satellite telephone) systems.

Communications support can also be provided by USCG Communications Area Master Station Atlantic (CAMSLANT), and FEMA's Emergency Communication Division.
CAMSLANT 757-421-6240

http://www.uscg.mil/lantarea/camslant/ communications
http://www.fema.gov/disaster-emergency- -division

0.3 - Communications Facilities

USCG Atlantic Strike Team also has a Communications/Mobile Command Post trailer (EMICP) equipped with VHF-FM radio, multiple line telephones, USCG CGDN and SIPRNET. In addition, Sector New York Auxiliary has a temperature regulated mobile command post that is equipped with interoperable communication equipment, laptop capability, white boards for situation display and maps/charts of the local area.

5500 - Reserved

5600 - Reserved

5700 - Reserved

5800 - Reserved

5900 - Reserved for Area/District

Section 6000

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6000 - Finance/Administration

The Finance/Administration Section Chief is a member of the General Staff and is responsible for all financial, administrative, and cost analysis aspects of the incident and supervising members of the Finance/Admin Section. Listing of providers is for informational purposes only and does not imply endorsement by the Federal Government, the Committee or the U. S. Coast Guard.

This section will provide a brief overview and information specific to the COTP New York/New Jersey zone. Refer to the IMH Chapter 11. Financial and cost documentation guidance is available from the National Pollution Funds Center, 703-872-6000, National Pollution Funds Center

Funding for cleanup of pollution incidents is the responsibility of the polluter. Federal removal activities are instituted when the responsible party

1. Is unknown or
2. Does not act promptly, or
3. Does not take appropriate removal action.

"Direct" costs incurred for this purpose are chargeable to the fund. If and when the identity of the discharger is established the Coast Guard bills these "direct" costs to the discharger as well as certain "indirect" costs. There are two funds to which the OSC has access:

- Oil Spill Liability Trust Fund for clean-up costs under the Federal Water Pollution Control Act (FWPCA).
- Comprehensive Environmental Response, Compensation, and Liability Act Trust Fund (Superfund).

Oil Spill Liability Trust Fund (OSLTF): This fund known as the OSLTF is used for cleanup of oil spills, as defined in Section 1001 of the OPA '90. Requests for OSLTF funds should be made by via CANAPS located on the National Pollutions Funds Center (NPFC) website.

Once funding is identified, an Authorization to Proceed letter will be issued to the selected Basic Ordering Agreement (BOA) contractors by the FOSC. This Authorization to Proceed (ATP) must be followed up with a message to the USCG Shoreline Infrastructure and Logistics Center (SILC) with information copy to CCGDONE within 24 hours. A Contracting Officer is available at SILC to review.

Criteria for use of the OSLTF under Section 1012 of the OPA '90: Subject to the availability of appropriations, the OSLTF is available for all removal costs consistent with the NCP. That is, provided that the oil has been discharged, or there is substantial threat of such discharge into or upon the navigable waters of the United States, adjoining shorelines, or into the waters of the contiguous zone, and that removal is not being conducted properly by the owner or operator of the vessel, or facility from which the

discharge is occurring. The OSLTF is also available to pay for the mitigation and cleanup costs of discharges or threatened discharges from unknown sources or responsible parties.

- **Reimbursable Expenditures:** Federal agencies or States and political subdivisions may be reimbursed from the OSLTF for expenditures authorized by the FOSC which were financed from agency funds and which were incurred in removal operations.
- **Removable Activities Chargeable to the Fund:** The types of activities that are charged to the OSLTF in response to a discharge vary. Discovery, notification and initial assessment expenses are considered operating expenses. Monitoring, control, recovery and disposal expenses are chargeable to the OSLTF.
- **Limits on the Use of the Fund:** The OSLTF may be used only during Phase III and Phase IV response activities. Personnel and equipment costs which are funded by other appropriations and which would have been incurred during normal operations are not reimbursable as out-of-pocket costs.

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) Hazardous Substance Superfund Trust Fund (Superfund): The CERCLA Superfund is used for cleanup of the hazardous substances. Access to the CERCLA Trust Fund is authorized by FOSCs when response activities pursuant to CERCLA are undertaken. To access the Superfund, an account number must be obtained through CANAPS.

Criteria for use of the CERCLA Trust Fund: The CERCLA authorizes the response to releases or threats of releases into the environment of hazardous substances, or pollutants or contaminants that may present an imminent and substantial danger to the public health or welfare. Those hazardous substances are listed in 40 CFR Section 302.When the hazardous substance is listed under both 40 CFR 302 and 116, Coast Guard policy requires the use of the CERCLA fund for response activities. The CERCLA Superfund will be used for costs incurred for such response in accordance with Executive Order 12580 of 23 January 1987, the Memorandum of Understanding between the USCG and EPA of 4 January 1982 and current EPA guidelines. A copy of this MOU can be found in Annex I and overviewed in Section 9500

6100 - Finance/Administrative Section Organization

The Finance/Administration Section is responsible for all incident costs and financial considerations. The section includes the Time Unit, Procurement Unit, Compensation/Claims Unit and Cost Unit. The IC will determine the need for a Finance/Administration Section, and designate an individual to perform that role. If no Finance Section is established, the IC will perform all finance functions. The Finance/Administration Section is set up for any incident that may require on-site financial management. More and more, larger incidents are using a Finance/Administration Section to monitor costs. Smaller incidents may also require certain Finance/Administration functions. For example, the IC may establish one or more units of the Finance/Administration Section for such things as procuring special equipment, contracting with a vendor, or for making cost estimates of alternative strategies.

Finance/Administration Section Chief
The Finance/Administration Section Chief is responsible for all financial and cost analysis aspects of the incident and for supervising members of this Section.

6200 - Fund Access

6210 - OSC Access

Overview: When responding to an oil pollution incident, and when deemed appropriate, the FOSC is assigned a Federal Project Number (FPN) and recommends a dollar ceiling. As removal activities proceed, if it appears costs will exceed the original ceiling the FOSC requests an increase to the ceiling. The costs of all purchases, contracts, services, and authorizations of activity are applied against the ceiling.

Each contractor or government agency is responsible for keeping track of their costs during the removal and for staying inside the limits given them by the FOSC, or requesting more if needed. FOSC's do not document or report costs for the Assessment phase, except for "out of pocket" costs. "Assessment phase" is defined as either the phase between notification of a discharge and the substantial threat of discharge, by whatever means, and the determination by the FOSC that further action or presence is required. Even where "out of pocket" Assessment phase costs are documented and reported, it is to support charges to the Oil Spill Liability Trust Fund (OSLTF), and not for cost recovery from the Responsible Party.

6220 - State Access

The Oil Pollution Act of 1990 authorizes the President, upon request of the Governor of a State, to obligate the OSLTF for payments not to exceed $250,000 per incident, for removal costs consistent with the National Contingency Plan, required for the immediate removal of a discharge, or the mitigation or prevention of a substantial threat of a discharge, of oil. The responsibility for implementing this section of the Act has been delegated to the National Pollution Fund Center (NPFC). The NPFC has published a Technical Operating Procedures (TOPS) offering guidance for State Access, and promulgated regulations at 33 CFR Part 133 entitled, "State Access to the Oil Spill Liability Trust Fund for Removal Costs under the Oil Pollution Act of 1990." Oil Spill Liability Trust Fund | US EPA

There are three methods available to states and/or political subdivisions thereof for payment of removal costs:

- Direct State Access to the OSLTF
- Execute a Pollution Funding Authorization Agreement with the federal OSC or;
- File a claim after the fact with either the Responsible Party or the NPFC.

Requests to directly access the Fund must be made by Governors or their designated representatives to the OSC. The OSC reviews the request for eligibility under the Act and applicable regulations, then approves or denies the Governor's request. The regulations provide minimum standards to guide the OSC in making eligibility decisions States are required to coordinate their removal actions with the OSC and retain records of

expenditures. The provisions of the Federal Grant and Cooperative Agreement Act and the regulations of the U.S. Department of Transportation regarding Federal assistance programs apply to payments from the Fund, and are described in the TOPS.

As an alternative, States may execute a Pollution Funding Authorization Agreement with the OSC, which effectively acts as a contract between the State and the OSC. In this Agreement, both parties agree certain types of removal activities are authorized; costs associated with each are spelled out. States may also pay for their activities themselves, and then file a claim for reimbursement with either the OSC or the RP, as appropriate.

6230 - Trustee Access

Federal Natural Resource Trustees may submit an Initiate Agreement to the NPFC to fund the Initiation of Natural Resource Damage Assessments (NRDA) and can submit claims for NRDA costs not paid by the RP. NPFC Instruction M5402.1 provides the Interagency Agreement for providing funding to Natural Resource Trustees to conduct the Initiation of an Assessment of Natural Resource Damages under the Oil Pollution Act of 1990 (OPA). Access to the OSLTF is through the Federal Lead Administrative Trustee (FLAT). See also Sections 9210.1 and 4720.5 for additional information on Natural Resource Trustees and the Natural Resource Damage Assessment process, including the designation and responsibilities of the FLAT.

6300 - Cost

The Cost Unit Leader is responsible for collecting all cost data, performing cost effectiveness analyses, and providing cost estimates and cost saving recommendations for the incident. Responsible parties are liable for damage claims and removal costs resulting from discharges or substantial threats of discharges of oil and/or hazardous substances into or upon the navigable waters of the U.S and adjoining shoreline. Notices of Federal Interest, Letters of Federal Assumption, Letters of Designation, and/or Administrative/Directive Orders are required as part of the financial management during a response.

For cases where the responsible party is either unknown, is unable, or unwilling to meet this obligation, the Oil Spill Liability Trust Fund (OSLTF) will pay for removal costs and claims. When responding to an oil pollution incident, and when deemed appropriate, the FOSC obligates a Federal Project Number (FPN) and assigns a dollar ceiling. As removal activities proceed, and it appears costs will exceed the original ceiling, the FOSC may request an increase to the ceiling. A three-level system determines the complexity of a case and its required resource documentation. The FOSC will determine which level best applies to an incident. Refer to section 6310 for three-level system breakdown.

The costs of all purchases, contracts, services, and authorizations of activity are applied against the ceiling. Each contractor or government agency is responsible for keeping track of their costs during the removal and for staying inside the limits given to them by the FOSC, or requesting an increase in the established ceiling.

A Process Flow for Preliminary Assessment, a FOSC Financial Management Documentation Flow Process, and a Documentation and Cost Recovery Process Flow are available in the FOSC Finance and Resource Management Field Guide (FFARM).

6310 - Cost Documentation Procedures, Forms & Completion Report

Generally, responsible parties are liable for damage claims and removal costs resulting from discharges or substantial threats of discharges of oil into or upon the navigable waters of the U.S. For cases where the responsible party is either unknown, or is unable or unwilling to meet this obligation, the Oil Spill Liability Trust Fund (OSLTF) will pay for removal costs and claims.

The OSLTF is administered by the Coast Guard's National Pollution Funds Center (NPFC) in Arlington, VA, whose concurrent missions are to provide OSCs with the financial resources to ensure timely and effective response, to ensure legitimate damage claims are liquidated expeditiously, and to ensure proper documentation of expenditures to facilitate cost recovery from responsible parties. Government expenses must be properly documented in order to recover costs. This will serve to provide the responsible party with an accurate accounting and, in the event litigation is necessary, to provide concise, accurate, and admissible evidence.

The NPFC has published the Technical Operating Procedures (TOPS) for Resource Documentation Manual to assist OSCs, which contains all required forms and reports.

The personnel available to the OSC when discussing oil spill removal funding are the Case Officer and the Contracting Officer. Their roles and the support they can provide are as follows:

- ***Case Officer:*** The NPFC assigns a Case Officer to every pollution case in which an OSC accesses the OSLTF. The Case Officer, representing a team of financial and legal specialists at NPFC, tracks the case to assist the OSC, to ensure compliance with the TOPS and to facilitate cost recovery. Funding questions which cannot be answered on scene can be directed to the Case Officer, who will generally only come on scene when requested by the OSC.
- ***Contracting Officer:*** The Shore Infrastructure Logistics Command (SILC), assigns a Contracting Officer to every case to provide federal contracting expertise and authority, as well as technical expertise in Basic Ordering Agreements (BOAs). The Contracting Officer, too, will generally only come on scene when requested by the OSC.

Properly completed resource documentation facilitates timely reimbursement to government agencies and contractors involved in a removal, and should be completed immediately following an activity. Daily accounting is preferred and recommended. When completed, resource documentation must provide a complete audit trail so that compliance with applicable regulations and procedures can be verified. Complying with documentation requirements can become complex, but the NPFC has identified two methods to help ease the burden: the Pollution Incident Daily Resource Reporting System (PIDRRS); and an NPFC approved alternate record keeping system.

PIDRRS: PIDRRS is a series of forms, instructions, and submission schedules, described in detail in the TOPS. It is based on the use of Standard Rates, which are published dollar rates for particular personnel resources, services, or products. The following rate schedules apply for various resources:

- Contractors use rates as prescribed in their BOA or as agreed to with the Contracting Officer;

- Coast Guard Units use standard rates found in Commandant Instruction 7310.0 (series); and

- Other Government agencies may have a publication listing their standard rates, and if so should provide this to the OSC. If not that agency should execute a Pollution Funding Authorization Agreement with the OSC.

An NPFC-approved alternate system for government agencies must be an existing system for documenting activities and costs, and must be approved by the NPFC in advance.

A three level system helps determine the complexity of a case and its required resource documentation. The OSC will determine which level best applies to an incident. The following criteria are designed to assist the OSC in making this determination:

- *Level I – Routine*
  - Total government costs will not exceed $50,000
  - Removal activities will probably be completed within one to two weeks
  - Removal activities are localized

- *Level II - Moderately Complex*
  - Total government costs are between $50,000 and $200,000
  - Removal activities occur at several locations
  - Several external resources such as a strike team, a state agency or other government units are involved
  - Removal activities will take longer than two weeks to complete

- *Level III - Significantly Complex*
  - Total costs exceed $200,000
  - Removal activities involve numerous contractors
  - Removal activities occur at several locations
  - As in Level II, there are several external resources involved

When federal funds (OSLTF, CERCLA) are used in recovery operations, for commercial and government resources, the OSC is responsible for verifying the work or services were in fact authorized and received. Although this does not relieve the OSC of the responsibility for ensuring that ceiling limits are not exceeded, it does help ease the burden of auditing each cost.

In each level, the contractors and other government agencies are responsible for submitting their invoices on a timely basis. Other government agencies should submit an SF-1080. Contractors use their normal invoicing procedures as prescribed in their BOA or the procedures dictated by the Contracting Officer for non-BOA entities. The OSC will review resource documentation submitted, compare the daily resource documentation against the SF-1080's and invoices, and certify the receipt of services as reflected on the documentation.

6400 - Time

The Time Unit Leader is responsible for personnel and equipment time recording. The accurate reporting of time for personnel and equipment shall be conducted in the following manner:

Personnel

- Establish and maintain a file for personnel time reports within the first operational period. Initiate, gather, or update a time report from all applicable personnel assigned to the incident for each operational period. Maintain a log of excessive hours worked and give to Time Unit Leader daily.
- Ensure that all personnel identification information is verified to be correct on the time report.
- Post personnel travel and work hours, transfers, promotions, specific pay provisions and terminations to personnel time documents.
- Ensure that time reports are signed. Close out time documents prior to personnel leaving the incident. Distribute all time documents according to agency policy.

Equipment

- Advise Ground Support Unit, Facilities Unit, and Air Support Group of the requirement to establish and maintain a file of daily records for equipment time reports. Assist units in establishing a system for collecting these equipment time reports.
- Post all equipment time tickets within four hours after the end of each operational period.
- Prepare a use and summary invoice for equipment (as required) within 12 hours after equipment arrival at incident.
- Submit data to Time Unit Leader for cost effectiveness analysis.
- Maintain current posting on all charges or credits for fuel, parts, services and commissary.
- Verify all time data and deductions with owner/operator of equipment.
- Complete all forms according to agency specifications. Close out forms prior to demobilization. Distribute copies per agency and incident policy.
- The logistics section of the ICS can arrange to have meals purchased from local establishments (e.g., supermarket deli box lunch) and charge to fund. All personnel that are Temporary Assigned Duty (TAD) at spill site must have these meals annotated on their orders.

6500 - Compensation/Claims

The Compensation/Claims Unit Leader is responsible for the overall management and direction of all compensation for Injury Specialists and Claims Specialist assigned to the incident.

Persons and government agencies which incur damages as a result of discharges or substantial threats of discharges of oil are entitled to compensation and OPA '90 provides for a mechanism to expedite this process. The Responsible Party (RP) is primarily liable for satisfying legitimate claims expeditiously. If the RP is either unknown, or is unable or unwilling to meet this obligation, or the claim is denied or remains unpaid for 90 days the NPFC is authorized to evaluate and pay the claim from the OSLTF. This applies to both uncompensated removal costs and uncompensated damages resulting from the discharge. Section 1002 of OPA 90 describes damages as including natural resources, real or personal property, subsistence use, revenues, profits and earning capacity, and public services.

The RP, as designated by the OSC, is required to advertise, in a manner directed by the NPFC, the name, address, telephone number, office hours, and work days of the person or persons to whom claims are to be presented and from whom claim information can be obtained. If the RP denies responsibility, proves unwilling or unable to deal with claims, or refuses to advertise, the NPFC will assume the role of responsible party for the purpose of receiving and paying claims. As such, the NPFC will advertise as described above, listing either their offices in Arlington, VA, or a locally established claims office, as deemed appropriate by the OSC and NPFC for the case.

NPFC claimant guide can be found at: NPFC Claimant Guide

6600 - Procurement

The Procurement Unit Leader is responsible for administering all financial matters pertaining to vendor contracts, leases and fiscal agreements.

6610 - Contracting Officer Authority

Contracting: A contractor with a BOA contract must be selected over a non-BOA contractor. BOA contractors are initially hired by verbal order followed Authorization to Proceed followed by a written contract (Optional Form 347) for each incident, which will include the specific number of personnel and equipment needed, estimated cost, and the Federal Product Number (FPN).

If the BOA contractor cannot provide a timely and adequate response another BOA contractor or a non-BOA contractor may be selected. Selection of a non-BOA contractor is normally reserved for a SILC designated Contracting Officer. However, if a Contracting Officer cannot be reached in a timely manner, the FOSC is authorized to issue non-BOA purchase orders, on an emergency basis only. The FOSC must contact the Contracting Officer within twenty-four hours after exercising this emergency authority.

If the FOSC determines that another agency (federal, state, local, or tribal nation) can assist in a removal effort, the FOSC may authorize that agency to perform removal actions, by executing a Pollution Removal Funding Authorization (PRFA) which specifies who is authorized to do what, when, and at what cost.
Current BOA Contractor List: BOA IN EFFECT LIST Internet.pdf

6700 Reserved

6800 Reserved

6900 Reserved for Area/District

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Section 7000

7000 Reserved

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Section 8000

8000 Marine Firefighting

This section provides guidance for responding to marine fires occurring at any location within the jurisdiction of the USCG Sector New York Captain of the Port, Federal On-Scene Coordinator. A marine fire within this jurisdiction may involve one or more vessels and or maritime facilities. The fire itself may be the result of an accident or the result of a terrorist attack such as the bombing of the USS Cole in October 2000. If the marine fire is not adequately managed, results may include significant loss of life, disruption of maritime commerce, and a potential release of pollutants into the U.S. navigable waterways.

8100 - Purpose

The Marine Firefighting Section of the Area Contingency Plan serves two primary purposes:

To protect lives, property, the marine environment and the community from damage from marine fires, and ensure the free flow of maritime commerce as soon as possible after an incident.

To establish and facilitate a positive relationship among responsible federal, state and local response agencies, and commercial facilities to ensure an efficient and coordinated response to vessel and waterfront fire emergencies.

8110 - Federal, State, Local Policy

Federal, State, and Local marine firefighting capabilities, authorities, and jurisdictions are dictated by the following policies.

Federal Policy

Federal Fire Prevention and Control Act of 1974, declares that firefighting is and should remain a state and local function.

The Coast Guard, under the provisions of the Port and Waterways Safety Act, has broad authority to prevent damage to, or the destruction/loss of, any vessel, bridge or any other structure on or in the navigable waters of the United States. This statute, along with the provisions of 14 U.S.C. 88(b) (render aid and save property), provides authority for such assistance against fires as the Coast Guard may afford with its available resources.

The U.S. Navy and other military units provide in-house firefighting resources to protect U.S. property within their own facilities. They may enter into reciprocal or interagency agreements with local firefighting agencies to provide mutual aid; however, this does not relieve local authorities of the primary responsibility to provide and maintain the primary firefighting capabilities of the port.

The U.S. Army Corps of Engineers (ACOE) is charged with maintaining project depths and dimensions for area navigational channels, which includes keeping ls clear for vessel transit. Should a vessel or facility fire lead to blockage of a

navigational channel, the ACOE will take appropriate actions to clear the channel. Also, if a vessel fire necessitates the movement or removal of the vessel from the facility, the ACOE would contribute to the decision making process on where to move the vessel.

State of New York Marine Firefighting Summary Within New York State, fire departments are organized as a city department, village department, fire district (similar to a school district with a Board of Fire Commissioners), a fire protection district where a not-for-profit corporation contracts with the town(s)/village(s) to provide fire protection, private sector industrial fire departments/brigades, and a few DOD fire departments at federal military bases. There are approximately 800 fire districts, 800 fire protection districts, and 250 city or village departments in the State. Local government fire departments and fire districts have authorities and responsibilities from several State sections of laws, e.g. General Municipal Law, Vehicle and Traffic Law, Penal Law, etc. For hazardous materials responses, fire departments are required to abide by the mandated procedures and training requirements contained in the HAZWOPER standard and various federal and State environmental regulations. The HAZWOPER standard also requires that each fire department have an agency specific Hazardous Materials Emergency Response Plan as well as standard industrial health and safety SOP's. The New York State Department of Labor oversees fire departments and is part of the State's hazardous materials emergency response system when technical support or additional guidance is needed. Federal OSHA oversees the industrial fire departments. Other than New York City there is very limited marine and/or shore side bulk storage facility firefighting capability resident in the New York State System. Especially acute is the availability of specialists in marine architecture and ship damage assessment. Some limited marine capabilities exist for small craft firefighting in certain departments or as part of a county or regional system. In many areas these capabilities are seasonal and not equipped for cold weather operations. Some foam capabilities exist as part of facility contingency plans, airport crash/fire rescue, and with some county or regional fire mutual aid systems. These resources would be mobilized through the initial responding facility and/or local government fire department.

State of New Jersey Summary

Directive No. 33 of 12 January 1981 has been issued by the State Director of Emergency Management for requesting aid as a result of fire and/or situations leaving a municipality vulnerable to a fire. The directive states:

"The decision to declare a local fire disaster emergency remains with the local fire chief and shall be based on an evaluation utilizing the best information available from agencies involved." Assurances have been provided by the State Director's Office that shipboard fires and waterfront facility fires are situations which will normally require resources beyond the capabilities of a community; specifically

commercial resources and legal aid in pursuing compensation from the owner or insurance company as necessary. The State of New Jersey recognizes the potential for disaster, and the need for both the pooling of resources and early response. Also, the Coast Guard and assisting fire departments may be considered as advising agencies.

City of New York Policy

According to New York City ordinance Title 15 (Fire Prevention and Control) the New York City Fire Department Commissioner shall have sole and exclusive power and perform all duties for the government, discipline, management, maintenance and direction of the fire department and premises and property in the custody thereof. The department shall have sole and exclusive power and authority to extinguish fires at any place within the jurisdiction of the city and shall have power and authority to extinguish fire upon any vessel in the port of New York or upon any dock, wharf, pier, warehouse or other structure bordering upon or adjacent to such port. This includes marine facilities located within its boundaries, vessels moored alongside those facilities and vessels underway, adrift or at anchor. New York City Marine Operations' limits of jurisdiction covers Upper and Lower New York Bay and those waters in New York City up to the pier head line on the New Jersey side. Outside of its limits, it may be involved in fighting a vessel fire occurring in portions of the harbor falling within New Jersey jurisdiction. Such a response is contingent upon the Marine Division receiving an official request for assistance from a New Jersey fire department or town mayor. Marine Operations will proceed to dispatch the fireboat closest to the scene of incident. (See Appendix V for listing of New York Marine Operations fireboat stations and vessel capability profiles.)

8200 – Command

8210 - Incident Commander

The Incident Commander is responsible for the overall management of an incident.

0.1 - Federal Representative

The Captain of the Port will serve as the Federal On-Scene Coordinator and the Federal representative to the Unified Command. The Captain of the Port may be the Incident Commander in the absence of a Unified Command. The Captain of the Port can be represented by designated members of Coast Guard Sector New York.

The Local On-Scene Coordinator will be the senior fire service officer present in whose jurisdiction the marine fire occurs. The Local On-Scene Coordinator will be the local representative to the Unified Command. The Local On-Scene Coordinator may be the Incident Commander in the absence of a Unified Command.

State Representative

The State On-Scene Coordinator will be determined by New York or New Jersey depending on the nature and location of the incident. However, this section of the Area Contingency Plan was drafted with the consideration that a multi-state issue will create a Unified Command with a representative from both New York and New Jersey.

Local Representative

A marine fire can bring together a variety of government and private entities, and objectives. Although the Coast Guard does not directly conduct firefighting past the search and rescue phase, it does have a major role in coordination and support. For this reason, a marine fire would most likely be managed under a Unified Command.

Responsible Party, Owner, Operator

The designated representative Owner/Operator of the affected vessel or facility will be the Incident Commander until formally relieved by the Federal, State, or Local On-Scene Coordinator or when a Unified Command is established. The representative of the Owner/Operator may serve as a member of the Unified Command.

8220 - Determination of Command Post

The command post will be established as soon as practicable at a location determined by the Incident Commander/Unified Command.

8230 - Determination of Means of Communication

The Incident Commander/Unified Command will determine the primary means of communication, which will be reflected on an ICS-205, once established.

8240 - Determination of General Staff

The Incident Commander/Unified Command will identify and designate personnel to general staff positions as the Operations Section Chief, Planning Section Chief, Logistics Section Chief, Finance Section Chief, and Command Staff as needed.

8300 – Operations

8310 - Initial Response Operations by Responsible Party, Owner, Operator

- Initial response operations will be the responsibility of the owner/operator of the vessel or facility. Owners and operators of vessels or facilities must develop their own contingency plans to respond to marine fires.
- Before the arrival of government emergency responders
- The Incident Commander / Operation Section Chief shall:

- Implement the initial response based on the fire control plan of the vessel or facility.
- Establish communications, both internal and external. Ensure that proper emergency notifications are made. If appropriate, notify the facility to which the vessel is docked, the port authority, and any nearby vessels.
- Control the operation and use of all fixed firefighting systems aboard the vessel or facility.
- Coordinate the efforts of shipboard or facility fire teams responding to the fire.
- Decide if it is necessary to abandon ship/facility. If the crew is ordered to abandon ship/facility, the master or facility supervisor will ensure that the proper procedures are carried out and that the Coast Guard is immediately notified.

8320 - Response Operations by Government Emergency Responders

Marine Firefighting Operations shall be conducted in accordance Federal, State, and Local Policy as referenced in the Area Contingency Plan Section 8100.

The Operations Section shall be constructed as noted below.

Operations Section Chief

The Operations Section Chief, a member of the general staff, is responsible for the management of all operations directly applicable to the primary mission. The Operations Section Chief reports directly to the Incident Commander / Unified Command.

Pre-identified government and private agencies that can provide an Operations Section Chief include: Fire Service with jurisdiction, US Coast Guard, Responsible Party, Private Contractor hired by the Responsible Party or the Government.

0.2 - Deputy Operations Section Chief (If needed)

Appointed by the Unified Command or the Operations Section Chief is to serve as the direct assistant to the Operations Section Chief. The Deputy Operations Section Chief is to assist the Operations Section Chief.

Pre-identified government and private agencies that can provide a Deputy Operations Section Chief include: Fire Service with jurisdiction, US Coast Guard, Responsible Party, Private Contractor hired by the Responsible Party or the Government.

Fire Suppression Branch Director (If needed)

Appointed by the Operations Section Chief or the Deputy Operations Section Chief. This director is responsible for executing all parts of the Incident Action Plan that deal with fire suppression. This director reports directly to the Operations Section Chief or the Deputy Operations Section Chief.

Pre-identified government and private agencies that can provide a Fire Suppression Branch Director include: Fire Service with jurisdiction.

0.4 - Security / Law Enforcement Branch Director (If needed)

Appointed by the Operations Section Chief or the Deputy Operation Section Chief. This director is responsible for executing all parts of the Incident Action Plan that deal with security / law enforcement. This director reports directly to the Operations Section Chief or the Deputy Operations Section Chief.

Pre-identified government and private agencies that can provide a Security / Law Enforcement Branch Director include: Police Service with jurisdiction, US Coast Guard, Responsible Party, Private Contractor hired by the Responsible Party or the Government.

0.5 Other Positions

Appointed as needed.

8330 - Marine Firefighting Priorities

- Rescue: Safety of life must always be the first consideration in any fire or emergency situation.
- Exposures: Firefighting efforts should prevent the spread of fire on or off the vessel. Typical exposures include flammable liquid or gas tanks, open stairways, or any other substance which would accelerate or aid the spread of the fire.
- Containment: To accomplish proper containment, all closures and generally all ventilation (unless personnel are trapped inside the space) should be secured. Established primary fire, smoke and flooding boundaries. Primary boundaries are critical to the control of a fire. Monitor and cool the boundaries as necessary on all six sides of the fire.
- Extinguishment: The goal is to stop combustion by disrupting the cycle of the fire tetrahedron. Tactics and agents to be used will be determined by the fuel source, amount of fuel/surface area, and the location of fire.
- Overhaul: Considerations during overhaul include: hazards from structural conditions at the fire scene, atmospheric conditions, monitor scene to ensure fire will not re-ignite, determination of the fire's point of origin and source of ignition.
- Ventilation: Generally, all ventilation on a vessel will initially be secured and all dampeners shut upon receipt of a fire alarm. The purpose of ventilation shutdown is to decrease the flow of oxygen to the fire area and to begin the containment process. However, this tactic may cause the fire to spread through cableways, false overheads, plumbing, etc. Use of ventilation to aid firefighting efforts should not begin until a coordinated attack is staged.
- Security / Site Control: After taking measures to protect life, operational controls must be established to restrict unauthorized access to the emergency site, vessels, facilities, staging areas, and command posts involved with a marine fire emergency.

8400 - Planning

The Incident Commander or Unified Command is responsible for organizing and staffing the Planning Section. It is preferred that these resources are the combined talents of the vessel or facility personnel, along with local firefighting resources, contractor personnel, and federal/state agencies.

The planning section shall be constructed as noted below.

8410 - Planning Section Chief

The Planning Section Chief, is a member of the General Staff and is responsible for the collection, evaluation, dissemination and use of the information about the development of the incident and the status of resources. The Planning Section Chief reports directly to the Incident Commander / Unified Command.

Pre-identified government and private agencies that can provide a Planning Section Chief include: Fire Service with jurisdiction, US Coast Guard, Responsible Party, Private Contractor hired by the Responsible Party or the Government.

8420 - Deputy Planning Section Chief (If needed)

Appointed by the Unified Command or the Planning Section Chief to serve as the direct assistant to the Planning Section Chief. The Deputy Planning Section Chief reports to the Planning Section Chief.

Pre-identified government and private agencies that can provide a Deputy Planning Section Chief include: Fire Service with jurisdiction, US Coast Guard, Responsible Party, Private Contractor hired by the Responsible Party or the Government.

8430 - Other Positions

Appointed as needed.

8500 - Logistics

The Incident Commander or Unified Command is responsible for organizing and staffing the Logistics Section. It is preferred that these resources are the combined talents of the vessel or facility personnel, along with local firefighting resources, contractor personnel, and federal/state agencies.

The logistics section shall be constructed in the following manner:

8510 - Logistics Section Chief

The Logistics Section Chief is a member of the general staff and is responsible for providing facilities, services, and material in support of combating a marine fire. The Logistics Section Chief reports directly to the Incident Commander / Unified Command.

Pre-identified government and private agencies that can provide a Logistics Section Chief include: Fire Service with jurisdiction, US Coast Guard, Responsible Party, Private Contractor hired by the Responsible Party or the Government.

8520 - Deputy Logistics Section Chief

Appointed by the Unified Command or the Logistics Section Chief to serve as the direct assistant to the Logistics Section Chief if needed. The Deputy Logistics Section Chief reports to the Logistics Section Chief.

Pre-identified government and private agencies that can provide a Deputy Logistics Section Chief include: Fire Service with jurisdiction, US Coast Guard, Responsible Party, Private Contractor hired by the Responsible Party or the Government.

8530 - Other Positions

Appointed as needed per the Incident Management Handbook.

8600 - Finance / Administration

The owner/operator of the source of fire (facility, or vessel) is responsible for the financial costs associated with marine firefighting. During the initial phases of the fire response, each responding entity would maintain their own cost accounting using their established organizational procedures. In the event of a large incident that extends into a long period of response, the Incident Commander / Unified Command may activate a Unified Finance Section.

A marine fire may lead to the release of harmful quantities of oil or hazardous substances. Dependent on the severity of the fire, the Captain of the Port, as the Federal On-Scene Coordinator can access either the Oil Spill Liability Trust Fund (OSLTF) or the Superfund (CERCLA) to fund all appropriate measures of response to cleanup, mitigate, or prevent a release into the environment. In the most severe of circumstances, it may be appropriate for the FOSC to fund firefighting resources if the Responsible Party has not taken adequate or appropriate actions. See Section 6000 for accessing either the OSLTF or CERCLA funds.

The Finance / Administration Section will be constructed as noted below.

8610 - Finance / Administration Section Chief

The Finance / Admin Section Chief is responsible for all financial, administrative, and cost analysis aspects of the marine fire. The Finance / Admin Section Chief reports directly to the Incident Commander / Unified Command.

8620 - Deputy Finance / Administration Section Chief (If needed)

Appointed by the Unified Command or the Finance / Admin Section Chief to serve as the direct assistant to the Finance / Admin Section Chief. The Deputy Finance / Admin Section Chief reports to the Finance / Admin Section Chief.

8630 - Other Positions

Appointed as needed per the Incident Management Handbook.

8700 - Marine Firefighting Resources

For a current list of Marine Firefighting Resources, consult the Sector New York Search and Rescue Facilities (SARFAC) which is maintained at the Sector New York Command Center and updated annually.

AGENCY	LOCATION OF BOAT	CONTACT	CAPABILITIES
Edgewater FD	Edgewater Marina	201-945-2600	26’ Boat, 500gpm Pump
North Hudson FD	Lincoln Harbor	201-601-3542	32’ Boat, 1 Deck Gun
US Military Academy	West Point	845-938-2043	25’ Boat, 500gpm Pump
Sleepy Hollow FD	Hudson River	914-366-5119	30’ Boat, 500gpm Pump
FDNY Marine 1 (John D. McKean)	NYC	718-999-7900	129’ Boat, 4 Pumps – 19,000gpm
FDNY Marine 1a (343)	NYC	718-999-7900	140’ Boat, 4 Pumps – 50,000gpm
FDNY Marine 6 (Kane)	Brooklyn	718-999-7900	52’ Boat, 2 Pumps – 5,000gpm
FDNY Marine 9 (Firefighter)	Staten Island	718-999-7900	134’ Boat, 4 Pumps – 20,000gpm
FDNY Bravest	Brooklyn	718-999-7900	64’ Boat, 2 Pumps, 6,000 gpm
Jersey City FD	500 Washington Blvd.	201-547-4247	52’ CBRN Boat, 3,000gpm Pump
Newark FD	400 Corbin St.	973-733-7400	53’ CBRN Boat, 2 Deck Guns
Perth Amboy FD	Front St.	732-442-4400	39’ CBRN Boat, 2,500gpm Pump
Don Jon Marine	Newark Bay	908-964-8812	1 Tug Boat with 1 Fire Pump
Marine Spill Response Corp	Bayonne	(703)-326-5600	MRSC NJ Responder
Miller Environmental	Staten Island	631-369-4900	Tug Megan Miller with 1 Fire Pump 32’ Boat with Pump
National Response Corp	Staten Island	800-899-4672	NRC Guardian NRC Lynne Frink
Elizabeth FD		908-820-2800	Shoreside Pumps/Monitors
Union County PD	Conoco Philips Bayway	908-654-9800	36’ CBRN Boat, 1,000gpm Pump
Hoboken FD	Shipyard Marina	201-420-2007-	24’ Boat

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Section 9000

9000 - Appendices

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9100 - Emergency Notification

The purpose of an Emergency Notification List is to centralize information about agencies, groups, trustees, organizations, and points of contact that play a role in environmental response. The list serves as a job aid for any person seeing and/or receiving first notification of an oil spill, hazardous material release, marine fire, vessel salvage, and/or Weapons of Mass Destruction event (detonation). All federal, state, and local agencies are hereby reminded that "cross notification" is highly desired as redundant means assuring the entire response community is activated. A list of agencies that may require notification is listed below in section 9110.3 of this plan.

9110 - Initial Awareness, Assessment and Notification Sequence

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

The first responder's on-scene will attempt to gather as much information as possible to obtain an accurate description of the incident. This information can be captured on ICS Form 201. The response team will gather information required to recommend countermeasures to minimize or mitigate adverse impacts of the spill. This information should be detailed, consistent, and systematic. This information is also useful to the Information Officer so they can prepare a press statement with the factual information gathered during the initial investigation to address any questions from the public. It is important for response personnel to obtain as much information as possible to clearly understand and plan for response operations.

0.1 - Initial Assessment Check-Off List

See Attachment 9000-1

0.2 - Initial Action Check- off List

Upon initial notification of an oil spill, hazardous material release, marine fire, vessel salvage, and/or Weapons of Mass Destruction event (detonation), Sector New York response personnel will take the following actions:

- Gather all important facts listed in Section 9110.1
- Use environmentally sensitive index (Annex G) to determine priority booming areas

- Utilize sensitive area summary. Notify appropriate agency listed for area impacted (Annex G)
- Continue notification process
- Deploy appropriate personnel and resources to the scene
- Begin preliminary assessment and initiation of action (40 CFR 300.305) and ensure site safety plan is developed (Annex F).
- After an initial on-scene assessment is conducted response actions need to be taken to ensure proper mitigation and clean up (40 CFR 300.310).

0.3 - Notification Check off List

FEDERAL AGENCIES

□ **NATIONAL RESPONSE CENTER (NRC):**
(800) 424-8802

□ **EPA REGION TWO (Edison, NJ):**
Region 2 REOC
Daytime: 732-906-6850 / 732-321-4370
After-hours: Contact the After-hours Standby Duty Officer at NRC 800-424-8802

Steve Touw	(732) 906-6900
Environmental Protection Agency	Touw.Steve@epa.gov
RRT Coordinator/OSC	

□ **DEPT OF INTERIOR:**
(617) 223-8565 (Call this # during daytime for spills in NY & NJ)

Emergency Primary #:	Andrew Raddant:	(617) 592-5444 (24hr)
Emergency Secondary #:	Lindy Nelson:	(215) 597-5378 (office), (215) 266-5155 (24hr)

□ **U.S. DISTRICT ATTORNEY:**
(NJ) (973) 645-2700
(NY) (718) 254-7000 (Brooklyn, Queens, Staten Island)
(NY) (212) 637-2200 (Manhattan, Bronx, Westchester & Duchess County)

STATE AGENCIES

□ **NEW YORK DEC:**

NY State Spill Hotline:	(800) 457-7362
□ Dennis Farrar	(518) 461-4406
NYS Department of Environmental Conservation	dennis.farrar@dec.ny.gov
□ Kevin Hale	(518) 281-7347
NYS Department of Environmental Conservation	kevin.hale@dec.ny.gov

□ **NEW JERSEY DEP Environmental Hotline:** (877) 927-6337

□ Gary Pearson	(609) 633-2168
NJ Department of Environmental Protection	gary.pearson@dep.nj.gov

□ **NJSP MARINE POLICE:**	(732) 842-5171
North of Fort Monmouth	(973) 578-8173
South of Fort Monmouth	(732) 842-7104

LOCAL AGENCIES

□ **NEW YORK CITY:**

New York DEP:	(212) 689-1520
Public Phone #	311 or (212) 639-9675
Industrial Waste:	(718) 595-4718
Hazmat Hotline:	(718) 595-4646
Med. Waste NYC Sanitation Env. Police Unit:	(212) 837-8452
After 1500 call:	(646) 885-4857
	(646) 885-4860

□ **NYC OFFICE OF EMERGENCY MANAGEMENT:**

Main Office	(718) 422-8700

□ **NYPD MARINE POLICE:**

Dispatch Phone Number:	(718) 765-4100 (4101)

□ **ALL ALGAE BLOOMS IN JAMAICA BAY:**

NYC – DEP POC: Vincent Sapienza	(718) 595-4906

Emergency Notification List (ENL): The ENL managed by the NRC identifies agencies and individuals that are required to be notified of a reported discharge and also includes optional notifications which may be made depending on the facts of the case. The ENL is a spill cascade notification system which utilizes central phone numbers for both States, as well as New York City to ensure rapid dissemination of information down to the local response levels. It also identifies the appropriate numbers and points of contact for activating/notifying Federal, State and local government regulatory organizations, and the Natural Resource Trustees.

□ **NATIONAL RESPONSE CENTER** (800) 424-8802

□ **EPA REGION TWO** (732) 321-6621
Inland non-CG spills/releases.

□ **EPA REGION 2 CRIMINAL INVESTIGATIONS**

All spills greater than 10,000 gals	(732) 321-6611

□ **DEPARTMENT OF INTERIOR**	(617) 233-8565
All oil spills over 1500 gals	(617) 592-5444 24hr
Hazardous Substances over R.Q.	(215) 597-5378
	(215) 266-5155 24hrs

□ **NOAA**

Region I (VT/CT)	(978) 654-6385
Frank Csulak - SSC	(732) 872-3005
Steve Lehmann - SSC	(978)-654-6385

□ **U.S. ATTORNEY**

District of NJ	(973) 645-2790
Eastern District of NY	(718) 254-7000
Southern District of NY	(212) 791-0051

□ **U.S COAST GUARD SECTOR NEW YORK** (718) 354-4121
(718) 354-4353 24hrs

□ **ATLANTIC STRIKE TEAM** (609) 724-0008 24hrs

NEW YORK

□ **NEW YORK DEC** (800) 457-7362
All spills and releases in New York. (518) 457-7362 local

□ **NEW YORK CITY DEP** (212) 639-9675
All spills and releases in the five boroughs. (718) 337-4357

□ **NYC OFFICE OF EMER. MANAGEMENT** (718) 422-8700
Reports of odors in NYC

□ **U.S PARK POLICE MARINE PATROL** (718) 318-4324/
(718) 318-4325

NEW JERSEY

□ **NEW JERSEY DEP** (877) 927-6337
All spills or vapor releases in New Jersey.

□ **NEW JERSEY MARINE POLICE** (732) 842-5171

North of Fort Monmouth	(973) 578-8173
South of Fort Monmouth	(732) 842-7104

9200 - Personnel and Services Directory

9210 - Federal Resources/Agencies

0.1 - Trustees for Natural Resources

The trustees for Natural Resources are our advisors in clean-up procedures when specific habitats or sensitive areas are impacted by an oil or hazardous materials spill. To find a listing of these agencies please reference the 9100 section of the ACP under the emergency notification section.

Federal officials so designated will act pursuant to section 107(f) of CERCLA, section 311(f)(5) of the CWA, and section 1006 of the OPA. They are authorized to act pursuant to section 107(f) of CERCLA, section 311(f)(5) of the CWA, or section 1006 of the OPA when there is injury to, destruction of, loss of, or threat to natural resources, including their supporting ecosystems, as a result of a release of a hazardous substance or a discharge of oil. Notwithstanding the other designations in this section, the Secretaries of Commerce and the Interior shall act as trustees of those resources subject to their respective management or control.

Trustees are responsible for designating to the RRTs and the Area Committees, for inclusion in the RCP and the ACP, appropriate contacts to receive notifications from the OSCs/RPMs of discharges or releases.

Upon notification or discovery of injury to, destruction of, loss of, or threat to natural resources, trustees may, pursuant to section 107(f) of CERCLA, or section 311(f)(5) of the CWA, take the following or other actions as appropriate:

- Conduct a preliminary survey of the area affected by the discharge or release to determine if trust resources under their jurisdiction are, or potentially may be, affected;
- Cooperate with the OSC/RPM in coordinating assessments, investigations, and planning;
- Carry out damage assessments; or
- Devise and carry out a plan for restoration, rehabilitation, replacement, or acquisition of equivalent natural resources.

In assessing damages to natural resources, the federal, state, and Indian tribe trustees have the option of following the procedures for natural resource damage assessments located at 43 CFR Part 11.

Upon notification or discovery of injury to, destruction of, loss of, or loss of use of, natural resources, or the potential for such, resulting from a discharge of oil occurring after August 18, 1990, the trustees, pursuant to section 1006 of the OPA, are to take the following actions:

- In accordance with OPA section 1006(c), determine the need for assessment of natural resource damages, collect data necessary for a potential damage assessment, and, where appropriate, assess damages to natural resources under their trusteeship; and
- As appropriate, and subject to the public participation requirements of OPA section 1006(c), develop and implement a plan for the restoration, rehabilitation, replacement, or acquisition of the equivalent, of the natural resources under their trusteeship.

The trustees, consistent with procedures specified in the Fish and Wildlife and Sensitive Environments Plan Annex to the Area Contingency Plan, shall provide timely advice on recommended actions concerning trustee resources that are potentially affected by a discharge of oil. This may include providing assistance

to the OSC in identifying/recommending pre-approved response techniques and in predestinating shoreline types and areas in ACPs.

The trustees shall assure, through the lead administrative trustee, that the OSC is informed of their activities regarding natural resource damage assessment that may affect response operations in order to assure coordination and minimize any interference with such operations. The trustees shall assure, through the lead administrative trustee that all data from the natural resource damage assessment activities that may support more effective operational decisions are provided in a timely manner to the OSC.

When circumstances permit, the OSC shall share the use of federal response resources (including but not limited to aircraft, vessels, and booms to contain and remove discharged oil) with the trustees, providing trustee activities do not interfere with response actions. The lead administrative trustee facilitates effective and efficient communication between the OSC and the other trustees during response operations and is responsible for applying to the OSC for non-monetary federal response resources on behalf of all trustees. The lead administrative trustee is also responsible for applying to the NPFC for funding for initiation of damage assessment for injuries to natural resources.

US Department of the Interior
Office of Environmental Policy and Compliance (OEPC)
Andrew L. Raddant – Regional Environmental Officer (Trustee Contact)
408 Atlantic Avenue, Room 142
Boston, MA 02210-3334
(617) 223-8565 (W); (617) 592-5444 (24hr); (617) 223-8569 (fax)
Andrew_Raddant@ios.doi.gov

Alternate:
Office of Environmental Policy and Compliance (OEPC)
Lindy Nelson – Regional Environmental Officer
Custom House, Room 244
200 Chestnut Street
Philadelphia, PA 19106
(215) 597-5378 (W); (215) 266-5155 (24hr); (215) 597-9845 (fax)

DOI Bureaus with land management responsibilities
US Fish and Wildlife Service - Regional Office 5
Timothy E. Fannin – Regional Spill Response Coordinator
300 Westgate Center Drive
Hadley, MA 01035
(413) 253-8646 (W); (413) 539-3194 (24hr); (413) 253-8482 (fax)
Tim_Fannin@fws.gov

US Fish and Wildlife Service
Region 5
Robin Heubel – NRDA Coordinator
(413) 253-8630
Robin_Heubel@fws.gov

US Fish and Wildlife Service
New York Field Office
Kathryn Jahn – Ecological Services
(607) 753-9334
Kathryn_Jahn@fws.gov

National Park Service
Kristoffer Hewitt
Northeast Region
200 Chestnut Street
Philadelphia, PA 19106
(215) 597-5368 (W); (267) 324-4445 (24hr); (215) 324-0351 (fax)

National Park Service
Dave Anderson
NPS Spill Response
1201 Oakridge Drive, Room 200-36
Fort Collins, CO 80521
(970) 225-3539 (W); (240) 205-3203 (24hr); (202) 371-1900 (fax)
D_L_Anderson@nps.gov

National Park Service
Kathleen Cuzzolino
Gateway National Recreation Area
210 New York Avenue
Staten Island, NY 10305
(718) 354-4609 (W); (917) 750-6593 (24hr); (718) 354-4774 (fax)
Kathleen_Cuzzolino@nps.gov

Bureau of Safety and Environmental Enforcement
Oil Spill Response Division
National Coordinator
Mr. David M. Moore, Chief
Oil Spill Response Division
381 Elden Street
Herndon, VA 20170
(703) 787-1637
David.Moore@bsee.gov

0.2 - USCG

National Response Center (NRC) Fax	(800) 424-8802 (202) 267-2165
Sector New York (24 hour) Fax	(718) 354-4353 (718) 354-4125
Sector New York Pollution Response	(718) 354-4121
D1 Command Center (24 hour)	(617) 223-8555
D1 Public Affairs	(617) 223-8515
USCG HQ Public Affairs (Contact through NRC)	(800) 424-8802
D1 PA Detachment NY	(212) 668-7114
NY Public Affairs Duty Cell	(917) 218-1717

If assigned to an incident, USCG station and cutter resources are dispatched by Sector New York and the First District Command Centers.

National Strike Force (NSF)

The National Strike Force (NSF) was created in 1973 as a Coast Guard staffed "Special Force." This force assists On-Scene Coordinators (OSC) responding to potential and actual oil and hazardous material spills as directed by the National Contingency Plan (NCP). The National Strike Force is composed of four units including three, Strike Teams. These teams are a unique, highly trained cadre of Coast Guard professionals who maintain and rapidly deploy with specialized equipment in support of Federal On-Scene Coordinators preparing for and responding to oil and chemical incidents in order to prevent adverse impact to the public and reduce environmental damage.

Requests for Strike Team Assistance are outlined in the NCP, "The FOSC may request assistance directly from the Strike Teams. Requests for a team may be made to the Commanding Officer of the appropriate team, the USCG member of the RRT, or the Commandant of the USCG through the NRC." FOSC's are encouraged to use the NSF whenever its expertise or equipment is needed, or to augment the FOSC's staff when it is overburdened by a response to a given incident.

National Strike Force Coordination Center	(252) 331-6000 (M-F 0730-1600) (252) 267-3458 (CDO) (252) 331-6012 (Fax)
Atlantic Strike Team located in Fort Dix, NJ	(609) 724-0008 (609) 556-9376 (CDO)
Gulf Strike Team located in Mobile, AL	(251) 441-6601 (CDO)
Pacific Strike Team located in Novato, CA	(415) 883-3311 (415) 559-9408 (OOD) (415) 883-7814 (Fax)

- USCG Incident Management Assistance Team (IMAT)

The USCG IMAT is a unit under the Force Readiness Command (FORCECOM), as a Deployable Specialized Forces (DSF) unit, the IMAT's mission is to assist Operational Commanders to prepare for, respond to, recover from , and mitigate the effects of all risks and all hazard incident events. The IMAT can provide Type I and Type 2 Incident Assistance Teams to assist operational commanders manage incident response.

CG-IMAT 24 hr Watch Command Duty Officer (757) 448-5572 cell

USCG District Response Assist Team (DRAT) The District Response Group (DRG) is a framework within each Coast Guard district to organize district resources and assets to support USCG FOSCs during response to a pollution incident. Coast Guard DRG assists the FOSC by providing technical assistance, personnel, and equipment, including the Coast Guard's pre-positioned equipment. Each DRG consists of all Coast Guard personnel and equipment, including

firefighting equipment, in its district, additional pre-positioned equipment, and a District Response Advisory Team (DRAT) that is available to provide support to the FOSC in the event that a spill exceeds local response capabilities.

DRAT Supervisor: Cornell Rosiu
(617) 223-8434 work / (617) 406-9011 cell

Public Information Assist Team (PIAT)

The Public Information Assist Team (PIAT) is a team crisis and contingency communications and public affairs experts. The PIAT is part of the Coast Guard Incident Management Assist Team (IMAT). PIAT and IMAT support can be requested through Coast Guard Atlantic Area.

USCG Reserve

The U.S. Coast Guard Reserve is the military Reserve Component of the United States Coast Guard. Sector New York maintains a list of reserve personnel.

USCG Auxiliary

During an oil spill the auxiliary provide important services, such as over flights, safety zones, and ICS support. 1ST District Southern Region Auxiliary maintains a list of auxiliary personnel.

National Oceanic and Atmospheric Administration (NOAA)

Scientific Support Coordinator (SSC)

NOAA Scientific Support Coordinators (SSCs) are the principal advisors to the USCG FOSC for scientific issues, communication with the scientific community, and coordination of requests for assistance from State and Federal agencies regarding scientific studies. The SSC leads a scientific team and strives for a consensus on scientific issues affecting the response but ensures that differing opinions within the community are communicated to the FOSC. The SSC can also assist the FOSC with information relating to spill movements and trajectories. The NOAA SSC serves as the FOSC's liaison between damage assessment data collection efforts and data collected in support of response operations. The SSC leads the synthesis and integration of environmental information required for spill response decisions in support of the FOSC, coordinating with State representatives, appropriate trustees and other knowledgeable local representatives.

NOAA

Region I (VT/CT)	(978) 654-6385
Frank Csulak - SSC	(732) 872-3005
Region III - Steve Lehmann - SSC	(978)-654-6385

- Discharge and Release Trajectory Modeling NOAA's Office of Response & Restoration provides tools and information for agencies responding to spills of oil and petroleum products.
http://response.restoration.noaa.gov/software/software.html

Oceanic and Atmospheric Modeling NOAA's Office of Response & Restoration provides tools and information for agencies responding to spills of oil and petroleum products.
http://response.restoration.noaa.gov/software/software.html

0.4 - US Navy Supervisor Salvage (SUPSALV)

The U.S. Navy (USN) is the Federal agency most knowledgeable and experienced in ship salvage, shipboard damage control, and diving. The USN has an extensive array of specialized equipment and personnel available for use in these areas as well as specialized containment, collection, and removal equipment specifically designed for salvage related and open sea pollution incidents. The Supervisor of Salvage (SUPSALV) can provide salvage expertise and maintains a warehouse on each coast stockpiled with salvage and response gear. The nearest SUPSALV location is in Norfolk, VA. Individual Navy Facilities also locally stockpile some response equipment, which is also listed in the RRI. Refer to the NSFCC Spill Response Resource Inventory RRI for a listing of SUPSALV equipment.

Navy SUPSALV - Washington DC	(202) 781-1731

0.5 - EPA Environmental Response Team

The EPA's Environmental Response Team (ERT) has expertise in treatment technology, biology, chemistry, hydrology, geology, and engineering. The ERT can provide the OSC access to special equipment to deal with chemical releases and can provide the OSC with advice concerning hazard evaluation, multimedia sampling and analysis, risk assessment, on-site safety, cleanup techniques, water supply decontamination and protection, use of dispersants, environmental assessment, degree of cleanup required, and the disposal of contaminated materials.

ERT assistance can be requested through the EPA Region 2 REOC during working hours at 732-906-6850/732-321-4370. After hours, contact the EPA Standby Duty Officer through the NRC at 1-800-424-8802.

0.6 - Agency for Toxic Substance and Disease Registry (ATSDR)

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

Additional information can be obtained by contacting ATSDR at 1-888-42-ATSDR or 1-888-422-8737 or visit their website at Agency for Toxic Substances and Disease Registry | ATSDR

0.7 - USDA Animal and Plant Health Inspection Service (APHIS) Wildlife Services

For nearly 40 years, APHIS' central mission has been to protect the health and value of U.S. agricultural, natural, and other resources. But as America has changed, that mission has expanded and evolved. Today, in addition to protecting the health of livestock, poultry, and crops from foreign diseases and pests, APHIS also works closely with the U.S. Department of Homeland Security's (DHS) Federal Emergency Management Agency (FEMA) to provide assistance and coordination during all-hazards emergencies, including natural disasters such as Hurricane Katrina.

APHIS has a long history of successfully responding to traditional animal and plant health emergencies, such as outbreaks of Avian Influenza and Mediterranean Fruit Fly, and it continues to build and refine these capabilities, as well as to conduct test exercises and prepare for all-hazard situations. In other words, our job is to make sure we have planned and tested our capabilities in advance and that when faced with an emergency, we can swiftly dispatch the right experts to handle the situation.

USDA APHIS Wildlife Services in New Jersey
(908) 735-5654 ext 7
(908) 735-0821 Fax

USDA APHIS Wildlife Services in New York
Martin Lowney, State Director
(518) 477-4837
(518) 477-4899 Fax

Fish & Wildlife Conservation Commission
(413) 253-8646 day
(413) 539-3194 night

US Fish and Wildlife Lower Great Lakes Fisheries Resource Office
Located in Amherst, New York (585) 948-5445

9220 - State Resources/Agencies

Government Official Liaisons

New York Governor's office:	(518) 474-8390
New Jersey Governor's office:	(609) 292-6000

0.2 - Trustees for Natural Resources

State Trustees POCs: NY DEC and NJ DEP

State Emergency Response Committees (SERC)

New York

It is the mission of the State Emergency Response Commission (SERC) and Local Emergency Planning Committees (LEPCs) to implement the Emergency Planning and Community Right-To-Know Act (EPCRA), also known as Title III of the Superfund Amendments and Reauthorization Act (SARA).

Mr. Kevin E. Wisely, Chairman
New York State Emergency Response Commission
1220 Washington Avenue, Building 22, Suite 101
Albany, NY 12226-2251

Phone: 518-292-2366
Fax: 518-322-4986
Email: serc.oem@dhses.ny.gov
Webpage: http://www.dhses.ny.gov/oem/disaster-prep

New Jersey

Col. Rick Fuentes, Director
State Office of Emergency Management
Box 7068
River Road
West Trenton, NJ 08625

State Environmental Agencies

The state environmental agencies conserve, improve, and protect New York State and New Jersey State's natural resources and environment, and control water, land and air pollution, in order to enhance the health, safety and welfare of the people of the state and their overall economic and social well being. A complete listing of these Agencies can be found in Section 9100, Emergency Notifications Section.

New York State DEC	(800) 457-7362
New Jersey State DEP	(877) 927-6337
New Jersey State Marine Police	(732) 842-5171

State Historic Preservation Office

New York's State Historic Preservation Office (SHPO) helps communities identify, evaluate, preserve and revitalize their historic, archeological and cultural resources. The SHPO administers programs authorized by both the National

Historic Preservation Act of 1966 and the New York State Historic Preservation Act of 1980.

These programs, including the Statewide Historic Resources Survey, the New York State and National Registers of Historic Places, the federal historic rehabilitation tax credit, the Certified Local Government program, the state historic preservation grants program, state and federal environmental review, and a wide range of technical assistance, are provided through a network of teams assigned to territories across the state.

The SHPO works with governments, the public, and educational and not-for-profit organizations to raise historic preservation awareness, to instill in New Yorkers a sense of pride in the state's unique history and to encourage heritage tourism and community revitalization.

Contact info:
NY State
John Bonafide
Deputy, State Historic Preservation Officer (SHPO)
(518) 268-2166

NJ State
Bob Martin
Commissioner, State Historic Preservation Officer (SHPO)
Department of Environmental Protection
CN-402
401 East State Street
Trenton. NJ 08625
(609) 984-0176
(609) 984-0578 (Fax)

9220.5 - Law Enforcement Agencies

The law enforcement agencies listed in Section 9230.4 can provide assistance in setting up and maintain security zones and handling the issuance of subpoenas and, if necessary, arrests of individuals for criminal actions. See Section 9230.4 for additional listings of law enforcement agencies.

9230 - Local Resources/Agencies

0.1 - Trustees for Natural Resources

The trustees for Natural Resources are our advisors in clean-up procedures when specific habitats or sensitive areas are impacted by an oil or hazardous materials spill.

NY State Parks	(518) 474-5467
NJ State Parks	(608) 777-3373
NYC Dept of Parks & Recreation	(646) 613-1200

0.2 - Local Emergency Planning Committees

Local Emergency Planning Committees are quasi-governmental bodies, generally at the county level, in the United States. They do not function in actual emergency situations, but attempt to have identified and catalogued potential hazards and all sorts of resources, and write plans. When an actual emergency occurs, the materials are made available to the Incident Command. Please reach out to the State Emergency Response Commissions (SERC) to contact LEPCs in the area. SERC's can be found at:
https://www.epa.gov/epcra/state-emergency-response-commissions-contacts

0.3 - Local Environmental Agencies

Refer to the appropriate County Emergency Management Manual.

0.4 - Law Enforcement Agencies

The law enforcement agencies are listed by state and county. These agencies assist us in setting up and maintain security zones and handling the issuance of subpoenas and, if necessary, arrests of individuals for criminal actions.

NY	NJ
Albany County Police (518) 765-2351	Bergen County Police Dept (201) 646-2700
Bethlehem Police Dept (518) 439-9973	Bergen County Sheriff (201) 646-2222
Cohoes Police Dept (518) 237-5333	Alpine Police Dept. (201) 768-0881
Coeymans Police Dept (518) 756-2059	Cliffside Park Police Dept. (201) 945-3600
Colonie Police Dept (518) 783-2811	Cresskill Police Dept. (201) 568-1400
Albany Co. Dispatch (518) 273-2401	Edgewater Police Dept. (201) 943-2200
Watervliet Police Dept (518) 270-3833	Elizabeth Police Dept. (908) 558-2000
Columbia County Sherriff Dept. (518) 828-3344	Englewood Police Dept. (201) 568-2700
Covered by Columbia Co. Sherriff (518) 828-3344	Norwood Police Dept. (201) 768-0850
Stockport Police Dept (518) 828-9389	Hudson County Sheriff Dept. (201915-1315 ext. 7062
Hudson Police Dept (518) 828-9626	Bergen Police Dept. (201) 646-2700
Dutchess County Police (845) 486-3800	Tenafly Police Dept. (201) 568-5100
Beacon Police Dept (845) 831-4111	Essex County Sheriff (973) 621-4111

NY	NJ
Hyde Park Police Dept (845) 229-9340	Bayonne Police Dept. (201) 858-6900
Poughkeepsie Town Police Dept (845) 485-3666	Jersey City Police (201) 547-5477
Red Hook Police Dept (845) 758-6780	North Bergen County (201) 392-2100
Greene County Sherriff (518) 943-3300 (Day) (518) 622-3344 (Night)	Union City Police Dept. (201) 348-5790
Athens Police Dept (518) 622-8600	Weehawken Police Dept. (201) 863-7800
Catskill Police Dept (518) 943-2244	West New York Police Dept. (201) 295-5000
Coxsackie Police Dept (518) 731-8121	Middlesex County Sherriff Dept. (732) 745-3271
Nassau County Police (516) 573-7000	Carteret Police Dept. (732) 541-4181
Putnam County Sherriff (845) 225-4300	Perth Amboy Police Dept. (732) 442-4400
Cold Spring Police Dept (845) 265-9551	Monmouth County Sheriff (732) 308-2977
Rensselaer County Sherriff Dept. (518) 270-5252	Passaic County Sheriff (973) 389-5951
Rensselaer Police Dept (518) 462-7451	Union County Sheriff (908) 654-9800
Schodack Police Dept (518) 477-7611	Linden Police Dept. (908) 474-8500
Troy Police Dept (518) 270-4411	Northvale Police Dept. (201) 768-5900
Rockland County Sheriff (845) 638-5400	
Clarkstown Police Dept (845) 639-5800	
Haverstraw Police Dept (845) 354-1500	
Orange town Police Dept. (845) 359-3700	
Piermont Police Dept (845) 359-0240	
Stony Point Police Dept (845) 786-2422	
Ulster County Sherriff (845) 338-3640	
Kingston Police Dept (845) 331-1671	

NY
Saugerties Police Dept (845) 246-9800
Ulster Police Dept (845) 382-1111
Westchester County Police (914) 864-7832
Croton-on-Hudson Police Dept (914) 271-5177
Hastings-on-Hudson (914) 478-2344
Irvington Police Dept (914) 591-8080
Larchmont Police Dept (914) 834-1000
Mamaroneck Police Dept. Harbor Unit (914) 777-1122 ext 3
Mamaroneck Emergency Dept (914) 381-6100
Mt. Pleasant Police Dept (914) 769-1941
Mt. Vernon Police (914) 665-2500
New Rochelle Police Dept. (914) 654-2300
Ossining Police Dept (914) 941-5700
Rye Police Dept (914) 967-1234 Ext. 0
Yonkers Police Dept (914) 377-7777

NYPD Precincts	
1 Precinct 1-212-334-0611	66 Precinct 1-718-851-5611
5 Precinct 1-212-334-0711	67 Precinct 1-718-287-3211
6 Precinct 1-212-741-4811	68 Precinct 1-718-439-4211
7 Precinct 1-212-477-7311	69 Precinct 1-718-257-6211
9 Precinct 1-212-477-7811	70 Precinct 1-718-851-5511
10 Precinct 1-212-741-8211	71 Precinct 1-718-735-0511
13 Precinct 1-212-477-7411	72 Precinct 1-718-965-6311
Midtown South Precinct 1-212-239-9811	73 Precinct 1-718-495-5411
17 Precinct 1-212-826-3211 18th Precinct 1-212-767-8400	75 Precinct 1-718-827-3511 100 Precinct 1-718-318-4200
19 Precinct 1-212-452-0600	101 Precinct 1-718-868-3400
20 Precinct 1-212-580-6411 22nd Precinct 1-212-570-4820	102 Precinct 1-718-805-3200 103 Precinct 1-718-657-8181
23 Precinct 1-212-860-6411	104 Precinct 1-718-386-3004
24 Precinct 1-212-678-1811	105 Precinct 1-718-776-9090
25 Precinct 1-212-860-6511	106 Precinct 1-718-845-2211
26 Precinct 1-212-678-1311	107 Precinct 1-718-969-5100
28 Precinct 1-212-678-1611	108 Precinct 1-718-784-5411
30 Precinct 1-212-690-8811	109 Precinct 1-718-321-2250
32 Precinct 1-212-690-6311	110 Precinct 1-718-476-9311
33 Precinct 1-212-927-3200	111 Precinct 1-718-279-5200
34 Precinct 1-212-927-9711	112 Precinct 1-718-520-9311
40 Precinct 1-718-402-2270	113 Precinct 1-718-712-7733
41 Precinct 1-718-542-4771	114 Precinct 1-718-626-9311

NYPD Precincts	
42 Precinct 1-718-402-3887	115 Precinct 1-718-533-2002
43 Precinct 1-718-542-0888	120 Precinct 1-718-876-8500
44 Precinct 1-718-590-5511	122 Precinct 1-718-667-2211
45 Precinct 1-718-822-5411	123 Precinct 1-718-948-9311
46 Precinct 1-718-220-5211	109 Precinct 1-718-321-2250
47 Precinct 1-718-920-1211	110 Precinct 1-718-476-9311
48 Precinct 1-718-299-3900	111 Precinct 1-718-279-5200
49 Precinct 1-718-918-2000	112 Precinct 1-718-520-9311
50 Precinct 1-718-543-5700	113 Precinct 1-718-712-7733
52 Precinct 1-718-220-5811	114 Precinct 1-718-626-9311
60 Precinct 1-718-946-3311	115 Precinct 1-718-533-2002
61 Precinct 1-718-627-6611	120 Precinct 1-718-876-8500
62 Precinct 1-718-236-2611	122 Precinct 1-718-667-2211
63 Precinct 1-718-258-4411	123 Precinct 1-718-948-9311

Port Authority / Harbormaster

The Port Authority of New York and New Jersey manages and maintains the bridges, tunnels, bus terminals, airports, PATH and seaport that are critical to the bi-state region's trade and transportation capabilities. The Metropolitan Transportation Authority (MTA) is responsible for developing and implementing a unified mass transportation policy for the New York metropolitan area, including all five boroughs of New York City, and the surrounding counties. Harbormasters are municipal guardians of the waterfront, with duties ranging from Harbor Planning & Management, Mooring & Dockage Management, Education of the Public Regarding Safe & Legal Boating, Law Enforcement (of Statutes and Regulations involving the boating community), and Emergency & Search and Rescue operations.

NAME	*OWNER*	*WATERWAY*	*LENGTH FT*	*TELEPHONE*
Brooklyn Battery Tunnel / Hugh L. Carey	MTA Bridges and Tunnels	East River	9,117	(718) 797-6910
Brooklyn Bridge	NYC DOT	East River	5,988	(347) 647-0876
Bayonne Bridge	New York / New Jersey Port Authority	Kill Van Kull	5,780	(718) 390-2502
Cross Bay Bridge	MTA Bridges and Tunnels	Jamaica Bay	3,000	(718) 318-6601
George Washington Bridge	New York / New Jersey Port Authority	Hudson River	4,760	(201) 346-4100
Goethals Bridge	New York / New Jersey Port Authority	Arthur Kill	7,100	(718) 390-2502
Henry Hudson Bridge	New York / New Jersey Port Authority	Hudson River	2,209	(212) 304-5001
Holland Tunnel	MTA Bridges and Tunnels	Hudson River	North: 8,558 South: 8,371	(201) 360-5000
Lincoln Tunnel	New York / New Jersey Port Authority	Hudson River	North: 7,482 Center: 8,216 South: 8,006	(201) 617-8661
Manhattan Bridge	NYC DOT	East River	5,780	(646) 942-3141
Marine Parkway Bridge	MTA Bridges and Tunnels	Rockaway Inlet	4,022	(718) 692-5502
Midtown Tunnel	New York / New Jersey Port Authority	East River	North: 6,414 South: 6,272	(718) 349-4201
Outerbridge Crossing	New York/ New Jersey Port Authority	Arthur Kill	8,800	(718) 390-2502
Ed Koch / Queensboro	NYC DOT	East River	7,449	
Roosevelt Island Bridge	NYC DOT	East River	2,877	

Throggs Neck Bridge	MTA Bridges and Tunnels	East River	13,400	(718) 904-4353
Verrazano Narrows Bridge	MTA Bridges and Tunnels	New York Bay	13,700	(718) 390-8623
Wards Island Bridge	NYC DOT	Harlem River	1,247	
Whitestone / Bronx Bridge	MTA Bridges and Tunnels	East River	7,140	(718) 904-4310
Triboro Bridge / RFK Bridge	New York/ New Jersey Port Authority	East River	13,820	(212) 870-6471
Williamsburg Bridge	NYC DOT	East River	7,308	

0.6 - Fire Departments

Local fire departments will respond in cases of fire or hazardous materials releases.

HAZMAT Teams/ Fire Departments	
Columbia County Fire Department	(518) 828-4114
Green County Fire Department	(518) 622-3344
Putnam County Fire Department	(845) 225-4860
Rensselaer County Fire Department	(518) 270-5252
Westchester County Fire Department	(914) 231-1900
NYC Fire Department HAZMAT	(212)360-4480
Manhattan Fire Dispatch	(212) 570-4261
NJDEP Emergency Response	(877) 927-6337
Jersey City Fire Department	(201) 547-4239
Brooklyn Fire Dispatch	(718) 636-1700
Staten Island Fire Dispatch	(718) 727-1100
Queens Fire Dispatch	(718) 999-5555
Bronx Fire Dispatch	(718) 665-2200
Bayonne Fire Department	(201) 858-6005
Newark Fire Department	(973) 733-7400

Hazardous Substances Response Teams

Most Fire Departments in the State of New Jersey do not have a HazMat team. Hazmat teams are available from a lead county agency in each county and the NJ Department of Environmental Protection, Bureau of Emergency Response.

Explosive Ordinance Detachments (EOD)

Some local police departments usually have an explosive handling unit. Bomb squads are deployed when the event involves an explosion or threat of explosion. Aside from local squads, the state and federal law enforcement have units that can assist in these incidents.

New Jersey

The State of New Jersey has several Bomb Squads that operate within Sector New York's AOR. At the local level the Newark Police Department and Jersey City

Police Department have bomb squads. In addition Essex, Union, Hudson and Bergen County Police Departments have bomb squads as well as the NJ State Police Bomb Squad. New Jersey Also has an explosive Detection and Render Safe Task Force which links the 10 bomb squads in the State.

Site Safety Personnel/Health Departments

OSHA classifies an area impacted by oil as an uncontrolled hazardous waste site. However, the regulations do not automatically apply to an oil spill cleanup. There must be an operation that involves employee exposure or the reasonable possibility for employee exposure to safety or health hazards. A typical beach cleanup worker collecting tar balls of weathered oil or deploying sorbents to collect sheen may not be exposed to a safety or health risk. The role of the site safety and health supervisor (the Coast Guard District Occupational Health and Safety Coordinator could fill this position) is to assess the site, determine the safety and health hazards present, and determine if OSHA regulations apply. If an OSHA field compliance officer is on-scene, he or she should be referred to the Department of Labor representative on the RRT. They should be consulted to determine the applicability of OSHA regulations. Disputes individual making the site characterization should communicate the hazards associated with the spill, and provide recommendations for the protection of workers' safety and health through a site safety plan. The responsibility for the health and safety of personnel supporting a pollution response mission rests with the On Scene Coordinator. Below is a listing of health departments in New York and New Jersey. For OSHA call their toll free line at 1-800-321-OSHA (6742).

NEW JERSEY	**NEW YORK**
BERGEN COUNTY Bergen County Department of Health Services 327 East Ridgewood Avenue Paramus, NJ 07652 (201) 634-2600	**ALBANY COUNTY** Albany County Department of Health 175 Green Street Albany, NY 12202 (518) 447-4580
ESSEX COUNTY Essex County Department of Health 115 Clifton Ave. 3rd Floor Newark, NJ (973) 497-9401	**COLUMBIA COUNTY** Columbia County Department of Health 71 N 3rd Street Hudson, NY 12534 (518) 828-3358
HUDSON COUNTY HUDSON COUNTY Hudson Regional Health Commission Meadowview Campus, Building 1 595 County Avenue Secaucus, NJ 07094 Angela DeQuina, Assistant Director (201) 223-1133 FAX: 223-0122	**DUTCHESS COUNTY DEPARTMENT OF HEALTH** 387 Main Street Poughkeepsie, NY 12601 (845) 486-3400
	GREENE COUNTY PUBLIC HEALTH

adequina@hudsonregionalhealth.org

MIDDLESEX COUNTY
Middlesex County Public Health Department
John F. Kennedy Square - 5th Floor
New Brunswick, NJ 08901
(732)745-3100

MONMOUTH COUNTY
Monmouth County Health Department
3435 Highway 9
Freehold, NJ 07728-1255
Bill Simmons, Environmental Coordinator
(732) 431-7456

UNION COUNTY
Union County Health Department
300 North Avenue East
Westfield, NJ 07090
Lester Jones, Health Officer
(908)518-5620

Greene Medical Arts Building
159 Jefferson Heights, Ste A-201
P.O. Box 771
Catskill, NY 12414
(518) 943-6591
(518) 943-3799 fax

NASSAU COUNTY
Nassau County Health Department
Long Island, NY
(516) 227-9697

PUTNAM COUNTY
Putnam County Department of Health
1 Geneva Road
Brewster, New York 10509
(845) 808-1390
(845) 278-6026

RENSSELAER COUNTY
Rensselaer County Department of Health
2nd Floor, Ned Pattison Government Center
Troy, NY 12180
(518) 270-2626

ROCKLAND COUNTY
Rockland County Health Department
Robert L. Yeager health Center
Bldg D 50 Sanatorium Rd
Pomona, NY 10970
(845)364-2512

ULSTER COUNTY
Ulster County Health Department
300 Flatbush Avenue
Kingston, NY 10801
(845)340-3070

WESTCHSTER COUNTY
Westchester County Health Department
145 Huguenot St, 8th Floor
New Rochelle, N.Y. 10801
(914) 813-5000

* For New York City inquiries please call 311 or 212 NEWYORK

9240 - Private Resources

Clean-up Companies (BOA & Non-BOA)

A complete listing of OSROs by COTP zone or company name can be obtained on the Coast Guard Marine Safety and Environmental Protection's website at: NSFCC Response Resource Inventory Public Classification Reports - Media (Television, Radio, Newspaper)

During an incident, all media inquiries should be referred to the JIC. A significant incident will garner national and even international media attention. The media will descend upon you. This is to be expected, planned for, and accommodated. However, when a significant incident occurs, the PIO should do a "call out" to the local media, if this has not been done by the local PAO. This furthers the goal of maximum disclosure with minimum delay and ensures good media relations between local media and local units. A notional list of media contacts for the NYC/Northern NJ area is as follows:

- Newspapers

AM New York	pcatapano@am-ny.com
Asbury Park Press	editors@app.com
Bay Ridge Paper	newsroom@brooklynpapers.com
Bayonne Community News	bcneditorial@hudsonreporter.com
Bergen News/Sun Bulletin	editorial@bergennews.com
Bergen Newspaper Group	editorial@bergennews.com
Bronx News	prod@hagnews.com
Bronx Times Reporter	bronxtimes@aol.com
Brooklyn Heights Press	newsroom@brooklynpaper.com
Brooklyn Paper	newsroom@brooklynpaper.com
Brooklyn Spectator	homereporter@aol.com
Canarsie Courier	canarsiec@aol.com
Canarsie Digest	editorial@courierlife.net
Kings County News	editman1000@yahoo.com
Long Island Advance	advletters@optonline.net
Long Island Newsday	editorial@newsday.com
Manhattan Times	manhattantimes@aol.com
Manhattan Tribune	info@litribune.com
Massapequa Post	ACJnews@rcn.com
Metro-New York	letters@metro.us
Milford Weekly	milfordweekly@ctcentral.com
New London Time	eastannouncements@shorepublishing.com
New Milford Times	news@countytimes.com
New York Post	letters@nypost.com
Northport Journal	info@longislandernews.com
NY Daily News	news@edit.nydailynews.com
NY Post	postcitydesk@yahoo.com

NY Times	national@nytimes.com / metro@nytimes.com
South Shore Press	sspress2000@aol.com
South Shore Tribune	info@litribune.com
Staten Island Advance	citydesk@siadvance.com
The Bronx Beat	webmaster@jrn.columbia.edu
The Jersey City Reporter	lmalato@hudsonreporter.com
The Jersey Journal	jjletters@jjournal.com
The Long-Islander	info@longislandernews.com
The Monmouth Journal	editorial@themonmouthjournal.com

- Online

ABC News	support@abcnews.go.com
Foxnews.com	newsdesk@foxnews.com
Marine Link.com	rabulan@marinelink.com

- Radio

CNN Radio-New York	cnnradio@cnn.com
Fox News Radio	radionews@foxnews.com
Howard Stern	SternShow@Howardstern.com
NPR	madler@npr.org
NPR-New York Bureau	madler@npr.org
WBLI-FM	wbli@wbli.com

- TV

WABC-TV/Long Island Bureau	wabc-tvlibureau@abc.com
Long Island Extra News 12	news12li@news12.com
Snapshot-WLIW-TV	acttwo@wliw.org
Channel One News	feedback@channelone.com
CNN New York Bureau	cnnfutures@cnn.com
Fox 5/ All Hours	deborahdoft@fox5ny.com
Fox News Channel	desk@foxnews.com
NY 1	assignmenteditors@ny1news.com
The Boating Channel/Sag Harbor	newsdesk@boatingchannel.com
WABC	wabctv-newsdesk@abc.com
WCBS	desk@cbs2ny.com
WNEW	desk@fox5ny.com
WPIX	wpixnewsdesk@tribune.com
WWOR	9newsdesk@foxtv.com

- Wire Services

AP	info@ap.org
AP New York	apnyc@ap.org
Bloomberg News	release@bloomberg.net
Reuters	reutersny@gmail.com

0.1 - Fire Fighting / Salvage Companies / Divers

See Section 9230.6 and 9240.1

Fishing Cooperatives and Fleets Hudson River Fisherman's Association/ or Hudson River Keeper Fund
P. O. Box 130
Garrison, NY 10524
877-473-2674

Wildlife Rescue Organizations

In an oil or hazardous materials spill, experienced, licensed personnel must perform field retrieval and deterrent activities for wildlife. These activities must be coordinated with the appropriate trustee(s). Inexperienced personnel attempting to handle impacted birds or other wildlife, including marine mammals, are putting themselves and the animals at extreme risk. Qualified wildlife responders will comply with all applicable laws and safety regulations. OSRO personnel and other spill response personnel should report impacted wildlife locations to the appropriate wildlife responder so that animal retrieval and care can be coordinated in a timely and safe manner. The following licensed wildlife response organizations are recognized throughout the response community as having national and international experience in oiled wildlife response in the New York and New Jersey Area. The list includes what specialty they have if for specific types of animals:

Name	Location	Telephone	Specialty
Frederick Realbuto	Troy, NY	518-279-9813	Oiled Wildlife
Kelly Martin	Middleburgh, NY	518-827-4616	Oiled Wildlife
Anne Rockmore	Somers, NY	914-277-6078	Oiled Wildlife
Diana McKinnon	Yonkers, NY	914-963-7772	Oiled Wildlife
Marylyn Eichenhotz	Cortland Manor, NY	914-739-3120	Oiled Wildlife
Maggie Ciarcia	Carmel, NY	845-669-4687	Oiled Wildlife
Valerie Nassetta	Hyde Park, NY	845-229-5626	Oiled Wildlife
Lee Matheson	Clinton Cors, NY	845-266-8676	Oiled Wildlife
Vivienne Sokol	New York, NY	212-685-3725	Oiled Wildlife
Theresa Cervera	Brooklyn, NY	718-332-4151	Oiled Wildlife
Marie Smith	Smithtown, NY	631-864-2539	Oiled Wildlife
Patricia Brack	Mastic, NY	631-281-0973	Oiled Wildlife
Diane Berry	Riverhead, NY	631-722-7822	Oiled Wildlife
Teresa Gaylo-Pratt	Manhasset, NY	516-365-1780	Oiled Wildlife
Bergen County Zoological Park	Paramus, NJ	201-262-3771	Raptors only
Bergen County Animal Shelter	Teterboro, NJ	201-229-4600	Raccoons, squirrels, rabbits, opossums, skunks

Rhona Marks	Kinnelon, NJ	973-492-1788	Rabbits
Jennifer Norton	New Vernon, NJ	973-829-7111	All birds
Bill Boesenberg	Wanaque, NJ	973-248-9964	Amphibians and reptiles: (native and exotic), adult bats
Dolores Garbowski	Wantage, NJ	973-839-4597	All birds & animals (including coyotes)
Fran Alala	West Milford, NJ	973-728-2140	Opossums, squirrels, chipmunks, woodchucks, foxes
A-1 Saver Services Wildlife	Kirk La Pierre, NJ	201-973-9700	Mammals, bats, birds, snakes (Business)
Turtle Rescue of New Jersey	Hardwick, NJ	908-362-7747	Turtles
Tri-State Bird Rescue	Newark, DE	302-737-9543	Birds

In the event of an oil spill where certain regions are affected, it is necessary to use the assistance of trained personnel in the field. The following personnel have specific backgrounds in areas that may be affected by a discharge of oil. The following list includes wildlife/scientific response organizations, which are recognized throughout the response community as having national and international experience in oiled wildlife response. This listing includes the New York and New Jersey area along with their specific type of qualification:

Name	**Phone Number**	**Address**	**Notes**
Office of Natural Resources, Emergency Mgmt for DEC	(631) 444-0271 (631) 444-0270	Stony Brook, NY 11790-2356	Oil spill – response priorities\Resources at risk Spill Response
24 hr. Hotline for Marine Mammal Stranding Center	(609) 266-0538	P.O. Box 773 Brigantine, NJ 08203	Northeast Marine Mammal Stranding Network\Permit holder\Director
Kathy Clark	(609) 628-2103	Tuckahoe WMA P.O. Box 236 Tuckahoe NJ 08250	NJ Endangered / Non-Indigenous Species
Timothy Cussen	(609) 259-2120 (609) 292-9430 (877)927-6337	220 New Brooklyn/Blue Anchor Road Sicklerville NJ 08081	Environmental Sensitivity Division USFW Law Enforcement

Gef Flimlin	(732) 349-1152	Ocean County 1623 Whitesville Road Toms River NJ 08755	Rutgers Co-Op Extension
Frederick Grassle	(732) 932-6555 x4	P.O. Box 231 New Brunswick NJ 08903-0231	Rutgers Marine
Eco Strategies Group	(908) 850-0859	P.O. Box 433 Allamuchy NJ 07820	Bioremediation, Dispersants, Monitoring, Spill Response
John Bryson	(302) 674-2331	Federal Building, room 2115 Dover DE 19901	Mid-Atlantic Fisheries Council
Tom Church	(302) 831-2558	College of Marine Studies Newark DE 19716	Trace Metals Chemist, Marsh Uptake
Thomas B. Hoff	(302) 674-2331	Federal Building, room 2115 Dover DE 19901	Fishery management specialist, Marine Mammal & Turtle Stranding
Peter McGowan	(410) 573-4523 (410)320-8791(cell)	177 Adm. Cochrane Dr. Annapolis MD 21401	ESA
Steve Melanoski	(631) 788-7889		Shellfish
Ron Rozsa	(860) 424-3034	79 Elm Street Hartford CT 06106-5127	LIS Mapping Living resources\National Wetlands Inventory
Tri-State Bird Research	(302) 737-7241	110 Possum Hollow Road Newark DE 19711	Wildlife Rehabilitation
John Volk	(203) 874-0696	P.O. Box 97 Milford CT 06460-6499	LIS Mapping Shell fish beds

Detailed wildlife handling protocol and procedures can be found and printed from links at the internet web site International Oil Spill Conference

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. Normally, the RRT member will work through the responsible person designated by each volunteer organization such as their President, Committee Person or Project Manager. 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. These are lists of volunteer organizations that may provide assistances:

VOLUNTEER ORGANIZATIONS	
Salvation Army Greater New York Headquarters 120 W. 14th Street New York, NY 10011	(212) 337-7365 (212) 337-7451(Fax)
American Red Cross 150 Amsterdam Avenue New York, NY 10023	(212) 787-1000 (24hr) (646) 557-5771 (Fax)
American Society Prevention Cruelty Animals (ASPCA) 424 E. 92nd St Manhattan, NY 10128	(212) 876 7700
Tri-State Bird Rescue 110 Possum Hollow Road Newark, Delaware 19711	(302) 737-9543
Westchester Wildlife, 2215 Cornell Ave Brewster, NY 10509	(800) 273-6673 (845) 279-6220 (local)
Atlantic Wildlife Institute	(506) 364-1902
Richmond County CERT	(718) 948-7932 http://www.citizencorps.gov/cert/
American Littoral Society 18 Hartshorne Dr., Suite #1 Highlands, NJ 07732 28 West 9th Rd. Broad Channel, NJ 11693	 (732) 291-0055 (718) 318-9344 Littoral Society - Home
NY/NJ BayKeeper 52 West Front St. Keyport, NJ 07735	(732) 888-9870 http://www.nynjbaykeeper.org/
Audobon Society New York City Audobon 71 West 23rd St., Suite 1523 New York, NJ 10010 Hudson River Audobon Society P.O. Box 616 Yonkers, NY 10703	 (212) 691-7483 (914) 237-9331

Monmouth County Audobon P.O. Box 542 Red Bank, NJ 07701	(732) 872-2473 http://www.audubon.org/
k. Hackensack Riverkeeper 231 Main St. Hackensack, NJ 07601	(201) 968-0808
l. Raritan Riverkeeper P.O. Box 244 Keasbey, NJ 08832	(732) 442-6313
m. NOAA SeaGrant	http://www.seagrant.sunysb.edu/ | http://www.njmsc.org/Sea_Grant/SeaGrant.html

Agency	**Asset**	**Location**	**Type**
NY/NJ Baykeeper	Vessel	Raritan Bay	30ft Baykeeper Skiff 20ft Oyster Skiff 23 ft Pumpout Boat
NY/NJ Baykeeper	Vessel	Jamaica Bay	23 ft Pumpout Boat
Port Richmond CERT	Personnel		55 members NIMS Compliant 30 members DEC Search Certified 12 members SAR Tech III Certified 8 members SAR Tech II Certified 2 members Wide Area Search Certified 12 members Ham Radio Operators 14 members Certificates from Port Authority Terrorism Class 20 members Graduates of NYC Citizens Police Academy 6 members Trained Bike Patrol 2 Active State Military HQ Training & Operations (SFC &SSGT) Team Leaders in SAR, Logs, Commo, Medical, Crowd and Traffic Deputy Team Chief/Deputy IC Safety Officer 2 members CPR, BLS, AED Trainers

Port Richmond CERT	Trailers		7'x14' fully stocked response trailer (fully operational Mobile Incident Command Post) 6'x10'fully stocked response trailer 4'x8' communications trailer
Port Richmond CERT	Bikes		6 fully equipped bikes with safety gear and radios

0.7 - Maritime Associations / Organizations / Cooperatives

0.8 - Academic Institutions

ACADEMIC INSTITUTIONS	
a. Cornell University Department of Natural Resources Fernow Hall Ithaca, NY 14850	(607) 255-2821
b. Rensselaer Polytech Institute Troy, NY 12180 -Chemical Engineering Dept: -Environmental Engineer Dept: -Chemistry Dept:	 (518) 276-6377 (518) 276-6403 (518) 276-6344
c. State University of NY Albany, NY -Switchboard: -Chemistry Department: -Physics Department:	 (518) 442-3300 (518) 442-4400 (Day) (518) 442-4501 (Day)
d. Union College Biological Sciences Department Schenectady, NY -Switchboard -Biological Sciences Dept.	 (518) 388-6000 (518) 388-6241
e. Rutgers University College of Arts and Sciences P.O. Box 2101 New Brunswick, NJ 08903-2101	(732) 445-4636
f. SUNY Maritime College 6 Pennyfield Avenue Throgs Neck, New York 10465	(718) 409-7200

0.9 - Laboratories

The various labs available to the Port of New York are not only limited to one sided military tasking. They are also the home port for a fleet of smaller research

and transport vessels. The resident faculty reflects expertise in oceanography, marine biology, ecology, physiology, biochemistry, cultural anthropology and marine policy.

COMMERCIAL
Bender Hygienic Lab POC: John Wilson 9 Samaritan Drive (518) 472-9124 Ext 114 Albany, NY 12208 (518) 472-1032 (Fax) M-F 0730-1900/SAT 8-12 **Deutsch Engineering & POC: Steven Deutsch, T.E.** Testing Services 845-928-2873 8 Jacqueline Road Monsey, NY 10952 **NY Test Environmental, Inc. POC: John Gastari** 60 Seaview Blvd. Port Washington, NY 11050
STATE AGENCIES
Griffin Laboratory POC: Dr. Lucy Biggie NY State Health Department (518) 869-4500 Route 155, South of Route 20 M-F 0800-1630 Sligerlands, NY 12159 **Interstate Sanitation POC: Howard Golub** Commission 212-582-0380 311 W. 43rd St. Rm. 201 New York, NY 10036
FEDERAL AGENCIES
EPA Region 2 Laboratory: **John Bourbon (732) 321-6706** EPA Edison Water Quality Lab (732) 906-6907 Raritan Depot (732) 906 6865 (Fax)

9240.100 - Emergency Medical Services

In New York State there are about 759 different private EMS companies. In New Jersey there are about 377 EMS companies. To contact one in the event of an emergency please dial 911.

Stakeholders

The following is a list of the stakeholders for Sector New York's Area of Responsibility. This list includes any person or agency that has the potential of being a stakeholder during a response. Stakeholders may hold a political, environmental, economic, scientific, cultural or historical interest in a response.

STAKEHOLDERS	
New York DEC	(800) 457-7362
New York State Parks Environmental Management Bureau	(518) 474-0409 (518) 337-7501 24hrs
New York City Parks and Recreation	(212) 360-1425
New Jersey State DEP	(877) 927-6337
Hudson River Keeper	(914) 478-4501
Hackensack River Keeper	(201) 968-0808
New York/ New Jersey Baykeeper	(732) 888- 9870
Raritan Riverkeeper	(732) 442-6313
Long Island Sound Keeper	(203) 854-5330 (203) 943-2764 24hrs

9300 - Draft Incident Action Plan

A sample IAP can be found in Annex N of this plan.

9320 - Draft Demobilization Plan

Currently under Development See Attachment 9000-1

9400 - Area Planning Document

9410 - Discharge and Release History

In the 5-year period spanning 2011 – 2015, Sector New York continued to receive a high volume of oil spill / hazardous substance release notifications. These notifications resulted in over 220 Civil Enforcement cases. It should be noted that the majority of spills in this port involved oil discharges, hazardous substance releases constituted less than 3% of the notifications made to Sector New York.

Year	NRC Notifications	Incident Investigations	Enforcement Cases
2011	690	70	46
2012	765	44	40
2013	514	42	38
2014	522	72	60
2015	559	45	30
Total	3050	273	222
Avg.	610	54	44

9420 - Risk Assessment

In the recent past, numerous significant spills have occurred in the coastal waters of the United States. These incidents include the EXXON VALDEZ oil spill in Prince William Sound and several other major incidents that resulted in extensive damage to the marine environment. As a result, the President signed into law The Oil Pollution Act of 1990,

which establishes new Federal authority to direct responses, and requires across-the-board improvements in preparedness and capabilities.

This section contains a risk assessment for the Port of New York/New Jersey. It includes a description of the area, historical overview of activities, a listing of economically and environmentally sensitive areas, a risk assessment of the area concerned and describes the response activities required to mitigate a spill.

9420.1 - Petroleum Activity in the Port of New York/New Jersey

The majority of the Captain of the Port, New York area of responsibility is comprised of all of Greater New York Harbor and the connecting waterways serving New York and northeastern New Jersey. The zone also contains many major highways and railroads; and approximately 200 regulated waterfront facilities, which handle oil and/or hazardous substances in significant volume. Additionally, three major anchorages and a series of smaller anchorages exist in the Upper and Lower New York harbor that are used for oil lightering operations which further distribute products throughout the New York/New Jersey area.

Oil Transport: Oil is moved through the COTP Zone via tank vessel, tank barge, rail, pipeline and highway. On an annual basis approx 4,800 oceangoing vessels operate in the New York Harbor. Of those vessel approx 1,500 of them are Tank vessels. On an average month, 125 tank ships arrive and 60-70 barge transfers of petroleum products occur around the port. The total quantity transported is approximately 420 million barrels, crude oil products amounts to 372 million barrels and refined products amount to 48 million barrels. Approximately 76% of this oil goes to the Arthur Kill/Kill Van Kull (The Kills) area, 18% goes to terminals in the East River, and 5% is destined up the Hudson River. Tankship calling on the port of New York varies in capacity from 300,000 to 600,000 barrels. Tank barges typically carry 20,000 to 200,000 barrels. All vessels carrying oil comply with the required International Maritime Organization and U.S. regulations.

Oil Storage: The largest facility in the port of New York stores approximately 20 million barrels (840 million gallons) of various petroleum products. There are 14 facilities in the Kills which store over one million barrels of oil each, with an approximate combined storage capacity of 66 million barrels. There are 1.1 and 1.2 million barrel facilities on the Hudson in Roseton, a 1.2 million barrel facility in Newark Bay, and six facilities with over 1 million barrels having an approximate combined capacity of 9.6 million barrels in Albany. These facilities are the largest of the approximately 77 bulk oil facilities regulated by the Coast Guard in the Port of New York.

9420.11 - Potential Hazards

Vessel Grounding: Grounding damage may result in the breaching of one or more tanks at or near the bottom of the vessel, 30 to 40 feet below the water surface. Oil emanating from the bottom of a vessel is difficult to

contain with boom because currents can move the oil a great distance from the ship before it rises to the surface. The currents in the port are generally significant enough to preclude the use of containment boom in the immediate area of the vessel under these circumstances. Although rare, damage from grounding on soft bottom could result in hull fracture and the breaching of one, two, or possibly three cargo tanks. The discharge rate would be relatively small when compared to a vessel holed on a rocky bottom. The entire contents of these tanks would not be lost because the tanks would develop a water bottom as the escaping oil was displaced by sea water. Damage from grounding on hard or rock bottom could result in extensive damage or complete loss of the vessel; however the slow relative speed of tank vessels within the port would make this unlikely.

Collision: Pollution from collision damage usually results in cargo tank damage to one of the vessels and forepeak damage to the other. Vessel design regulations preclude the carriage of cargo forward of the collision bulkhead. In a collision, it is doubtful that more than four cargo tanks would be damaged. Oil from tanks damaged near the waterline is somewhat easier to contain with boom than is oil being released from damage sustained from grounding. However, response time is critical in a collision since the cargo discharge can occur very quickly. In reality, pollution response is not always the first priority in collision situations.

Vessel Explosion and/or Fire: Although inert gas system regulations have greatly reduced the possibility for ignition of cargo tanks, the possibility still exists for cargo tank explosions and fires. Pump rooms are also susceptible to explosions and fires. In addition, fire may occur as a result of a collision. Containment of pollution from a ship afire is difficult and risky since the possibility of explosion exists. Pollution containment becomes secondary to firefighting.

Transfer Operations: There are 200 regulated facilities in the port. In general, no major or medium oil spills have occurred as a result of transfer operations. Spills occurring during transfer operations are normally small because qualified personnel are required to be immediately accessible to stop the transfer. Spills resulting from hose breakages or overfilling are not significant for this discussion and are usually easily contained.

Shoreside Storage Tanks: Shoreside storage tanks also pose a risk to the environment. During Superstorm Sandy many of these tanks were compromised since many of these tanks are located in tidal flood plains along the New York Harbor. It is important to work with facility operators prior to storm impact to identify volumes and contingency plans to mitigate any compromises to tanks located in the flood plains. The suddenness of such a discharge and the tremendous quantities of oil involved make these storage tanks a major concern. There are tank farms

with several 10 to 12 million gallon crude/#6 oil tanks scattered throughout the port extending as far north as Albany.

Pipelines: Underground pipelines have been known to develop leaks small enough to be undetectable, which do not become evident until large quantities have pocketed underground and begin leaching into the water due to soil erosion, increasing seasonal temperatures, or heavy rainfall. While quantities can be large, these seepages are relatively minor since the oil enters the water from the shoreline at a slow rate. However, a major consideration with underground pipes is channel crossings. These crossings could be vulnerable to passing vessels. The port has numerous crossings which contain oil, natural gas or electric lines encased in oil based dielectric fluid. In 2015-2016, a Hudson River pipeline leached 7,120 gallons of dielectric fluid. Catastrophic failure of above ground pipelines can occur from material failure, or physical damage due to accidents. Usually the pipeline can be shut down before a large quantity is spilled. Sensors detect sudden drops in pressure and shut the line down. Again, these spills are usually containable. Although above ground and underground pipelines are required to have emergency telephone numbers posted at regular intervals they are not always easy to find.

Transportation Accidents: Accidents involving rail cars or tank trucks would be classified as medium spills in the coastal zone. Environmental concerns could be substantial in some of the more sensitive areas, areas where the remote location could cause substantial delays in the deployment of containment boom and generally slow cleanup operations. Since 2011, there has been a massive increase in crude and other HAZMATs transported via water side railroads in the Port of New York.

Facility Explosions and/or Fires: Fires at oil storage facilities and manufacturing facilities which store bulk petroleum products can result in significant spills. In many cases, packaging and containers rupture or burn resulting in products entering the water during firefighting. While many of these facilities have oil/water separators to process runoff, these systems are characteristically immobilized as a result of the emergency or do not have sufficient capacity for the large amounts of runoff. Efforts to protect firefighting personnel and strategies to control the fire may reduce attention away from pollution containment efforts.

0.2 - Area Hazard Analysis

The following water bodies are of particular concern to the Captain of the Port, New York due to the noted risk factors and identified sensitive environments:

	High Risk		Other Concern		Sensitive	
Water Body	Narrow	Rocky	Traffic	Tide/Current	Environment	Economic
Arthur Kill	x		x			x
Kill Van Kull	x	x	x	x	x	x
Stapleton			x	x		x
Bay Ridge			x	x		x
East River	x	x	x	x		x
Rockaway's					x	
Jamaica Bay					x	
Gateway NP					x	
Long Island Sound		x			x	x
Port of Albany	x		x	x	x	x
Hudson River	x	x	x	x	x	x
Newark Bay			x			x
Passaic River				x	x	
Hackensack River				x	x	
NJ Coastline					x	x
Sandy Hook Bay					x	x
Ambrose / Offshore			x			x
Navesink River				x	x	
Shrewsbury River				x	x	
Raritan Bay			x		x	x
Raritan River					x	

Lower New York Bay: 90% of all tank vessel traffic enters the port from sea via the Ambrose Channel and Lower New York Bay. Most traffic continues northward to Upper New York Bay. A very small percentage (1% to 5%) transits the "south-way" into Raritan Bay and up the Arthur Kill. Traffic in Lower Bay keeps to the channels, thus minimizing crossing situations. Some traffic, including oil tankers, will anchor in Gravesend Bay. The Gravesend Bay anchorage is mostly used by vessels awaiting a berth in the port, although occasionally some lightering operations are conducted. The anchorage is managed by Vessel Traffic Service Center at Sector New York.

The bottom of Lower New York Bay is soft mud and silt, minimizing damage due to grounding. If grounding damage were to occur, it is possible that hull stress could cause a crack possibly effecting up to three tanks. Tankships transiting this area are double hulled and vary in capacity from 300,000 to 600,000 barrels. Three tanks releasing contents to equilibrium at the waterline could amount to 45,000 bbls lost. Collisions in this area could result in substantial release. It is possible that the entire contents of four cargo tanks could be lost, for the largest Tankships transiting this area, this could amount to 3.1 million gallons (75,000 bbls). There are few oil transfer and storage facilities along the shoreline of Lower New York Bay.

Jamaica Bay: Commercial traffic in this bay is relatively low in volume and consists of mostly small coastal tankers fewer than 10,000 barrels in size, recreational craft and fishing vessels however, there have been barges as large as 300,000 barrels. The channels have a mud bottom and, historically, groundings have not resulted in spills. Approximately 71 million gallons (1.7M bbls) of petroleum products are stored in this area in the vicinity of Kennedy Airport.

Upper New York Bay: This area serves as the intersection of Lower Bay, Hudson River, East River and Kill Van Kull. Most traffic entering the port from sea will transit this area. Multiple passenger ferry operations in the Port of New York/New Jersey are conducted here and most intra-port movements transit to this area to the primary lightering areas, Stapleton and Bayridge Anchorages. Stapleton and Bayridge Anchorages serve as lightering areas for the larger oceangoing vessels. These anchorages are managed and monitored by radar managed by Vessel Traffic Center New York. The bottom conditions are similar to those of the Lower Bay therefore the threat due to grounding is the same. Collisions are a different situation, while the size of a pollution incident resulting from collision would be the same as an incident in the Lower Bay, the chance of collision is far greater in the Upper Bay due to a much greater traffic density and a lack of specific track lines or channels for all but the deepest draft vessels. There are several industrial facilities located on the shoreline of the bay. The threat from oil storage tanks located in this area is not as great as other areas, but this area would be affected by a large discharge of oil in one of the surrounding waterways.

Kill Van Kull: This channel serves as the main entrance to Newark Bay and the Arthur Kill. Vessels bound for the oil and chemical facilities on the Arthur Kill and the large container complexes at Port Elizabeth and Port Newark on Newark Bay use this waterway. The Kill Van Kull is lined with ship and barge repair facilities as well as oil and chemical facilities. This area, only four miles long, is the busiest in the port. The channel is 800 feet wide and it is the most densely traveled waterway in the port, which makes this area a high risk for collision. Since the bottom is rocky and relatively shallow, this is also a high-risk area for grounding. Tankships, tank barges, tugboats, container ships, automobile carriers, city trash barges, and recreational craft all use this waterway. Large oil storage tanks are located along the northern shoreline, 808 million gallons (20M bbls). Currents in this area can run two to three knots, making straight containment booming of ships in the channel difficult. Deflective and protective booming is possible. This is the highest risk area in the port. Coastal flooding has a huge potential in causing a major discharge within this region due to multiple tank farms located within the flood plain.

Arthur Kill: The Arthur Kill is a north-south waterway connecting the Kill Van Kull with Raritan Bay. There are many oil and chemical facilities on the western shoreline, and the channel is used by Tankships, tank barges, tugboats, and city trash barges. A few Liquefied Petroleum Gas carriers transit from Raritan Bay to Bayway, discharge cargo, and then proceed back to sea via the Kill Van Kull. The

channel is 500 to 800 feet wide. The risk of collision is less than in the Kill Van Kull due to relatively less volume but still a major concern. The bottom of Arthur Kill is soft mud. Most of these facilities are on the Arthur Kill. Coastal flooding has a huge potential in causing a major discharge within this region due to multiple tank farms located within the flood plain. Approximately 3.3 billion gallons (80M bbls) of petroleum are stored in this region.

Newark Bay, Passaic and Hackensack Rivers: Traffic in Newark Bay is mainly container ships and automobile carriers going to Port Elizabeth and Port Newark. While not thought of as being an oil pollution hazard, these ships carry large quantities of bunker oil in double bottom tanks leaving them susceptible to grounding. Occasionally, large Tankships transit through Newark Bay to Port Newark. A small amount of tank barge, deck cargo barge, and tugboat traffic utilize the Passaic and Hackensack Rivers. The bottom of Newark Bay is hard and current runs about two knots. Containment booming in the bay is possible under most conditions. Coastal flooding has a huge potential in causing a major discharge within this region due to multiple tank farms located within the flood plain. Approximately 750 million gallons (18M bbls) of petroleum is stored in this region.

East River: The East River connects Long Island Sound with Upper New York Bay. It is very narrow at spots and has a rocky bottom. The East River experiences tremendous currents especially near Roosevelt Island and at Hell Gate where currents can exceed five knots. It is difficult to control a large barge when transiting Hell Gate with the current, which is why most vessels transit at slack water. It is also difficult to stop barges in this area if they are traveling with the current. The river is mostly used by tank barges, which vary in size from 20,000 bbls to 200,000 bbls, although some Tankships transit to terminals in the Bronx. Grounding damage can be substantial because of the hard bottom and swift current. Tankships could, under the most severe circumstances, spill 5 million gallons if ripped open on the rocks. Tankships in this area can carry up to 3.5 million gallons. The threat of collision is high in this area because of the currents and narrow channel. The Consolidated Edison pipeline is buried near the western shore on the east side of Manhattan. Facilities with large storage tanks are located on the northern shoreline above Hell Gate.

Eastchester Bay: At the northern extent of the East River are Eastchester Bay and the Hutchinson River (a.k.a. Eastchester Creek). There are several facilities with storage tanks on the Hutchinson River with estimated petroleum storage of approximately 4.2 million gallons (100,000 bbls). The Hutchinson River is a very narrow and shallow waterway and laden vessels transiting to the facilities for off-load normally must wait for favorable tides to have sufficient under keel clearance.

Manhasset Bay and Hempstead Bay: There is minimal commercial petroleum products stored in shoreside facilities and vessels drawing no more than 6 to 10ft

transport it here. The channel available to these facilities is very narrow and has experienced several groundings, without product loss, on its soft banks. Hempstead Harbor has a petroleum storage capacity of approximately 4 million gallons (95,000 bbls). Petroleum carrying vessels drawing 3 to 12 feet use Hempstead Harbor. Both bays are environmental and political sensitive areas.

Hudson River: The Hudson River is unique estuary in that geologically, it is technically a fjord. It has a full tidal cycle through much of its course. The tidal channel of the Hudson River extends from New York City 155 miles north to Albany, then on to Troy, New York. Above Albany, water movement is controlled by the Federal locks at Troy. These locks also restrict the bulk movement of oil to small barges. The Environmental Protection Agency is the pre-designated Federal On-Scene Coordinator above the Troy Lock (although the Coast Guard recognizes a spill in the upper Hudson or Mohawk River could float downstream to/over the locks). Tankships and tank barges travel as far north as Albany, bulk and break-bulk freight ships, which can carry substantial amounts of bunker oil in bottom tanks, also call on the port regularly. Two Albany oil terminals, Global and Buckeye, are the origin points for Bakken Crude shipments southward down the river. The shipping channel in the Hudson River is generally deep and the bottom is soft. There are, however, several areas of rock bottom which can pose a hazard to shipping. One of these areas is Diamond Island Shoal which has a history of groundings. There are approximately 18 petroleum storage facilities dotting the Hudson River shorelines storing approximately 144 million gallons (3.5m bbls). Tanks are as large as 250,000 to 300,000 bbls. Also, much of the Hudson River supports railroad tracks operated by CSX Rail. CSX moves Bakken Crude oil and other HAZMATs along this rail corridor from Albany to refineries in New Jersey and Pennsylvania.

As of 2016, the Tappan Zee Bridge is in the process of being replaced by the New New York Bridge from Westchester to Rockland Counties. During this construction, the already narrow shipping channel is further congested by the presence of supply and construction barges. The area can present a hazard to shipping, especially during low visibility and inclement weather navigation.

0.3 - Hydrological and Climatology Considerations

Tides and Currents: Tides and currents have a very prominent effect on oil spills or potential oil spills such as with grounded vessels. The OSC will always have to consider the effects of tides and currents when dealing with pollution in the coastal waters of the COTPNY zone.

Weather: Climate is also an important consideration in response to pollution incidents. There are definite seasonal changes in New York that not only affect pollution response but also pollution potential. The winter months with storms and cold weather are certainly much worse for combating spills than the warm summer months. The winters also call for a greater volume of petroleum products being handled in the greater New York area. Ice is also an important factor that

often prevails in some areas of the COTPNY zone during the winter months, particularly in the Hudson River. However, during extremely cold seasons ice has been found to exist throughout the area.

9420. 4 - Response Times

An important element of any risk assessment is the amount of time it takes to mount an effective response. Many factors affect the time it takes for pollution responders to arrive on scene. In many cases, information as to the nature of the incident is initially incomplete, decisions as to the method and level of response may be delayed until the FOSC fully understands the situation. For example, after a collision, concerns for personnel safety and the seaworthiness of the ship are the first priority of the master. Federal regulations require the notification of an oil discharge within a "reasonable" time. Notifications should be made to the National Response Center as referenced in this document. In most situations within the COTP New York area of responsibility, it is possible for the oil to wash up on the beach or shoreline within minutes of the spill. As a result, unless conditions are such that a containment boom can be deployed immediately and such boom will be effective under the given wind/sea conditions, most strategies are confined to deflecting oil to collection areas. Booming off non-affected areas to prevent them from becoming contaminated is also a high priority.

Coast Guard Response: The Sector New York Command Center is manned 24 hours a day and is located at Fort Wadsworth, Staten Island. The Command Center's Command Duty Officer has the ability to direct assets, including a Response Duty Officer and Incident Management Team. Other personnel, boats, and tugs, to include assets from port partners, are available throughout the Captain of the Port Zone. Upon receiving a report of an oil or hazardous material spill, the Command Duty Officer begins internal and external notifications to effected parties. Depending on the severity of the spill, he may also access the Regional Response Team, the NOAA Scientific Support Coordinator, and/or the USCG National Strike Force and/or other applicable federal, state, tribal, or local agencies.

State Response: New York and New Jersey, have 24 hour contact numbers for reporting spills and releases. Upon report of an incident, the relevant state will normally dispatch a response team, or teams, to the scene for an initial assessment. The team, together with Coast Guard personnel, will assess the situation and make recommendations back to their respective operations centers. If the situation warrants, or the FOSC requests, senior state environmental representatives may establish a Unified Command. The state OSC will work closely with the FOSC in the management of the incident until it is successfully mitigated and the concerns of all parties are addressed.

Contractors: Response time by contractors (Oil Spill Removal Organizations) is greatly affected by the time of the day and day of the week the contractor is called. Traffic jams in metropolitan New York City can occur 24 hours per day.

Vital bridges and tunnels are routinely closed down at night for repairs. Morning and afternoon rush hours greatly increase response times. There can be a significant delay in deploying a contractor to remote areas since travel times can vary. In recognition of this deficiency, cooperatives have formed.

9420.41 - First Response

The hazard analysis, above, identified the spills where immediate action by the spiller is usually not undertaken. These spills are associated with groundings or collisions. Oil transfer facilities are required by the Coast Guard to have 1000' of boom or two times the length of the largest vessel that regularly conducts petroleum transfers, available for deployment within 1 hour. Oil recovery devices and oil storage capacity are required to be on scene within 2 hours of discovery. Details for vessel response requirements can be found in 33 CFR 155.

Local regulations usually require that facilities immediately notify state and local authorities upon discovery of a spill. Local police and fire units are usually on scene in minutes. As a result, the spill site is usually under control within a reasonable period of time. Collisions and groundings are a different matter.

Coast Guard First Aid (Initial spill response): The Coast Guard will immediately dispatch assets for reports of collisions or groundings. Attempts to have contractors deploy boom at such scenes are usually not effective unless the vessel is expected to leak for a long period of time. This is due to the response time of the contractors, channel currents, and lack of boom mooring points in open water. While in most cases, booming the vessel in mid-channel currents is not effective, the boom can be used to deflect oil to collection areas or used to protect sensitive areas. Boom would be helpful in a collision situation if the boom could be deployed in a relatively short period of time.

Community First Aid (Initial spill response): Evaluations of local response capabilities are often based on amounts of boom available. The logistics of deploying containment boom are significant and in all actuality the controlling factors may be the number of available workers and boats, and the time within which deployment of the boom would be effective. The Coast Guard will seek the assistance of partner agencies if applicable.

9430 - Planning Assumptions – Background Information and Planning Scenarios

As part of the preparedness improvement, the National Contingency Plan requires the development of scenarios for average, most probable and worst case spills. These scenarios must describe the incidents as well as the response to those incidents.

0.1 - Area Spill Scenario Considerations

Preparing for where spills may occur and what decisions will have to be made is critical to effective contingency planning. Despite all the equipment, expertise, and personnel, an oil spill of severe consequence could occur in the Port of New York/New Jersey. The response to that spill will be affected by the location, temperature, wind velocity, current velocity, type of oil, species and habit present, and many other factors, but the effectiveness of that response will depend on thorough prior planning. One method for doing this is through scenario development. The National Contingency Plan requires that three such scenarios be developed and worked through to identify appropriate actions and shortfalls.

References:

a. Oil Pollution Act of 1990
b. Federal Water Pollution Control Act
c. 33 CFR Subparts D and E, 57 FR 27514 dated 19 June 1992, NPRM Vessel Response Plans
d. Interim Final Rule for the Development and Review of Vessel Response Plans, 5 Feb 1993
e. Interim Final Rule for the Development and Review of Response Plans for Marine Transportation-Related Facilities Including Deepwater Ports, 5 Feb 1993
f. COMDTNOTE 16471 dated 30 Sep 1992

Reference (a) requires that, when implemented in conjunction with the National Contingency Plan, each Area Contingency Plan "be adequate to remove a worst case discharge, and to mitigate or prevent substantial threat of such a discharge, from a vessel, offshore facility, or onshore facility operating in or near the area." To this end, each Area Committee is tasked with developing three different spill scenarios to aid in response planning.

0.2 - Average Most Probable Discharge Scenario

This scenario addresses the average most probable spill which, according to reference (f), is based on the average reported spill size for the area and disregards extreme incidents which may skew the results.

Objective: The intent of the scenario is to identify shortfalls within the zone of responsibility for this Area Committee which would negatively impact a response to a major spill. This information will be used as a planning tool to identify particularly weak areas in present response capabilities.

Scenario:
During a dock side loading of a tank barge at a facility in the Arthur Kill a miscommunication between the tankerman occurred and the forward cargo tank was overfilled. As a result approximately 500 gallons of diesel burped out of the vent mast with approximately 50 gallons on deck and the remainder entering the water. Incident occurred at noon during a weekday.

Weather:
Wind: NE - 5 to 10 knots
Air Temperature: 82º F
Water Temperature: 73º F
Visibility: 10+ miles
Tide and Current: Ebb conditions. Accident occurred at height of tidal current. Current is +2.5 knot.

Calculations: Using the tables and equations provided in references (c), (d) and (e) as planning factors the following recovery volumes are derived.
Diesel
Non-Persistent Oil
Volume: 500 gals of diesel fuel
Emulsification Factor: 1.0
Natural Dissipation: 80% within 72 hours
Planned % on-water recovery: 10% within 72 hours
Planned % onshore recovery: 10% within 72 hours
Planning Volumes:
Natural Dissipation: 500 X 1.0 X .8 = 400 gals
On-water recovery: 500 X 1.0 X .1 = 50 gals
Onshore recovery: 500 X 1.0 X .1 = 50 gals

Actions Taken:
Notifications and First Response: The initial notification of the spill would be received at the National Response Center or to the Coast Guard Sector New York Command Center. The Sector Command Center (SCC) would dispatch a two person investigation team to the scene. The SCC would also initiate notifications in accordance with the Emergency Notification List shown in Section 9100 of this plan.

Response Times: It will take the Coast Guard investigation team approximately 1 hour to reach the scene. The contractor will have arrived within the first hour and commenced deploying boom. If the incident were to occur in New Jersey waters the vessel would normally be pre-boomed during the transfer.

Cleanup: The entire event will last approximately 48 hours with the lion's share of that time being devoted to cleaning the hull to prevent further contamination before the vessel leaves the port. The bulk of the on water recovery will take approximately 12 hours from initial notification. Coast Guard personnel would be on hand throughout to document costs and direct actions taken.

Resource Needs:
1000' of 18" hard boom
1000’ Sorbent Boom and Sorbent Pads
2 small work boats
1 Supervisor
8 laborers

Shortfalls: Potential communication issues could arise on the actual amounts discharged. This could lead to a shortfall in initial resource deployment.

0.3 - Maximum Most Probable Discharge Scenario

References:

a. Oil Pollution Act of 1990
b. Federal Water Pollution Control Act
c. 33 CFR Subparts D and E, 57 FR 27514 dated 19 June 1992, NPRM Vessel Response Plans
d. NVIC 8-92, Interim Guidelines for the Development and Review of Vessel Response Plans
e. NVIC 7-92, Interim Guidelines for the Development and Review of Response Plans for Marine Transportation-Related Facilities Including Deepwater Ports

This scenario addresses the maximum most probable spill which, according to reference (f), is based on the largest recorded spill size for the area.

Scenario: While attempting to dock at a facility in Bayonne, New Jersey on the Kill Van Kull a tank vessel grounded and ripped a 30 foot hole in a starboard wing tank releasing 260k gallons of No. 6 Fuel oil into the surrounding waters. The incident occurred at 0515 on 16DEC (5:15 a.m.). The vessel had a total of 1.2 million gallons of product on board at the time of the accident.

Weather:
Wind: SW 5 knots
Air Temperature: 35° F
Water Temperature: 44° F
Visibility: 10+ miles
Tide and Current: Flood conditions. Current is +1.5 knots.

Calculations: Using the tables and equations provided in references (c), (d) and (e) as planning factors the following recovery volumes are derived.
No. 6 FO, Group 4
Persistent
Volume: 260,000 gals
Emulsification Factor: 1.4
Natural Dissipation: 5% within 72 hours
Planned % on-water recovery: 20% within 72 hours
Planned % onshore recovery: 75% within 72 hours
Planning Volumes:
Natural Dissipation: 260,000 X 1.4 X .05 = 18,200 gals
On-water recovery: 260,000 X 1.4 X .2 = 72,800 gals
Onshore recovery: 260,000 X 1.4 X .75 = 273,000 gals

Actions Taken:
Notifications: The facility is required by law to make notifications to the National Response Center or the Sector NY Command Center. The initial notifications would be made internally by the SCC Command Duty Officer (CDO) to the Incident Commander (IC), Pollution Investigating Team (PI), Station New York (STANY), and the Commanding Officer (CO). The Pollution Response Team would be told to report to STANY for transport to scene and the CDO would be told to get the rest of the duty section to the SCC for further assignment. The IC would go to the SCC to assume management of the response due to its size. It will take approximately 30 minutes for the respective groups to reach their assigned destinations during normal work hours and 2 hours after hours. It will take 40 minutes for STANY to transport the Pollution Responders to scene.

The CDO would initiate notifications in accordance with the Emergency Notification List shown in Section 9100 of this plan. The CDO would also attempt to contact the respective responsible parties (RP) to determine what actions, if any, they propose to take (In accordance with the guidance for this scenario the RPs do not take any action). The PI team will make notifications to the applicable state, local and tribal port partners, assisting / cooperating agencies, and identified trustees.

Response:
0545 - Over-flight requested from Atlantic City Air Station.
0615 - PI states vessel is surrounded by boom but oil is entraining.
0630 - Contractor hired, directed to boom Shooters Island.
0640 - CGC Wire underway for scene NJ Marine Police underway for scene.
0655 - COTP NY establishes safety zone closing the Kill Van Kull from Bergen Point to Constable Hook Reach.
0705 - Strike Team requested to provide vessel lightering system, personnel to support and small boats, ETA 6 hours. Second contractor hired to concentrate on spill while initial contractor continues deploying protective boom in Arthur Kill, Kill Van Kull and Newark Bay. NAVSUPSALV contacted and MARCO skimmers requested, ETA 24-36 hours.
0725 - Oil has progressed west of the Bayonne Bridge via Shooters Island North Reach. PI reports that it appears internal and external pressures on the affected tank have stabilized on the vessel and leakage has stopped.
0730 - Safety Zone is expanded west to Howland Hook.
0755 - Local pollution Oil Spill Removal Organization (OSRO) is hired to increase amount of available resources. OSRO is directed to set up deflection boom at confluence of Kill Van Kull and Newark Bay as well as Kill Van Kull and Arthur Kill in an effort to limit ingress of oil into those areas. Oil has moved north into Newark Bay.
0850 - Over-flight conducted and revealed two large slicks from the spill one in Newark Bay and one near Bergen Point. Contractor notified of these locations and requested to respond to locations with boom and recovery equipment.

1010 - Command Center plagued by media requests, calls passed to local public affairs office for handling.
1030 - Dive survey conducted on vessel revealing a 3' X 30' long crack in #4 stbd cargo tank, no other tanks appear affected.
1100 - NJDEP schedules press conference for 1330 with FOSC and NYS DEC Commissioner.
1400 - Command post established pier side at scene. Over 128 contractor personnel currently involved in cleanup operations and 134 more personnel due on scene tomorrow.
1745 - Safety Zone modified to allow no wake vessel passage.
1900 - Second over-flight reveals all major patches of oil along shorelines of Bayonne and Staten Island at this time are boomed in.

Cleanup: Although the bulk of the oil will be removed from the water during the next two weeks the entire cleanup operation will take approximately two months to complete. Coast Guard personnel would be on hand throughout the operation to document costs and direct actions taken. Approximately 60,000 gallons of oily water mix was recovered in the first 10 hours of skimming operations.

Resource Needs:
65,000 ft deployed with 62,000 staged of 18" hard boom
Skimmers: 9
- 2 - Belt skimmers
- 3 - Shallow water barge systems
- 4 - Marcos

Work/Deck boats: 41 Work boats, 8 deck boats
Vac Trucks: 6 trucks operating with skimmer head
Tugs/Barges: 5
Personnel: Total = 262
- Coast Guard = 46
- NY Department Environmental Conservation = 3
- NJ Department of Environmental Protection =2
- Oil Spill Response Organizations (OSROs) = 128
- Other = 84

Shortfalls:
Communications between the contractors and the OSC is hampered by lack of common radio frequencies.

Access to the shore around the harbor is often limited by existing facilities and structures.

A major problem east of New York Harbor is the limits on vehicle size and the prevalence of noncommercial access routes. A procedure to waive these limitations needs to be developed for emergency operations.

0.4 - Worst Case Discharge Scenario

References:

a. Oil Pollution Act of 1990
b. Federal Water Pollution Control Act
c. 33 CFR Subparts D and E, 57 FR 27514 dated 19 June 1992, NPRM Vessel Response Plans
d. NVIC 8-92, Interim Guidelines for the Development and Review of Vessel Response Plans
e. NVIC 7-92, Interim Guidelines for the Development and Review of Response Plans for Marine Transportation-Related Facilities Including Deepwater Ports

Reference (b) as amended by reference (a) defines a worst case discharge as "in the case of a vessel, a discharge in adverse weather of its entire cargo; and in the case of an offshore or onshore facility, the largest foreseeable discharge in adverse weather conditions." For the purposes of this plan the worst case discharge is the total loss of cargo from the largest ship operating in the port under adverse weather conditions.

Scenario:
At 1030 on November 17, during a winter storm, a Foreign Freight Ship transiting from Albany collided with a Fuel Barge carrying Bakken Crude, near Rondout Creek on the Hudson River that resulted in an oil discharge from tanks 02, 03 and 04 on the Port Side of Barge ABC123, with structural damage threatening further release. Product is also leaking from the Foreign Vessels Portside fuel storage tanks. No injuries are reported. The vessels have safely anchored at Rondout Creek Anchorage. The tug crew has spotted Bakken Crude oil leaking from the barge.

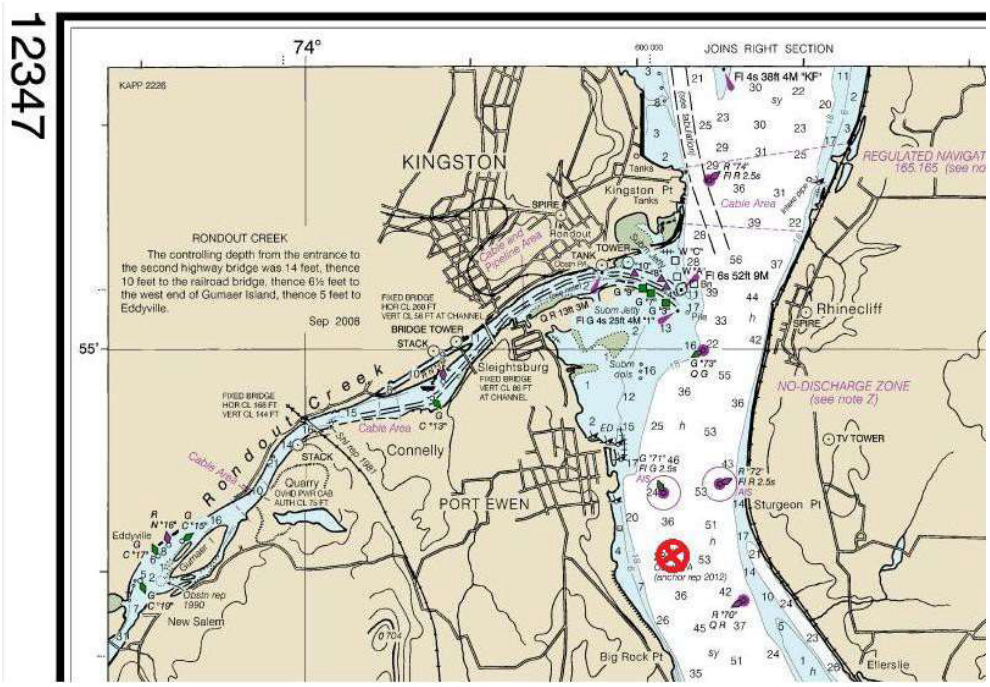
Weather:
Wind: NE - 20 to 25 knots
Air Temperature: 20° F
Water Temperature: 42° F
Visibility: less than 1 mile in heavy snow
Other Factors: some ice cakes on water
Tide and Current: Flood conditions. Accident occurred one hour after slack to flood. Current was +3 knots.

Damage:
The Barge ABC123 was outbound carrying a cargo of Bakken Crude oil. It was severely damaged during the collision and lost all port side cargo 75,421 barrels (3.2 million gallons) of cargo within minutes after the accident. A total cargo of 150,842 barrels (6.3 million gallons) of Bakken Crude oil was on this vessel.

The Foreign Freight Ship M/V NEVAREZ was inbound without cargo. The ships fuel oil tanks were damaged during the collision and Bunker C - No. 6 Fuel oil. It

was severely holed during the accident. 14,000 barrels (588,000 gallons) were discharged, and a total of 21,000 barrels (913,000 gallons) of Bunker C - No. 6 Fuel oil was aboard this vessel.

At total of 171,842 barrels (7.2 million gallons) of oil is involved with this collision.



Assumptions:
This plan does not address any lifesaving, Maritime Transportation System Recovery Unit, or salvage aspects of this scenario. It is understood that those operations will significantly slow waterside response. However, shoreline cleanup and countermeasures are not expected to be affected.

Approximately 89,420 barrels (3.7 million gallons), becomes free floating Bunker C tar balls and Bakken oil slicks. 75,421 barrels remain aboard the ABC123 Barge in the starboard side tanks located on western shore of the riverbed after it was intentionally grounded into Rondout Creek Marsh an environmentally sensitive site identified in the ACP.

After the collision the Bunker C - No. 6 Fuel and Bakken oil is continually discharging from the vessel and barge.

The Foreign Freight Ship drifts aground and the vessel has dropped Anchor to the east of the channel. Although there is substantial damage to the hull it is felt that the vessel is capable of remaining static long enough for the salvage company to move the vessel to a facility to repair the damage.

Scenario Assessment:
Applying the guidance provided in references (c), (d) and (e) for quantifying resource needs and the other areas of this plan, which discuss how those resources will be notified and deployed, the following information is provided relative to the above scenario.

Given:
The Port of New York and New Jersey has been identified in references (c), (d) and (e) as a higher volume port. This is due to the Port having the highest overall relative volume of persistent and non-persistent oils of the 34 largest ports in the United States. As a higher volume port response time is the minimum allowed under the 3 Tier system outlined in references (c) and (d).

The cargo on Barge ABC123 is Bakken Crude, Non-Persistent Group 1. The cargo carried on the Foreign Freight Ship is Bunker C - No. 6 Fuel - No. 6 Fuel oil, Persistent Group 4 oil.

The port area affected by the spill is classed as a river or canal.

A total of 88,095 barrels (3.7million gallons) of free floating oil is released as a result of this collision and an additional 30,750 barrels (1.3 million gallons) of oil persists as tar balls. Of the 347,500 barrels 187,500 barrels (7.9 million gallons) is Bunker C - No. 6 Fuel oil and 160,000 barrels (6.7 million gallons) is No. 6 Fuel oil.

Calculations: Using the tables and equations provided in references (c), (d) and (e) as planning factors the following recovery volumes are derived.

Bakken, Group 1
Non-Persistent
Volume: 75,421 bbls
Emulsification Factor: 1.0
Natural Dissipation: 80%
Planned % on-water recovery: 10%
Planned % onshore recovery: 10%
Planning Volumes:
Natural Dissipation: 75,421 X 1.0 X .8 = 60,366 bbls
On-water recovery: 75,421 X 1.0 X .1 = 7,542 bbls
Onshore recovery: 75,421 X 1.0 X .1 = 7,542 bbls

Bunker C - No. 6 Fuel, Group 4
Persistent
Volume: 17,000 bbls
Emulsification Factor 1.4
Natural Dissipation: 5%
Planned % on-water recovery: 20%

Planned % onshore recovery: 75%
Planning Volumes:
Natural Dissipation: 17,000 X 1.4 x .05 = 1,190 bbls
On-water recovery: 17,000 X 1.4 X .2 = 4,760 bbls
Onshore recovery: 17,000 X 1.4 X .75 = 17,850 bbls

Preliminary Actions Taken:
Since the geographic area involved in the scenario VTS has limited radio, radar and video coverage in the accident area. As the incident moved from the potential to the imminent phase, the CDO would notify the ANT Saugerties of the circumstances. CDO would further notify all capable local and state agencies for emergency response and Search and Rescue. During that period the scenario would have unraveled and prompted the CDO to take the following action:

Notifications and First Response:
The initial notifications would be made in-house by the Sector Command Center (SCC) Command Duty Officer (CDO) to the Deputy Incident Commander (DPIC), pollution response team (PI), Station New York (STANY), and the Sector Commander (SC). The Pollution Responders would be told to report to ANT Saugerties for transport to scene and the CDO would be told to get the rest of the duty section to the SCC for further assignment. The SC and DPIC would go to the SCC to assume management of the response due to its size. It will take approximately 2 hrs for Sector Personnel and 1 hour during the normal work day (M-T 0800- 1800) for the respective groups to reach their assigned destinations. As discussed above rescue and firefighting is a given, this would include response from vessels at Station New York, and the NY Fire Department and Other Hudson River Fire and Law Enforcement vessels.)

First 30 Minutes (1030-1100): While awaiting the arrival of the SC and DPIC, the CDO would continue notifications in accordance with the Emergency Notification List shown in section 9100 of this plan. The CDO would also attempt to contact the respective responsible parties (RP) to determine what actions, if any, they propose to take (In accordance with the guidance for this scenario the RPs do not take any action). The Sector Incident Management Team (IMT) would be recalled to establish an Incident Command Post at the Sector IMT Space.

First 4 Hours (1100-1300): Within the first 4 hours an initial situation assessment will have been made by Coast Guard personnel. On land side the local Police will evacuate impacted dwellings and limit all vehicular traffic due to the potential dangers from any hazardous plumes. The remote location of this incident and limited shoreline access will significantly impede the response time of response equipment which must travel overland to the scene. At Incident Command Post the amount and type of cargo on board the departing vessel will have been received from the loading facility and the same information will have been obtained from either the arrival notification sheet or the agent. Situation reports will be received regularly from the on-scene response team. These reports will be

the first indication that there is considerable oil in the water which will divert some attention away from the focus on the fire and explosion. From the on-scene reports and the obvious enormity of the situation the COTP requires the following actions be taken:

- Close the river to all vessel movement in the Kingston Area, other than emergency vessels, south of the Kingston Rhinecliff Bridge and north of Mid Hudson Bridge. Additionally all vessels anchored in the Kingston area are ordered to move up the Hudson (North) River. Rondout Creek will be closed to all outbound traffic.

- Request on-scene assistance from the National Strike Force (NSF), District Response Advisory Team (DRAT), NOAA Scientific Support Coordinator (SSC), and the Naval Supervisor of Salvage (NAVSEA);

- Notify each designated state and municipal member to the Unified Command and request each report to the ICP. At a minimum, a rep from the NYS DEC would be needed to coordinate emergency response and planning efforts. (It is probable that a Coast Guard rep will be requested and sent to the NYS OEM Command Center). NJ DEP would be notified of the incident but would not engage at this time.

- Hire the nearest local pollution contractors who hold basic ordering agreements (BOA) with the Coast Guard and have them commence laying protective boom at the predesignated environmentally sensitive areas. identified in ANNEX G of this plan, also require a senior representative of that contractor report to the Unified Command to plan response strategy;

- Brief local Public Affairs Office on incident and have them develop a press release and establish an information center where media calls can be sent.

Next 4 Hours (1300-1700): By this time the event will be well known throughout the response, regulatory and media communities. The COTP will have established an incident management team composed of duty section members. As representatives of the contractor and subject matter experts arrive they will be incorporated into a planning and strategy advisory group for utilization by the state and federal decision makers. Due to remote location the hiring of cleanup contractors is broadened so that contractors are picked by their physical location around the affected area. This will allow them to get to scene more rapidly. When hired, contractors are given a list of areas that need to be protected and the priority of each. The priorities are developed from the list of sensitive areas found in ANNEX G of this plan and the forecast trajectories developed by the SSC. Because of the inherent dangers in the immediate vicinity of the vessels some areas will have to forego protection until the danger subsides. An alternate

Incident Command Post location would be identified closer to the incident and would be operational by the next operational period.

Protection, Containment, and Collection Considerations: The initial responders will be directed to focus on the protection of the shoreline and sensitive areas. This decision is made more on the circumstances of this incident vice any preordained procedures. The initial response would work to contain and stop the flow of discharge.

***Protective Booming*:** All marinas, water intakes, and facilities in the area according to the GRP's from River Miles 87-92 will need to deploy any protective boom they may have around their facility to prevent ingress of oil. (Due to the mandates of OPA all marine terminals should have at least 1000 feet each, that is available within one hour.)

***Shore Containment and Collection*:** There are several natural containment and collection areas in the area of the spill. Contractors will be required to focus their collection efforts in these areas for the most effectiveness. This will require the positioning of long skirted boom, vacuum trucks, skimmers and sufficient manpower.

Beach Cleanup: Beach cleanup along strands too extensive to realistically boom will need to be considered after one tidal cycle. Of immediate importance will be the identified sensitive sites on GRP river miles 87-92, and along the eastern and western shorelines. These areas will require manpower intensive teams performing manual cleanup, collection, and booming. Shoreline Cleanup Assessment Teams (SCAT) will patrol the rivers banks using multiple ICS divisions.

Open Water Cleanup: The availability of open water cleanup equipment is very limited in the Hudson Valley Region. In the past, NAVSEA was relied upon to provide specially designed skimming vessels. The drawback is the lead time needed to acquire these vessels. It takes approximately 3 days for the vessels to arrive from the time they are requested. Another option is the vessel of opportunity skimming system (VOSS) which is available through the DRAT or the NSF.

Discharge Response:
Day One: Contractor assignments are initially to stage as much equipment as possible at strategic locations around the incident location and to have that manpower and equipment ready to operate within a small geographic area. It is anticipated that the contractors will have approximately 40% of the required manpower available within 4 hours, having to recall personnel to reach full strength and to allow commute time. The following actions are taken:

Contractor Team 1 responds with 20,350 feet of boom 02 Skimmers, and 02 Vac Trucks. Personnel are directed to proceed to conduct protection operations on River Mile 87-88. Estimated time of arrival is 3 hours after notification.

Contractor Team 2 responds with 11,650 feet of boom, 02 Skimmers, and 02 Vac Trucks. Personnel are directed to proceed to conduct protection operations on River Mile 89-91. Estimated time of arrival is 8 hours.

Contractor Team 3 responds with 700 feet of boom. Personnel are directed to proceed to conduct protection operations on River Mile 91-93.

Contractor 4 responds with 01 Skimming Vessel, 04 large work boats, 10 small work boats, and required personnel for operation of equipment. They will be assigned to River Miles 87-88.

Contractor 5 responds with 01 Skimming Vessel, 04 large work boats, 15 small work boats, and required personnel for operation of equipment. They will be assigned to River Miles 87-88.

Contractor 6 responds with 02 large work boats, 10 small work boats, and required personnel for operation of equipment. They will be assigned to River Miles 87-88.

Contractors 7 will be held in reserve for deployment on an as needed basis at first light after a complete assessment of the incident damage is made.

Six tank barges are contracted to hold the recovered oil. Four will be anchored in the Upper River and two will be anchored in the lower river. They have a combined capacity of 275K bbls.

Overnight: Due to the limited daylight and weather conditions initial operations will be limited to the deployment of protective boom, some deflection boom and vacuum truck and skimmer recovery operations. In anticipation of oil impact on the beach shores in the lower river booming arrangements are made to follow tide cycle to limit the extent of the oil contamination.

Day Two and Beyond: Overflights at first light will establish need for changes in deployment of tier one responders and arriving tier two and three resources. Operations will be fluid for a minimum of three days until the majority of floating oil has been recovered or has washed ashore. Temporary storage and transfer areas will need to be established early on and will have to be closely coordinated with the cognizant state agencies. The majority of the oil will have been removed from the water within the first two weeks but the cleanup will continue for several months due to all of the shoreline that will have been contaminated.

A complicating factor will be the need to prematurely open the port due to economic reasons. This will lend to the spread of the contamination and will hamper some recovery operations. The final decision to terminate the cleanup will be made by the Captain of the Port upon concurrence of the respective state representatives.

Resources Required:
Contractor Cooperative
Containment Boom: 54,900 feet
Large Work Boats: 10
Small Work Boats: 35
Skimming Vessels: 2
Skimmers (portable): 4
Vacuum Trucks: 4
Tank Barges: 6
Supervisors: 11
Personnel: Total = 333
Coast Guard = 58
NY Department Environmental Conservation = 20
Oil Spill Response Organizations (OSROs) = 160
Other = 95

Resources available within the New York and New Jersey harbor area are adequate to conduct this operation.

To support the monitoring, documentation, and cost recovery portion of this operation the Captain of the Port will need to request Coast Guard Reserve augmentation. Reserve officers and enlisted personnel will be needed to augment the IMT, and will be needed on various groups and divisions to monitor the cleanup operations on scene.

Shortfalls: Trained personnel and resources to conduct wildlife rescue and cleaning.

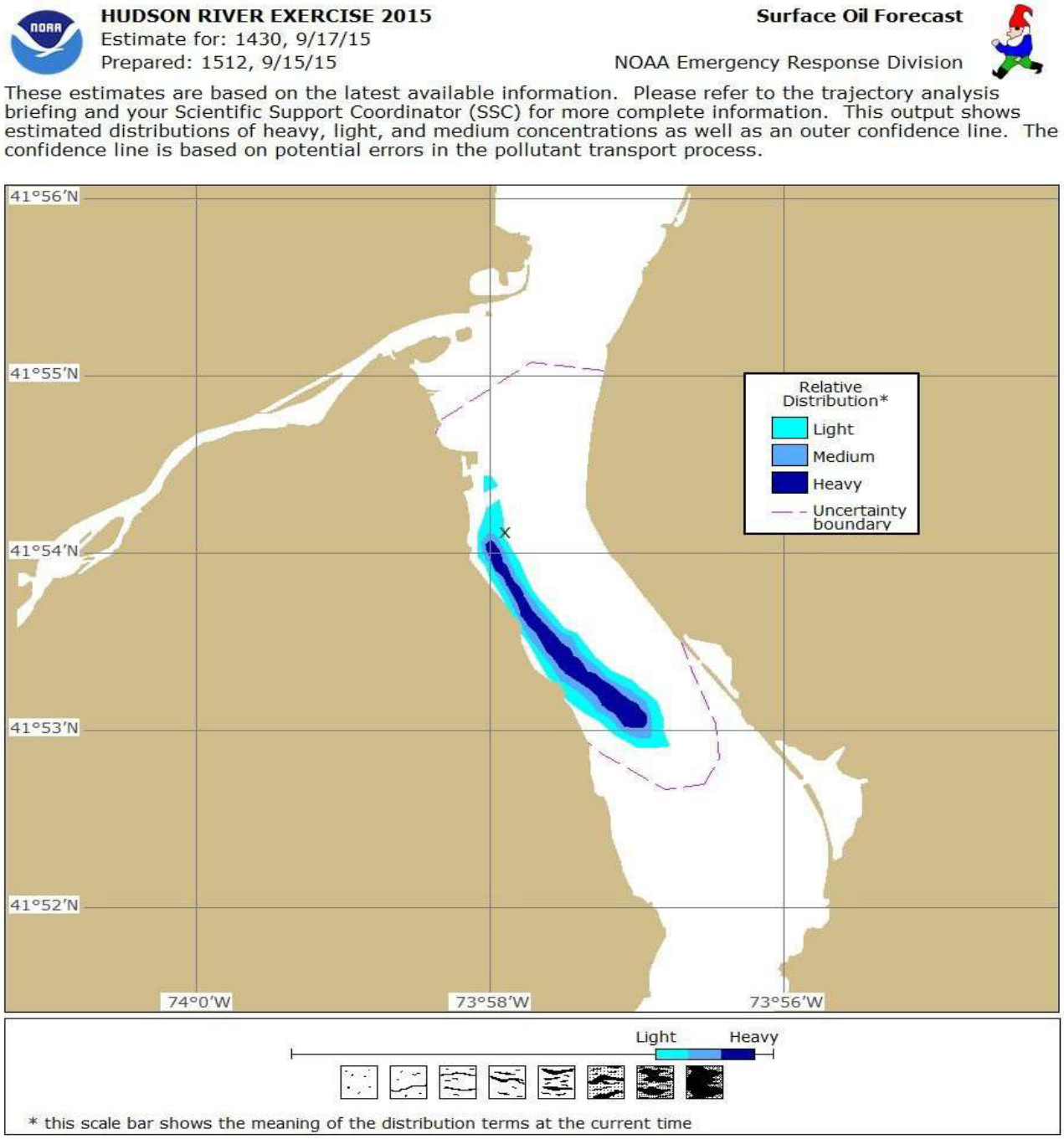
Communications between the contractors and the OSC is hampered by lack of common radio frequencies and remote locations along the Hudson River. Cellular telephones can provide a suitable solution to maintain communications during an event of this nature, but the volume of calls and limited cellular service may create other problems.

Access to the shore around the river is often limited by existing terrain, facilities, and structures.

Lack of pre staged boom at highly vulnerable economically and environmentally sensitive sites such as marinas and marsh lands.

Figures:

(1) NOAA Spill Projection, Incident plus Four Hours

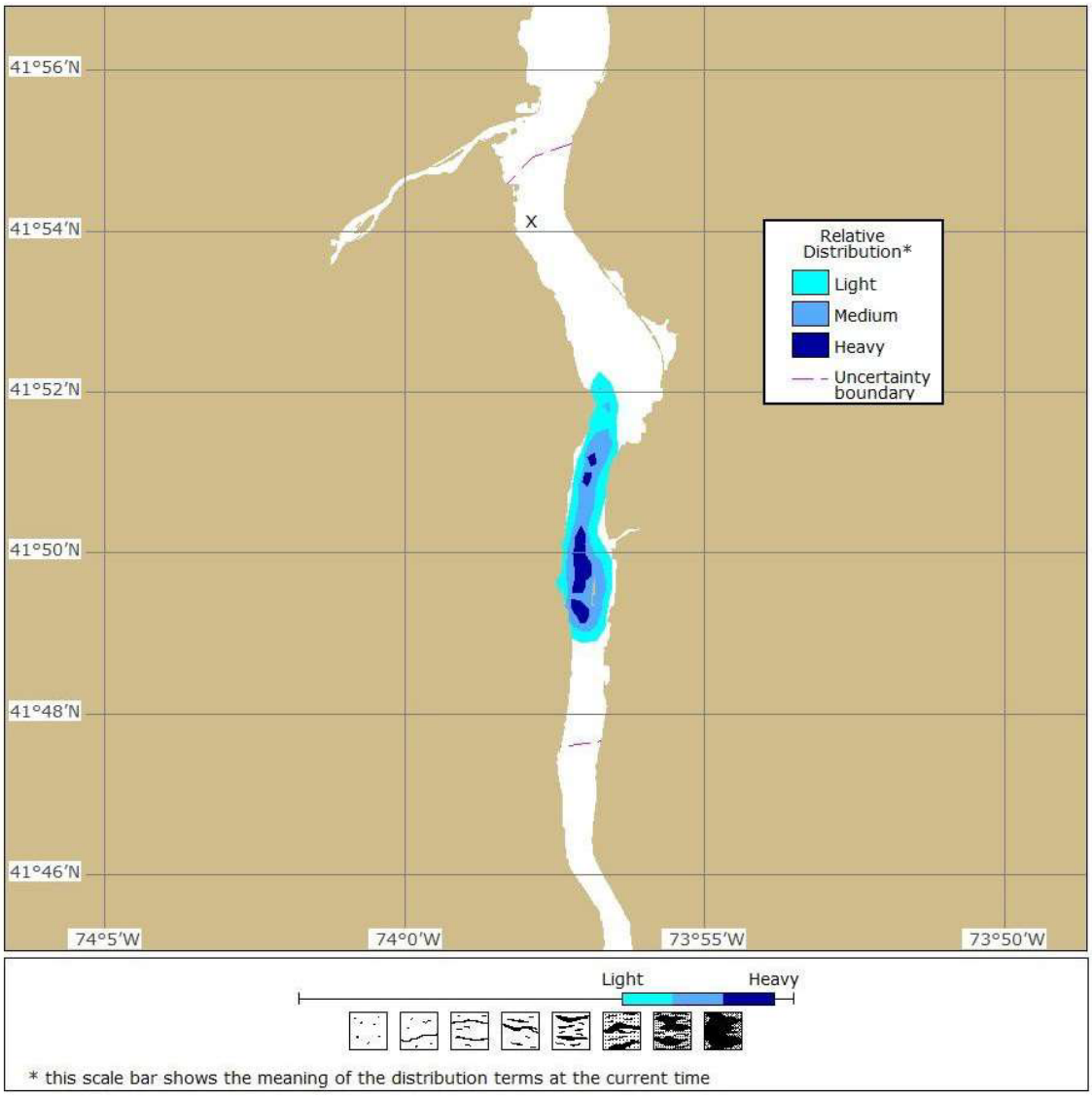


(2) NOAA Spill Projection, Incident plus Seven Hours

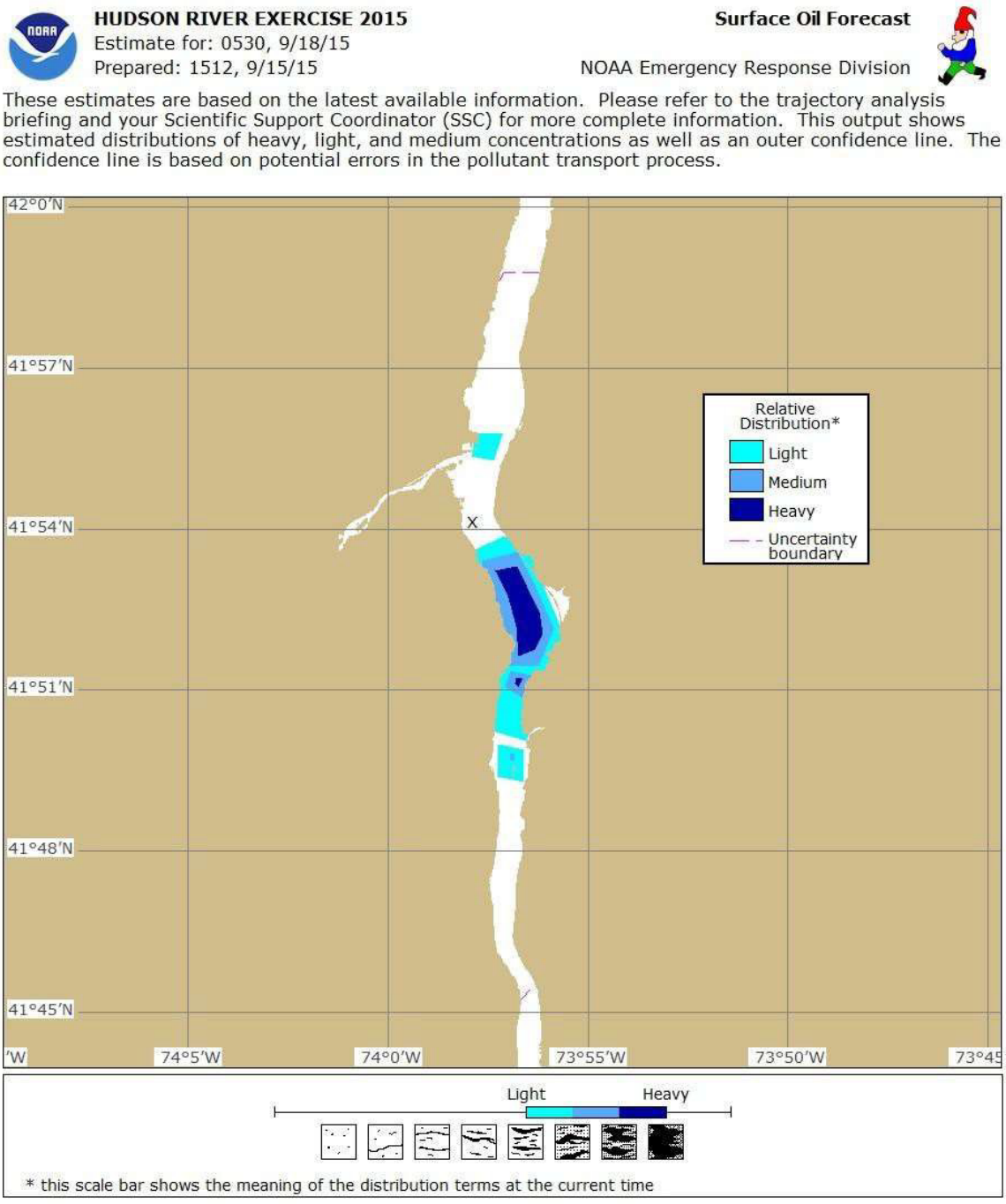
HUDSON RIVER EXERCISE 2015
Estimate for: 1730, 9/17/15
Prepared: 1512, 9/15/15

Surface Oil Forecast
NOAA Emergency Response Division

These estimates are based on the latest available information. Please refer to the trajectory analysis briefing and your Scientific Support Coordinator (SSC) for more complete information. This output shows estimated distributions of heavy, light, and medium concentrations as well as an outer confidence line. The confidence line is based on potential errors in the pollutant transport process.



(3) NOAA Spill Projection, Incident plus Fifteen Hours

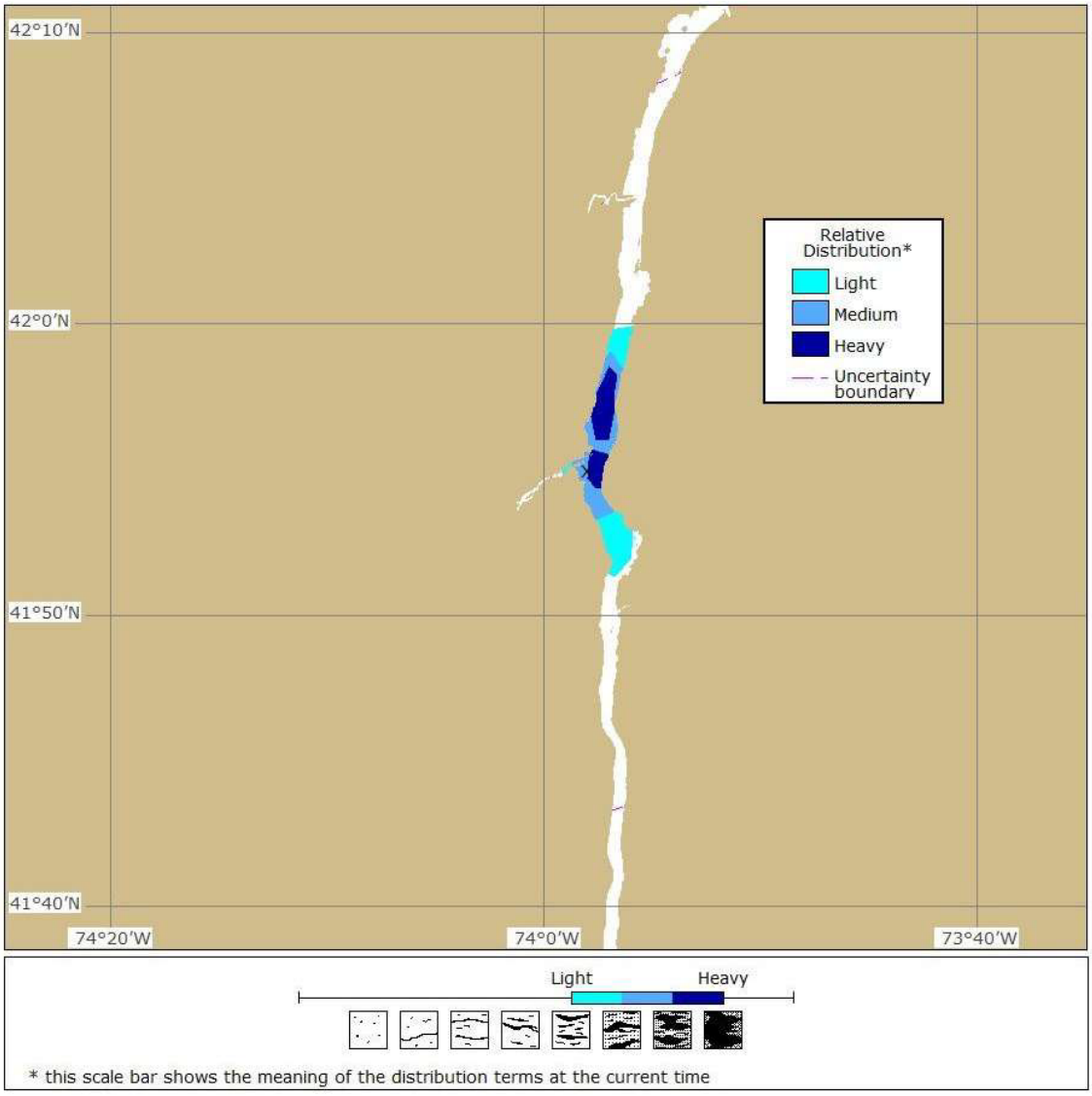


(4) NOAA Spill Projection, Incident plus Twenty-One Hours

HUDSON RIVER EXERCISE 2015
Estimate for: 1130, 9/18/15
Prepared: 1512, 9/15/15

Surface Oil Forecast
NOAA Emergency Response Division

These estimates are based on the latest available information. Please refer to the trajectory analysis briefing and your Scientific Support Coordinator (SSC) for more complete information. This output shows estimated distributions of heavy, light, and medium concentrations as well as an outer confidence line. The confidence line is based on potential errors in the pollutant transport process.

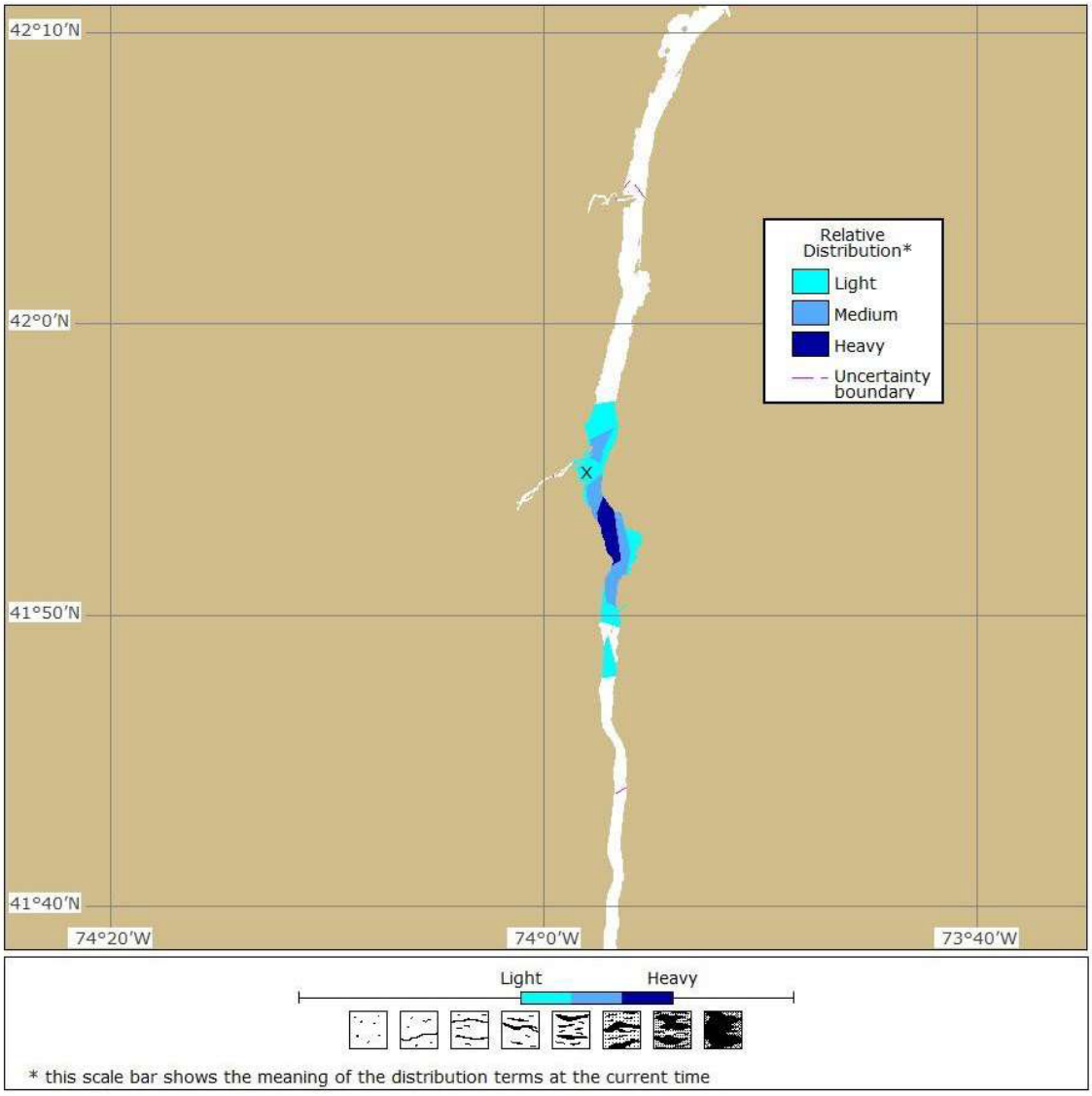


(5) NOAA Spill Projection, Incident plus Twenty-Six Hours

HUDSON RIVER EXERCISE 2015
Estimate for: 1630, 9/18/15
Prepared: 1512, 9/15/15

Surface Oil Forecast
NOAA Emergency Response Division

These estimates are based on the latest available information. Please refer to the trajectory analysis briefing and your Scientific Support Coordinator (SSC) for more complete information. This output shows estimated distributions of heavy, light, and medium concentrations as well as an outer confidence line. The confidence line is based on potential errors in the pollutant transport process.



9500 - List of Agreements

9510 - MOUs

A memorandum of understanding (MOU) is a written agreement usually between two parties that outlines the terms of a contract. It can spell out who is responsible for what work, duties, actions, and how to resolve any disputes that occur. Memorandums of understanding between the USCG and various governmental agencies that involve the Coast Guard's mission of responding to discharges or releases of oil or hazardous substances into the environment are especially important to contingency planning. The following is a listing and brief description of the memorandums of understanding that the USCG has entered into with other governmental agencies that effect the Coast Guard's mission of pollution response. The complete memorandums are included at the end of this section.

0.1 - MOU between Environmental Protection Agency And The United States Coast Guard

Signed; 4 January 1982.This MOU between the U.S. Coast Guard and the Environmental Protection Agency is a Letter of Agreement to provide pre-consultation and concurrence for the authorization of limited use of dispersants and other chemicals on oil spills by pre-designation USCG On-Scene Coordinators.

0.2 - MOU between Chief of Naval Operations and Commandant, United States Coast Guard (SUPSALV)

There is no longer an MOU kept between the NAVY and USCG. The NCP set guidelines for cooperative assistance between federal agencies, referencing 40 C.F.R. 300.170 and 40 C.F.R. 175 (4)(ii), which states during preparedness planning or in an actual response, various agencies may be called upon in their respective area of expertise.

0.3 - MOU between the Environmental Protection Agency and the United States Coast Guard

Signed; 6 September 1979. This MOU between the U.S. Coast Guard and the Environmental Protection Agency states the agreement between the two services that the responsibility for the mitigation of damage to the public health and welfare caused by the discharge of hazardous substances shall be shared.

0.4 - MOU between the Environmental Protection Agency, United States Coast Guard and the National Institute for Occupational Safety and Health Administration

Signed; 18 December 1980.This MOU between the U.S. Coast Guard, the Environmental Protection Agency and the National Institute for Occupational Safety and Health Administration provides guidance for the protection of workers

who investigate and clean up hazardous waste sites and respond to hazardous substance emergencies.

0.5 - MOU between the Department of the Interior and Department of Transportation

Signed; 16 August 1971. In order to assure the most efficient use of resources under the National Oil and Hazardous Substances Pollution Contingency Plan, the Secretaries of the Department of the Interior and Transportation agree to share responsibilities in reference to Hazardous Substance Release Response.

0.6 - MOU between the Environmental Protection Agency and the United States Coast Guard

Signed; 01 January 1982.The U.S. Coast Guard and the Environmental Protection Agency agree that a mechanism is required to fund USCG costs incurred during emergency response to releases, or the threats of releases of hazardous substances or pollutants or contaminants. This Memorandum of Understanding establishes the accounting, contracting, and fund management control policies and procedures for USCG response actions.

0.7 - MOU between the U.S. Fish and Wildlife Service and the U.S. Coast Guard

Signed; 24 July 1979.The purpose of this agreement is to specify the conditions and procedures under which the U.S. Fish and Wildlife Service will provide the U.S. Coast Guard Federal On-Scene Coordinators with appropriate technical expertise as well as services in support of the Federal Government's efforts to control and clean up oil and hazardous chemical discharges.

0.8 - MOU for the U.S. Coast Guard Auxiliary in Support of the Marine Environmental Protection Program

Signed; 23 May 1995.Through mutual involvement and commitment, a Coast Guard objective has been set to mobilize the Coast Guard Auxiliary in a dynamic "Team Coast Guard" approach, which actively engages Auxiliarists as "Full Partners" in aggressively promoting marine environmental protection and effectively reducing pollution in our nation's waterway.

0.9 - MOU between the Director of Military Support (DOMS) and the U.S. Coast Guard

Signed; 12 Aug 1996.This MOU specifies the procedures by which the U.S. Coast Guard can request the U.S. Air Force Reserve to provide aircraft, equipment and personnel for the application of oil dispersants during oil spill cleanup and removal operations and establish interagency cost reimbursement.

9510.100 - MOU between the U.S. Coast Guard and the Environmental Protection Agency

Signed; 09 October 1981.The MOU states the agreed upon functions for responses to releases from vessels and facilities. Functions related to immediate removal action concerning releases or threats of releases at facilities other than active or inactive "hazardous waste management facilities".

9510.110 - MOU between the U.S. Coast Guard, the Environmental Protection Agency, the Department Of Interior, the Department Of Commerce/National Oceanic and Atmospheric Administration, the New Jersey Department of Environmental Protection and Energy, the New York State Department of Environmental Conservation

Signed; 13 April 1994. The MOU states the advance approval under which NCP product schedule chemicals may be used by the FOSC in certain waters of the COTP-NY and COTP-LIS zones.

9510.120 - Amendment of MOU between the U.S. Coast Guard District 1, the Environmental Protection Agency, the Department Of Interior, the Department of Commerce/National Oceanic and Atmospheric Administration, the New Jersey Department Of Environmental Protection, the New York State Department Of Environmental Conservation, Captain of the Port New York, Captain of the Port Philadelphia, Captain of the Port Long Island Sound

Signed; 10 May 1996. The Amendment of the MOU is to extend the southern boundary of pre-authorization to the boundary between Federal Regions II and III. This MOU provides pre-authorization for the use of chemical countermeasures by the USCG Federal On-Scene Coordinator. This pre-approval applies only in designated zones in the COTP Long Island Sound, New York, and Philadelphia area of responsibility.

9510.130 - MOA between the U.S. Coast Guard and the New York State Department of Environmental Conservation

Signed; 17 November 1995. The purpose of the Memorandum of Agreement is to help the parties exercise their respective authorities regarding spill prevention, planning, and response in a manner so as to avoid unnecessary duplication and conflict and to minimize the impact of pollution incidents in the navigable waters of the United States or areas defined the respective Area Contingency Plans.

9510.140 - MOU between the U.S. Coast Guard, the Environmental Protection Agency, the Department Of Interior, the Department Of Commerce/National Oceanic and Atmospheric Administration, the New Jersey Department of Environmental Protection and Energy, the New York State Department of Environmental Conservation

Signed; 11 December 1996.The MOU provides per-authorization for use of in-situ burning by the USCG Federal On-Scene Coordinator in response to coastal oil discharges within the jurisdiction of the Region II Regional Response Team.

9510.150 - MOU between the U.S. Coast Guard Captain of the Port New York and the New York City Fire Department

Signed; 12 July 1990. The MOU states the responsibilities associated with marine firefighting evolution in the port of New York and New Jersey.

- MOA between the U.S. Coast Guard and the State of New Jersey Regarding the Enforcement of Maritime Safety and Security Zones

Signed; 2004. The purpose of this Agreement is to set forth the framework and procedures by which the United States Coast Guard (USCG), through, among others, the Captain of the Port (COTP) New York/New Jersey and the New Jersey State Police (NJSP) will work together to enhance the safety and security of waters in the COTP New York/New Jersey Area of Responsibility (AOR) through the cooperative enforcement of maritime safety and security zones that are created by the Coast Guard under the authority of the Magnuson Act, as codified at 50 U.S.C. § 191, and implemented at 33 C.F.R. Part 6, and the Ports and Waterways Safety Act, as codified at 33 U.S.C. § 1221, *et* seq.

- MOU between the U.S. Coast Guard, the Environmental Protection Agency, and the Corporation for National and Community Service

Signed; 2011. The purpose of this agreement is to describe the major responsibilities of each party in developing and supporting an unaffiliated volunteer management program to be implemented following an oil or hazardous material release incident.

9510 – Complete list of MOU/MOAs for the Port of New York and New Jersey and Port of Albany

Title of MOU/MOA	Participating Organization
Memorandum of Understanding between the USCG and the Bayonne Fire Department concerning SAR	Bayonne Fire Department

Memorandum of Understanding between the USCG and the Carteret Fire Department concerning SAR	Carteret Fire Department
Memorandum of Understanding between the USCG and the Duchess County Sheriff's Office concerning the enforcement of maritime safety and security zones	Duchess County Sheriff's Office
Memorandum of Understanding between the USCG and the Duchess County Sheriff's Office concerning SAR	Duchess County Sheriff's Office
Memorandum of Understanding between the USCG and the Edgewater Fire Department concerning the enforcement of maritime safety and security zones	Edgewater FD
Memorandum of Understanding between the USCG and the Edgewater Fire Department concerning SAR	Edgewater FD
Memorandum of Understanding Between USCG and Essex County regarding the utilization of Essex County Radio System for use by the USCG	Essex County
Memorandum of Understanding between the USCG and the Hoboken Fire Department concerning SAR	Hoboken FD
Memorandum of Understanding between the USCG and the Jersey City Police Department concerning the enforcement of maritime safety and security zones	Jersey City Police Department
Memorandum of Understanding between the USCG and the Jersey City Police Department concerning SAR	Jersey City Police Department
Memorandum of Understanding between the USCG and the Kearny Fire Department concerning SAR	Kearny Fire Department
Memorandum of Understanding between the USCG and the Linden Fire Department concerning SAR	Linden FD
Memorandum of Understanding between the USCG and the Middletown Township Police Department concerning the enforcement of maritime safety and security zones	Middletown Township Police Department
Memorandum of Understanding between the USCG and the Monmouth County Sherriff's Department concerning SAR	Monmouth County Sheriff's Office

Memorandum of Understanding between the USCG and Monmouth County regarding utilization of Monmouth Countywide Police System for use by USCG	Monmouth County Sheriff's Office
Memorandum of Understanding between the USCG and the Nassau County Police Department concerning the enforcement of maritime safety and security zones	Nassau County Police Department
Memorandum of Understanding between Naval Weapons Station Earle and USCG Station Sandy Hook, NJ	Naval Weapons Station Earle
Memorandum of Understanding between the USCG and the Jersey State Police Department concerning the enforcement of maritime safety and security zones	New Jersey State Police
Memorandum of Understanding between the USCG and the Jersey State Police Department concerning SAR	New Jersey State Police
Memorandum of Understanding between the USCG and the New Rochelle County Police Department concerning the enforcement of maritime safety and security zones	New Rochelle PD
Memorandum of Understanding between the USCG and the New Rochelle County Police Department concerning SAR	New Rochelle PD
Memorandum of Understanding between the USCG and NYCFD for use of Fire Department Operations Command Second Site (COOP)	New York City Fire Department
Memorandum of Understanding between the USCG and the NYCPD concerning the enforcement of maritime safety and security zones	New York City Police Department
Memorandum of Understanding Regarding Installation and Sharing of Closed Circuit Television Video Feeds between the USCG and the NYCPD	New York City Police Department
Memorandum of Understanding between the NYCPD and the USCG for NYPD Emergency Vehicle Operator's course	New York City Police Department
Memorandum of Understanding between the USCG and the New York Fire Department concerning SAR	New York Fire Department
Memorandum of Understanding/Agreement between The USCG and NYSBA regarding use of live video for monitoring	New York State Bridge Authority

Memorandum of Understanding between the USCG and the Jersey State Police Department concerning SAR	Newark Department of Public Safety, Division of Fire
Memorandum of Understanding between the USCG and the North Hudson Regional Fire & Rescue concerning SAR	North Hudson Regional Fire & Rescue
Memorandum of Understanding between the USCG and the NY Naval Militia concerning the enforcement of maritime safety and security zones	NY Naval Militia
Memorandum of Understanding between the USCG and the NY State DEC Police Department concerning the enforcement of maritime safety and security zones	NY State DEC Police
Memorandum of Understanding between the USCG and the NYPD Harbor Unit concerning the enforcement of maritime safety and security zones	NYPD Harbor United/CTU
Memorandum of Understanding between the USCG and the village of Ossining Police Department concerning the enforcement of maritime safety and security zones	Ossining Police Department
Memorandum of Understanding between the USCG and the village of Ossining Police Department concerning SAR	Ossining Police Department
Memorandum of Understanding between the USCG and the Palisades Interstate Parkway Police concerning the enforcement of maritime safety and security zones	Palisades Interstate Park Police Department
Memorandum of Understanding between the USCG and the Palisades Interstate Parkway Police concerning SAR	Palisades Interstate Park Police Department
Memorandum of Understanding between the USCG and the Perth Amboy Fire Department concerning the enforcement of maritime safety and security zones	Perth Amboy Fire Department
Memorandum of Understanding between the USCG and the Perth Amboy Fire Department concerning SAR	Perth Amboy Fire Department
Memorandum of Understanding between the USCG and the Port Authority Police Department concerning the enforcement of maritime safety and security zones	Port Authority PD
Memorandum of Understanding between the USCG and the Putnam County Sherriff's Department concerning the enforcement of maritime safety and security zones	Putnam County Sheriff

Memorandum of Understanding between the USCG and the Putnam County Sherriff's Department concerning SAR	Putnam County Sheriff
Memorandum of Understanding between the USCG and the Rockland County Sherriff's Department concerning the enforcement of maritime safety and security zones	Rockland County Sheriff's Office
Memorandum of Understanding between the USCG and the Rockland County Sherriff's Department concerning SAR	Rockland County Sheriff's Office
Memorandum of Understanding between the USCG and the Rye Police Department concerning SAR	Rye Police Department
Memorandum of Agreement between the USCG and the State of NY regarding Coast Guard Resources in the event of a radiological emergency	State of New York
Memorandum of Agreement between the USCG and the NYSDMNA involving the use of small boat(s) as an operational platform by the USCG	The New York State Division of Military and Naval Affairs
Memorandum of Understanding between the USCG Sector New York and the PANY&NJPD regarding the utilization of channel 1021 VHF(157.050 MHz) in communicating with Coast Guard Assets	The Port Authority of NY & NJ Police Departments
Memorandum of Understanding between the USCG and the US Parks Police concerning the enforcement of maritime safety and security zones	U.S Park Police
Memorandum of Understanding between the USCG and the Ulster County Sherriff's Department concerning the enforcement of maritime safety and security zones	Ulster County Sheriff's Office
Memorandum of Understanding between the USCG and the Ulster County Sherriff's Department concerning SAR	Ulster County Sheriff's Office
Memorandum of Understanding between the USCG and the Union County Sheriff concerning the enforcement of maritime safety and security zones	Union County Sheriff
Memorandum of Agreement between the USACE and the USCG	United States Army Corps of Engineers
Memorandum of Agreement between the USN and the USCG regarding Interservice Cooperation in Oil Spill Response and Salvage Operations	United States Navy

Interagency Agreement between the USN and the USCG for cooperation in oil spill cleanup operations and salvage operations	United States Navy
Memorandum of Agreement between Commander, USNORTHCOM and Commander, CAA, and Commander, CPA with Port Event Spectrum IED Operations Network "PESIEDON MOA"	US Northern Command
Memorandum of Understanding among USCGD1, USCGD5, EPA, DOI, DOC/NOAA, NJDEP and NYS DEC	USCGD1, USCGD5, EPA, DOI, DOC/NOAA, NJDEP and NYS DEC
Memorandum of Understanding between the USCG and the Westchester County Police Department concerning SAR	Westchester County Police Department
Memorandum of Understanding between the USCG and the Westchester County Police Department concerning the enforcement of maritime safety and security zones	Westchester County Police Department
Memorandum of Understanding Between the USCG and Westchester County regarding utilization of Westchester Countywide Police System for use by the USCG	Westchester County Police Department
Memorandum of Understanding between the USCG and the EPA, A Mechanism for Funding Vendor Costs Incurred by the USCG during Emergency Response to Releases or Threats of Releases of Hazardous	United States Environmental Protection Agency
Memorandum of Understanding between the USCG and Staten Island Ferry concerning Ferry Security Operations	Staten Island Ferry
Memorandum of Understanding between the USCG and Hornblower New York Ferry concerning Ferry Security Operations	Hornblower/NYC Ferry
Memorandum of Understanding between the USCG and Nassau County Police Department concerning CCTV	Nassau County Police Department
Memorandum of Understanding between the USCG and NJ State Police Aviation Department concerning Overflights	NJ State Police Aviation

9600 - Conversions

For a table of conversions see the IMH or an online metric converter which contains US customary and metric conversions for unit measurements

9700 - List of Response References

9710 - Relevant Statute/Regulations/Authorities List

0.1 - Federal Water Pollution Control Act

Federal Water Pollution Control Act (FWPCA), 33 United States Code (USC) 1321 Section 311 is designated to restore and maintain the chemical, physical, and biological integrity of our Nation's waters. To accomplish this, predesignated Federal On-Scene Coordinators (FOSCs) are provided by the Environmental Protection Agency (EPA) or U.S. Coast Guard (USCG) with full authority to respond to oil and designated hazardous substance spills into or upon navigable waters or adjoining shorelines of the United States. The FOSC is required to initiate enforcement activities for FWPCA violations. The FWPCA was amended in 1977 and became known as the Clean Water Act (CWA). The Oil Pollution Act of 1990 (OPA 90), 33 USC 2701 et seq. amended the CWA.

0.2 - Executive Order 12777

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

0.3 - Comprehensive Environmental Response Compensation and Liability Act

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

0.4 - Resource Conservation and Recovery Act

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

0.5 - Oil Pollution Act of 1990

Under the Oil Pollution Act of 1990 (OPA 90), the responsible party has the primary responsibility for the cleanup of a discharge. The response shall be conducted in accordance with their applicable response plan. Section 4201(a) of OPA 90 states; that an owner or operator of a tank vessel or facility participating in removal efforts shall, act in accordance with the National Contingency Plan, and the applicable response plan as required. Section 4202 of OPA 90 states that

these response plans shall be consistent with the requirements of the National Contingency Plan and Area Contingency Plans and:

Identify the qualified individual having full authority to implement removal actions, and require immediate communications between that individual and the appropriate Federal Official and the persons providing personnel and equipment pursuant to clause (iii);

- Identify and ensure by contract or other means approved by the President, the availability of private personnel and equipment necessary to remove to the maximum extent practicable a worst case discharge (including a discharge resulting from fire or explosion), and to mitigate or prevent a substantial threat of such a discharge;
- Describe the training, equipment testing, periodic unannounced drills, and response actions of persons on the vessel or at the facility, to be carried out under the plan to ensure the safety of the vessel or facility and to mitigate or prevent the discharge, or the substantial threat of a discharge;
- Be updated periodically; and
- Be resubmitted for approval after each significant change.

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

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

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

9720 - Relevant Instructions/Guidelines/Standard Procedures and Practices List

0.1 - National Pollutions Funds Center

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

NPFC User Reference Guide is designed to be a reference tool during an oil or hazardous materials spill incident for Coast Guard and EPA Federal On-Scene Coordinators. Most NPFC publications that deal with financial management aspects of oil spill response are included in this document. The NPFC User's Reference Guide can be found at: URG

- Chemical Countermeasures

The National Response Team maintains the interactive "Selection Guide for Oil Spill Response Countermeasures," designed to simplify the evaluation of non-conventional ("applied") technologies, including chemical and biological products and additives, and in situ burning, for real-time oil spill response, exercises, pre-spill planning, or informational purposes.

The Selection Guide is a compilation of information and guidance on the use of applied technologies: oil spill response products and countermeasures that may be unfamiliar to Federal or state on-scene coordinators or local incident commanders. It includes information on response technologies to counter the effects of spilled oil on land, on fresh water, and on coastal (estuarine to open ocean) waters.

The primary objective of this guide is to provide information and guidance to responders for the timely evaluation of oil spill response technologies that are regulated under the NCP Product Schedule (40 CFR Part 300.900), i.e., chemical and biological products and response countermeasures, for a wide range of oil spill conditions and circumstances.

This guide provides decision-making information, which includes information to conduct proactive evaluations by response decision-makers of a preliminary technology category, individual product, or technology during planning or incident-specific use. This information has been designed to be applicable nationwide.

The Selection Guide can be found at:
http://nrt-sg.sraprod.com/build/#

Dispersants

Dispersants are specially designed oil spill control products that are composed of detergent-like surfactants in low toxicity solvents. Dispersants do not remove oil from the water, but instead break the oil slick into small droplets, allowing these droplets to disperse into the water to be further broken down by natural processes. Dispersion of oil into the water column occurs naturally in untreated spills; dispersants speed up this process. Dispersants also prevent the oil droplets from coming back together as another surface slick. Dispersed oil is less likely to stick to birds and other animals, shoreline rocks, and vegetation. The effects of the rapidly diluted dispersed oil must be weighed against the effects of that oil if it

were allowed to impact the shoreline and wildlife. Dispersant use for spill control is regulated by Subpart J of the National Oil and Hazardous Substances Pollution Contingency Plan (40 CFR 300.900).

Subpart J also requires the EPA to prepare a schedule of dispersants and other chemicals that may be used in carrying out the NCP. Dispersants approved for use under this ACP are any of those listed in the NCP Product Schedule (40 CFR 300.910). The listing of approved products can be obtained from the Emergency Response Division (OS-210) of EPA Headquarters in Washington, DC or online at: National Oil and Hazardous Substances Pollution Contingency Plan (NCP) Overview | US EPA
https://www.epa.gov/emergency-response/national-contingency-plan-subpart-j

Dispersants have been preauthorized seaward of 3 nautical miles in accordance with the USCG and EPA Memorandum of Understanding. General dispersant planning guidelines for the Port of New York/New Jersey are outlined in the Regional Response Team II's Regional Contingency Plan and the Memorandum of Understanding concerning chemical countermeasure preauthorization the Captain of the Port New York/New Jersey zone. It is recognized that in certain circumstances, timely effective physical containment, collection, and removal of the oil may not be possible, and the utilization of chemical countermeasures, alone or in conjunction with other removal methods, may be considered as a means to minimize substantial threat to public health or welfare, or minimize serious environmental damages..

The waters include the Ambrose Channel south of a line drawn between East Rockaway Inlet Breakwater Light and Sandy Hook Light and seaward of a line connecting the 10 meter soundings off the coasts of New York and New Jersey which is within the Captain of the Port of New York area of responsibility. This area is designated as a pre-authorized dispersant use area;

- Has sufficient water depth and/or mixing energy to allow dispersed oil to be rapidly diluted to microscopic and non-toxic concentrations;
- Has ample distance (vertical or horizontal) from sensitive areas (e.g. marine mammal rookeries, shellfish beds) that dispersant application will not cause a disturbance; and
- Has significant likelihood that the dispersed oil will not impact sensitive areas using the SSC's trajectory analysis. Prior to the use of dispersants in any area, a written quality assurance plan will be drafted and approved that will insure that the correct amount of dispersant will be applied to the oil in a timely fashion. This plan will be submitted and adhered to by the company contracted to apply the dispersants.

See Section 1640 for additional information and Annex H for Dispersant Worksheet.

9730 - Geographic Response Plans

0.1 - Geographical Areas

In the Sector New York COTP zone there are several geographical area types that will be encountered during a response. The strategies outlined are recommendations and should not be adhered to in a strict manner because of the variables involved in the proper mitigation of a spill are different from case to case. The greatest effect on controlling a spill comes from good decision-making of the person(s) in charge. In the event of a worst case discharge, quick, decisive actions are the key to a successful response. The types of geographical areas are as follows:

- Marshes, Tidal Flats and Sea Grass Beds

These are high sensitivity areas where cleanup is not generally recommended because heavy equipment and laborers may cause more damage than good. Since a complete cleanup is nearly impossible, the best strategy is to protect the area prior to contamination. Considerations on whether a cleanup should be carried out would depend, in part, upon seasonal variations such as migrating bird patterns. The most effective procedure, if indeed a cleanup is carried out, would be skimmers along the water's edge and the deployment of deflection boom in order to shield the area from any recontamination. Tidal fluctuations are a prime concern. Another is the shallow depth of water making access by water more difficult. Strict avoidance of land contact should be made. The area should only be accessed via waterways. Booming or skimming operations would be difficult if not impossible during maximum flood or ebb tide. These areas are home to sea grasses, and numerous fauna, aquatic and fowl. Most often these are the sensitive areas requiring special attention.

- Sand Beaches

Cleanup along sandy beach depends on the amount and type of oil involved. If a sandy shoreline has heavy and extensive fuel coverage the use of heavy industrial equipment such as bulldozers or road graders could be utilized (this would be followed by the replacement of the sediment). In the case of minor ecological damage, a manual cleanup may be performed, if possible, which would eliminate the removal of sediment and the overall effect on the ecological balance of a particular beach. Cleanup efforts must include effective measures to protect nesting sea turtles and shore birds.

Different types of cleanup methods may involve rock-washing, use of sorbent equipment, harbor boom for corralling a product against land and vacuum trucks to pick up the product.

Given the economic aspects of the tourist trade on the local economy, beach contamination and cleanup is very visible to the public and the press.

- Bays and Water Inlets

The most effective weapon to combat an inlet-waterway spill is a quick response. The prompt, proper placement of deflection booming or corralling oil in boom for open water pockets can help reduce the spread of a product. Deflection boom should be used to guide the leading edge of a spill into a natural collection point where the product can be skimmed, vacuumed or absorbed with sorbent equipment.

- Offshore Areas

In areas offshore, the use of dispersant materials may be beneficial depending on on-scene weather, product type, and timeliness of application after spill, proper application, and current patterns. The proper use of dispersants (many miles offshore) can minimize shoreline impact. A combination of unmanageable seas and wind conditions could impede the use of other forms of mitigation such as skimmers, booms or sorbents. A spill out at sea may not be as bad as a near-shore spill because the effects of nature affect the mitigation process and the product can be broken up or dissipated long before it creates a problem along the coastline. Refer to Annex G for more information regarding to dispersant use.

- Islands

Along the NY/NJ coast and within the Port of NY/NJ there are islands which are inhabited by various species of wildlife. An oil spill in these areas could have a devastating impact on the ecological balance of a particular habitat. The use of protective booming placed along the shoreline of islands as well as skimmer usage is the most effective means in reducing the effects of a spill.

0.2 - Environmental Maps

The following environmental maps will aid in responding to a spill or hazardous substance release. They provide data about specific areas and the sensitive characters the area contains, as well as strategies on how to protect resources within the area. The AOR maps in this section contain data sheets, which provide critical data for priority and response activities. Listed resource trustees should be contacted to participate in establishing protection priorities and response activities. Trustees are equipped with updated information on the status of resources, which may not be depicted, on the maps.

The Environmental Sensitivity Index (ESI) maps of Sector New York's AOR, is a planning tool that shall be viewed when determining how to control a spill

occurring in Sector New York's AOR. Information on ESI maps and ordering can be obtained through NOAA on the world wide web at: http://response.restoration.noaa.gov/esi/esiintro.html

0.3 - Sector New York's Sensitive Area Maps

The geographic boundaries of this plan shall encompass the same area as that for which the designated Federal On-Scene Coordinator is responsible. For the purpose of this plan, Coast Guard Captain of the Port New York (COTPNY) is that individual and the COTP's area of responsibility is formally described in 33 CFR §3.05-30. This plan incorporates response activities and relevant response information for all waters and adjacent shores described in that section with the exception of the waters north of Troy, New York which include the New York State Barge Canal System, Mohawk River and Lake Champlain. Those areas have been placed under the jurisdiction of the U. S. EPA Region II FOSC by a Memorandum of Understanding (MOU) between the USCG and the EPA. The Sensitive Area maps can be found in Annex G of this plan.

- Map Particulars:

Each map is focused on a specific geographic area which was divided from within the COTP NY area of responsibility. The maps are labeled with a name tying it to an easily recognizable feature within that map's boundary. The maps were developed with just enough cartographic information (shoreline detail, grid lines, place names, etc.) to assure rapid recognition of relative location. Land masses are represented by grey shaded area, with the white sections representing a water body. Each map contains a copy of the legend with a key to all the symbology used on the maps and the most recent date that the map was revised.

- Map Symbols:

Sensitive Areas: Sensitive areas are marked by diamond symbols and alphanumeric codes to represent the degree of sensitivity. Three diamonds being the most sensitive, known as a level "A" area, representing those areas that should be protected prior to oil impact. Two diamonds represent a "B" area and should be protected after "A" areas in that location. One diamond is a "C" and should be protected after "A" and "B" areas. The alphanumeric characters assigned under the diamonds (i.e.: A72, B9, C70) represent the level of sensitivity, while also assigning a number for each specific location. The number has no significance other than to identify the specific location on the strategy matrix.

Marinas: Marinas are identified by the anchor symbol and also have an alphanumeric reference for the strategy matrix. Marinas are classified primarily due to economic as opposed to environmental concerns, and

therefore will be considered for protection strategies only after threatened sensitive areas have been protected.

Water Intakes: Water intakes are identified by the water drop symbol and can be classified as sensitive either due to the potential of affecting drinking water supplies, or for their use in the generation of electric power for the public. Other intakes serve commercial sources, and are therefore classified mostly for economic reasons. These too have alphanumeric codes to identify them on the strategy matrix and sensitivity maps.

Recovery / Collection Areas: Oil collection and recovery areas are represented by the recovery / collection symbol. These note locations where currents or land features cause natural collection points for oil or debris. It is noted that often an area must be sacrificed as a collection area for the use of concentrating the oil. Although it appears destructive, collecting the oil in these locations prevents it from floating away, and thus maximizes recovery efforts.

Pipelines: Pipeline areas are represented by the pipeline symbol on the maps, and have a key of their own in the ACP. Although these symbols do not represent a sensitive area, they should not be overlooked in the event of a spill response. Due to their hidden nature, they are often in areas not easily recognizable if not aware of them. For this reason, each pipeline's volume, product carried, and point of contact are listed for response planning purposes.

Strategy Matrix

General: For each sensitivity map, there is a spreadsheet-type guide that accompanies it known as the "strategy matrix." At the top of each page is the map number as well as the general location covered by that matrix. Here too is listed the last date of revision to ensure it is the most current version available. From left to right, the columns expand upon the codes from the sensitivity maps in simple yet descriptive terms. Information for several of the matrices has not yet been developed. They have been left blank while data is collected.

Matrix Codes: First is the code itself, and can be a sensitive area (A71, B66, C70, etc.), a marina (M36), a water intake (W15), or a recovery area (R2). These are listed in alphanumeric order and can have gaps between numbers due to coverage areas of the sensitivity maps. Next is a specific local name for each code number to add a more specific geographic location to each area.

Booming Methods: Suggested boom lengths, in feet, are listed for initial mobilization purposes, and as a guide for response planning. The actual amount necessary for an area will depend on conditions present at the time of the spill. Minimum acceptable boom is a hard boom at least 18 inches high and suitable for the weather and wave conditions experienced in New York/New Jersey harbor. Absorbent or sausage boom can augment the hard boom recommended, but is considered unacceptable when used alone. If an area has been designated with the XXX symbol, protection or exclusionary techniques have been deemed ineffective due to currents or distances required, and thus deflection or collection techniques should be considered during an actual spill. Booming methods are listed alone or in combinations of:
D = for deflection boom techniques recommended
P = protection or exclusionary techniques are recommended
R = containment or collection for recovery

Water Access Points: Potential access points to the water, and staging sites for the purpose of responding to sensitive areas, are listed by local name, location or geographic landmark. If the staging site has a specific code already assigned, for example marina M5, it too is listed. Phone numbers are listed to assist actual responses. If a separate number is used at night, it is preceded by "(N)" to designate the separate line. Type of access available at the listed sensitive area is designated by:
V = Vehicle (truck, auto, etc.)
B = Boat (draft is dependent on tidal condition and water depth at the site)

Classification Rationale: The primary reason designating a particular area as sensitive and protecting it (if impacted) are listed as:
E = primarily environmental reasons it is on list
$ = primarily economic impact

- Sensitive Area Information

High:
Protection of sensitive areas and public health.
Exposed tidal Flats, shallow sea grasses (<l meter), and oyster beds
Fringe mangrove forests
Public drinking water intakes
Industrial water supplies potentially impacting public needs and/or safety
Endangered or threatened species and their habitats
Seasonal breeding, spawning, foraging, nesting and migratory resting areas
Mangroves (large area/extensive forests) and salt marshes
National Parks, Monuments, Seashores and Estuarine Reserves
State and County Parks and aquatic preserves
National and State wildlife refuges
Medium: Sheltered rocky shores and seawalls w/rip rap.

All other beaches

Low: Public parks & recreation areas without sensitive shorelines or water intakes.
Seawalls without rip rap
Tourist/recreation areas / no water intakes
Industrial facilities
Industrial water supply not impacting public needs and/or safety
Other developed land

9740 - Technical References List

0.1 - NCP Product List

EPA maintains a schedule of dispersants and other chemical or bioremediation products that may be authorized for use on oil discharges in accordance with procedures set forth in 33 CFR Part 300.910. This schedule, called the NCP Product Schedule, is maintained by the EPA Office of Emergency Management. The Product Schedule can be found at: NCP Product Schedule (Products Available for Use on Oil Spills) | US EPA

0.2 - Catalog of Crude Oil & Oil Product Properties

This catalogue provides data on various physical-chemical properties of crude oils and petroleum products. The properties that are reported are those that will likely determine the environmental behavior and effects of spilled oil. The oils are arranged in alphabetical order. The catalog can be found at: 120bc.pdf

0.3 - CHRIS Manual

The Chemical Hazards Response Information System (CHRIS) is designed to provide information needed for decision-making by responsible Coast Guard personnel during emergencies that occur during the water transport of hazardous chemicals. CHRIS also provides much information that can be used by the Coast Guard in its efforts to achieve better safety procedures and so prevent accidents. CHRIS consists of a handbook or manual, a hazard assessment computer system (HACS), and technical support personnel located at Coast Guard headquarters. These components and their relations to one another are described in Section 2 of the manual.

Similar information can be found at The National Institute for Occupational Safety and Health (NIOSH) website: http://www.cdc.gov/niosh

0.4 - Incident Management Handbook (IMH)

The roles and responsibilities of those involved in the Incident Command System can be found in the Incident Management Handbook or ICS job aids. These are

intended to be guidance documents in forming a response management system for oil spills. This system is adopted from the NIIMS Incident Command System which is the predominant public domain response management system in use nationwide. This system is consistent with the NCP.

ICS Forms

- 201 Incident Briefing
- 202 Incident Objectives
- 203 Organization Assignment List
- 204 Division Assignment List
- 205 Incident Radio Communications Plan
- 206 Medical Plan
- 207 Organization Chart
- 209 Incident Status Summary
- 211 Incident Check-in-List
- 213 General Message Form
- 214 Unit Log
- 215 Operational Planning Worksheet
- 215A Incident Action Plan Safety Analysis
- 216 Radio Requirements Worksheet
- 218 Support Vehicle Inventory
- 220 Air Operations Summary
- 221 Demobilization Checkout
- 224 Crew Performance rating
- 225 Incident Personnel Performance Rating

0.5 - National Pollution Funds Center Technical Operating Procedures

NPFC Technical operating procedures (TOPs) serve as Coast Guard guidance for various Fund users. They provide formatting, forms, and instructions for compiling and submitting documentation efficiently and effectively. For more information see http://www.uscg.mil/npfc/Publications/tops.asp

9800 – Reserved

9900 – Reserved for Area/District

9000-1 - Draft Demobilization Plan

Currently Under Development

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